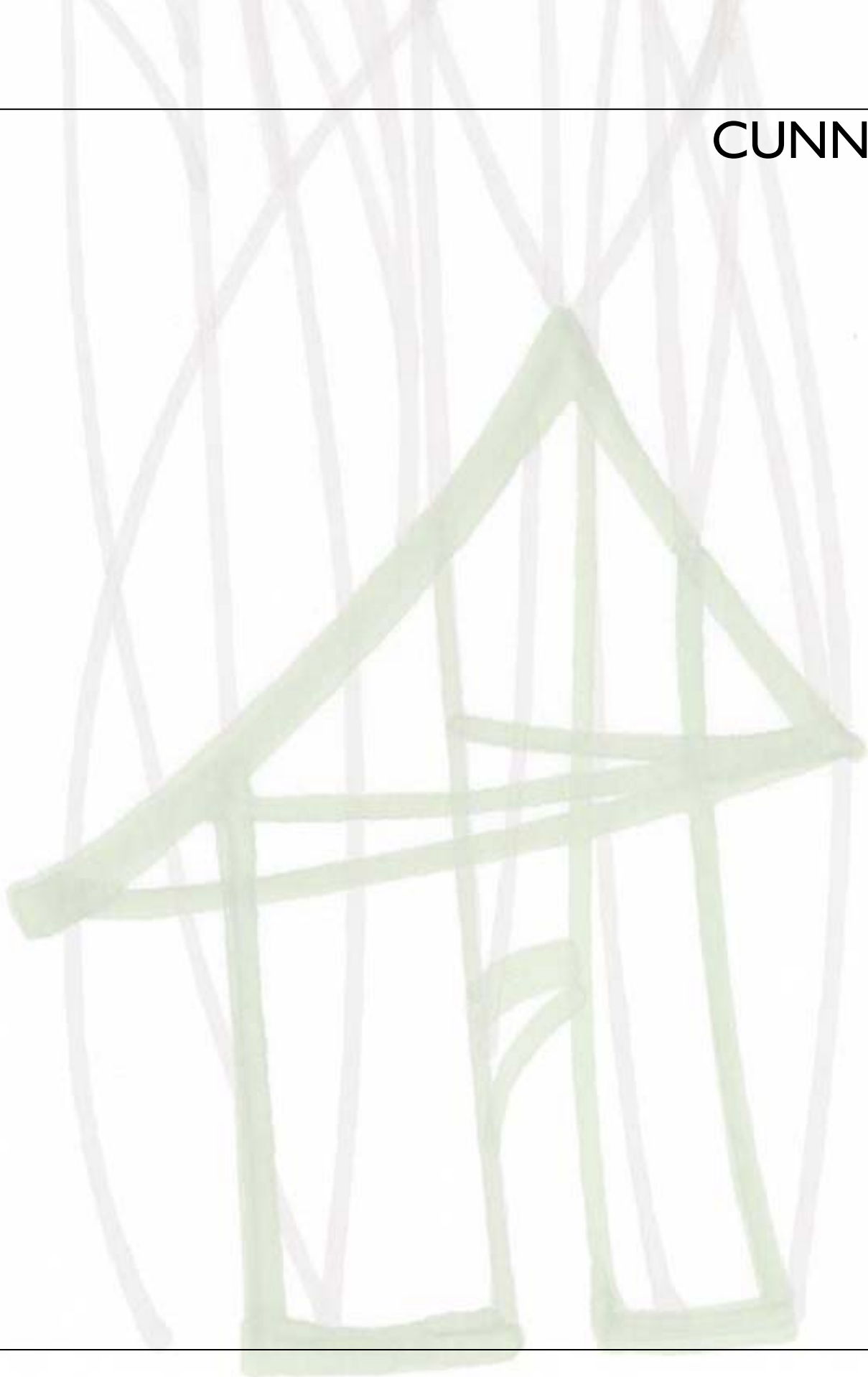

CUNNINGHAM AVENUE BEAUTIFICATION

FINAL REPORT

October 2008

Prepared for:



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The proposed vision for Cunningham Avenue will increase the corridor's redevelopment potential, multi-modal use, and further enhance its important connection to downtown Urbana. This beautification will improve the City's image and posture Urbana for increased redevelopment within the Central Illinois Region.

The scope of the beautification includes the Cunningham Avenue corridor between Airport Road and University Avenue. This major arterial corridor is the main entrance to downtown Urbana.

The design consultant team consisting of CBA, Inc., 2nd Globe, and the Farnsworth Group worked with the Cunningham Avenue Beautification Steering Committee (Mayor Prussing, Councilman Dennis Roberts, Libby Tyler, Bill Gray, Tom Carrino, Lisa Karcher, Ryan Brault, Gale Jamison and Anna Hochhalter) to collect and prepare the following information:

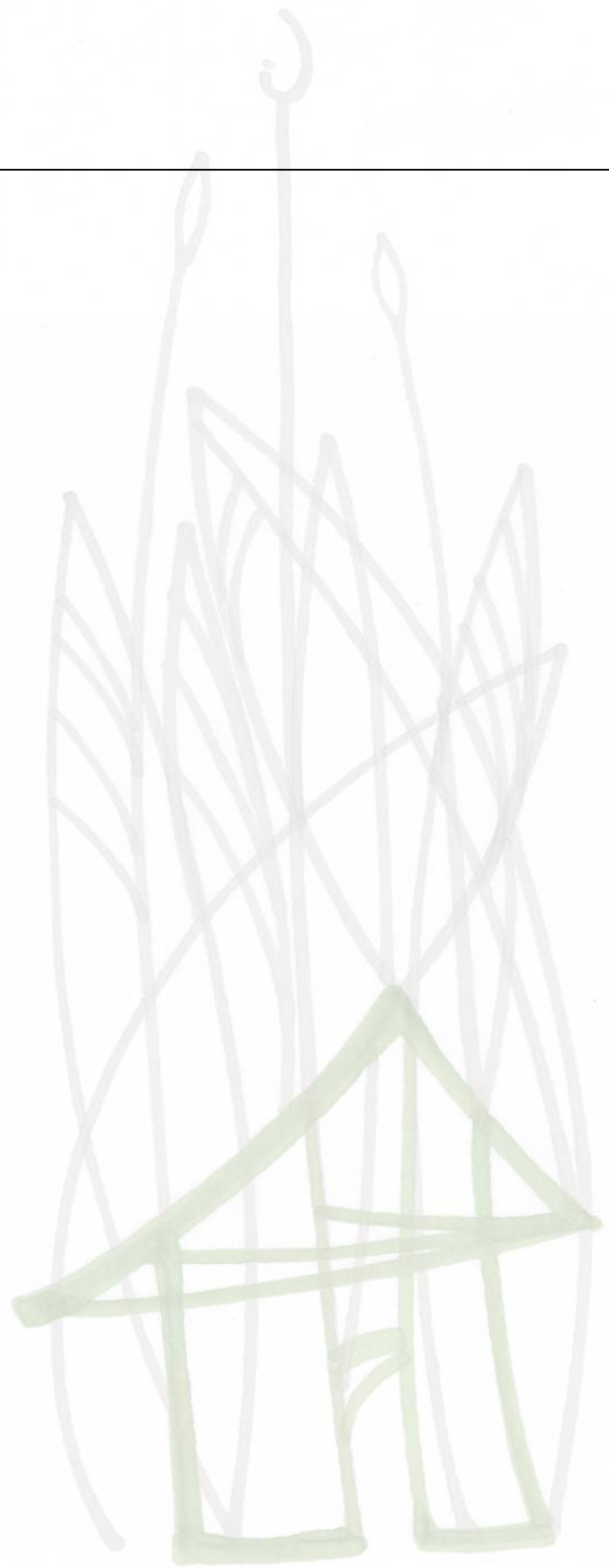
- + Data and Existing Corridor Information
- + A Market Analysis
- + Stakeholder Input
- + Public Input
- + Preliminary Planning and Design
- + Design Concept
- + Design Vocabulary (i.e. site furnishings)
- + Public Art Elements
- + Preliminary Opinion of Probable Costs

Two Stakeholder Input Sessions were held in January, 2008 at the Urbana Civic Center for the businesses and land owners along the corridor. The list of questions and the input received from the stakeholders in attendance and stakeholder input received after the initial input sessions, is summarized in Appendix B.

An additional Public Input Forum was held on March 4th, 2008 in the Urbana City Council Chamber. A predetermined list of questions was asked and the input received is summarized in Appendix C.

A design charette was held by the design consultant team on March 5th and 6th, 2008. The input received from stakeholders and the public served as the basis for the brain storming session. From a list of several options, "Progress from the Prairie" was chosen as the presiding theme for the Cunningham Avenue Beautification, combining Urbana's beginning as a prairie and its national reputation as a City known for its innovative, technological advances. The design considerations included:

- + Sustainability
- + Repetitive Forms within the Corridor
- + Emphasis on the Arts





- + Gateway Opportunities
- + Pedestrian Connectivity & Safety
- + Interpretive Education Opportunities
- + Potential Appropriate Future Land Uses
- + Traffic Considerations
- + Design Character
- + Integration with Corridor Amenities and Character

Design Vocabulary was developed as part of the design process to establish a consistent “look” and reinforce the prairie theme. The following elements were chosen to provide a unique, but timeless appearance while offering a smooth transition between downtown Urbana and I-74.

- + Lighting
- + Litter Receptacles
- + Decorative Planter/Seat Walls
- + Decorative Screen Walls
- + Decorative Metal Panels
- + Benches
- + Specialty Pavements
- + Color Palette Options

Public Art was identified by the City of Urbana as a vital element of the study, to enhance the interchange, the corridor, to further the existing public art program and help attract future development.

The design of three Public Art Elements was developed for the following locations:

- + I-74 Interstate Interchange
- + Perkins/Country Club Drive Intersection
- + Railroad Overpass south of University Avenue

The Final Design Concept was presented to the Cunningham Avenue Beautification Steering Committee and the Neighborhood Business Group on April 24th and May 12th, 2008, respectively. The proposed concept was a culmination of input received from the Mayor, City Council Members, the Cunningham Avenue Beautification Steering Committee and the public.

The next steps for the Cunningham Avenue Beautification will be the determination of a Phase I project for the corridor improvements, appropriating project funding, pursuing possible supplemental grant funding and moving forward with implementation.

The City of Urbana is located in East Central Illinois between Danville and Bloomington/Normal. It shares its western boundary with Champaign. This progressive, vibrant and growing community is home to the University of Illinois and has a population of 37,362 (2000 Census).

The goal of the Cunningham Avenue Beautification Project was to identify ways to improve the corridor as an urban environment, increasing redevelopment potential, multi-modal use, and connection to the downtown. On December 17, 2001, the Urbana City Council approved the “Cunningham Avenue Corridor Tax Increment Financing Redevelopment Plan” (Redevelopment Plan), which established Tax Increment Finance District 4 (TIF 4) and includes most of Cunningham Avenue within the Urbana City Limits. Beautification of Cunningham Avenue is specifically identified as part of the Redevelopment Plan and in the “Urbana City Council Multi-Year Goals and Staff Work Plan 2006” (2006 Council Goals and Work Plan). The 2001 Redevelopment Plan and 2005 Urbana Comprehensive Plan were reviewed and considered during the design phase of the project.



The following urban design recommendations were identified by the City of Urbana:

- + Design and placement of gateways, icons
- + Opportunities to add fencing, lighting, public art, and other features
- + Landscaping and buffering along the right-of-way
- + Improvements to pedestrian access and connectivity
- + Closure of unused curb cuts along Cunningham Avenue

Project Area

The scope of this project included concept development for the Cunningham Avenue corridor between Airport Road and University Avenue. The Cunningham Avenue corridor began as an important link between Rantoul and downtown Urbana. The majority of the corridor developed in the County and was later annexed into the City. This created areas of non-conformity with the City’s zoning and subdivision ordinances. The corridor has a number of buildings that are sub-standard, with sufficient access, parking, and setbacks. This has caused many properties to remain under-utilized. Currently, Cunningham Avenue (US 45) is a significant arterial corridor serving as a major access to downtown Urbana and University Avenue (US 150). The corridor consists of the following land uses:

- | | |
|----------------------------|------------------------------|
| + Commercial strip centers | + Professional services |
| + Restaurants | + Cunningham Children’s Home |
| + Auto sales and services | + East Lawn Cemetery |
| + Hotels/Motels | + Single family homes |
| + Retail shops | |

Urbana has identified the beautification of this corridor as critical to the City’s image, as a gateway statement into downtown, and as a catalyst for redevelopment along the corridor. Redevelopment and beautification of the corridor is contingent upon improvements and modifications to private development, consolidation of shallow and non-conforming lots, available right-of-way, land use, and pedestrian environments.



The Cunningham Avenue Beautification Steering Committee consisted of representatives from the Urbana Community Development Services and Public Works Departments, the Mayor and members of the City Council. They worked with the CBA team to plan stakeholder input sessions and design charrette activities, provide input throughout the design process, and approve the corridor beautification recommendations.

Site Inventory and Data Collection

A combination of aerial photographs and available GIS information served as the base mapping and was used for the general site inventory and planning work. Several publications and reports were provided by the City, including the Cunningham Avenue Corridor Redevelopment Plan, dated December 17, 2001; the City of Urbana Comprehensive Plan – 2006 Update; the City of Urbana 2005 Comprehensive Plan; and the Champaign County Greenways and Trails Plan, dated March 2004. In addition the following documents were obtained from the City’s website: Downtown Specific Plan, dated 2002 and the Philo Road Business District Revitalization Action Plan, dated January 20, 2005.

The CBA team walked and photographed the entire corridor study area for planning purposes and to provide reference for the stakeholder input sessions, public input forum, a design charrette, and the initial public presentation.

Right-of-Way

Right-of-way width varies throughout the corridor. The longest section of consistent width is approximately 1,000 feet of 80 foot wide right-of-way in the middle portion of the corridor. The right-of-way width of the section immediately south of I-74 is approximately 120 feet and north of I-74 the width varies from 120 to 170 feet. The right-of-way increases at various intersections to accommodate turn lanes, radius returns and sight triangles.

Pavement

The pavement width varies throughout the corridor. The typical section is 55 feet wide with four through travel lanes, 11-11-1/2 feet in width and a center bidirectional left turn lane, 10-11” wide. The bidirectional left turn lane is typically striped as a left turn lane at intersections.

Average Daily Traffic

Cunningham Avenue is the main corridor of access from Interstate 74. Over 20,000 cars travel between University Avenue and I-74 on Cunningham Avenue each day.



Utilities

There are several utilities located throughout the corridor generally consisting of the following:

- + Overhead electric lines primarily on the west side of the street
- + Several crossing lines and street light poles intermittent on both sides of the street
- + Gas mains generally 3-4" diameter primarily on the west side with an occasional length on the east side
- + Underground telephone and a fiber optic line on the east side
- + City of Urbana fiber optic line on the west side from O'Brien Drive to Perkins Road
- + City of Urbana Sanitary Sewer, between 8" diameter and 12" diameter on the west side from Crystal Lake Drive to Oakland Avenue and on the east side from Kerr Avenue to Thompson Street with interceptor sewers crossing at three locations
- + Cable TV is primarily overhead on Ameren IP poles
- + Illinois American Water Main from 6-8" diameter primarily on the west side of the road from University Avenue to I-74 and several lines crossing the roadway
- + Storm sewer ranging in size from 12-24" diameter along the east curb line



Future Roadway Impacts

There are no immediate plans to add or extend roadways within the Cunningham Avenue study area. Plans project the possible extension of Airport Road and Olympian Drive west to Lincoln Avenue. If either of these extensions occur, an increase in traffic on Cunningham Avenue could be expected. Any future upgrades of High Cross Road/IL-130 could affect Cunningham Avenue traffic.

Intersection and Traffic Signals

Major, signalized intersections along Cunningham Avenue from University Avenue to Airport Road include University Avenue, Kerr Street, Perkins/Country Club Road, Kenyon Road, the interchange ramps to I-74, O'Brien Drive and Airport Road. The Illinois Department of Transportation (IDOT) anticipates upgrading the Kerr Avenue signals. The City of Urbana and IDOT are considering adding traffic signals at Crystal Lake Drive. No other signal work is anticipated at this time.

Market Analysis

The Cunningham Avenue corridor is influenced significantly by a number of factors:

- + The corridor provides a primary entry thoroughfare into Urbana connecting the Interstate to the downtown.
- + The retail shopping district developed along Prospect Avenue in Champaign has moved the focus of retail development away from Cunningham Avenue and other older commercial corridors. As such, there are a number of underperforming or vacant retail sites.
- + The many apartment units and single family homes in the adjacent neighborhoods provide an opportunity to leverage commercial development.
- + The demand for neighborhood serving retail and more pedestrian oriented access and circulation.





- + The number of single, younger, highly educated residents adjacent to Cunningham Avenue suggests capacity for development of entertainment, and to uniquely position shopping and mid-scale restaurant/entertainment venues.
- + The many open, green spaces along the corridor provide an important pallet for development of coordinated pedestrian spaces to connect the neighborhoods to the existing and future uses along Cunningham Avenue.

Please refer to Appendix A for Market Analysis details.

Stakeholder Input Sessions

On January 31, 2008 two stakeholder input sessions were held. The purpose was to give the business owners along Cunningham Avenue an opportunity to voice their opinions about Cunningham Avenue and its beautification opportunities. A predetermined list of questions was posed to each group for their input and discussion. Input was recorded for each question. A summary of the questions and input received, along with input received from other absentee stakeholders is outlined in Appendix B.

Public Input Forum

On March 4, 2008, the City of Urbana in conjunction with CBA, held a Public Input Forum. This forum was held to give the general public and Cunningham Avenue business owners an opportunity to voice their opinions about Cunningham Avenue and its beautification opportunities. A predetermined list of questions was posed to those in attendance with the discussion limited to approximately 20 minutes per topic. Input was recorded for each question and then presented back to the participants at the end of the input forum. The participants were then asked to identify their highest priority. The input was recorded and is summarized in Appendix B.

Planning and Design Charrette

The input received from the Stakeholder Input Sessions and Public Input Forum served as the basis for the planning and design charette held by the CBA team, held on March 5 and 6, 2008.

The design team began the charette discussing the results of the Stakeholder Input Sessions and the Public Input Forum. The charette served to translate the priorities identified in the input sessions, along with other ideas from the design team, into a series of potential overriding themes, including:

- + Progress from the Prairie
- + Parkways
- + Invitation to Urbana
- + Green Corridor and Sustainability
- + Cultural Sustainability
- + Economic Sustainability
- + Land Use Sustainability
- + Forms within the Corridor
- + Patterns and Visual Rhythm
- + Improve Safety and Traffic Flow





- + Create Potential for Public Art, Focal Points and Landmarks

Emphasis on the Arts

- + Rotating Exhibits
- + Artist Studio Village

Gateway Opportunities

- + I-74 Interchange is the “Front Door”
- + Bridge at Saline Ditch
- + Railroad Overpass near downtown

Pedestrian Connectivity

- + Greenway Connection Opportunities
- + Integration of Greenways and Bikeways Plan

Interpretive Education

- + Celebrate Urbana’s History
- + Celebrate Urbana’s Intellectual and Technological Prowess

Possible Future Land Uses

- + Limited Retail
- + Niche Retail
- + Mixed Use
- + Medical/Business Office
- + Urban Retail and Village Atmosphere

Public Presentation

Immediately following the Planning and Design Charrette on March 6, 2008, the City of Urbana in conjunction with CBA held a Public Presentation of the initial concept and theme recommendation for the Cunningham Avenue Beautification. Initial ideas and theme topics were presented. A summary of the presentation and input received is outlined in Appendix C.

