

High Cross IL 130 Corridor Plan

Completed for the City of Urbana by the
Champaign County Regional Planning Commission

In cooperation with
Illinois Department of Transportation
Champaign County Highway Department
Urbana Township
Somerset Township
University of Illinois at Urbana-Champaign

This study was made possible by a grant from the
Illinois Tomorrow Corridor Planning Grant Program

Volume 2 of 2
April 2007

1 Public Involvement Efforts

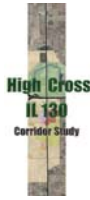
Participation in local planning processes is not new to residents of northeast Urbana and its surrounding area. Efforts to preserve one of the most unique natural areas in the county date back several years ago when some residents attempted to incorporate the Big Grove area. There was thus a history behind the high participation levels that we saw from our first public participation events for the IL130/High Cross Road Corridor Study. Staff found a need to review and revise our tried and tested public participation methods that had been known for their thoroughness and usefulness in planning for the future. We were faced with a need, to our own betterment, to look at new ways to make our planning processes truly participatory and have their outcome truly based on participants' needs and desires.

There was a time, not too long ago, when one public meeting to review the draft final document that was advertised one time in the legal section of the local newspaper was considered the minimum necessary public engagement effort. In 2001, CUUATS stepped up their public involvement efforts by creating a website with meeting announcements, starting direct mailings for meeting announcements, purchasing retail ads in local newspapers to increase visibility, and adding to the repertoire of meeting types. In 2003, when the IL130 Corridor Study began, the study process was slated for four public meetings, only one of which solicited comments and opinions that would affect what went into the final report:

- Kick-off Open House
- Existing conditions Open House
- Discuss potential alternatives Open House
- Presentation of Final Report

The corridor study process ultimately facilitated six public meetings and one focus group forum:

- March 4, 2004
Forum: Kick-off Open House
Location: Lincoln Square
Topics: Existing Conditions
Detail: This event was a forum to introduce staff to interested community members, and to display existing transportation and land use conditions in the study area.
- September 21, 2004
Forum: Question and Answer session
Location: TK Wendl's
Topics: Answering questions about the corridor study, taking comments
Detail: This was a structured forum where residents could write their questions and have them answered by any of the participating agencies. This meeting was deemed necessary because many concerns were being communicated by residents about the corridor study and its intentions, which needed to be clarified before work on the plan could continue.
- 2005: *corridor study on hiatus during Urbana Comprehensive Plan approval process*
- February 4, 2006:
Forum: Public Workshop
Location: Kennedy's Restaurant
Topics: Strings and Ribbons interactive activity to identify proposed future transportation system needs and desires
Detail: Participants were divided into groups so they could construct their idea of an ideal



Public Involvement Efforts

transportation system for the study area. Participants were given a budget and project ideas to facilitate the planning process. Projects identified by the groups were tallied to help determine a preferred alternative for the study area.

- April 4, 2006: Urbana business and developers forum to identify future transportation projects, at Urbana Civic Center
Forum: Business and Developers focus group
Location: Urbana Civic Center
Topics: Strings and Ribbons interactive activity to identify proposed future transportation system needs and desires
Detail: Participants were divided into groups so they could construct their idea of an ideal transportation system for the study area. Participants were given a budget and project ideas to facilitate the planning process. Projects identified by the groups were tallied to help determine a preferred alternative for the study area.
- June 7, 2006: Public workshop to present results from previous two meetings and gather preferences for the future transportation system, at Stone Creek Clubhouse
Forum: Public workshop
Location: Stone Creek Clubhouse
Topics: Follow-up meeting for the Strings and Ribbons workshops
Detail: Staff displayed four alternatives that had been created from the most popular projects identified in the Strings and Ribbons workshops. Residents were able to “vote” for the alternative they preferred. Votes were used to help determine a preferred alternative for the study area.
- October 18, 2006: Public workshop to present the preferred alternative for the future transportation system and to present parts of the draft final report for comment, at Stone Creek Clubhouse
Forum: Public workshop
Location: Stone Creek Clubhouse
Topics: Presenting the preferred alternative, displaying parts of the draft final report for review and comment, seeking ideas on how the corridor should look in the future.
Detail: A presentation was given regarding how staff arrived at the preferred alternative. A comment period was provided for participants to give their input on the preferred alternative. Participants were asked to identify their preferences for how the corridor should look in the future. Example and simulation images were provided to facilitate the session.
- December 14, 2006: Public Open House to receive comments on the final draft report for the corridor study, at Stone Creek Clubhouse
Forum: Public Open House
Location: Urbana Free Library
Topics: Presenting the final draft report for public review and comment
Detail: This meeting was the last before the 30 day public comment period and subsequent approval process began.

Of these seven meetings, four of them were specifically designed to solicit comments and opinions that would affect what went into the final report. There were opportunities at all seven functions to provide comments and feedback.

Table 1-1: Public Involvement Efforts Summary

Meeting Date	Invited via Direct Mailing	Attended	Publicity			
			Direct Mailing	Website	Fliers	News Gazette Ad
March 4, 2004	350+	60	x	x	x	x
September 21, 2004	650+	135	x	x	x	x
February 4, 2006	650+	64	x	x	x	x
April 4, 2006	50+	15	x	x	x	x
June 7, 2006	930+	52	x	x	x	x
October 18, 2006	1030+	68	x	x	x	x
December 14, 2006	1030+	44	x	x	x	x

After the first meeting at Lincoln Square, which is a central location for Urbana residents but falls about two miles outside the study area, several residents commented that they would appreciate having future corridor study meeting within the corridor study area. Staff answered this call and visited the few available facilities, determined which would suit their needs, and ensured that all future meetings would be held in the study area.

Residents also commented that weekday evening meetings were sometimes difficult to attend. For the February 2006 public meeting, where participation was essential to the future of the corridor study, staff held the meeting on a Saturday morning. As can be seen from the table above, approximately the same number of people attended the Saturday workshop that attended the Thursday, March 4, 2004 Open House, despite having almost double the number of invitees for the Saturday meeting.

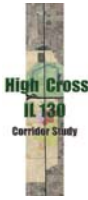
Mailing list

At the beginning of the corridor study, staff requested a list of all residents and property owners living within the corridor study boundary from the County Supervisor of Assessments office. This initial mailing list had approximately 350 addresses. Shortly after the first Open House, a resident communicated to staff that many residents in the study area never received an invitation to the Open House. She suggested that we use the Home and Plat book that is distributed by the Farm Bureau. After adding additional names to the list based on the Home and Plat Book the mailing list had approximately 650 addresses. This list was used for the September 21, 2004 and February 4, 2006 public meetings.