Committee Presentation

On April 24, 2008 CBA, Inc. presented the Design Concept to the Cunningham Avenue Beautification Steering Committee (Steering Committee) at the Urbana Civic Center. The Design Concept is described on the following pages. See Exhibits 1A through 1D, 2A through 2C, and 4A and 4B. The Steering Committee input is outlined below:

Streetscape Team Members Present: Libby Tyler, Bill Gray, Tom Carrino, Gale Jamison, Robert Myers, Lisa Karcher, Ryan Brault, Lisa Bralts, Anna Hochhalter, Jim Kelly, Pat Pioletti, Mayor Prussing

CBA Revised Concept Plan – Changes from previous plan

Grouped trees instead of linear
 Treatment of O'Brien Drive intersection
 Alternatives for visitors center layouts
 Moved median planter further south on south interchange median
 Added trash receptacle example

Comments/Questions from Streetscape Team:

- + Most are happy with Prairie theme even though it does not necessarily apply to history of Cunningham Corridor...most are not aware of history as part of original Big Grove
- + Would like to see more details on types of landscape planting south of interchange
- + Why no treatments at Kenyon Rd./Cunningham intersection?
- + IDOT will want to know: Is community behind this? Will intersections confuse the motorist?
- + Has CBA talked to IDOT about the intersection treatments? Need to have okay on this.
- + Screen wall – when land use changes, can sections be removed as driveways change?
- + Sidewalks and abandoned driveways are priorities/near term
- + Will set up a meeting to discuss prioritizing phases



Questions for CBA/IDOT:

- + What are the specs on the colored concrete? Will it hold up?
- + What about colored asphalt? Does that hold up?
- + Where else in Illinois has colored concrete been done at major intersections?
- + Would there be prairie burning of interchange grasses? How does it interfere with traffic/visibility? Is IDOT okay with it?
- + City will set up a meeting w/Dennis Markwell

Business Group Presentation

Based on input received from the Steering Committee, the Design Concept was updated and presented to the North Cunningham Avenue Business Group on May 12, 2008 at Eastland Suites. It was generally well received. Some business group members were concerned about the cost of the proposed improvements and where phase I would occur.

IDOT Coordination Meeting

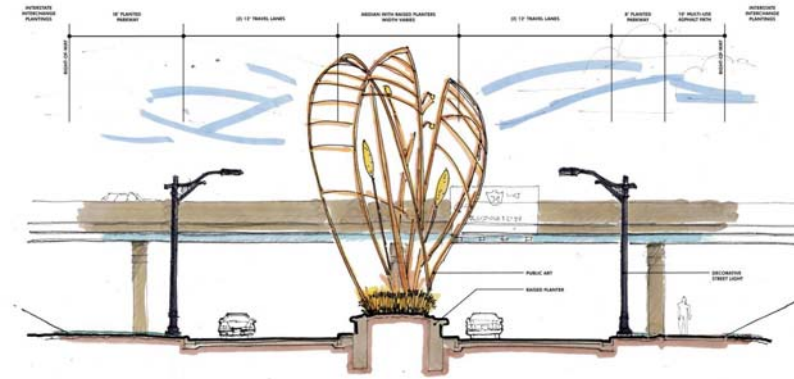
On June 5, 2008, the CBA Team met with Dennis Markwell of IDOT and two members of the Steering Committee at the Urbana Civic Center to review the Design Concept and Public Art Elements. Minutes of this meeting are outlined in Appendix D.

Final Report

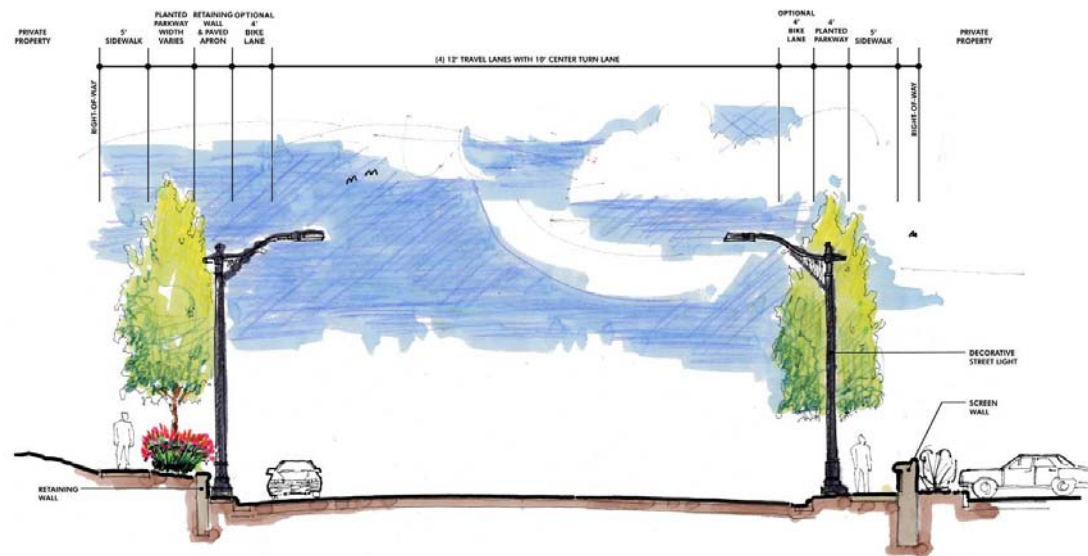
Based on all input received and the approved Design Concept, the CBA Team has put together this Final Report including an Executive Summary, Introduction, Process, Design Concept, Intersection Treatments, Optional Roundabout, Potential Driveway Closures, Design Vocabulary, Public Art, Maintenance and Phasing, and an Opinion of Probable Cost Ranges.

The Design Concept for the Cunningham Avenue Beautification is a culmination of input received from the Mayor, City Council Members, the Steering Committee, Stakeholders and the Public during the Stakeholder Input Sessions and the Public Input Forum, Planning and Design Charrette, and Public Presentation. In addition, the Steering Committee provided a list of reactions to the initial concept and prioritized objectives for the Final Design Concept. This information is summarized in Appendix B.

The Final Concept for the Cunningham Avenue Beautification incorporates a multi-layered solution to visually enhance the corridor from Airport Road to University Avenue. The Final Concept incorporates the following features:



- + Integral-colored, scored concrete at the following intersections:
 - O'Brien Drive
 - Kenyon Road
 - Country Club Drive – Perkins Avenue
 - Kerr Avenue
 - Crystal Lake Drive
 - University Avenue
- + Ornamental flowering trees at each enhanced intersection
- + Native street trees throughout the corridor
- + Raised, decorative planters at key intersections and the I-74 Interchange
- + Six foot wide sidewalks on both sides of Cunningham Avenue south of Kenyon Road.
- + Ten foot wide multi-use trail on the east side of Cunningham Avenue north of Kenyon Road to Airport Road.
- + Integral Public Art at the following locations:
 - I-74 Interchange Bridge
 - Southwest corner of Country Club Road – Perkins intersection
 - Railroad Overpass near downtown
- + Decorative, low walls in strategic areas to help screen parking lots and define edges
- + Native prairie plantings in the I-74 Interchange infields
- + Future mini-park/trailhead at Saline Ditch on the east side of Cunningham Avenue
- + Optional layouts for the Visitor's Center - Refer to Appendix E
- + Roundabout Option for the Country Club Road – Perkins Road intersection



Please refer to Exhibits 1A through 4C for the Final Corridor Concept Plan, Typical Street Sections, and character sketches of Interstate and Perkins/Country Club Drive Intersections.

The integral colored, scored concrete at the street intersections consists of two patterns. At the Country Club Road – Perkins Road and University Avenue intersections the regular rectangular grid pattern is augmented with sweeping forms to represent prairie grasses. The integral colors will be contrasting neutral colors within one of the two recommended color palettes. At the O'Brien Drive, Kenyon Road, Kerr Avenue, and Crystal Lake Drive intersections, a regular rectangular grid scoring pattern provides visual interest to contrast the lane pavement.



LEGEND

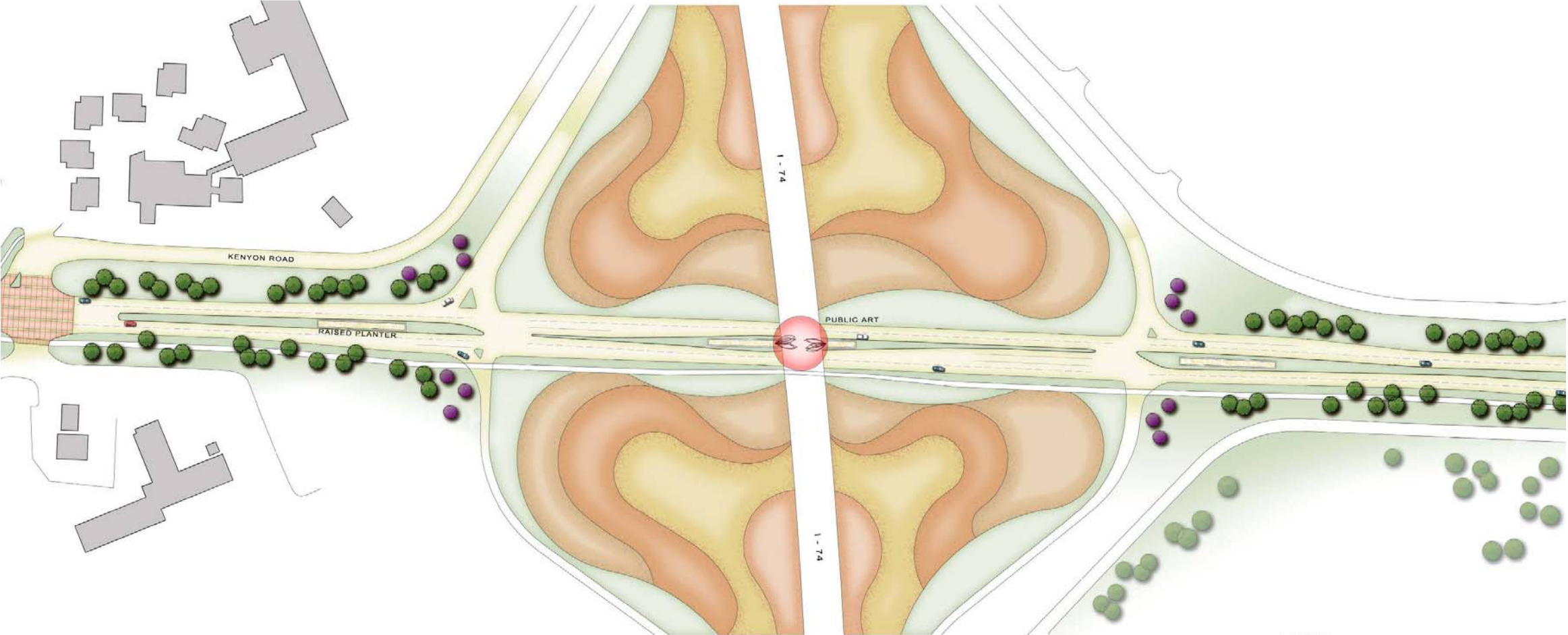
-  PUBLIC ART ELEMENT
-  DECORATIVE PAVEMENT
-  BUS STOP
-  PROPOSED CANOPY TREE
-  PROPOSED ORNAMENTAL TREE
-  EXISTING TREE

Exhibit IA



- LEGEND
-  PUBLIC ART ELEMENT
 -  DECORATIVE PAVEMENT
 -  BUS STOP
 -  PROPOSED CANOPY TREE
 -  PROPOSED ORNAMENTAL TREE
 -  EXISTING TREE

Exhibit 1B



- LEGEND
-  PUBLIC ART ELEMENT
 -  DECORATIVE PAVEMENT
 -  BUS STOP
 -  PROPOSED CANOPY TREE
 -  PROPOSED ORNAMENTAL TREE
 -  EXISTING TREE

Exhibit IC





LEGEND

-  PUBLIC ART ELEMENT
-  DECORATIVE PAVEMENT
-  BUS STOP
-  PROPOSED CANOPY TREE
-  PROPOSED ORNAMENTAL TREE
-  EXISTING TREE

Exhibit ID



TYPICAL STREET SECTION SOUTH OF KERR AVE. INTERSECTION

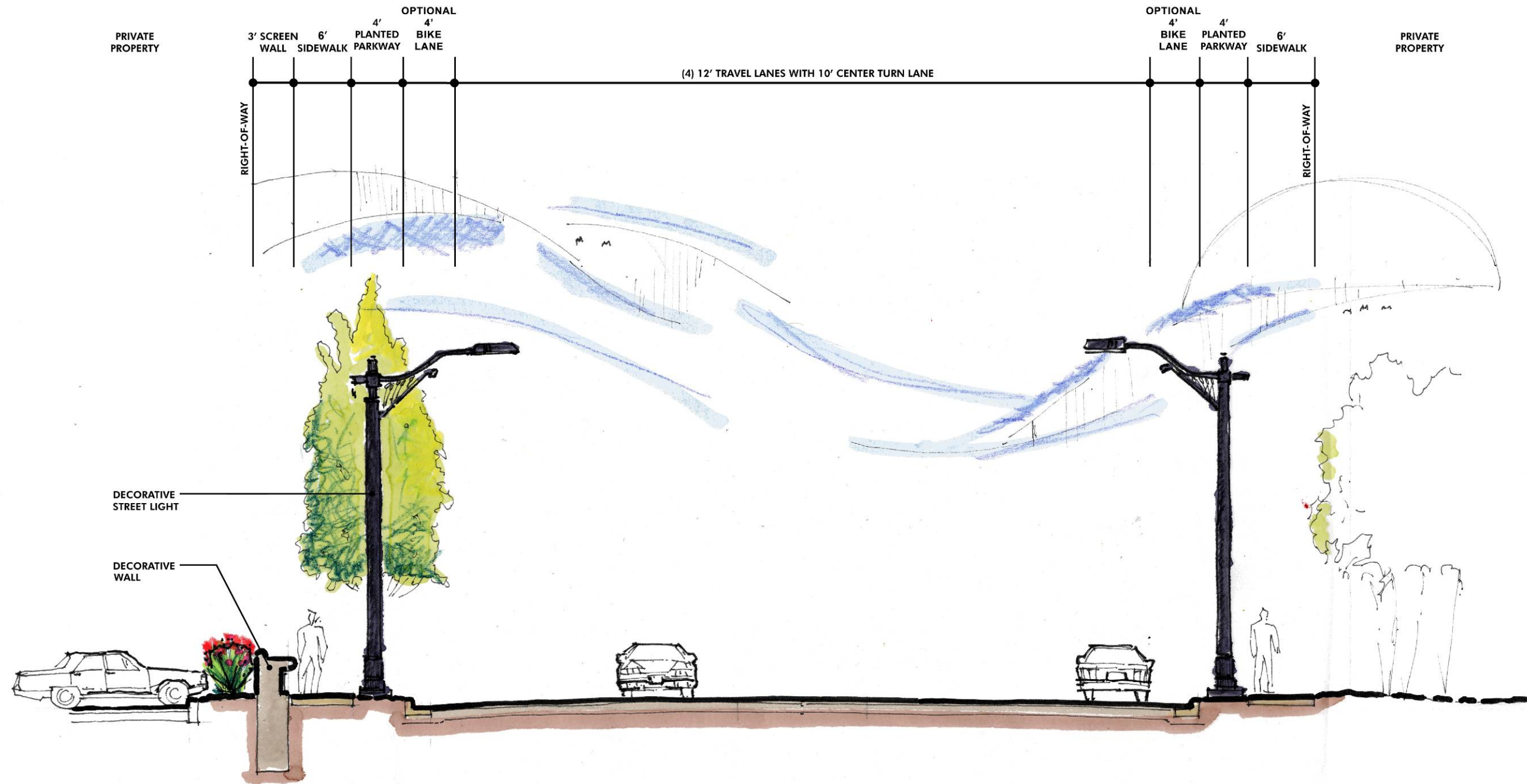


Exhibit 2A

TYPICAL STREET SECTION
SOUTH OF COUNTRY CLUB/PERKINS

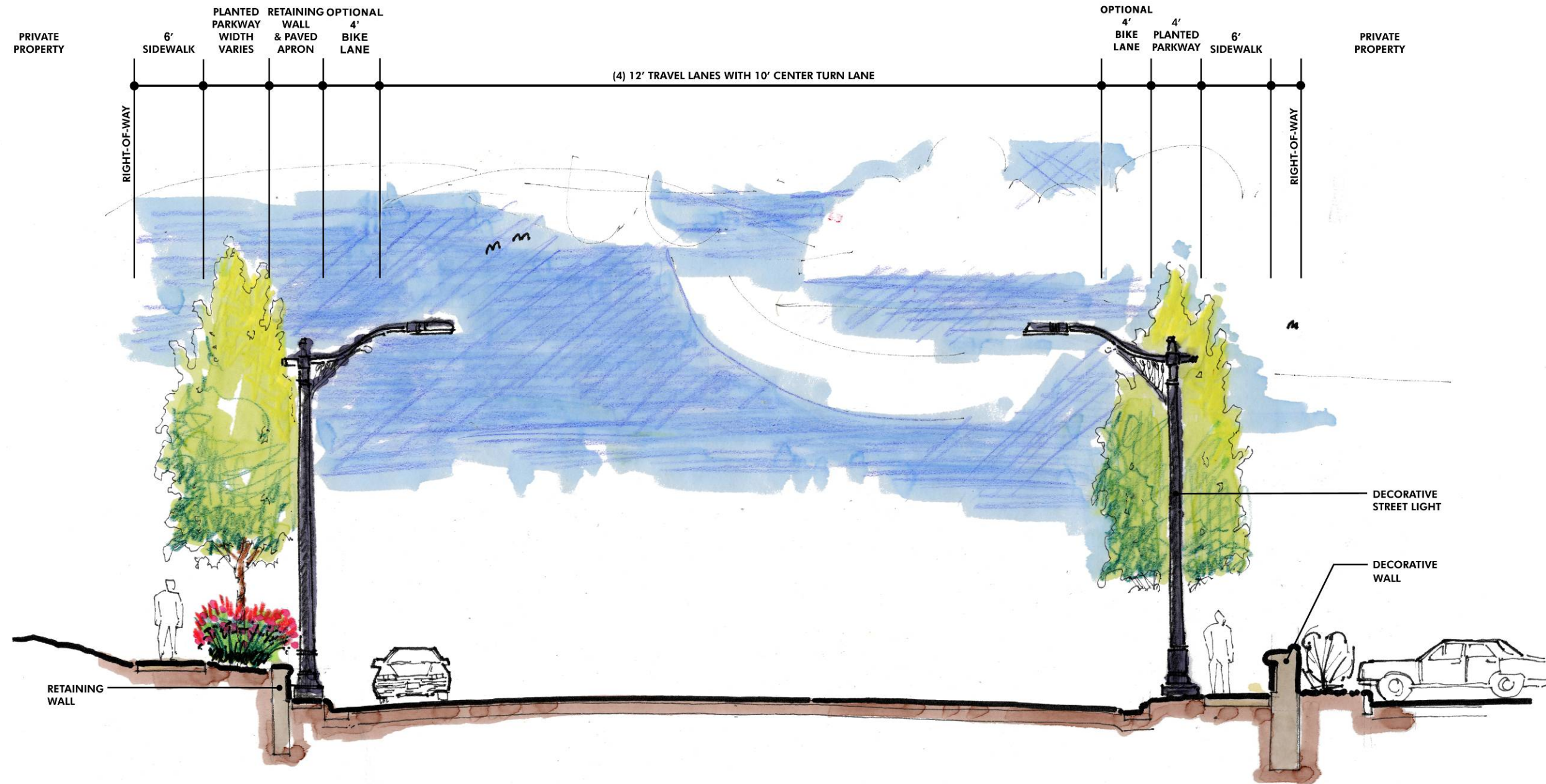


Exhibit 2B

TYPICAL STREET SECTION AT I-74 INTERSECTION

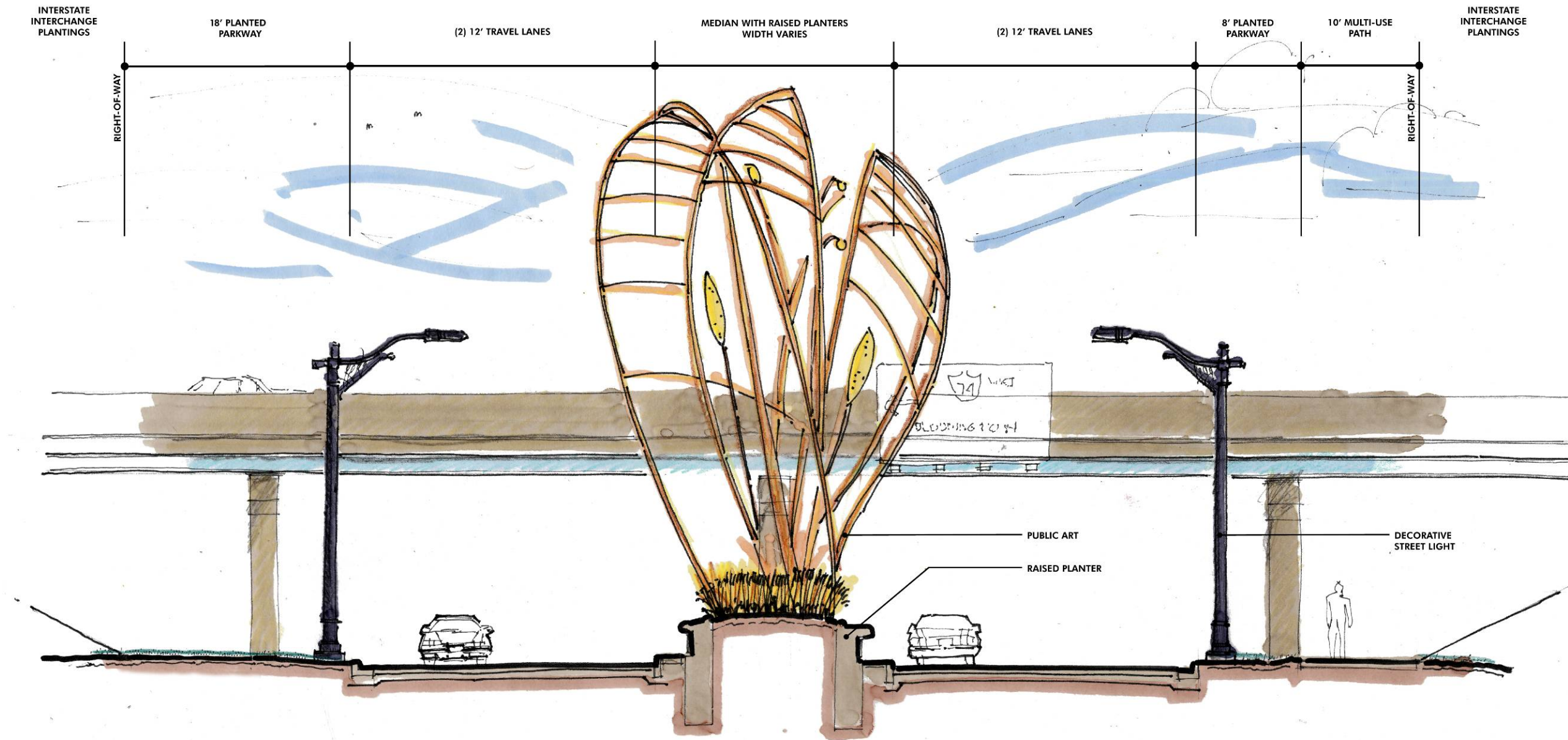
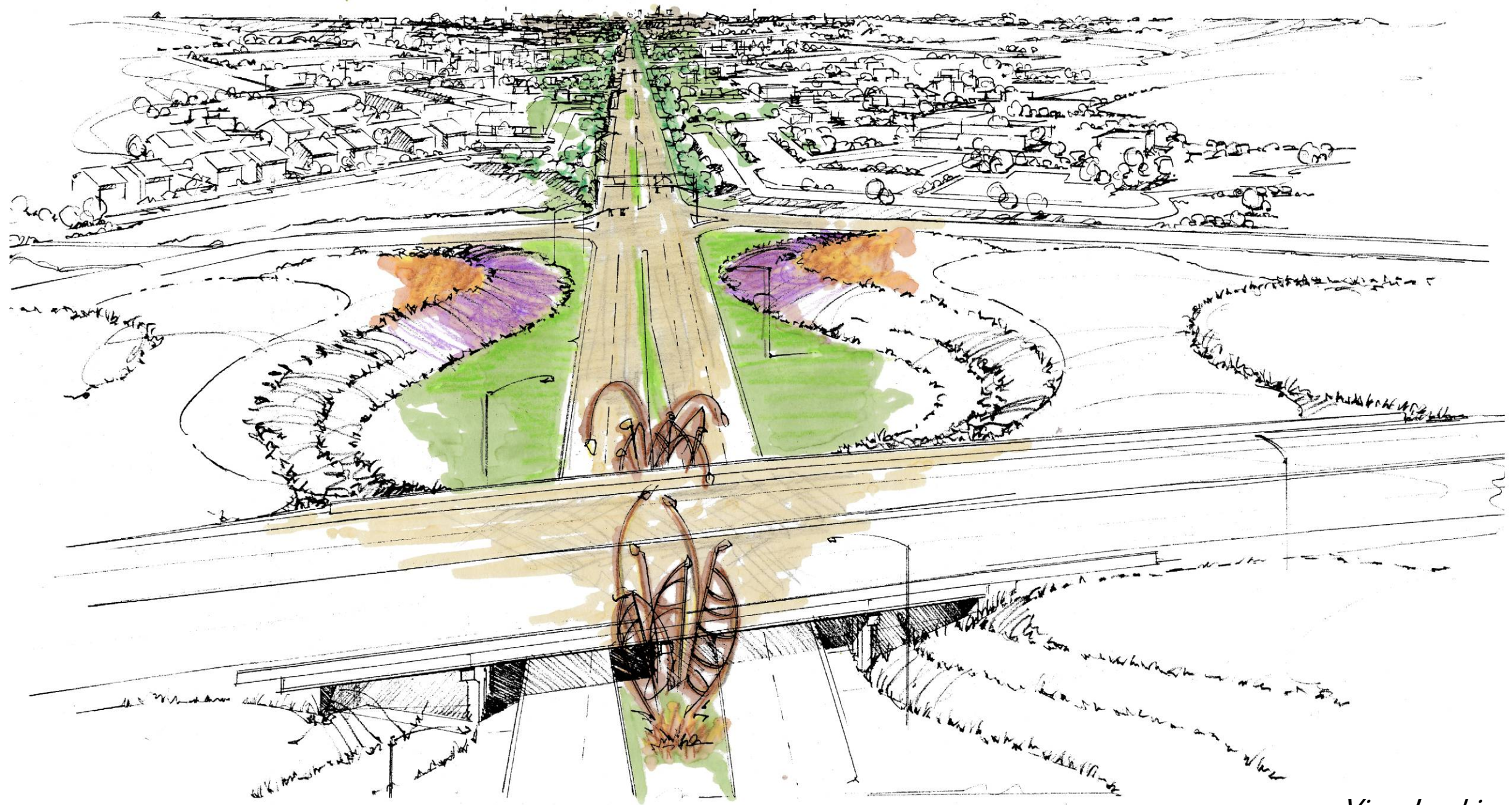
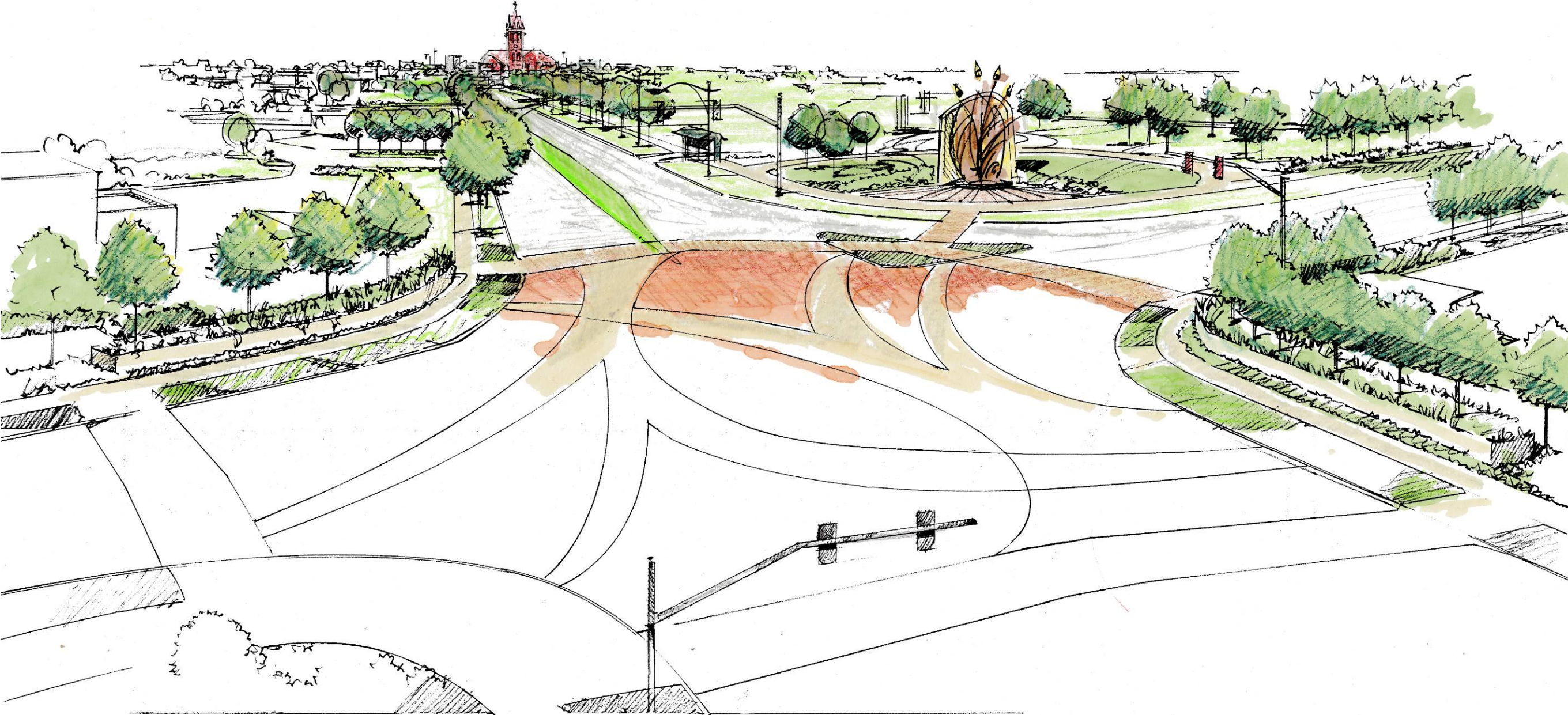


Exhibit 2C



View Looking South

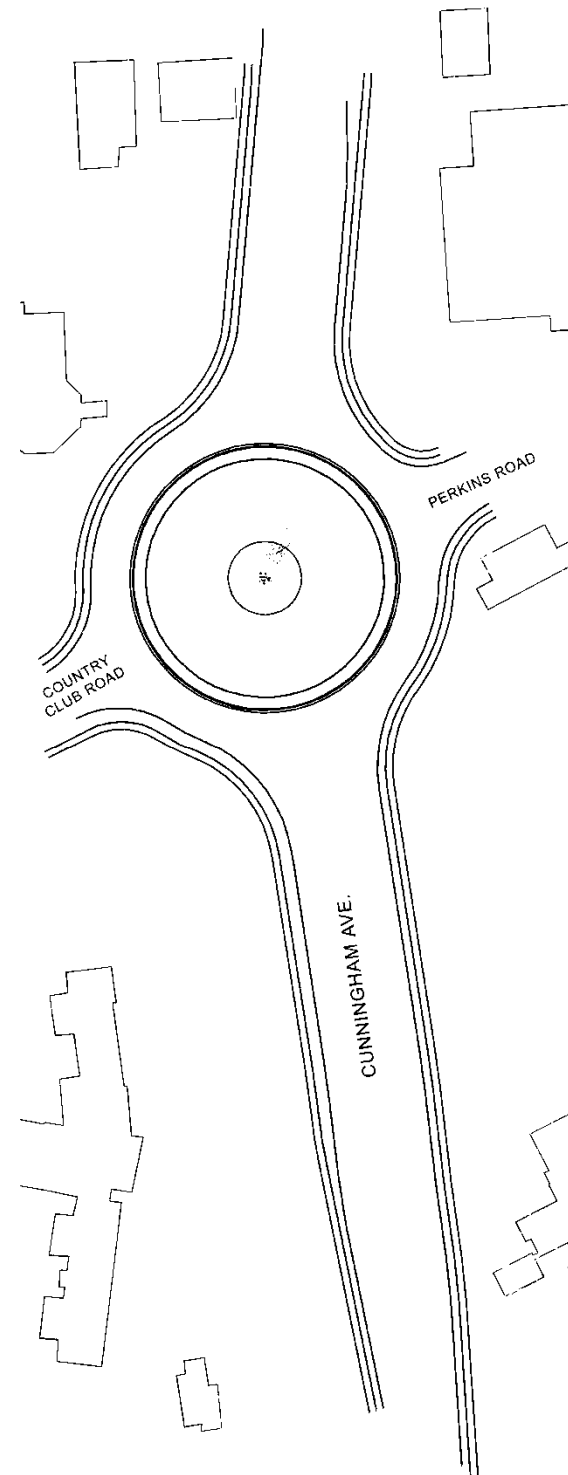
Exhibit 4A



View Looking South

Exhibit 4B





As a possible solution to congestion at intersections and a way to eliminate traffic signals, roundabouts or traffic circles were analyzed.

Since Cunningham Avenue is also US Route. 45, The Illinois Department of Transportation was consulted regarding the potential roundabout design and the design vehicle to be accommodated. A WB-65 or Wheel Base 65 truck was used as the design vehicle. With average daily traffic (ADT) volumes between 19,000 and 25,000 vehicles per day, a dual lane roundabout is necessary. The interior radius required to accommodate the WB-65 is a minimum one hundred and fifteen feet. A dual roundabout lane width of thirty feet is recommended by the Federal Highway Administration (FHWA) Roundabout Informational Guide (Publication No. FHWA-RD-067). With curbs and gutters, a boulevard area and sidewalk, the outside to outside diameter of a roundabout on Cunningham Avenue would be approximately three hundred to three hundred fifteen feet in diameter. Splitter islands and channelizations leading up to the roundabouts would require widening tapers extending several hundred feet north and south on Cunningham Avenue.

Please refer to Exhibit 6, page 19.



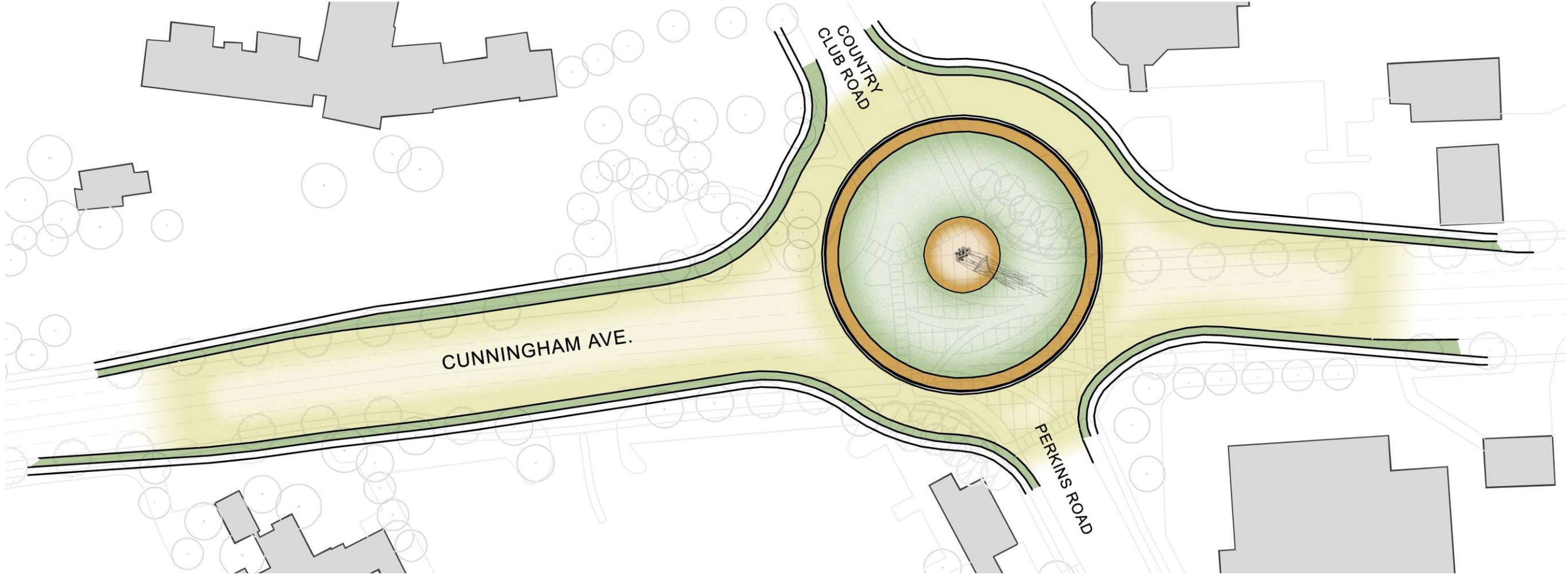


Exhibit 6



The CBA team walked and inventoried the existing driveways within the corridor study area and identified 33 driveway entrances for potential closure. This would reduce vehicular congestion, improve fuel economy, reduce vehicle emissions, reduce delay, increase roadway capacity, and reduce visual clutter throughout the corridor along with improving safety.

Driveway closures would occur as opportunities arise with redevelopment of properties and businesses. A minimum of one access point for each business will be maintained. A TIF fund has been established to assist with driveway closure costs.

Please refer to Exhibits 7A, 7B, 7C and 7D.