Despite these efforts to include all residents in the mailing list, we found that both methods that had been utilized had still excluded small subdivisions and small rural residential developments in the study area. Staff then completed an online white pages search for addresses in the rural subdivisions. This increased the list size to over 900 addresses. This list was used for the June 7, 2006 meeting.

The most recent update to the mailing list was made after the June 7, 2006 meeting and was used for the final two public meetings. Over 1,000 addresses were sent the invitation for the October and December 2006 meetings.

To date we still hear from a small number of study area residents who did not receive mailings. Staff made every effort to make the list as comprehensive as possible given the resources known to us at the time. With the knowledge that our mailing list is not perfect, several other advertising methods were used to involve the public in the corridor study, as can be seen in the following sections.



Public Involvement Efforts

News Gazette Advertising

Public meetings were advertised at least one week in advance in the *News Gazette*. Both legal and retail ads were published at least once, but typically twice before a meeting. Wednesday and Sunday editions were utilized to capture the greatest audience.

Website

The corridor study website is housed within the Champaign County Regional Planning Commission website. Information can be found on upcoming events, past events, documents, maps, staff and committee contacts, and links to participating agencies. As soon as practicable after a public meeting, handouts and other materials are placed on the website. Upon request, staff provided the same information that is available on the website in paper format for those that do not have access to computers. For those with slow Internet connections, staff also provided materials in CD format at no cost.

Information requests

During the study process, staff answered many requests for data, printed materials, and other information. Numerous informal meetings also occurred between staff and residents who had questions or concerns about specific topics.

The following pages show the printed materials used for advertising, presentations, and other public involvement efforts during the study process. Appendix 5 provides a complete inventory of comments received from residents and other study participants.



IL 130/High Cross Road Corridor Study

Champaign County Regional Planning Commission (CCRPC) staff would like to share what we have found regarding Existing Conditions in the IL 130/High Cross Road Corridor's Study Area since Urbana's October 2003 Open House.

- Existing Conditions
- Transportation Model
- Next Steps

CCRPC staff and Steering Committee members will listen to your ideas, comments and suggestions about transportation for the IL 130/High Cross Road Corridor. Stop by to give us your input for the project!

Date: Thursday, March 04, 2004

Time: 4:00 - 7:00 p.m.

**Place: High Court, Lincoln Square Mall,
Urbana**

To arrange special accommodations, please contact Mary Cummings,
CUUATS Secretary at (217) 328-3313.

Champaign Urbana Urbanized Area Transportation Study

1776 East Washington Street, Urbana IL 61802

Phone: (217) 328-3313 Fax: (217) 328-2426

If you would like more information concerning the project, look at:
<http://www.ccrpc.org/>

Committee Member Agencies

City of Urbana

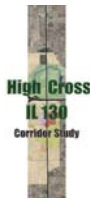
Urbana Township

Somer Township

Champaign County

Illinois Department of Transportation

Champaign County Regional Planning Commission



NEWS RELEASE

PUBLIC OPEN HOUSE
SCHEDULED BY
CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION
CONCERNING IL 130/HIGH CROSS ROAD CORRIDOR STUDY

The Champaign County Regional Planning Commission (CCRPC) staff and Steering Committee members will be holding an Open House Public Information Meeting in Urbana on Thursday, March 4, 2004 to share what we have found regarding Existing Conditions in the Study Area since Urbana's Open House, last October. Stop by the Open House to give us your input for the project! The Public Information Meeting will be held at Lincoln Square Mall in Urbana. Those interested in this project are invited to attend the meeting any time from 4:00 p.m. until 7:00 p.m. Persons with a disability requiring special accommodations should contact Mary Cummings, CUUAST Secretary, to the phone/fax number listed below to advise of planned attendance and needed accommodations.

The IL 130/High Cross Road Corridor Study is a collaborative effort between the City of Urbana, Urbana and Somer Townships, Champaign County, the Illinois Department of Transportation and the Champaign County Regional Planning Commission (CCRPC). The primary goal of the *Illinois 130/High Cross Road Corridor Planning Study* is to promote logical development that considers interconnectivity of land uses and transportation networks for the City of Urbana, its rural surroundings, and the urbanized area. The Champaign County Regional Planning Commission staff and Steering Committee members will listen to your ideas, comments and suggestions about transportation for the IL 130/High Cross Road Corridor.

If you would like to receive some more information, please contact Rita Black at (217) 328-3313, Champaign Urbana Urbanized Area Transportation Study, 1776 East Washington Street, Urbana IL. 61802. Phone: (217) 328-3313 Fax: (217) 328-2426.

If you would like more information concerning the project look at our website at: <http://www.ccrpc.org/CUUATS/IL130%20Corridor%20Study/index.html>

IL 130/High Cross Road Corridor Study

PUBLIC OPEN HOUSE
THURSDAY, MARCH 4TH, 2004
4:00 p.m. – 7:00 p.m.
LINCOLN SQUARE MALL

To arrange special accommodations, please contact Mary Cummings, CUUATS Secretary at (217) 328-3313



Champaign County Regional Planning Commission (CCRPC) staff would like to share what we have found regarding Existing Conditions in the IL 130/High Cross Road Corridor Study Area.

- Existing Conditions
- Transportation Model including the Study Area
- Next Steps
-

Stop by the Open House to give us your input for the project!

Committee Member Agencies: City of Urbana, Urbana Township, Somer Township, Champaign County, Illinois Department of Transportation, and Champaign County Regional Planning Commission



All documents at the IL130 Open House are available on the CCRPC website:

www.ccrpc.org

Please check the **IL130 Corridor Study** link for:

Documents, maps, and news

Online feedback form

IL130 Corridor Study committee members

Staff contact information

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426



IL 130/HIGH CROSS ROAD CORRIDOR STUDY

Your input on the IL 130/High Cross Road Corridor Study Area is vital in determining the future vision of the transportation system for this area. Please complete this survey, sharing your thoughts about the current and future needs of transportation throughout the IL 130/High Cross Road Corridor Study Area.

Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

What issues are most important to you in the IL 130/High Cross Road Corridor?

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

NAME _____ ORGANIZATION _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____ FAX _____ E-MAIL _____

- Yes! Add my name to the mailing list*
- Please DO NOT add my name to the mailing list*
- Please remove my name of the mailing list*

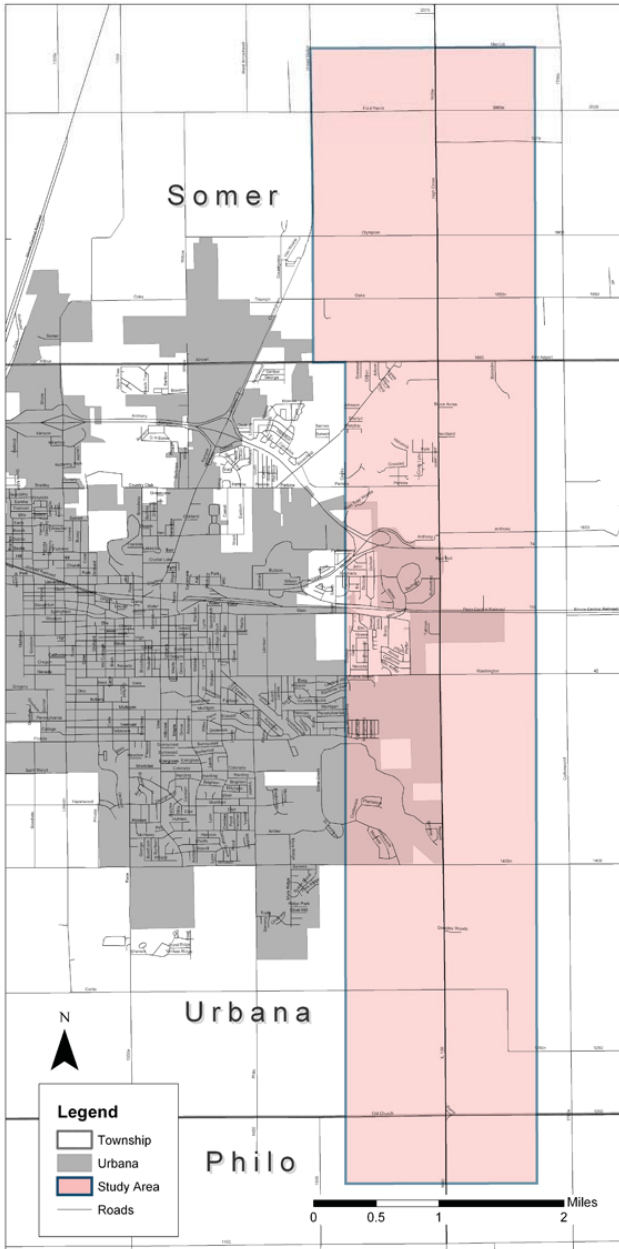
Champaign County Regional Planning Commission (CCRPC) • www.ccrpc.org • 217-328-3313 •
1776 E. Washington St., P.O. Box 17760 • Urbana, IL 61803-7760



CHAMPAIGN COUNTY
Regional Planning Commission

IL130/High Cross Road Corridor Study

Study Area



STUDY AREA

The Illinois 130/High Cross Road corridor extends eight miles between Ford Harris Road to the north and Old Church Road to the south.

The Illinois 130/High Cross Road corridor includes three local jurisdictions: the City of Urbana, and Urbana and Somer Townships.

This area is promoted by the City of Urbana as an attractive place for commercial, light industrial businesses and residential developments to start, expand, or relocate.



High Cross Road south of Airport Road



High Cross Road north of I-74 bridge

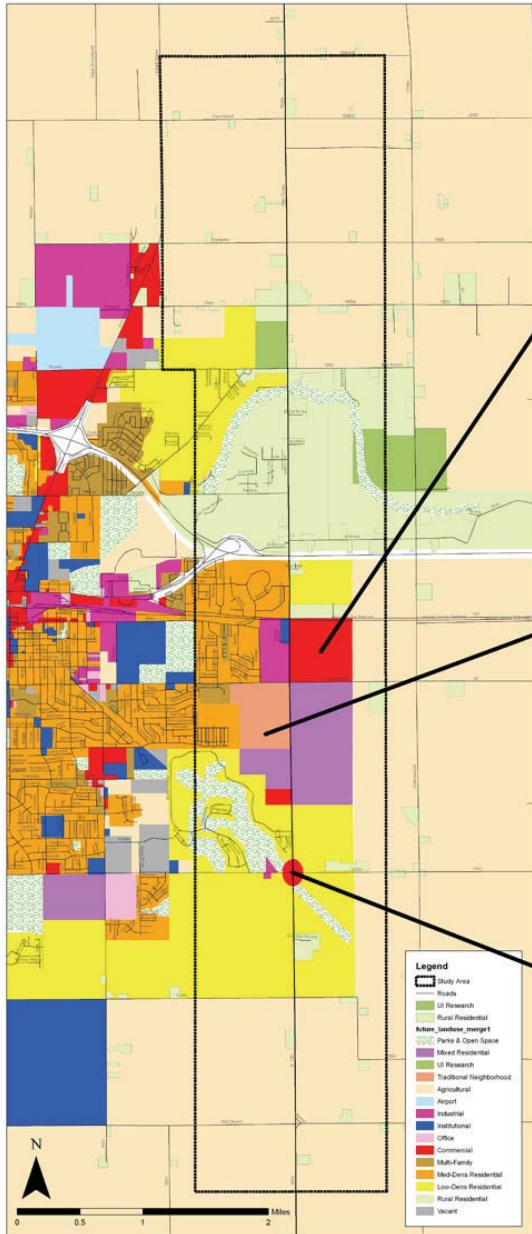


High Cross Road at Tatman Court

Champaign County
Regional Planning Commission

IL130/High Cross Road Corridor Study

Proposed Future Land Uses



Wal-Mart and a surrounding commercial center will likely occupy the east side of IL130 between University Avenue and Tatman Court.



City of Urbana proposes extending Florida Avenue to IL130 and constructing housing similar to that of the Savannah Green Subdivision.