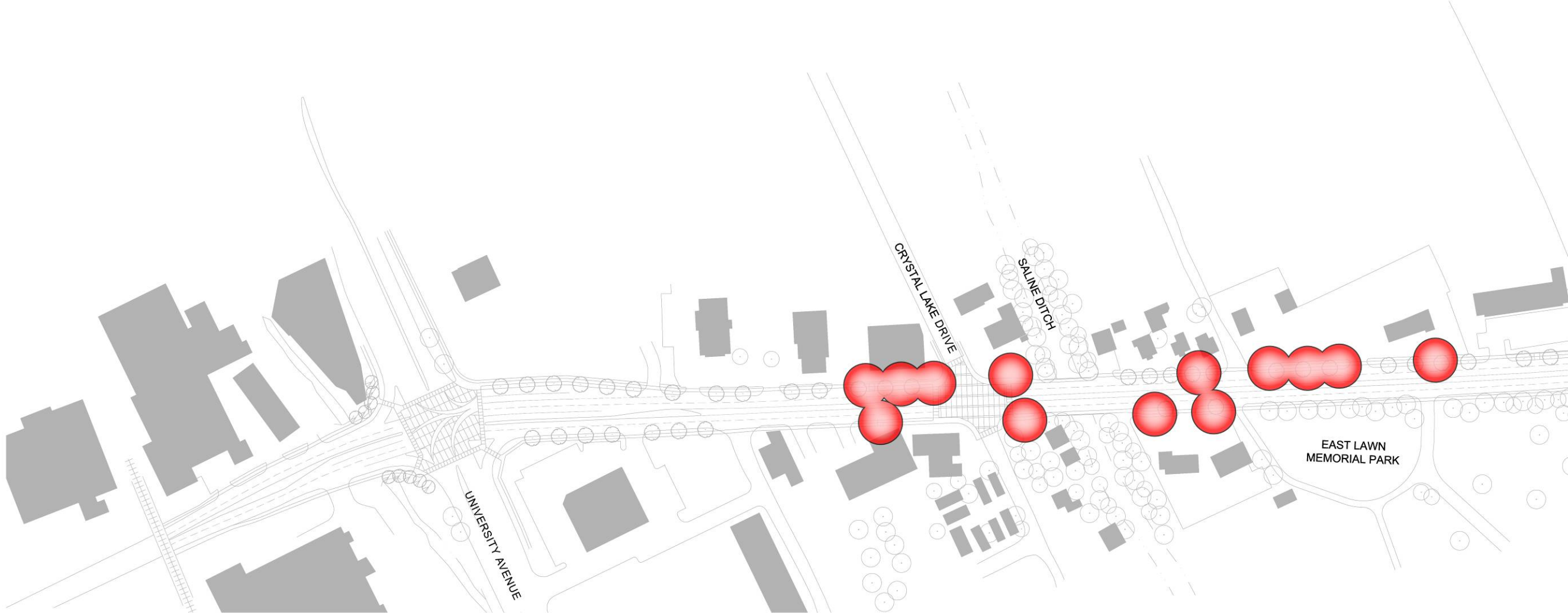


Exhibit 7A





Exhibit 7B



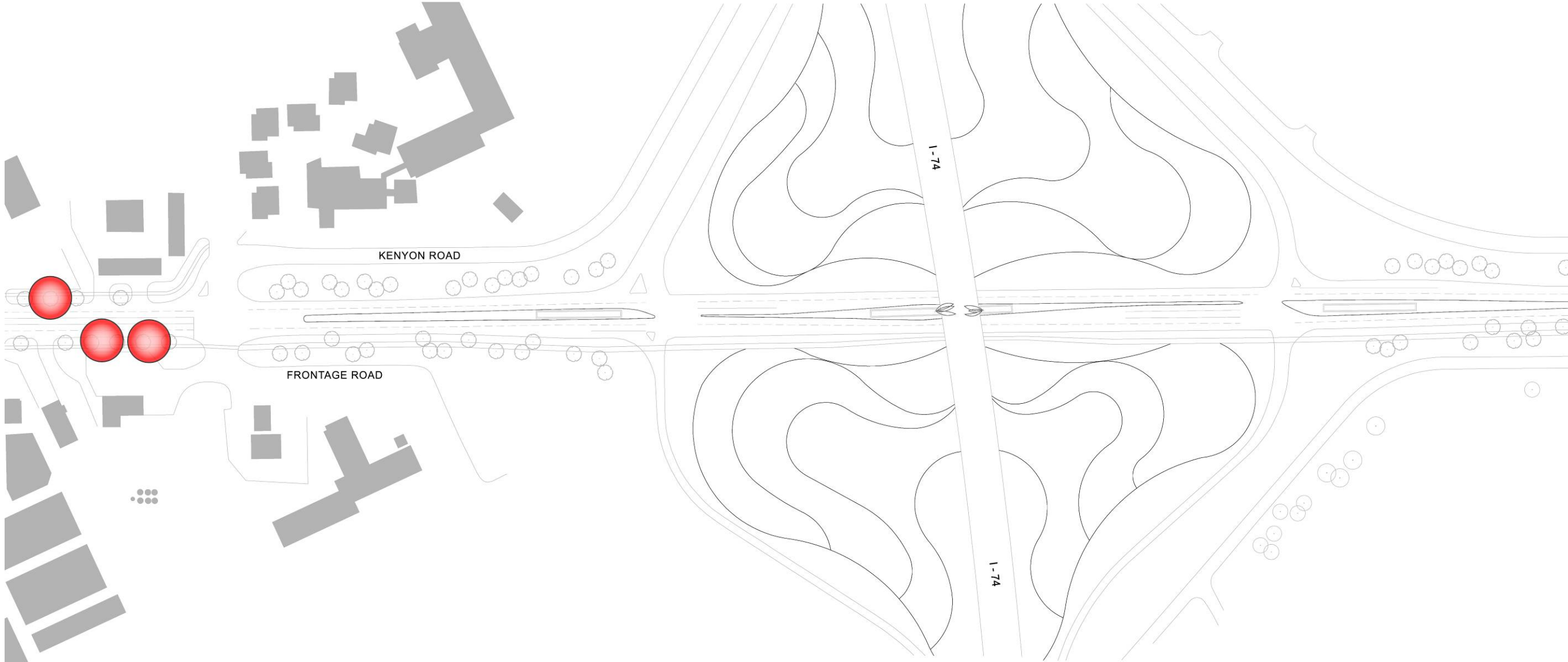


Exhibit 7C



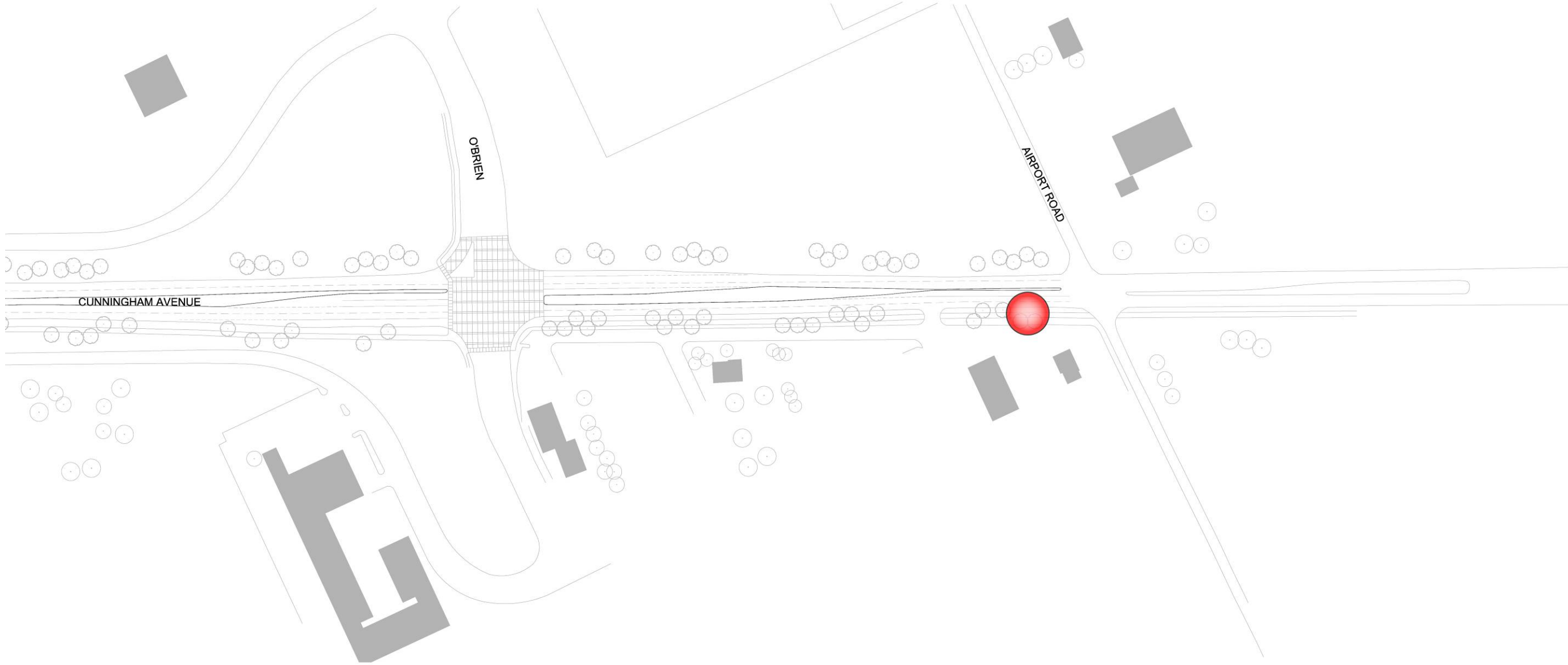
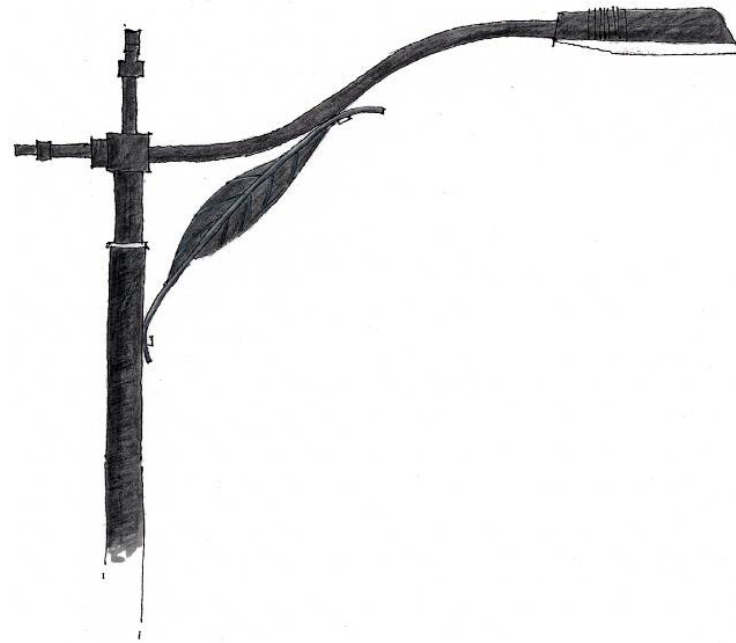


Exhibit 7D





Recommended Color Palette

Design Vocabulary

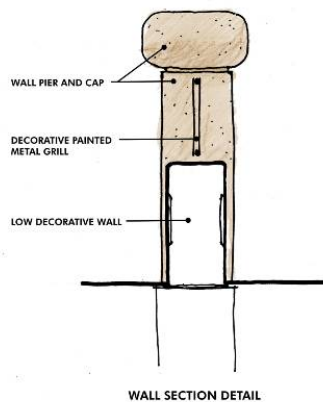
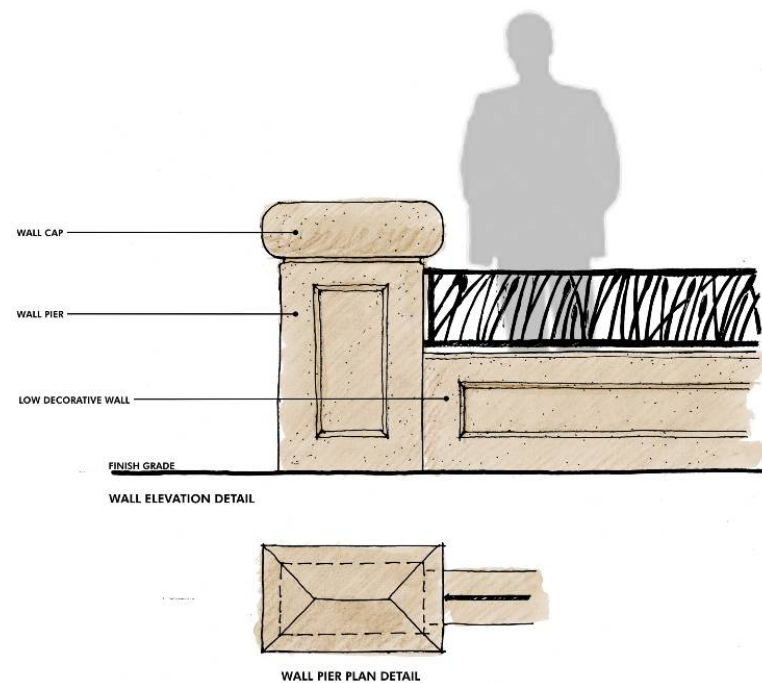
An important step in the development of the Final Design Concept and Recommendations was the establishment of a site design vocabulary to establish and reinforce an overall character for Cunningham Avenue. The site recommendations include selections for

- + Benches
- + Litter Receptacles
- + Decorative Planter/Seat Walls
- + Decorative Screen Walls
- + Decorative Metal Panels
- + Specialty Pavements
- + Color Palette Options

The street lighting options reflect the look of the overhead street lights along Vine Street in the downtown area. The lighting support arms have been enhanced with elements that recall the former prairie landscape upon which Urbana was founded. There are two options for benches. The first option matches the benches currently being utilized in the downtown. The second option is a more contemporary solution. The proposed litter receptacles also recall the prairie landscape upon which Urbana was founded. The decorative planter/seat wall would be cast stone with a seating edge located 18 inches above finish grade; a raised landscape planter, and an inset decorative metal panel. The decorative screen walls would be located strategically to screen undesirable views of parking lots adjacent to the corridor. These walls would consist of a combination of wall piers/caps and a low decorative wall in combination to recall the prairie landscape. Specialty pavers similar to those used in the sidewalks in the downtown area could be utilized as sidewalk enhancements along Cunningham Avenue. The Steering Committee has requested the pavers not be used in vehicular areas due to snow plow and maintenance concerns. Recommended color palette is as follows:

- + Summerdale Gold
- + Mayflower Red
- + Knoxville Gray
- + Black

Black is recommended as a color contrast and could be utilized in the site benches, litter receptacles, and light fixtures. This would also help repeat the black fixtures currently being utilized in the downtown area. Please refer to Exhibits 8A, 8B, 8C, 8D and 8E for the Design Vocabulary Elements.



NOT TO SCALE
MAY 12, 2008

TYPICAL DECORATIVE WALL ELEVATION

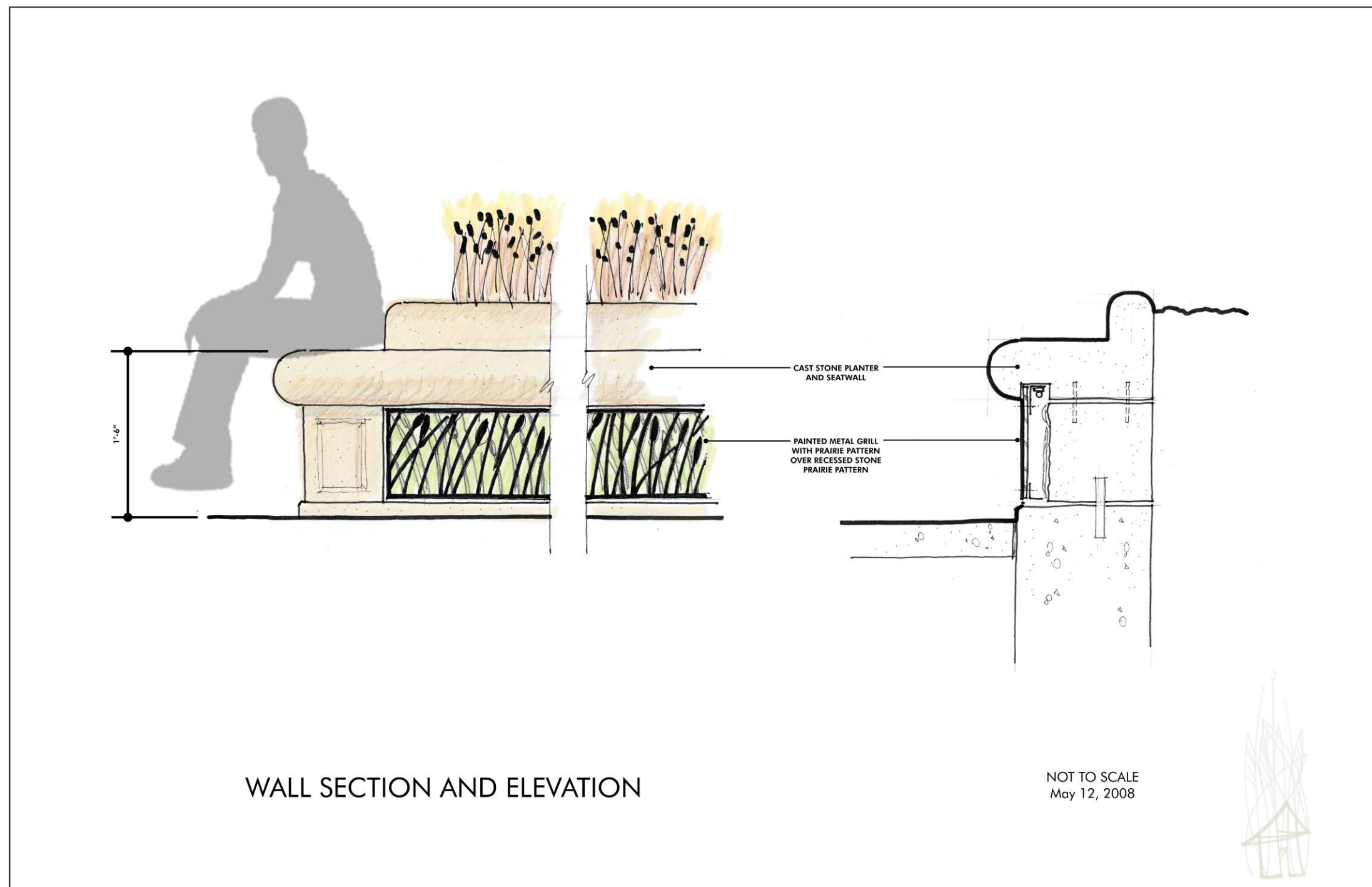
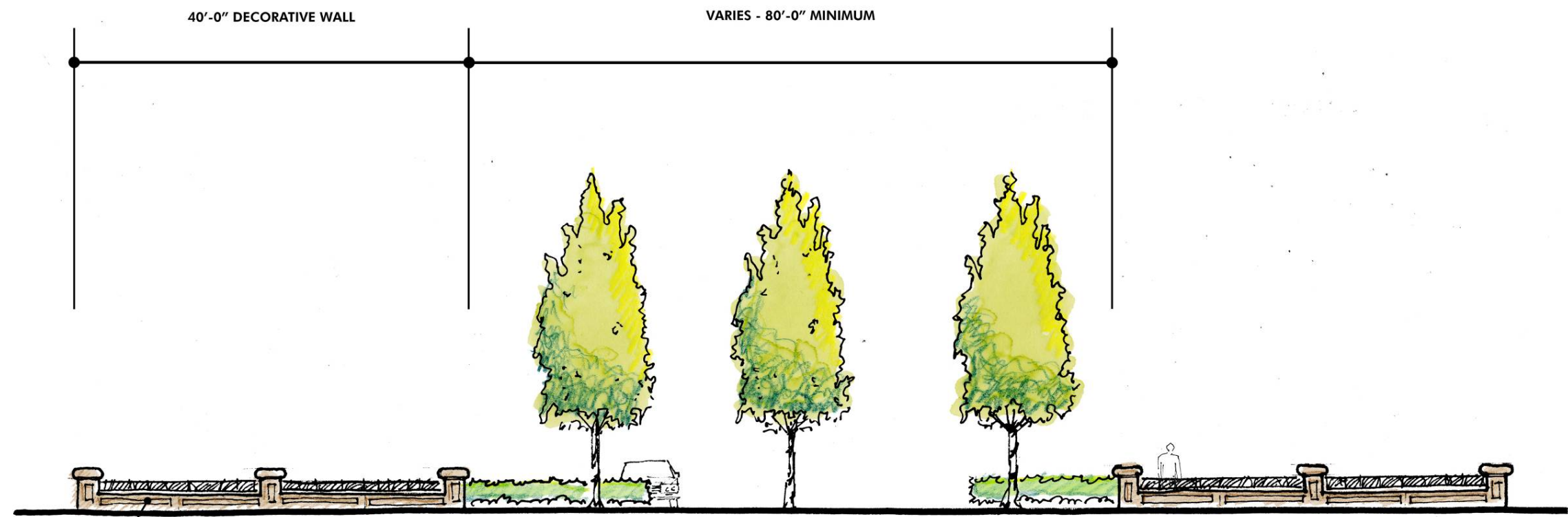