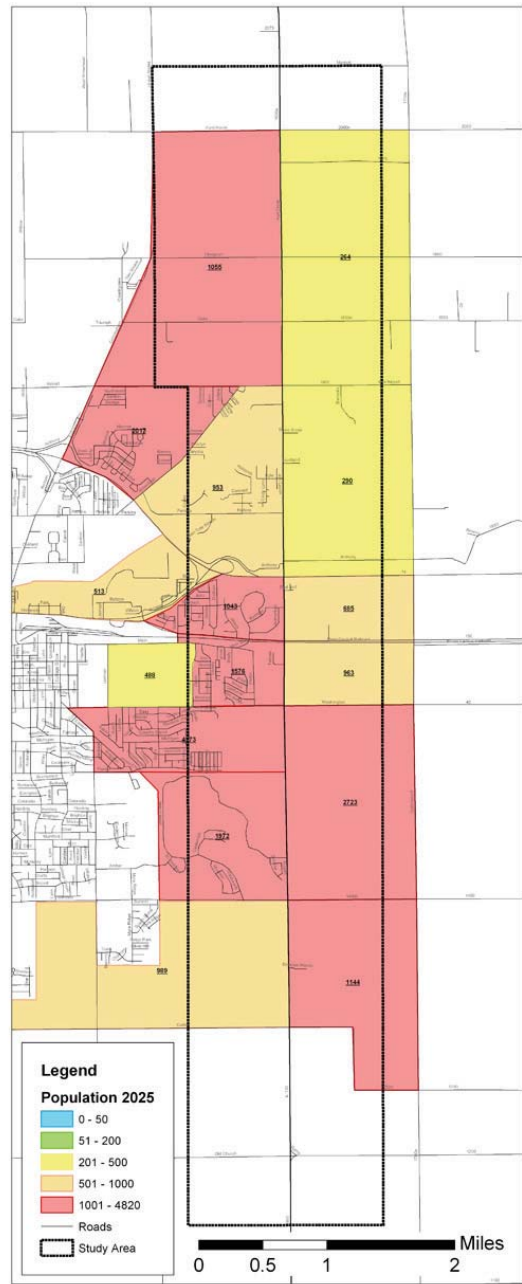
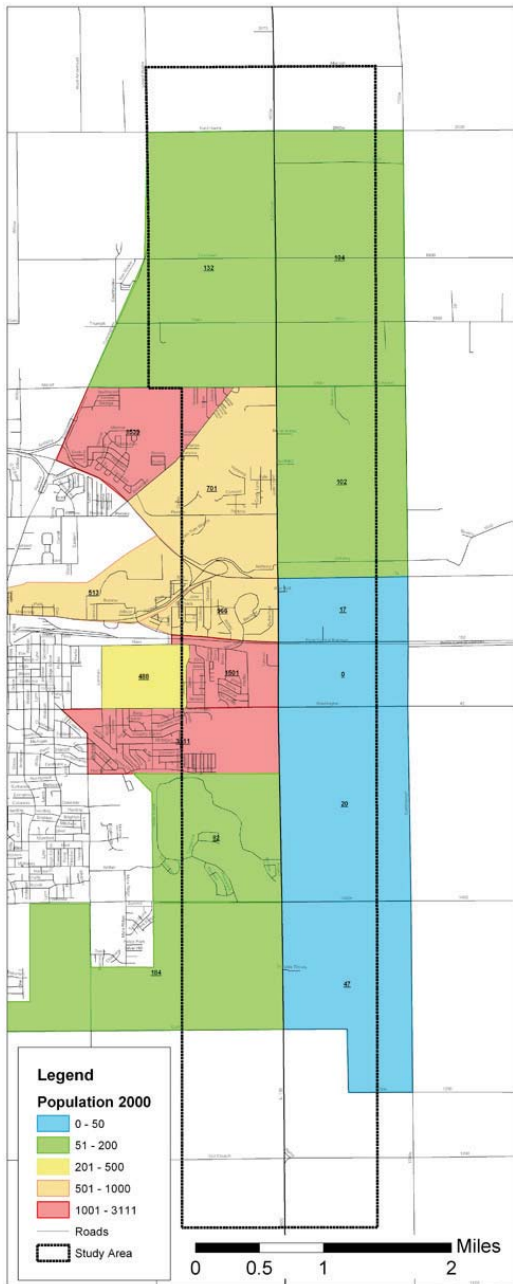


City of Urbana proposes a commercial center on the northwest corner of IL130 and Windsor Road.

Champaign County
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IL130/High Cross Road Corridor Study

Population Comparison: 2000 & 2025



Champaign County
Regional Planning Commission

IL130/High Cross Road Corridor Study

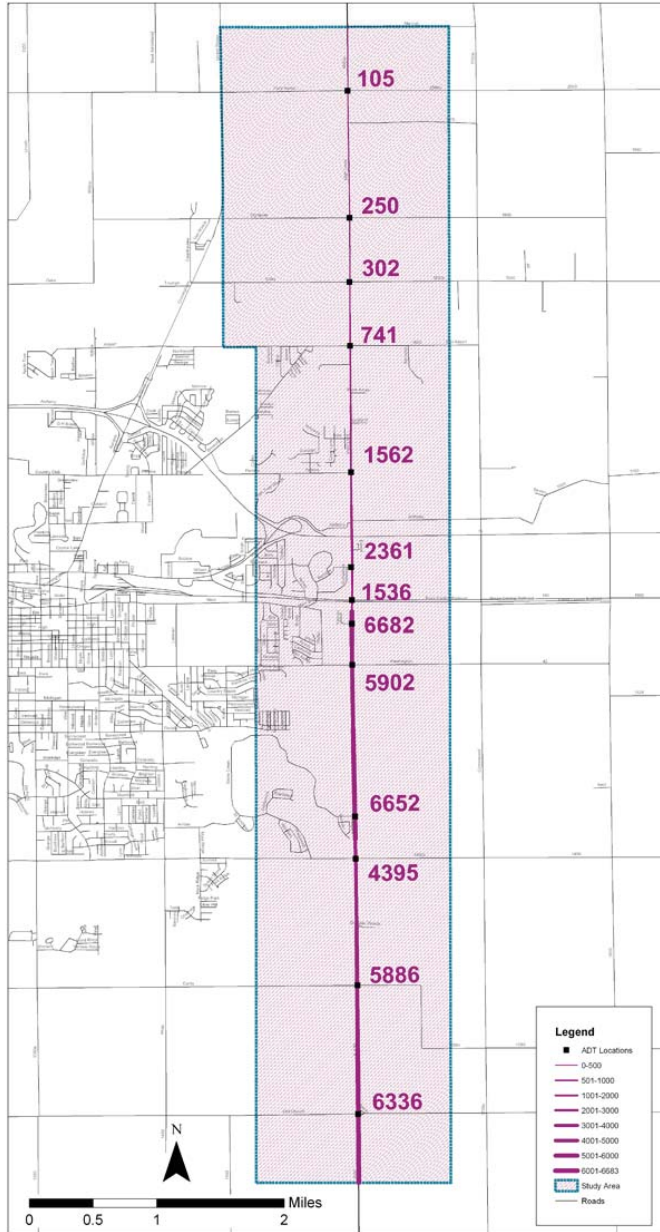
Employment Comparison: 2000 & 2025



Champaign County
Regional Planning Commission

IL130/High Cross Road Corridor Study

Average Daily Traffic Counts

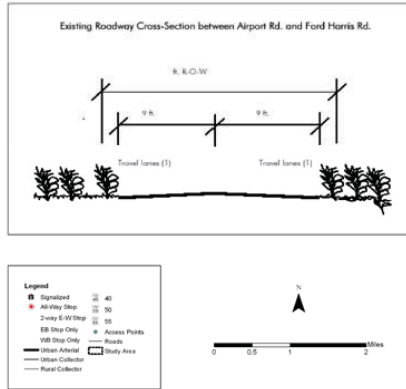
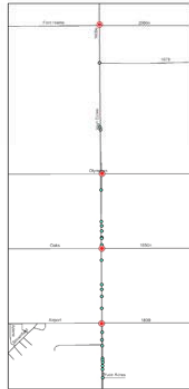


What are Average Daily Traffic Counts?

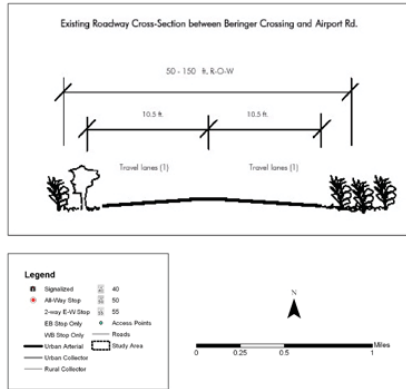
An Average Daily Traffic Count shows the volume of vehicles traveling in both directions on a given roadway segment during a 24-hour time period. It is one of several measures used to study traffic conditions.

IL130/High Cross Road Corridor Study

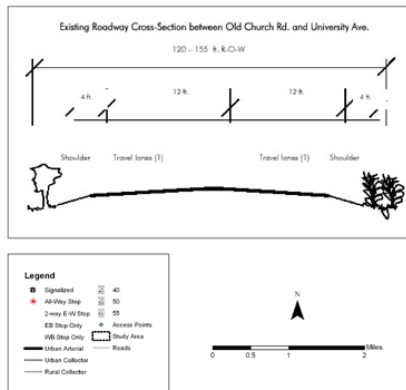
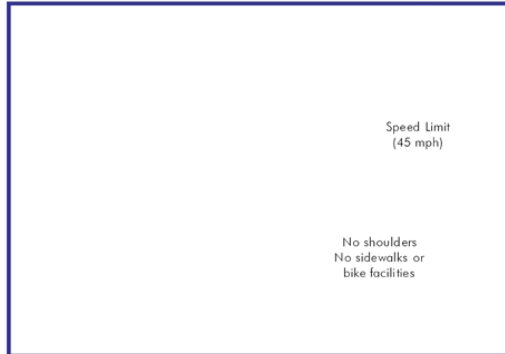
Roadway Segment Characteristics



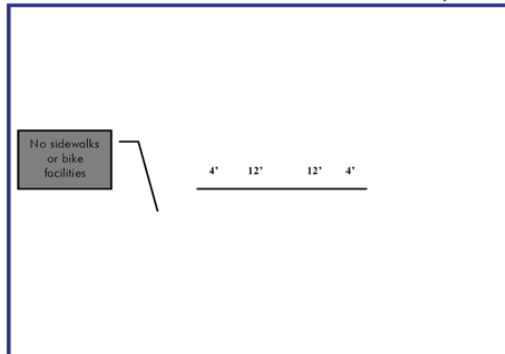
High Cross Road between Airport Rd. and Ford Harris Rd.



High Cross Road between University Ave. and Airport Rd.



IL 130 between Old Church Rd. and University Ave.



IL130/High Cross Road Corridor Study

Intersection Level of Service



Level of Service Explanation

Signalized Intersections	
Level of Service	Characteristics
A	This occurs when progression is extremely favorable and most vehicles arrive during the green phase
B	This condition generally occurs with good progression, short cycle length or both
C	Individual cycle failures may occur, though many vehicles still pass through without stopping
D	The influence of congestion becomes more noticeable. Longer delays may result from unfavorable progression, longer cycle lengths, or both. The number of vehicles stopping increases and cycle failures are prevalent
E	Individual cycle failures are common occurrences. This LOS is considered to be the limit of acceptable delay by most agencies
F	This level is considered to be unacceptable to most drivers and often occurs when vehicles entering the intersection exceed the capacity

Unsignalized Intersections (Stop Signs)	
Level of Service	Characteristics
A	Describes operations with very low levels of delay
B	Describes operations with low levels of delay
C	Describes operations with average delays
D	Describes operations with average delays. The influence of congestion becomes more noticeable
E	Describes operations with higher average delays
F	LOS F exists where there are insufficient gaps to allow vehicles to enter the traffic stream of the major crossing street. Large queuing on side streets is common at LOS F