Exhibit 8A



Elevation



Plan

Exhibit 8B

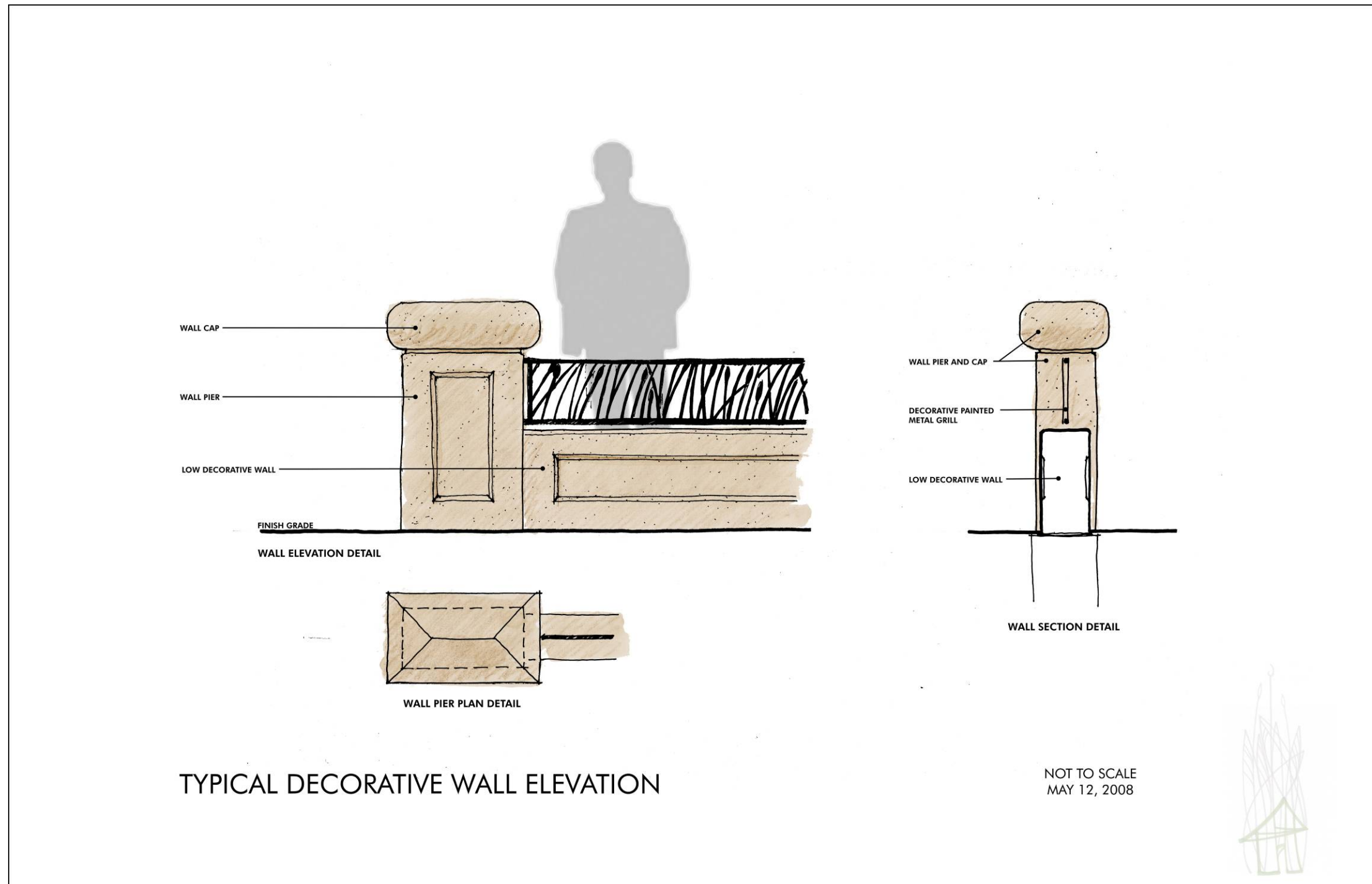


Exhibit 8C



Manufacturer: Forms +Surfaces
(800) 451-0410
Knight Series

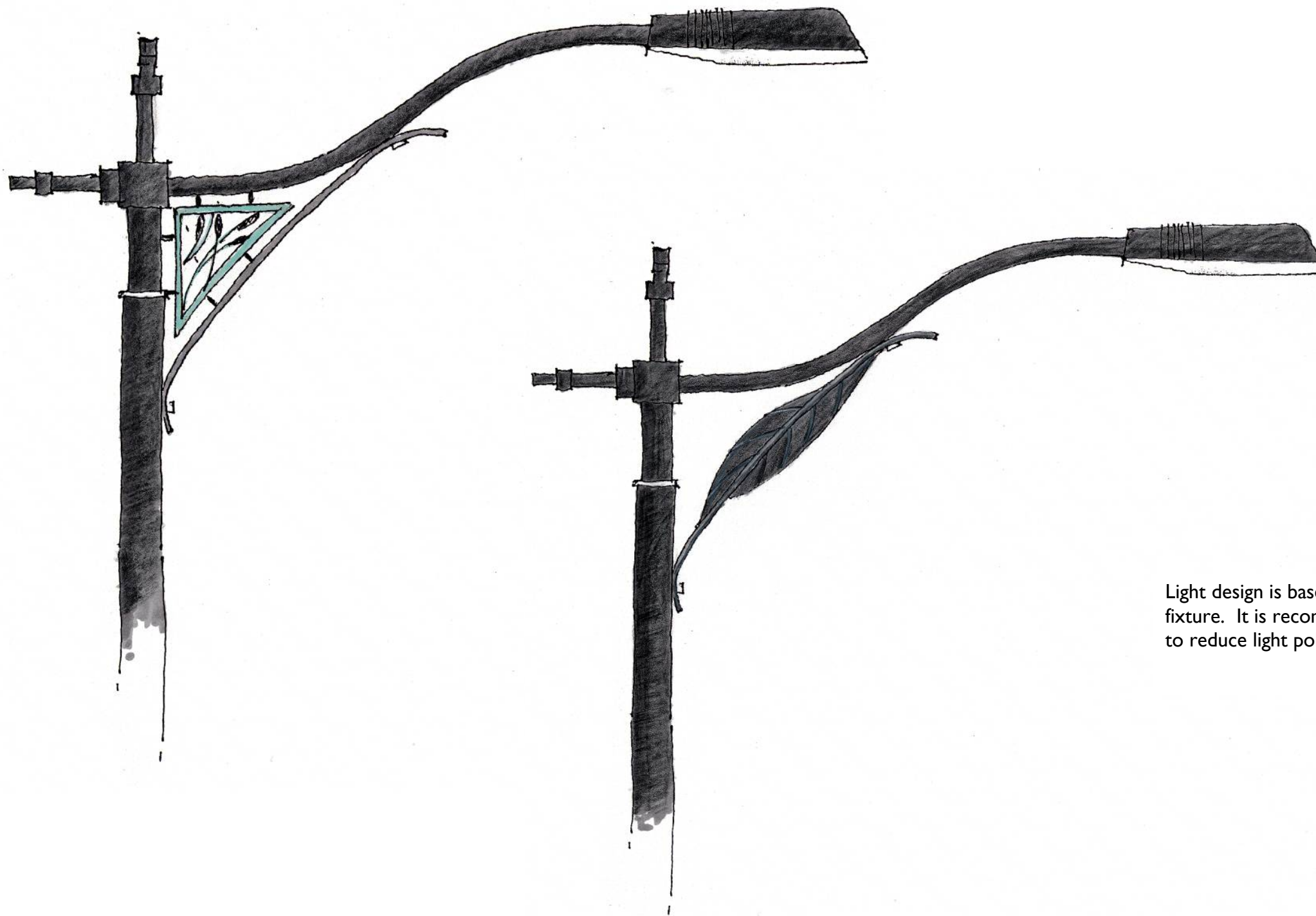


Manufacturer: Forms + Surfaces
(800) 451-0410
Rio Series



Manufacturer: Forms + Surfaces
(800) 451-0410
Copenhagen Series

Exhibit 8D

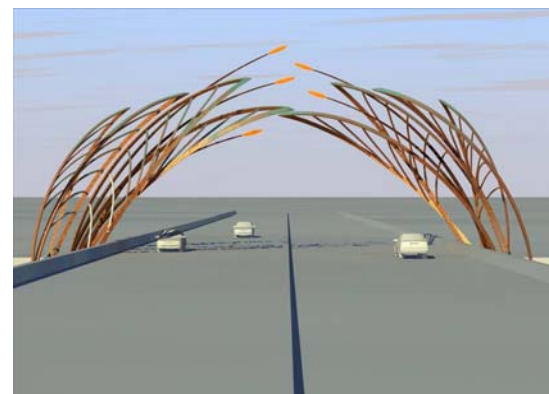


Light design is based off of the Lumec Helios series light fixture. It is recommended that all light fixtures be full cutoff to reduce light pollution.

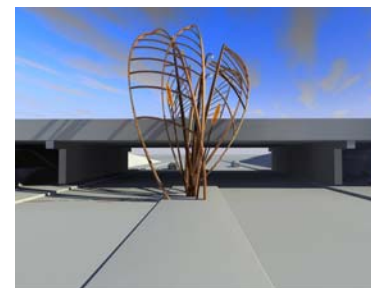
Exhibit 8E



2008 © 2nd Globe Studios



2008 © 2nd Globe Corporation



2008 © 2nd Globe Studios

The recurring theme of prairie grass serves as a reminder of Urbana’s agrarian origins—which, early on, earned Champaign County a reputation for being one of the richest and best farming lands in the country. The “house and grass” sculpture recognizes the merger of place with people, as it celebrates both nature and the community that new arrivals built (and are continuing to build) within Urbana.

Three public art elements have been designed for the Cunningham Avenue corridor. The public art elements are subject to IDOT and Federal Highway review and approval. Please refer to Exhibits 9A, 9B, and 9C. The Public Art Elements are as follows:

Interstate 74 Element

As motorists head into Urbana on I-74, their entry will be signaled by a monumental, amber-colored steel structure. Based in the median of Cunningham Avenue below, the artwork will resemble leaves and blades of prairie grass, symbolic of the region’s organic, agrarian history. Above the interstate, the grasses will meet to form a welcoming gateway, as amber lights at their tips glow softly.

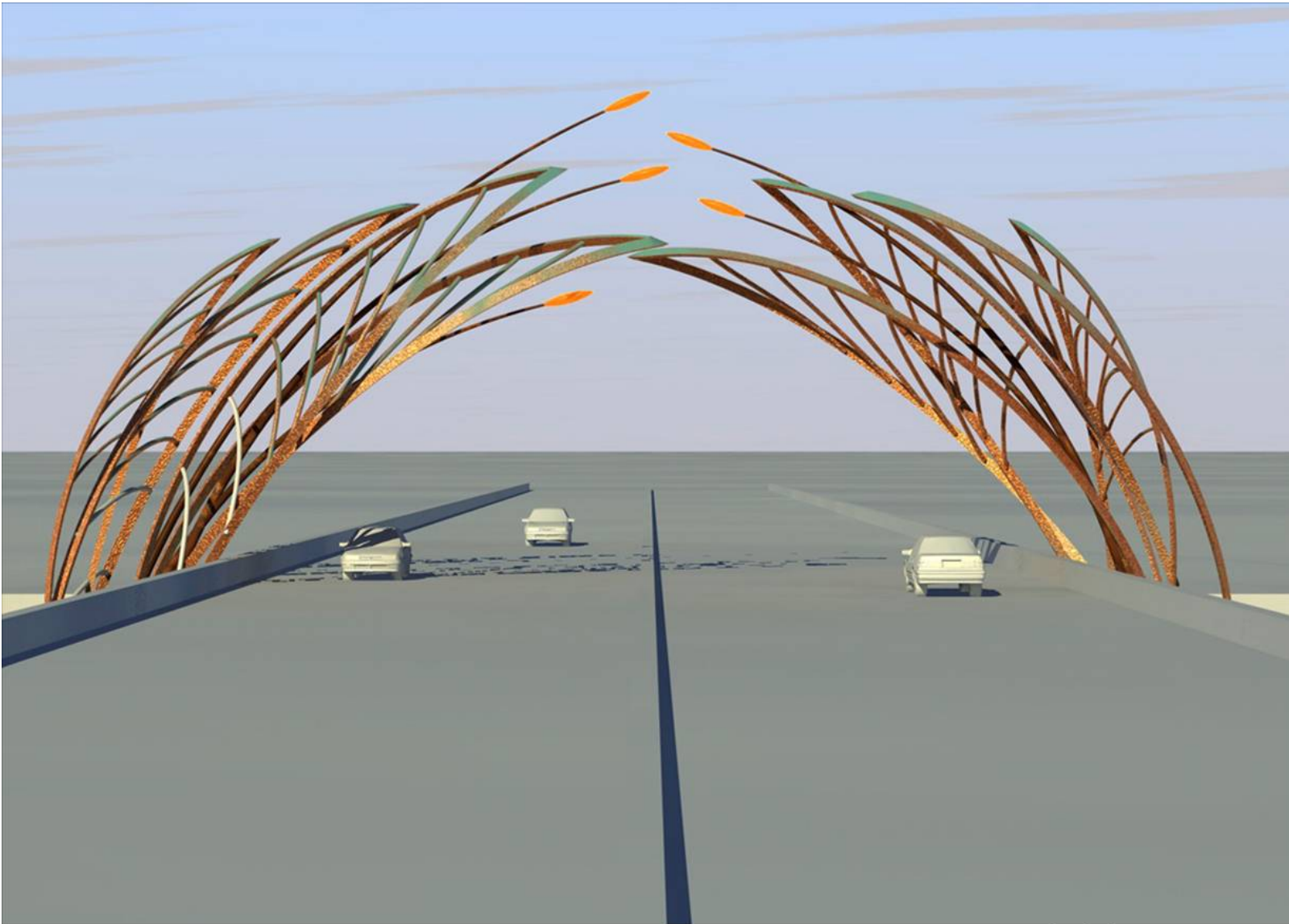
Below the interstate, those arriving on Route 45/Cunningham Avenue will receive a different view of the same sculpture, as they drive past the artwork’s massive base on their way into the heart of Urbana. As above, the leaves and grasses at the monument’s base will be illuminated, warmly greeting travelers at all hours.

Intersection Element

Standing at the intersection of Cunningham Avenue and Country Club Drive, this artwork will symbolize another junction as well: the merger of Urbana’s proud past with its limitless future. Amid soaring grasses, the outline of a small home may be seen—a tribute to the humble beginnings and lofty aspirations of a great Midwestern city. Again constructed of steel or aluminum, this piece will be painted in dark green hues around the central home, and in shades of lighter green towards the top. The tips of the grasses (brushed with yellows or other warm tones) will glow at night with a soft amber light. The base will be illuminated as well, as a narrow strip of LED lights outlines the contours of the home that lies within this sculpture’s heart.

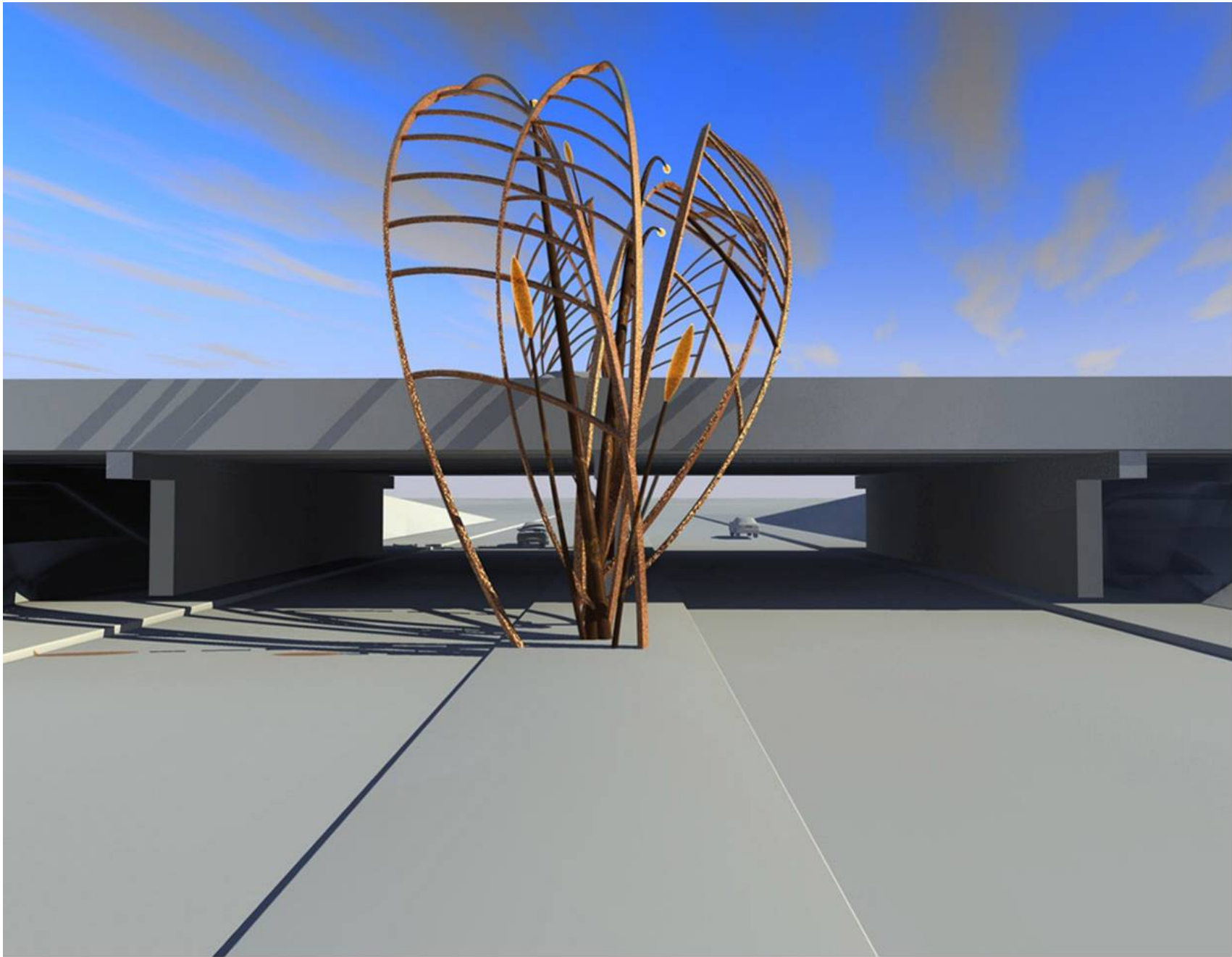
Railroad Overpass Element

Further south, a series of towering strands of prairie grass will rise along both sides of the road, gradually bending over the thoroughfare until they meet in front of the railroad bridge to form another gateway (this one spanning Vine Street south of the Cunningham - University Avenue intersection). Again composed of aluminum or steel, the amber-colored leaves and prairie grass harken back to the region’s prairie-filled past. Again, glowing amber illumination in the sculpture will illuminate the roadway below, but with a glow softer and more organic than that of ordinary street lighting.



2008 © 2nd Globe Corporation

Exhibit 9A



2008 © 2nd Globe Studios

Exhibit 9B



2008 © 2nd Globe Studios

Exhibit 9C



Exhibit 9D

Maintenance

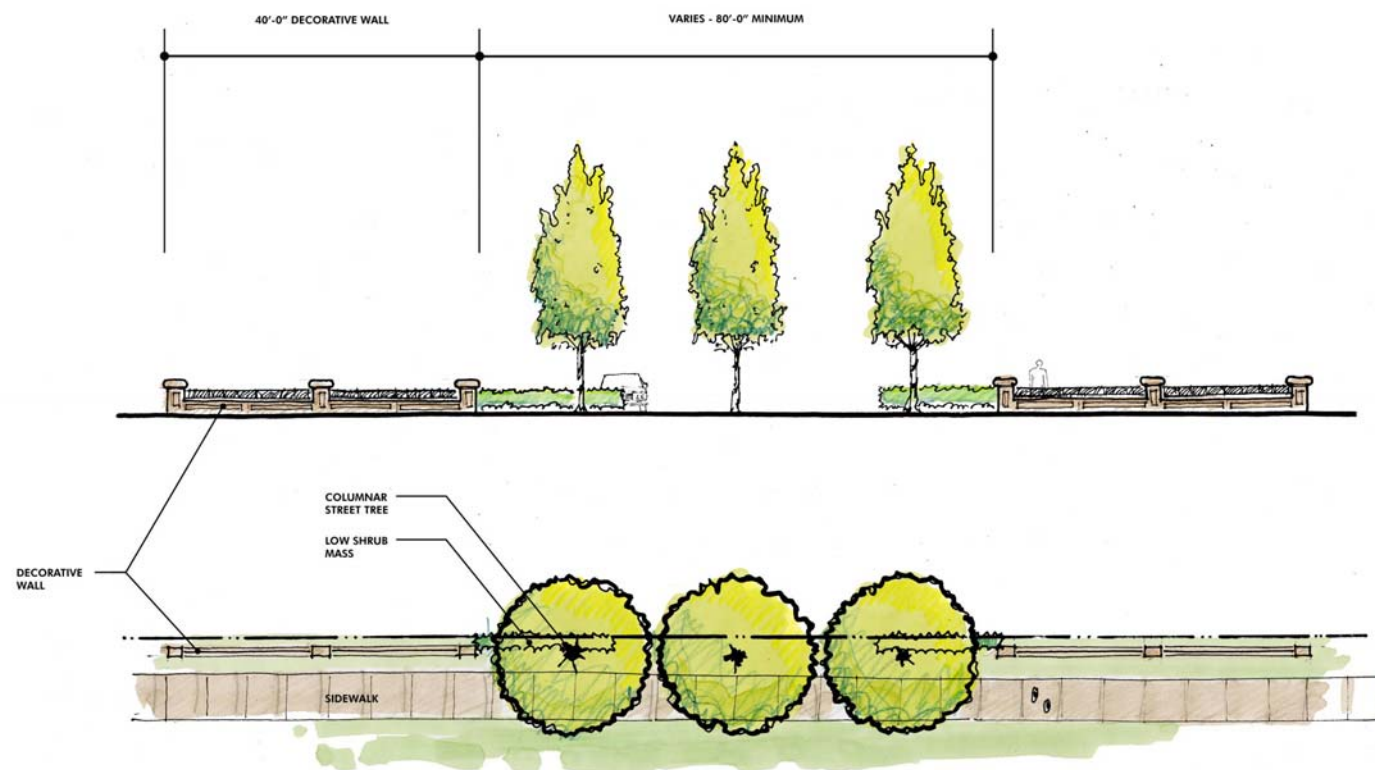
The enhancements for the Cunningham Avenue Corridor between Airport Road and University Avenue have been conceptually designed to minimize long term maintenance. Integral colored, scored concrete is recommended for the O'Brien Road, Kenyon Road, Country Club – Perkins Avenue, Kerr Avenue, Crystal Like Drive and University Avenue intersections. Please refer to the Corridor Recommendations section of this report for a description of the recommended intersection pavement enhancements. Decorative pavers are recommended for the sidewalk areas. Both the integral colored concrete and pavers require very little long-term maintenance.