Perkins Road at High Cross Road
LOS A during PM peak hour of traffic



University Avenue (US150) at IL 130
LOS B during PM peak hour of traffic

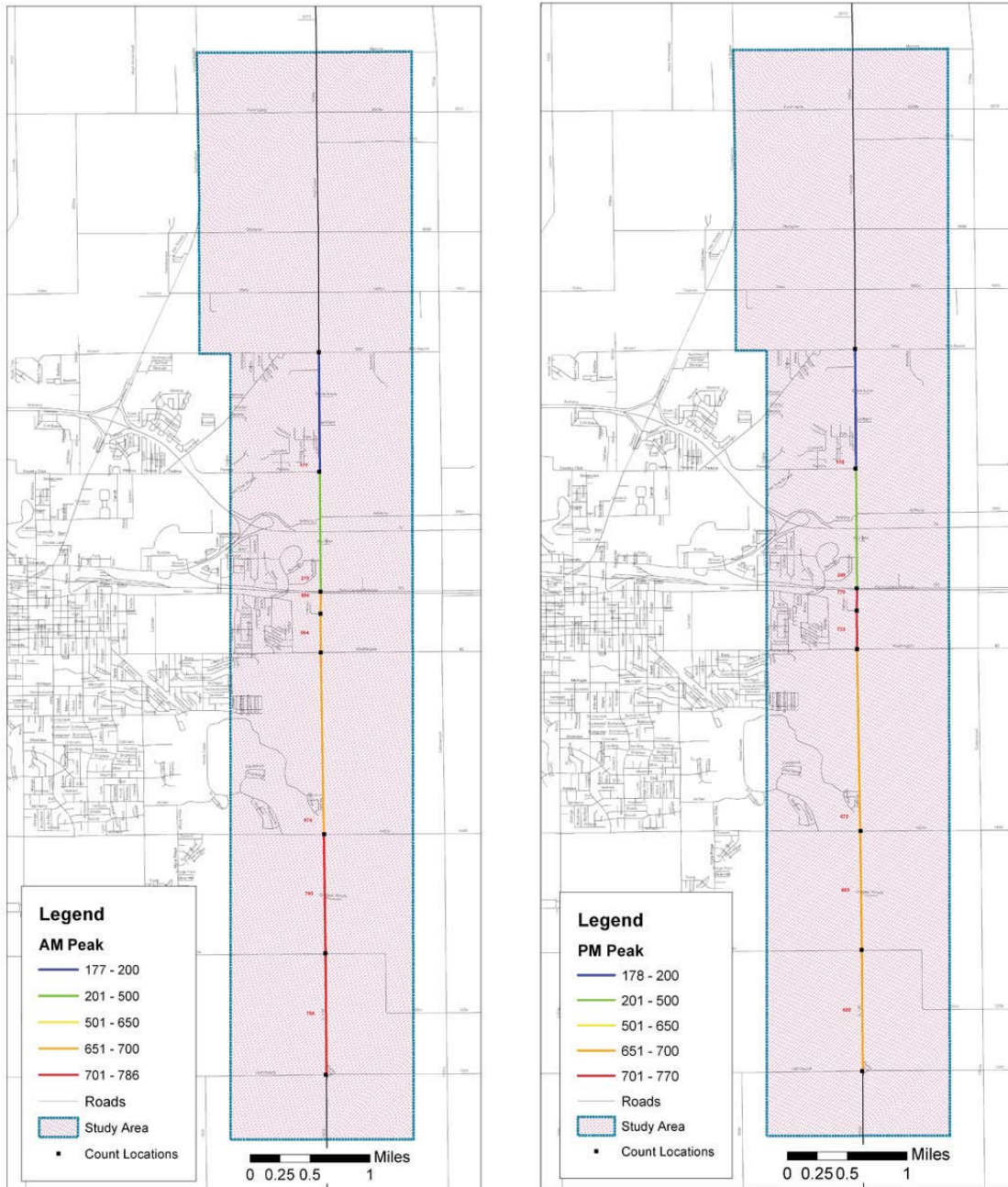


Windsor Road at IL 130
LOS C during PM peak hour of traffic

Champaign County
Regional Planning Commission

IL130/High Cross Road Corridor Study

Turning Movement Counts



Champaign County
Regional Planning Commission

IL130/High Cross Road Corridor Study

Issues

USER SAFETY



We need to ensure adequate roadway width for all transportation modes, minimize conflicts between users (e.g. motorists, pedestrians, bicyclists), and minimize crash severity.

SOCIO-COMMUNITY IMPACTS



We need to consider impacts to properties and businesses, and opportunities for community economic development and neighborhood enhancement.

ENVIRONMENTAL IMPACTS



We need to consider impacts on potential areas of wildlife habitat such as the Saline Ditch, the University's Brownfield Woods, Trelease Woods, and Trelease Prairie.

IMPACTS TO ROADWAY CAPACITY



Parts of the corridor are close to operating under congested conditions (e.g. the intersection of IL130 and University Avenue and the section of IL130 between Tatman Court and University Avenue).

PEDESTRIAN & BICYCLE ACCESS



We need to provide direct links to other transportation modes and user-friendly paths to desirable destinations.

AESTHETICS



We need to respect the landscape in the study area.



PUBLIC MEETING

Topic

Illinois 130/High Cross Road
Corridor Study

Agenda

- Presentations from the Illinois Department of Transportation, City of Urbana, and Champaign County Regional Planning Commission
- Question & Answer Session

What questions do you have about the corridor study? Please join us for an opportunity to get your questions answered and to find out where we are in the study process.

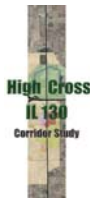
Where
& When

Date: Tuesday, September 21, 2004
Time: 6:30 – 8:00 p.m.
Place: T.K. Wendl's
1901 South High Cross Road
Urbana

For more
information

To arrange special accommodations, please contact
Mary Cummings, CUUATS Secretary at (217) 328-3313.

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426
www.ccrpc.org



PUBLIC MEETING

Topic

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- Question & Answer Session

What questions do you have about the corridor study? Please join us for an opportunity to get your questions answered and to find out where we are in the study process.

**Where
& When**

Champaign County
Regional Planning Commission
1776 East Washington
Urbana IL 61802
Phone: (217) 328-3313
Fax: (217) 328-2426
www.ccrpc.org

Date: Tuesday, September 21, 2004
Time: 6:30 – 8:00 p.m.
Place: T.K. Wendl's
1901 South High Cross Road
Urbana

To arrange special accommodations, please contact
Mary Cummings, CUUATS Secretary at (217) 328-3313.

Please place the following as a legal notice in these NG editions:

- Wednesday, September 15, 2004
- Sunday, September 19, 2004

PUBLIC MEETING ILLINOIS 130/HIGH CROSS ROAD CORRIDOR STUDY

The Champaign County Regional Planning Commission (CCRPC) will hold a public meeting for the Illinois 130/High Cross Road Corridor Study.

Date: Tuesday, September 21, 2004
Time: 6:30 to 8:00 p.m.
Location: T.K. Wendl's
1901 South High Cross Road, Urbana

The Illinois Department of Transportation, City of Urbana, and Champaign County Regional Planning Commission will give presentations. A Question and Answer session will follow.

For more information, or if you need special accommodations, please contact
Mary Cummings, CUUATS secretary, at (217) 328-3313.

www.ccrpc.org



PRESS RELEASE

The Champaign County Regional Planning Commission (CCRPC) will hold a **Public Meeting** to discuss the Illinois 130/High Cross Road Corridor Study.

Date: Tuesday, September 21, 2004
Time: 6:30 – 8:00 p.m.
Place: T.K. Wendl's
1901 South High Cross Road, Urbana

The Illinois Department of Transportation, City of Urbana, and CCRPC will give presentations, which will be followed by a Question & Answer session.

The Illinois 130/High Cross Road Corridor Study seeks to determine how to plan future transportation and land use developments in the study area, which extends ½ mile east and west of High Cross Road/IL 130 between Curtis Road and Ford-Harris Road in Urbana.

This public meeting will provide an opportunity for residents to get their questions answered and to find out where we are in the study process.

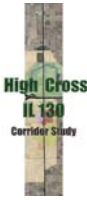
Staff contact: Susan Chavarria
Transportation Planner
Champaign County Regional Planning Commission
Phone: (217) 328-3313

Urbana Public TV

Public Meeting IL 130/High Cross Road Corridor Study

Tuesday, September 21st, 2004
6:30 – 8:00 p.m.
T.K. Wendl's
1901 South High Cross Road
Urbana

For more information: Please call Rita Black or Susan Chavarria at 328-3313



PUBLIC MEETING

IL 130/High Cross Road Corridor Study

Tuesday, September 21, 2004

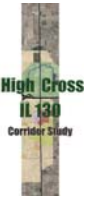
6:30 – 8:00 p.m.

T.K. Wendl's
1901 South High Cross Road
Urbana

For more information call Susan or Rita

328-3313





Illinois 130/High Cross Road Corridor Study

Question and Answer Session

9/21/04

Name: _____

Address: _____

Please write your question regarding any aspect of the IL 130 Corridor Study below.
Questions not submitted on this form will not be answered during the Q&A Session.

IL 130/High Cross Road Corridor Study

City of Urbana
 Champaign County Regional Planning Commission
 Illinois Department of Transportation
 Champaign County Highway Department
 Urbana Township
 Somer Township
 University of Illinois at Urbana-Champaign

September 2004

Illinois Department of Transportation

Dave Clark
 IDOT District 5 Engineer

Dennis Markwell
 IDOT District 5 Program Development Engineer

Champaign County Regional Planning Commission

Illinois Dept. of Transportation

What we do:
 IDOT maintains state roadways, participates in local planning and design initiatives related to their roadways, provides information regarding best planning and engineering practices, serves as a conduit for transportation funding from the state and federal governments, and constructs new roadways and related infrastructure.

Current initiatives:
 Intelligent Transportation Systems infrastructure (ITS), which coordinates local agencies and technologies to create a safer transportation system; and Context Sensitive Solutions (CSS), which looks for situation-specific solutions to transportation projects rather than applying standard designs for all roadways.

Champaign County Regional Planning Commission

Illinois Dept. of Transportation

Our role in the Corridor Study:


- IDOT pays for services rendered by CCRPC for the corridor study.
- IDOT staff serve on the corridor study steering committee.
- IDOT will at minimum have a role in future construction projects that might occur in the Route 130 section of the corridor.
- IDOT also might have a role if other transportation improvements affect state-controlled roads or infrastructure in the corridor study area.

Champaign County Regional Planning Commission

City of Urbana

Rob Kowalski
Principal Planner


Llby Tyler
Community Development Director



City of Urbana

What we do:
City of Urbana Community Development Department creates plans for future development, and implements planning initiatives in the interests of its residents. The Public Works Department maintains existing infrastructure, including local roads, and builds new infrastructure as development warrants. They coordinate with townships and other agencies for development in those areas that do not fall within Urbana's jurisdiction.


Current initiatives:
Comprehensive Plan Update, several new residential subdivisions, Downtown redevelopment, streetscape improvements and mixed-use development in the University District



City of Urbana

Our role in the Corridor Study:

- City of Urbana received the Illinois Tomorrow Grant from the state of Illinois through IDOT, and hired CCRPC to complete the corridor study.
- Staff from Community Development and Public Works participate in the steering committee.
- The City will play a principal role in any land use or transportation developments that might occur in the corridor based on the corridor study and their Comprehensive Plan.



2004 Comprehensive Plan Update

Overview

- Current Urbana Comprehensive Plan – 1982
- Urbana ETJA Plan Adopted – 1993
- Comprehensive Plan Update Started – 2001
- Neighborhood Workshops – 2001
- Resident Survey, Focus Groups – 2003/2004
- Future Land Use Maps – 2003/2004
- Goals and Objectives - 2004



2004 Comprehensive Plan Update

Key Components

- Future Land Use Maps
- Transportation Map
- Goals and Objectives
- Implementation Program

Champaign County
Regional Planning Commission

North Lincoln Avenue
Consider the potential of existing District 170. Increase and expand industrial opportunities.

Replicate Champaign School District boundary.

Develop Lincoln for land supported structures.

Encourage a transition from heavy industrial and light industrial use.

Area #1 North Lincoln / North Cunningham

Champaign County
Regional Planning Commission

Map Area #2 Highlights

Recognize business sites along Cunningham to serve local community and industry.

Allow certain large parcels of vacant and underused subdivisions to merge and redevelop.

Make potential rezoning additional future school and/or park to serve growing residential population.

Explore options to improve entrance access to service area (New Branch) of the I-74.

High Cross / Champaign Beltway to serve as a Champaign County Study 2004 to complete alignment options, including high cross road to the north in order to create a natural barrier.

Review "Rural Residential" districts that allow the residential development and habitation of open space and rural activities.

Coordinate with Champaign County on land use planning, zoning and industrial regulations.

Area #2 Northeast Urbana / Champaign County

Champaign County
Regional Planning Commission

Map Area #7 Highlights

Recognize the potential of the High Cross Road Corridor as a major transportation and development corridor. Coordinate with Champaign County on land use planning, zoning and industrial regulations.

Review existing zoning and land use regulations along the corridor to ensure consistency with the Comprehensive Plan. Coordinate with Champaign County on land use planning, zoning and industrial regulations.

Review existing zoning and land use regulations along the corridor to ensure consistency with the Comprehensive Plan. Coordinate with Champaign County on land use planning, zoning and industrial regulations.