The plant palette recommended for the Cunningham Avenue Corridor Enhancement is one consisting of a combination of cultivated varieties of native trees, shrubs, perennials, and native forbs and grasses. This will help minimize the long-term maintenance within the corridor. The maintenance required for this plant material would be a once or twice per year operation.

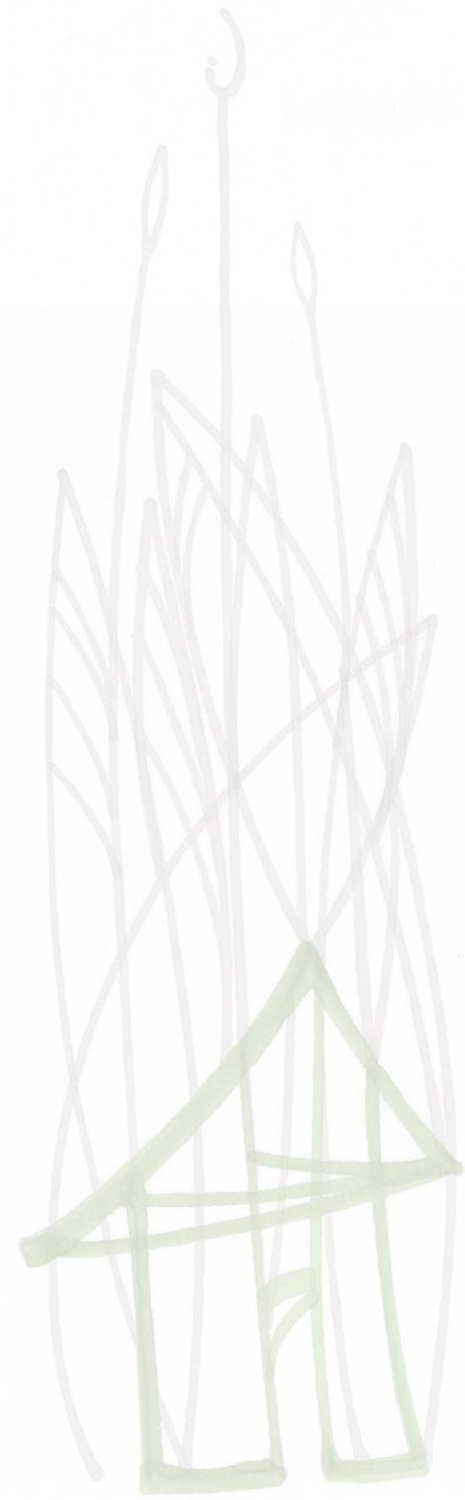
Phasing

Due to the size of the proposed improvement area along Cunningham Avenue between Airport Road and University Avenue and funding availability, dividing the implementation of the project into phases will be required. Phase I improvements were discussed as the median areas immediately south of the I-74 Interstate Overpass. This would provide a “first impression” statement for in-coming Urbana visitors. It would also provide an outgoing impression when those visitors leave Urbana. The location of the Phase I Improvements will need to be determined by the City of Urbana as budget allows. Options for project phasing could include the following:

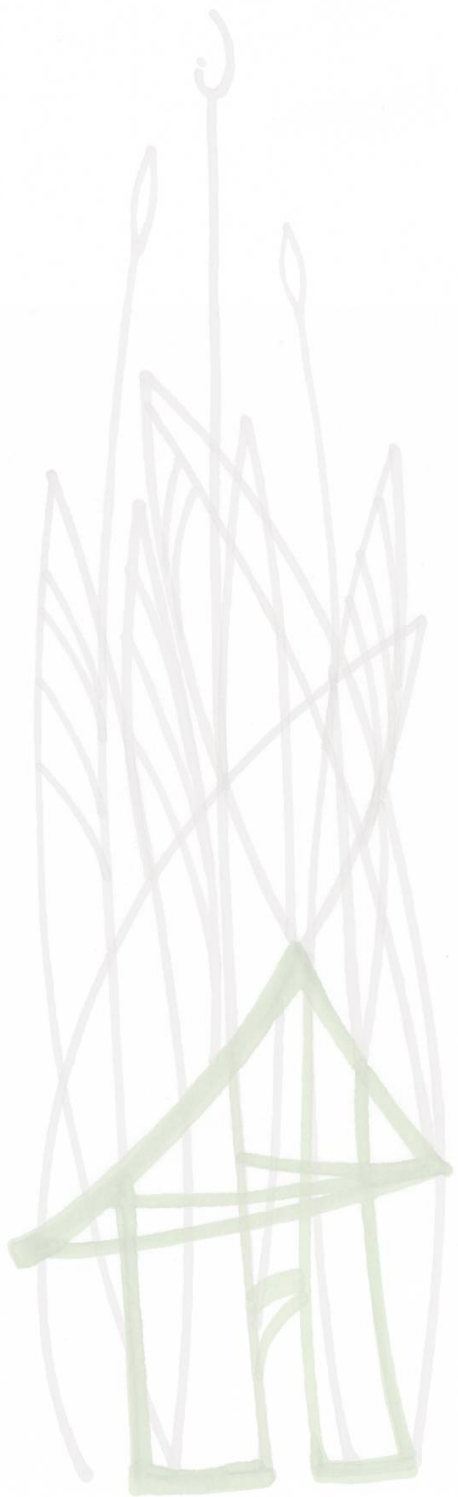
- + By area – possibly North to South or vice versa
- + By design element – public art element or intersection
- + By strategic location
- + By infrastructure type
- + By development types or opportunities



The following opinion of probable costs have been prepared and broken down into sections along the length of the Cunningham Avenue corridor. These costs are preliminary only and are subject to funding availability, inflation and scope changes once more detailed design and engineering work begins.



AREA	PROBABLE COST RANGE
<u>Airport Road to I-74 Interchange</u>	
Corridor Enhancements (multi-use path, lighting, landscaping, misc.)	\$100,000 – 140,000
O'Brien Drive Intersection Enhancements (paving, landscaping, lighting)	\$280,000 – 350,000
20% Contingency	\$76,000 – 98,000
Soft Costs	\$50,000 – 60,000
Sub-Total	\$506,000 – 648,000
<u>I-74 Interchange Area</u>	
Corridor Enhancements (multi-use path, lighting, landscaping, raised planters, misc.)	\$200,000 – 350,000
Interchange Enhancements (earthwork, landscaping, lighting, walls)	\$400,000 – 500,000
Public Art	\$500,000 – 650,000
Road Resurfacing	\$450,000 – 480,000
20% Contingency	\$310,000 – 396,000
Soft Costs	\$180,000 – 200,000
Sub-Total	\$2,040,000 – 2,576,000
<u>Eastland Suites to Saline Creek</u>	
Corridor Enhancements (sidewalks, lighting, landscaping, raised planters, misc.)	\$330,000 – 450,000
Perkins/Country Club Road Intersection Enhancements (sidewalks, paving, landscaping, raised planters, lighting)	\$450,000 – 550,000
Public Art at Perkins/Country Club Road Intersection	\$250,000 – 350,000
Road Resurfacing	\$700,000 – 750,000
20% Contingency	\$346,000 – 420,000
Soft Costs	\$150,000 – 180,000
Sub-Total	\$2,226,000 – 2,700,000



Saline Creek to Railroad Bridge

Corridor Enhancements (sidewalks, lighting, landscaping, misc.)	\$150,000 – 230,000
Crystal Lake Drive Intersection Enhancements (sidewalks, paving, landscaping, lighting)	\$280,000 – 350,000
University Avenue Intersection Enhancements (sidewalks, paving, landscaping, lighting)	\$390,000 – 450,000
Public Art at north of Railroad Overpass	\$200,000 – 300,000
Road Resurfacing	\$300,000 – 340,000
20% Contingency	\$264,000 – 334,000
Soft Costs	\$110,000 – 140,000
Sub-Total	\$1,694,000 – 2,144,000

Total Probable Costs \$6,466,000 – 8,068,000

Optional Roundabout at Perkins/Country Club Drive

Roundabout	\$550,000 – 650,000
Landscape Enhancements	\$50,000 – 70,000
Right-of-Way Acquisition	\$150,000 – 180,000
20% Contingency	\$150,000 – 180,000
Soft Costs	\$80,000 – 100,000
Sub-Total	\$980,000 – 1,180,000

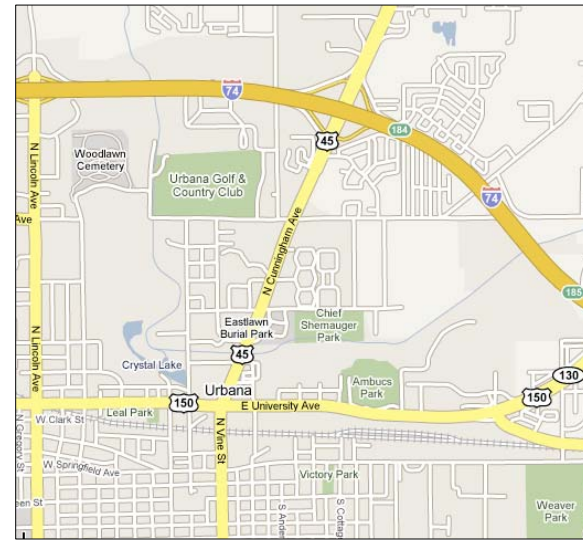
The Cunningham Avenue corridor is influenced significantly by a number of factors:

The corridor provides a primary entry thoroughfare into Urbana connecting the Interstate to the downtown.

The retail shopping district developed along Prospect Avenue has moved the focus of retail development away from Cunningham Avenue and other older commercial corridors in Urbana and Champaign. As such, there are a number of underperforming or vacant retail sites.

The student population of the University and the many apartment units in the adjacent neighborhoods provide opportunity to leverage neighborhood serving retail and more pedestrian oriented access and circulation along Cunningham. There is strength in auto-oriented and other related uses.





The context and market influences of the Cunningham Avenue corridor must be considered in the strategy to redevelop this important entry to Urbana.

How the market relates to a corridor determines the ultimate success of uses for its real estate. Developing strategy with market sustainability at its core will help insure the long term viability of the ultimate environment. The physical expression of place that the various components of the corridor create – streets, edge treatments and landscaping, utilities and architecture - must engage and support the market focus of the corridor.

Historic Context to Change

The development of Interstate 74 positioned Cunningham Avenue as the primary corridor of access to Urbana. The uses along Cunningham Avenue developed and changed over time in response to market conditions. Retail, service, institutional and even residential uses were constructed.

Today, the corridor contains a mix of automobile oriented uses. Retail in particular has shown signs of struggle with vacancies and underperforming merchants that detract from the efforts of long standing and more successful proprietors. There is vacancy and frequent turnover of some parcels.

The corridor consists of the following:

- + Interstate 74 north to Airport Road: corridor is anchored by O'Brien Auto Park (largest in the County), Farm & Fleet, Frasca, and the Park Inn. Some vacant land is available for development.
- + Interstate 74 south to Perkins is fully utilized with visitor and auto-servicing business: restaurants, hotels, and gas stations.
- + Perkins south to Kerr Avenue: Cunningham Children's Home, Northgate Shopping Center (almost fully occupied, but no longer a neighborhood anchor), auto uses, and some vacancies.
- + Kerr Avenue south to University Avenue: smaller lots, more development challenges, some residential properties, fast food restaurants, a pharmacy, and the 5 Points development on the northwest corner of the University and Cunningham intersection. Some existing vacant buildings offer opportunity for redevelopment.

Overall the Cunningham Avenue Corridor contains 7-8 vacancies which accounts for less than ten percent of the total Cunningham Avenue businesses.



Population and Household Growth

	City of Urbana	City of Champaign	Champaign County	State of Illinois	United States
2000 Total Population	36,395	67,518	179,669	12,419,293	281,421,906
2007 Total Population	39,102	70,918	191,869	13,122,246	306,348,230
2012 Total Population	40,094	72,851	199,575	13,678,993	325,526,398
2007 - 2012 Annual Rate	0.50%	0.54%	0.79%	0.83%	1.22%
2000 Households	14,327	27,071	70,597	4,591,779	105,480,101
2007 Households	15,249	28,707	76,598	4,844,339	115,337,039
2012 Households	15,867	29,848	80,504	5,044,162	122,830,665
2007 - 2012 Annual Rate	0.80%	0.78%	1.00%	0.81%	1.27%
2007 Average Family Size	2.81	2.93	2.95	3.27	3.14

Source: U.S. Census 2000, ESRI Current Year Estimates and 5-year Projections.



Background Market Characteristics

The population of Urbana is growing. There are estimated to be just over 40,000 people in about 15,000 households in Urbana.

Not unexpectedly, the households in Urbana consist of both families and singles. There is a high proportion of single occupant households relative to the State of Illinois. This is consistent with the college-town nature of Urbana.

Households by Type

	City of Urbana	City of Champaign	Champaign County	State of Illinois	United States
Total	14,327	27,071	70,597	4,591,779	105,480,101
Family Households	43%	46%	56%	68%	68%
Married-couple Family	32%	34%	44%	51%	52%
With Related Children	14%	16%	20%	25%	25%
Other Family (No Spouse)	11%	12%	12%	16%	16%
With Related Children	8%	8%	9%	10%	11%
Nonfamily Households	57%	54%	44%	32%	32%
Householder Living Alone	37%	37%	31%	27%	26%
Householder Not Living Alone	20%	18%	13%	6%	6%
Households with Related Children	21%	23%	29%	36%	36%
Households with Persons 65+	16%	15%	17%	23%	23%

Source: U.S. Census 2000, ESRI Current Year Estimates and 5 year Projections.

Population by Age - 2007 Estimates

	City of Urbana	City of Champaign	Champaign County	State of Illinois	United States
Median Age	24.9	25.5	29.4	35.9	36.7
2007 Population by Age					
Total	39,103	70,920	191,869	13,122,246	306,348,230
0 - 4	4%	5%	6%	7%	7%
5 - 9	4%	5%	5%	7%	7%
10 - 14	4%	5%	6%	7%	7%
15 - 19	16%	13%	11%	7%	7%
20 - 24	23%	23%	16%	7%	7%
25 - 34	16%	15%	14%	14%	13%
35 - 44	9%	10%	12%	15%	14%
45 - 54	9%	11%	13%	15%	15%
55 - 64	6%	7%	8%	10%	11%
65 - 74	4%	4%	5%	6%	6%
75 - 84	3%	3%	3%	4%	4%

Source: U.S. Census 2000, ESRI Current Year Estimates and 5-year Projections.

The age profile of Urbana also skews younger. The average age is 24.9 compared to approximately 36 for the State and the entire U.S.

There are a high number of educated persons in Urbana. Three quarters of the population has education beyond High School – compared to just over half of the national population.



Educational Attainment - 2007 Estimates

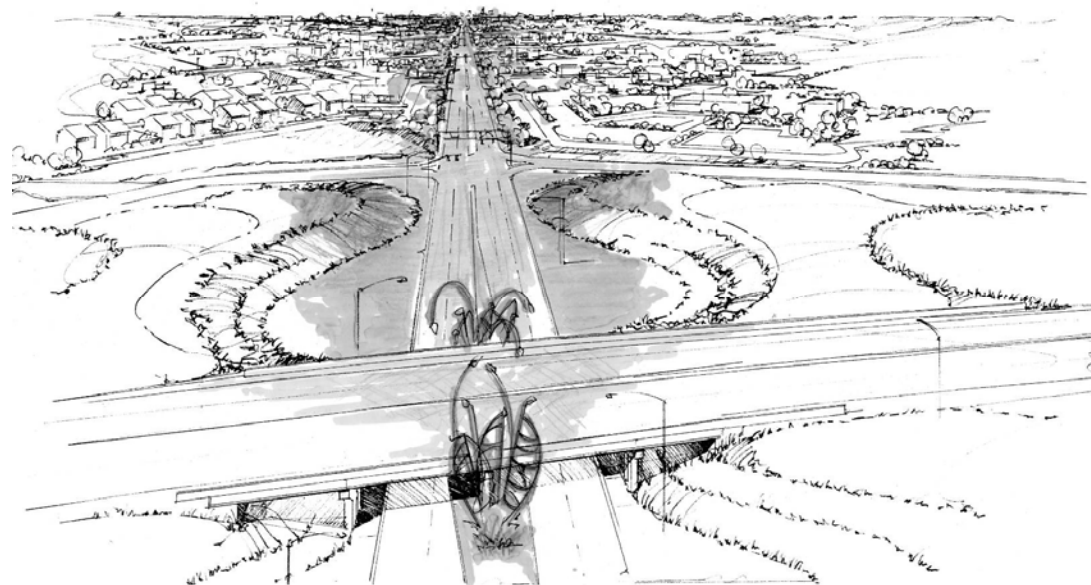
	City of Urbana	City of Champaign	Champaign County	State of Illinois	United States
Total	17,760	34,354	100,559	7,973,671	182,211,639
Less than 9th Grade	4%	3%	3%	8%	8%
9th - 12th Grade, No Diploma	6%	5%	6%	11%	12%
High School Graduate	16%	20%	24%	28%	29%
Some College, No Degree	17%	21%	22%	22%	21%
Associate Degree	5%	7%	7%	6%	6%
Bachelor's Degree	21%	22%	19%	17%	16%
Master's/Prof/Doctorate Degree	33%	22%	19%	10%	9%
High School or Less	25%	28%	33%	46%	48%
More than High School	75%	72%	67%	54%	52%

Source: U.S. Census 2000, ESRI Current Year Estimates and 5-year Projections.

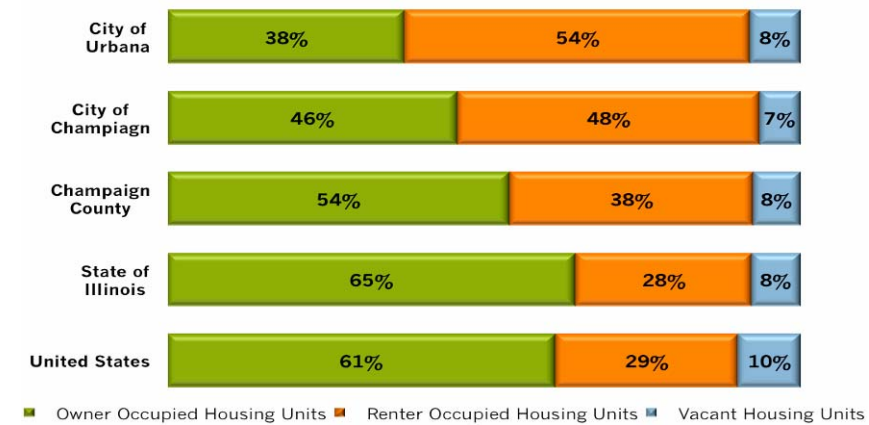
The estimated median household income in 2007 for Urbana is \$33,796. This is slightly lower than the City of Champaign and other comparative areas and is likely due to a higher proportion of students. The income in Urbana is expected to grow by a rate of 21% over the next five years – similar to that in the overall State of Illinois.

As is the case with other University towns, there is a high incidence of renter households

2007 Median Household Income



2007 Housing Type and Vacancy



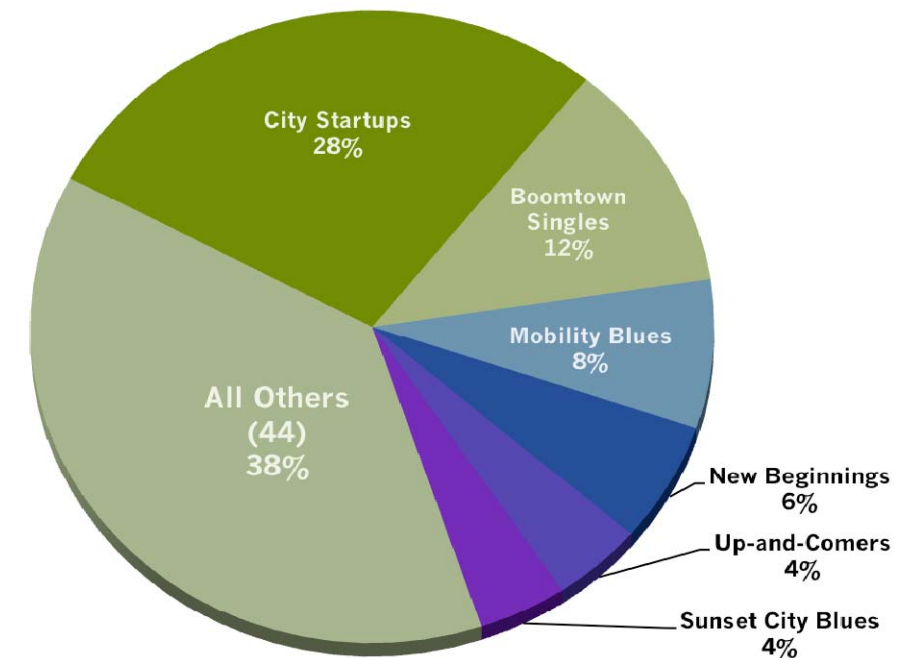


Psychographic Consumer Profiles

While demographics provide an important initial description of the marketplace, a more thorough assessment of the consumer marketplace can be gleaned from a study of the psychographic segments in a particular area.

ESRI – an industry leader in market analysis – provides a statistical clustering segmentation scheme called Community Tapestry. This system groups together consumers with similar demographic as well as consumer behavior attributes.

The following chart depicts the ESRI¹ Consumer Segments that exist in Urbana. The section that follows summarized the top three consumer segments.



¹ESRI is a world leader in GIS, Mapping and data analysis. They provide mapping, software, statistical analysis and data acquisition services.

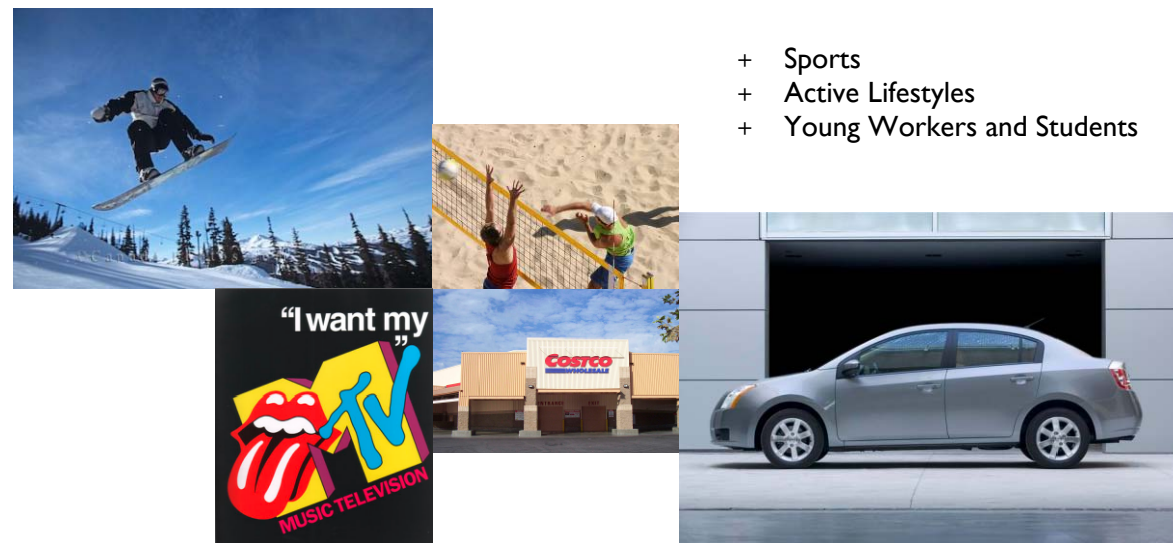


- + Technology
- + Activity
- + Social
- + Environmental
- + Educational
- + Travel

City Startups
28% of Urbana Households

In City Startups, young, multi-ethnic singles have settled in neighborhoods filled with cheap apartments and a commercial base of cafés, bars, laundromats and clubs that cater to “*twenty-somethings*”.

One of the youngest segments in America - with ten times as many college students as the national average - these neighborhoods feature low incomes and high concentrations of Hispanics and African-Americans.



- + Sports
- + Active Lifestyles
- + Young Workers and Students

Boomtown Singles
12% of Urbana Households

Affordable housing, abundant entry-level jobs and a thriving singles scene--all have given rise to the Boomtown Singles segment in fast-growing satellite cities. Young, single and working-class, these residents pursue active lifestyles amid sprawling apartment complexes, bars, convenience stores and laundromats.



- + Singles – Few Children
- + Active/Young-Middle ages
- + Recreation
- + Outdoor
- + Sports

Mobility Blues

8% of Urbana Households

Young singles and single parents make their way to Mobility Blues, a segment of working-class neighborhoods in America's satellite cities. Racially mixed and under 25 years old, these transient Americans tend to have modest lifestyles due to their lower-income jobs. Surveys show they excel in going to movies, playing basketball and shooting pool.

Other Segments:

Segment	Description	Themes
New Beginnings 6%	20's to 40's – singles and young families – job/city transfers, divorces or new families.	More modest lifestyle, fast food, toys, sports, TV and movies.
Up and Comers 4%	Working mid-income singles after college and before families.	Active, arts, outdoors, environment, night-life, church, and technology.
Sunset City Blues 4%	Middle class empty nesters or young retirees – modest income and education.	Low-key lifestyles – newspapers, TV, church, family restaurants and motor homes.

Area Traffic

Cunningham Avenue is the main corridor of access from Interstate 74. Over 20,000 cars travel between University Avenue and I-74 on Cunningham Avenue each day. Higher volumes of traffic have been noted in the 5 Points Development Area.

Retail Supply and Demand

There is certainly retail along the Cunningham Avenue corridor as well as in downtown Urbana. The primary area of retail shopping in the region is located just west of Cunningham Avenue off I-74. The Market Place Mall and big box retail along Prospect Avenue provide for all manner of retail goods and service.

The retail along Cunningham Avenue is generally more local serving or convenience oriented.



Source: Illinois Department of Transportation, Most Recent Counts Available, 2006 and Previous

Public Input Questions

March 4, 2008: 5:30 – 7:00 p.m.

Question 1 What are Cunningham Avenue’s strengths and weaknesses between Airport Road and University Avenue?

Question 2: What commercial or expansion opportunities exist along Cunningham Avenue?

Question 3: What amenities, design features or urban design solutions have you seen around Urbana/Champaign or elsewhere that you like or do not like?

Question 4: If you had friends or relatives visiting Urbana for the first time, what impressions would you like them to have when they leave?



Stakeholder Input Summary

Updated March 18, 2008

+ **Corridor Strengths:**

- I-74 is an excellent entrance to city
- Cunningham Avenue is home to many viable businesses
- High traffic counts
- 5 Points development
- Main entrance into Urbana
- Interstate access
- Allows for ease of travel across town
- Center turn lanes
- Some new development
- Great way to compete with Champaign
- Great potential for growth including office, multi-family
- The existing variety of businesses
- Strength of development near interchange
- Opportunities to make an entry statement at the interchange
- Existing developer confidence evidenced by new development and upgrades i.e. apartments and improvements to motel



- Perceived need for new businesses and aesthetic improvements by virtue of overall deteriorating conditions
- The courthouse is prominently visible as you drive in from the interstate
- Wide enough to handle traffic and turns onto side streets
- Not all continuous store fronts

+ **Corridor Weaknesses:**

- The only reason to drive down Cunningham Avenue is to buy a car
- Residents can go to a McDonalds anywhere
- Unattractiveness of Cunningham Avenue negatively affects the Park Inn's business
- Upkeep of some local businesses is undesirable
- Lack of diversity in character
- Lack of scale relationships between existing structures and ROW width
- Difficult and unsafe access to Cunningham Avenue for vehicles
- Limited sidewalks
- No destinations
- The amount of automotive businesses including sales and repair
- Too many curb cuts
- Too many bill boards
- Lack of a unified look or sense of place
- Too much concrete
- Too many signs
- Not enough green space and buffers
- Too much visual blight
- Not enough restaurants, no more fast food
- No opportunity for bicycle use
- No park and ride
- No continuity with anything
- Poor traffic regulation
- Poor pedestrian-friendly environment
- Interchange is unattractive, missed opportunity
- Scattered array of businesses with no real "destination" shopping area
- Few residential oriented areas along the road
- Corridor is a through-way which is indifferent to pedestrian travel and acts as a barrier to foot and bicycle access from west to east
- Quick food restaurants are seldom beautiful and often are a source of trash and debris
- Sidewalks are not available along entire length of corridor
- Image of City as anti-business



- + **What can the city do?**
 - Create opportunities for distinctive architecture for the corridor
 - Unify the look of Cunningham Avenue
 - City should work more closely with the University related to making more programs and attractions available to Urbana residents – this would help the Park Inn provide their guests with available local attractions
 - Get a Target
 - Develop a visitors center
 - Establish zoning enforcement
 - Provide incentives and enforce penalties
 - Provide tax incentives
 - Think big...bigger than they have in the past
 - Do what it takes to make improvements happen across the board
 - 10 year tax abatement for new businesses
 - Be willing to make major investments in redevelopment
 - Provide economic incentives to businesses that want to expand:
 - Permit fee reduction for new construction
 - Material discounts or credits
 - Tax credits for improvements
 - City sponsored beautification partnerships
 - Regular meetings between property owners and the City

- + **What would you like to see along corridor? What would the corridor benefit from?**
 - White Castle
 - 24hr. women's hair salon
 - A sophisticated look similar to the Fashion Mall and Keystone Avenue in Indianapolis
 - More diverse shopping – children's clothing, plus size women's clothing stores
 - World market
 - Recreation for children and families
 - Historical Tours
 - Work toward a smaller town feel
 - Removal of blighted properties
 - Recognition of Senator Stan Weaver
 - Educational events
 - Zoo
 - Uses complimentary with other parts of town - provide businesses not found anywhere else in the city
 - Public Transportation
 - Cultural events / Cultural stores – more diversity
 - Prospect Ave. is a great example of a corridor enhancement

- A street light and street sign design which compliments the historic downtown lighting is needed
- Well thought out lighting – efficient but not excessive
- Unified signage, and entranceway feel near the interstate as you approach the city limits

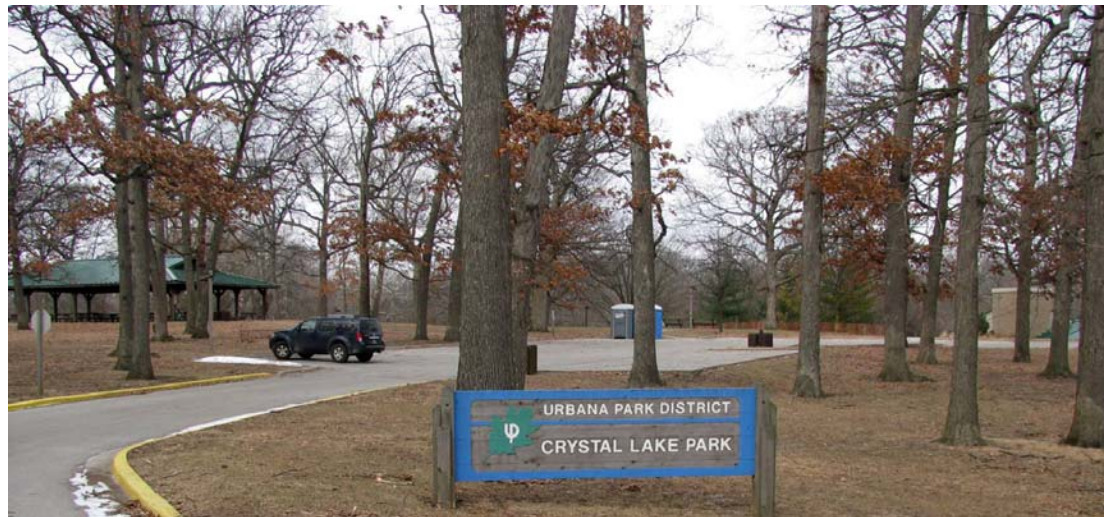


+ IDOT input

- Opportunities for additional aesthetic improvements to interchange including landscaping and signage
- Other treatments would be acceptable including lighting, some bridge modifications to include handrails, painting etc. if costs are borne by the city
- IDOT currently has no plans for improvements for these areas
- Bicycle and pedestrian paths could be integrated under the bridge at no cost to IDOT
- Painting lights and control boxes acceptable
- Medians would be acceptable

+ Other input

- Establish guidelines for future development north of the interstate
- Prepare architectural guidelines for future structures along Cunningham Avenue
- Make sure landscape improvements allow for clear visibility of businesses
- More mixed use south of I-74
- Dress up I-74 bridge
- Address future land use along the corridor based on sound marketing and planning principles
- Improvements should be more organic in nature
- Improvements should provide a more urban feel, closer to the heart of downtown with buildings closer to the street
- More big box retail
- Completion of Olympian to U.S. Route 45 and extension of High Cross Road
- Maximize development potential at airport property
- Introduce businesses to serve residential pockets





Date: March 6, 2008
Time/Location: 5:00 – 7:00 p.m. CST, City Council Chamber, Urbana, IL
Project: Cunningham Avenue Beautification Project
Meeting Purpose: Presentation of Initial Design Charrette Results
Moderator: Joann Green, CBA
Attendance: Sophia Lewis, Urbana Resident
 Anna Hochhalter, Urbana Public Arts Coordinator
 Libby Tyler, City of Urbana
 Tom Carrino, City of Urbana
 Ryan Brault, City of Urbana
 Bill Gray, City of Urbana
 Lisa Karcher, City of Urbana
 Craig Gossman, CBA
 Shaun Antrim, CBA
 Stefan R. Luebke, CBA

The results of the design charrette held March 5th and 6th were presented to the Steering Committee and to the Public. The following is a brief synopsis of the presentation:

- + Theme Options
 - “Progress from the Prairie”
 - Parkways
 - “Invitation to Urbana”
- + Initial Ideas
 - Future Land Uses
 - o Mixed Use
 - o Niche Retail
 - o Medical/Business Office
 - o Urban Retail Corridor & Village Atmosphere
- + Green Corridor
 - What is sustainable for Urbana?
 - o Cultural sustainability
 - o Economic sustainability
 - o Land use sustainability
- + Forms Within the Corridor
 - Roundabouts
 - o Improve safety and traffic flow
 - o Create potential for public art, focal points and landmarks



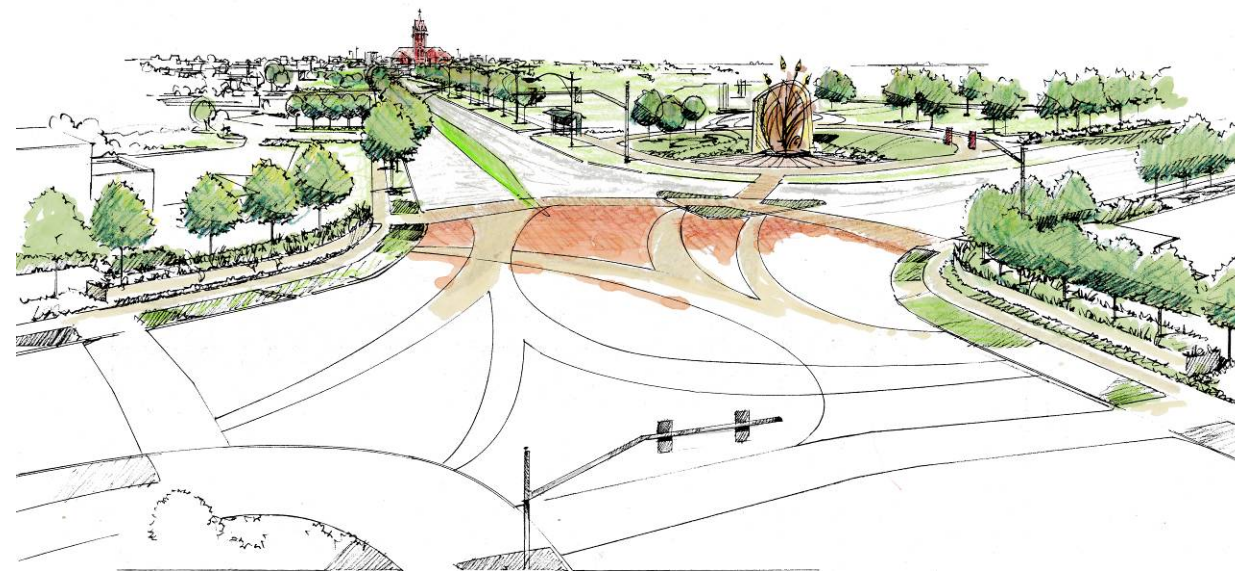
- + Emphasis on the Arts
 - Rotating exhibits
 - Artist Studio Village
- + Progression of Gateways
 - I-74 Interchange – the “front door” – make a great first impression
 - Bridge at Saline Ditch – gateway to Urban Village at Cunningham and University Avenues
 - Railroad Overpass – gateway to downtown and urban core
- + Pedestrian Connectivity – Multimodal Approach
 - Utilize Saline Ditch and other waterways as connecting greenway corridors
 - Integrate the Greenways and Bikeways Plans
- + Interpretive Education
 - Celebrate Urbana’s history of technological inventions and advancements
 - Celebrate Urbana’s intellectual prowess

The following is a summary of the committee and public discussion held in reaction to the design charrette presentation:

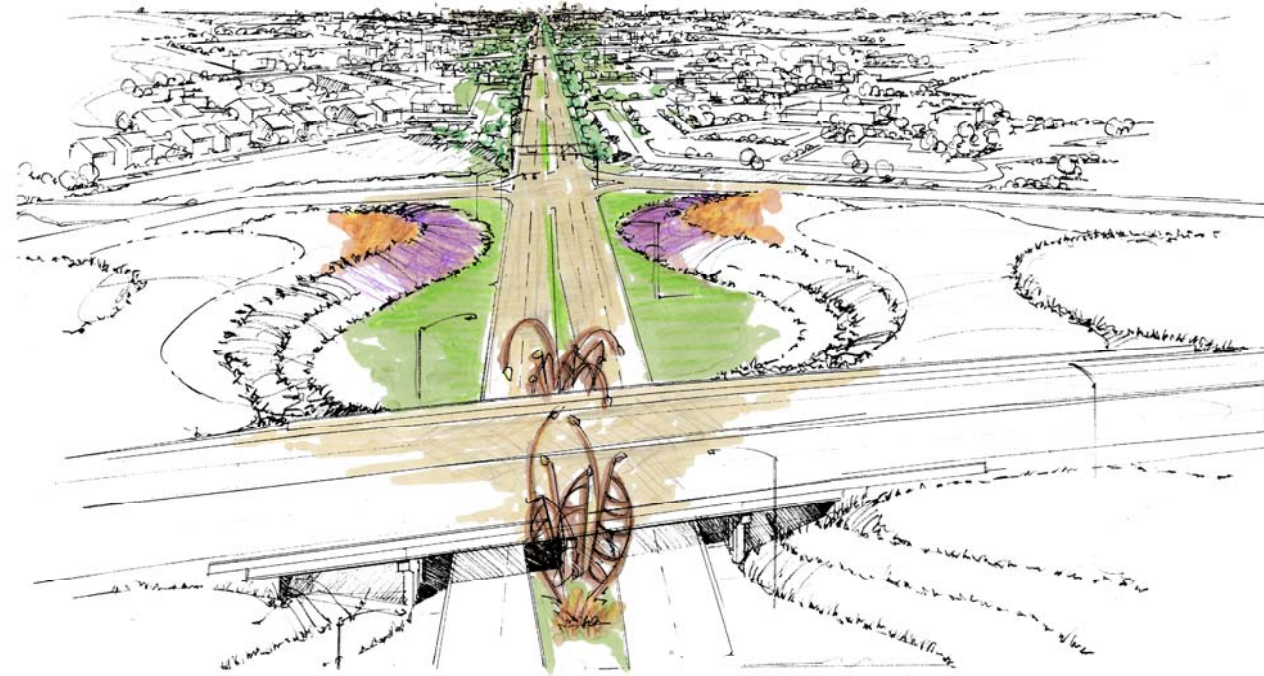
- + Roundabouts
 - Well received by the committee and the public but more investigation and research is needed to justify their use within the Cunningham Avenue corridor.
 - How do pedestrian connections work at a roundabout? Pedestrian crossings are typically provided at the roundabout approaches and have the typical crosswalks. Will there be enough right-of-way or will the City need to acquire more land? Further investigation is needed.
 - A roundabout at the Perkins/Country Club – Cunningham Avenue intersection was discussed as being the most feasible due to apparent volume of traffic.
- + The current curb cuts and access points for several businesses including Walgreens are dangerous. Eliminate some of the curb cuts to allow for more green space along the corridor.
- + There is business competition between Urbana and Champaign. More niche retail opportunities are needed along the Cunningham corridor.
- + Public Art and way finding would be a great asset to the corridor and to the city.
- + The ideas presented need to be brought to the attention of current developers planning to develop properties along the corridor.
- + The idea of a gateway statement at the Railroad Overpass was strongly supported.

MEETING MINUTES

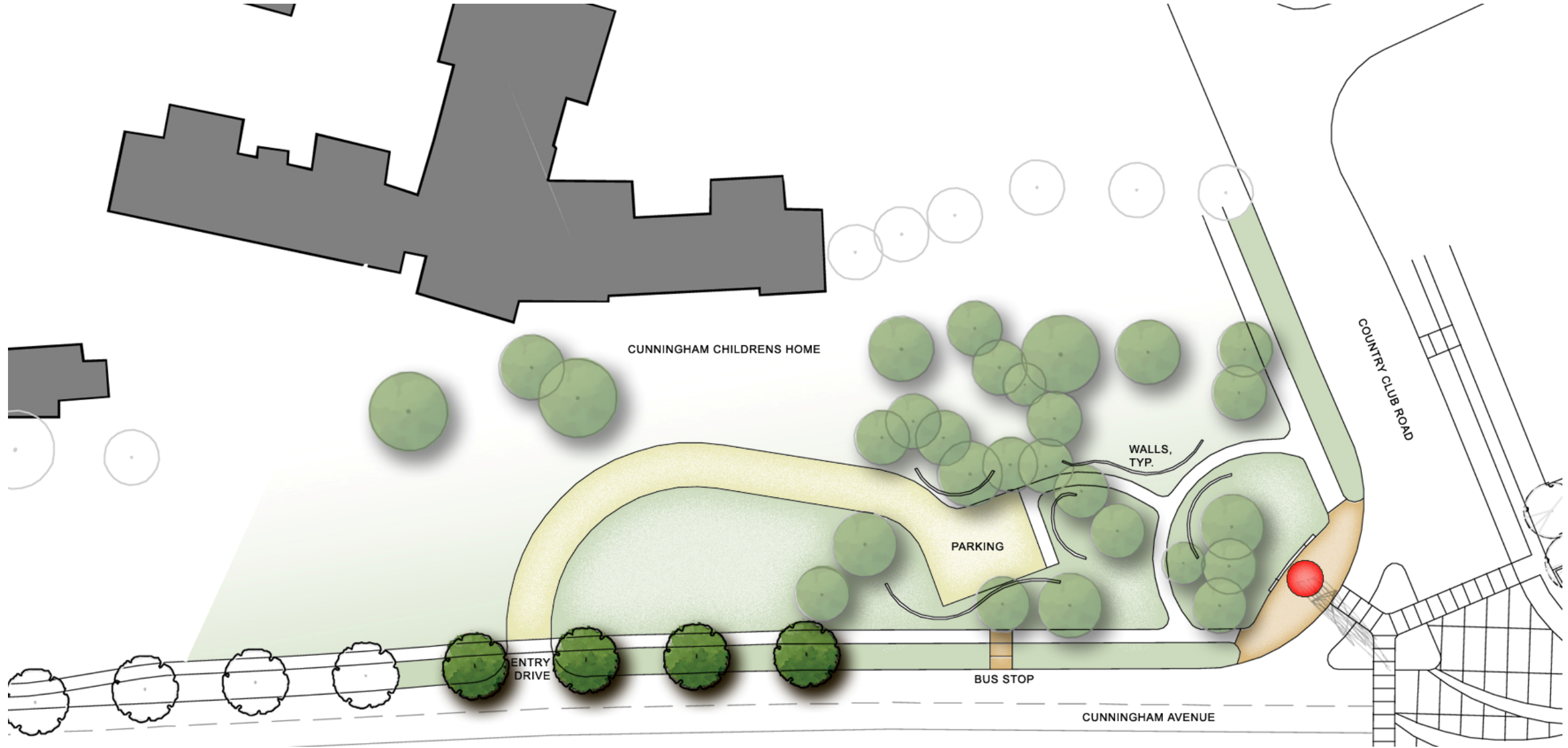
Date: June 5, 2008
Time/Location: 11:00 a.m. CST, Urbana Civic Center
Project: Cunningham Avenue Beautification Project
Meeting Purpose: Concept discussion
Attendance: Dennis Markwell (Dennis), IDOT
 Ryan Brault (Ryan), City of Urbana, IL
 Bill Gray (Bill), City of Urbana, IL
 Philip Matone (Phil), Farnsworth Group
 Stefan Luebke (Stefan), CBA



<u>Item No.</u>	<u>Discussion/Decisions/Action</u>	<u>Action Required By</u>
01	Stefan presented the Cunningham Avenue concept to Dennis.	Information
02	IDOT plans to upgrade the signals at Kerr Avenue.	Information
03	The Cunningham - Crystal Lake Drive intersection signal upgrade will happen if warranted.	Information
04	The Federal Highway Department may have concerns about the public art structure over I-74. The art element could be pulled back away from the I-74 bridge to alleviate this concern. The Public Art Element will need to be rigid in nature.	Information
05	IDOT will want straight walls on the median planters and they would need to be located at a minimum of 2'-0" from the back of the curb. Site distances will need to be considered.	Information
06	IDOT does not have issue with the plantings proposed for the I-74 Interchange area. The City of Urbana would be responsible for maintaining the plantings.	Information
07	IDOT does not have issue with the integral-colored, stamped concrete as long as it meets their standard specifications. They would need to study the frond pattern a little more closely.	Information



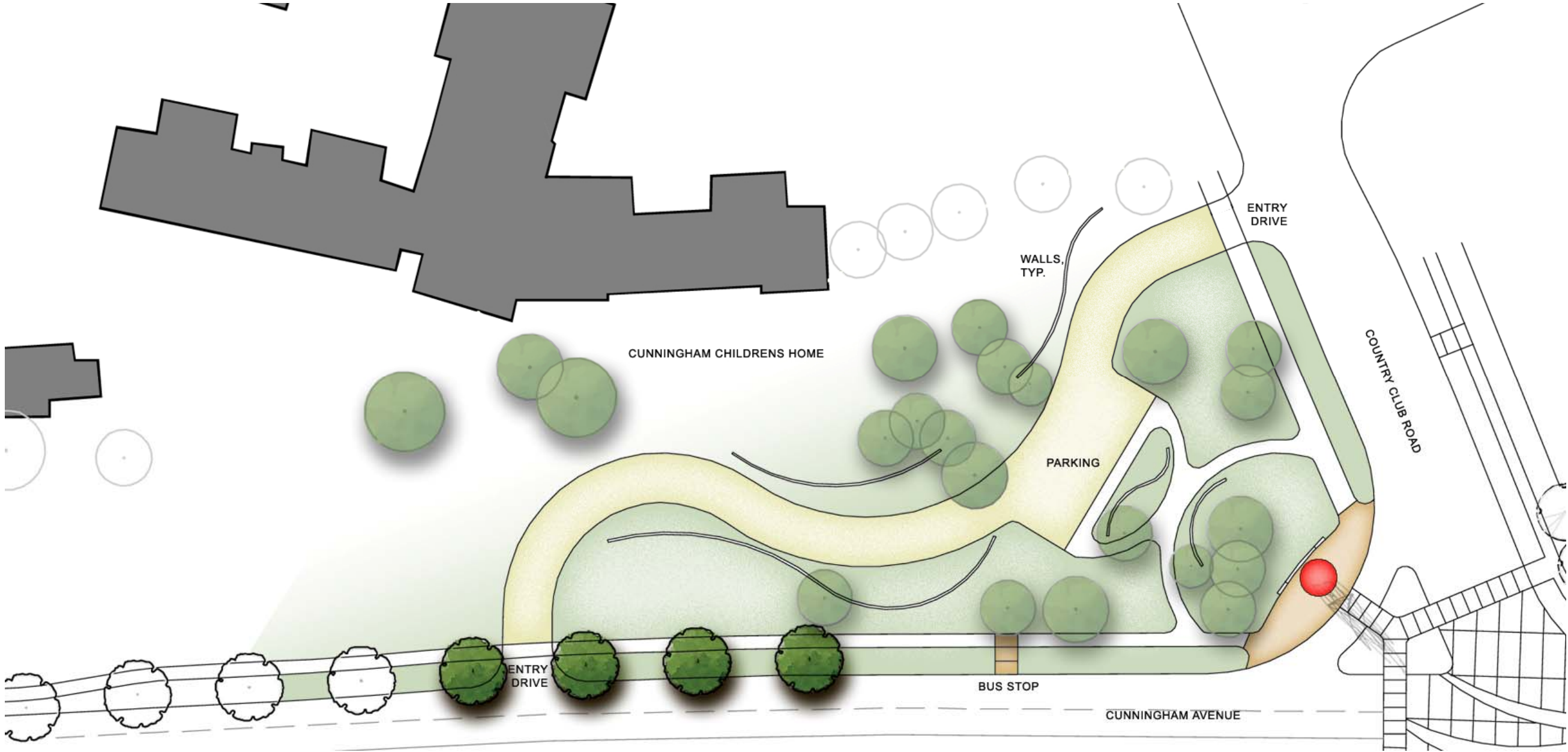
08	Pedestrian phasing will need to be installed at the signalized intersections.	Information
09	IDOT does not have issue with the proposed fence beautification at the I-74 Interchange. The fence type can be changed as long as it is not a distraction. Fence must be a minimum of 4'-0" high.	Information
10	IDOT does not have issue with the screen walls. Final locations in the right-of-way will need to be determined.	Information
11	There would be some pedestrian issues with the roundabout option. IDOT is not ready to implement a roundabout on a busy state highway like Cunningham Avenue. IDOT does not like objects in the middle of roundabouts that impeded motorists' views.	Information
12	IDOT does not have issue with the proposed lighting scheme.	Information
13	IDOT will require a City/State agreement on the maintenance of the Cunningham Avenue improvements to prevent future conflicts and damage to the improvements.	Information
14	There is an opportunity for a cooperative effort between the City of Urbana and IDOT on the driveway closures. IDOT has some leverage when the land use has changed.	Information
15	Urbana will send Dennis a draft copy of the final report for review and comment.	City of Urbana
16	Interchange decisions will need to be made by FHWA. The FHWA contact is Heidi Liske at (217) 492-4637	Information



Note: This drawing represents a conceptual improvement for the existing visitor center. Additional property would be required to realize the proposed improvements.

Appendix E

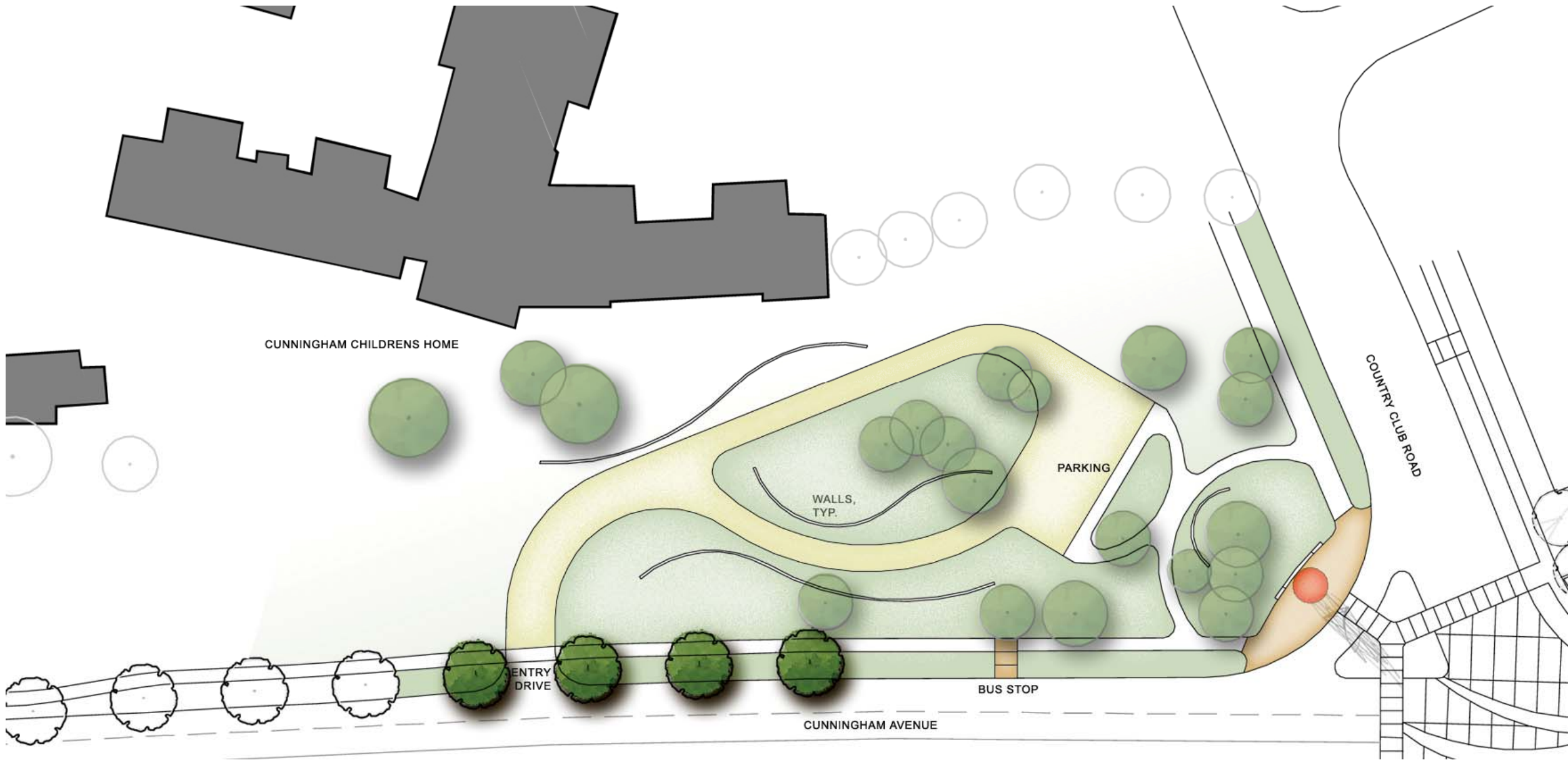




Note: This drawing represents a conceptual improvement for the existing visitor center. Additional property would be required to realize the proposed improvements.

Appendix E

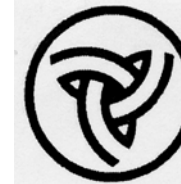




Note: This drawing represents a conceptual improvement for the existing visitor center. Additional property would be required to realize the proposed improvements.

Appendix E





Illinois Department of Transportation

Division of Highways / Region 3 / District 5
 13473 IL Highway 133 / P.O. Box 610 / Paris, Illinois / 61944
 Telephone 217/465-4181

November 6, 2008

RE: Cunningham Avenue Beautification
 Champaign County (City of Urbana)

Mr. William Gray
 Public Works Director, City of Urbana
 706 South Glover Ave.
 Urbana, Illinois 61801

Dear Mr. Gray:

As requested the district has reviewed the Cunningham Avenue Beautification report dated August 2008. We offer the following comments for your consideration.

- The safety of the traveling public must be carefully evaluated with any proposed roadway improvement. The focus of the study clearly revolved around the aesthetic enhancements that could be made to the corridor rather than the safety impacts these enhancements may have. In order for the district to approve any of the proposed improvements the city will need to show the public's safety is not compromised.
- Access management was discussed in the report and can be an effective safety improvement. The district can pursue the elimination of abandoned entrances, but will likely need local support to effect the closures.
- The district would be happy to work with the city to determine appropriate plantings for the right of way. Adequate sight distances must be provided at all side streets and entrances. Dense ornamentation may not prevent an errant vehicle from the full use of the clear zone, but may eliminate an escape route for vulnerable users such as pedestrians and bicyclists.
- The district does not view Cunningham Avenue as a suitable route for a roundabout. There are no modern roundabouts either built nor in the planning stages in the seven east central Illinois counties that comprise District 5. A two lane roundabout on a roadway with an average daily traffic of over 22,000 vehicles should not be the public's first experience with a modern roundabout. The pedestrian mobility goals outlined in the report would not be served by a roundabout. Visually impaired pedestrians typically struggle to find audible clues to determine safe gaps for crossing streets approaching a roundabout.

Appendix F

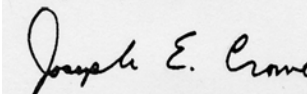


Page 2
 Mr. William Gray
 November 6, 2008

- Any decorative pavement should be limited to the area between the stop bars at intersections. The layout of the coloration will have to be carefully designed to avoid leading unfamiliar motorists executing turning movements into the incorrect lane. For example the pattern shown in Exhibit 4B could lead westbound to southbound traffic into the opposing lane. Pavement colors will also need to provide a contrast between pavement and pavement markings.
- While the district is not opposed to placing public art on the right of way, we cannot support the placement of large sculptures that will distract high speed travelers on I-74. Given the scale of the artwork at the I-74 interchange it appears that the designer's intent was to draw the attention of passing vehicles. Every effort should be made to avoid distracting interstate traffic. We recognize this is counterintuitive to many community's desires to provide a landmark or visible cue that their community is special. In an attempt to compromise the department has worked with many communities around the state to enhance interchanges. Work on the Dan Ryan in Chicago or I-74 in Peoria are good examples of locations where artistic design features have been successfully integrated into the context of a roadway.
- The city will be responsible for maintaining any beautification features placed on the right of way. This includes the pavement if colored or decorative pavement is used. The district and city will have to work closely together on any permits or utility work to ensure the beautification features remain intact.
- The city should consider proceeding with a formal Phase I report. The report will be necessary should any federal funds administered by FHWA be used on the project. Even if federal funds are not used the report will provide environmental clearances in accordance with the National Environmental Protection Act and design approval from the department for the proposed improvements. Completion of Phase I will also assure reviewers of grant applications that the city is committed to the project and ready to proceed when funding is made available.

If you have any questions regarding the above comments, or if we can provide any additional assistance, please contact Mr. David Speicher, District 5 Local Roads Engineer, at 217-466-7252 or david.speicher@illinois.gov.

Very truly yours,



Joseph E. Crowe, P.E.
 Deputy Director of Highways,
 Region Three Engineer