Area #7 High Cross Road Corridor

Champaign County
Regional Planning Commission



For More Information

www.city.urbana.il.us

Rob Kowalski, Planning Manager
rgkowalski@city.urbana.il.us
384-2440

Champaign County
Regional Planning Commission

Champaign County Regional Planning Commission

John Dimit
Chief Executive Officer

Rita Morocolma-Black
CUJATS Manager

Susan Chevarria
CUJATS Transportation Planner

Champaign County
Regional Planning Commission

CCRPC

What we do:
The CCRPC transportation planning section, called CUJATS, completes studies and reports for its member agencies. We also complete reports required by the federal government so that these local government agencies can receive funding for transportation projects. In addition, we do independent studies by request.

Current Initiatives:

- For member agencies: Traffic study for South Street, Selected Cross Intersection Location report, Access Management Guidelines
- To receive federal funding: Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Technical Work Program (UTWP)
- Independent studies: Campus Area Transportation Study (CATS), IL 130/High Cross Road Corridor Study, US 45 Corridor Study

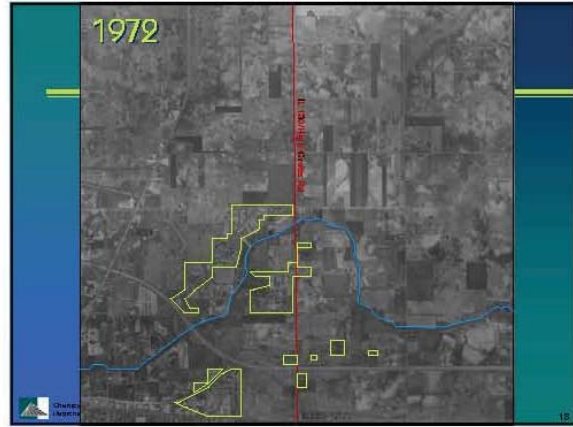
Champaign County
Regional Planning Commission

CCRPC

Our role in the Corridor Study:

- CCRPC was hired by the City of Urbana to complete the Corridor Study using the Illinois Tomorrow grant funding.
- CCRPC staff is responsible for all aspects of the study, including data collection and analysis, public involvement, and the creation of a final report with recommendations.
- Once the study is complete, CCRPC staff have no decision making power in terms of construction projects that might occur in the corridor.

Champaign County
Regional Planning Commission





Transportation and Land Development

- Transportation infrastructure must grow with development
- At the same time, transportation infrastructure must anticipate development so that the entire system can function optimally
- The "ring road" concept found in the LRTP can help resolve anticipated congestion issues by allowing traffic to bypass heavily traveled roads in the urbanized area
- The "ring road" includes east and northeast Urbana; its exact alignment has not been determined, and there is no guarantee it will ever be implemented
- "Ring road" concept was originally introduced locally over 30 years ago, and has yet to be implemented

IL130 Corridor Study Purpose

"The primary goal of the IL 130 Corridor Planning Study is to promote logical development that considers interconnectivity of land uses and transportation networks for the City of Urbana, its rural surroundings, and the urbanized area that is comprised of the City of Urbana, City of Champaign, and Village of Savoy."

IL130 Corridor Study Considerations

How to develop the area so that:

- interested parties maintain or improve quality of life
- land uses and transportation infrastructure are aesthetically acceptable for residents
- environmental and agricultural resources are considered when planning for the future
- public transit service can be expanded in the study area
- continuous and compact growth is ensured
- traffic moves safely and smoothly in the study area and its surroundings

Roadway Project Phases

1. Seek funding for scoping and engineering studies: 1-5 years or more
2. Corridor or Scoping Study: 1-2 years
3. Engineering Study: 3-5 years
4. Seek funding for construction, right of way, utilities, land acquisition: 1-10 years or more
5. Construction: Varies

Champaign County Regional Planning Commission 29

Roadway Project Phases

Points to consider:

- Phases do not occur at the same time; they follow one another, often with several years of down time in between
- Minimum roadway project timeline: **10 years**
- Average project timeline for major roadways (e.g. Windsor Road, Olympian Drive): **25 years**
- We are in the corridor study phase; no other phases have been contemplated for this corridor

Champaign County Regional Planning Commission 28

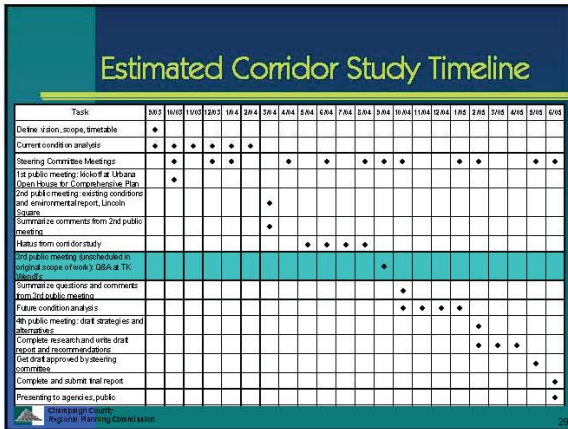
	Planning Phase IL 130/High Cross Road Corridor Study	Engineering Phase	Financial Phase	Construction Phase
PHASE	<ul style="list-style-type: none"> • Kickoff • Prepare corridor plan 	<ul style="list-style-type: none"> • Prepare engineering detail 	<ul style="list-style-type: none"> • Secure funding 	<ul style="list-style-type: none"> • Reopen • Design detail and construction
KEY ACTIVITIES AND ELEMENTS	<ul style="list-style-type: none"> • Establishing working relationships between participants • Conducting initial environmental review • Resolving corridor-wide and local interests • Addressing problematic design issues • Preparing an implementation strategy • Coordinating with different agencies • Involving the public 	<ul style="list-style-type: none"> • Data collection • Agency coordination • Generation and distribution of traffic volumes • Typical roadway cross sections and access control • Alignment studies/drainage and utilities • Intersection geometric studies • Environmental considerations • Project cost estimates • Project development plan • Involving the public 	<ul style="list-style-type: none"> • Applying for and assembling grants and other funds 	<ul style="list-style-type: none"> • Resolving design issues • Conducting final environmental review • Obtaining permits • Preparing construction documents • Involving the public
	Duration: 1-2 Years	Duration: 3-5 Years	Duration: 1-10 Years	Duration: Variable

Champaign County Regional Planning Commission 27

Corridor Study Tasks

- Public Meeting 1: kickoff
- Data collection: traffic volumes, land use, wildlife, environmental resources, etc.
- Current conditions analysis
- Existing Conditions Report
- Environmental Inventory Report
- Public Meeting 2: Existing Conditions
- Public Meeting 3: Q&A
- Future conditions analysis
- Public Meeting 4: draft alternatives and strategies
- Draft Corridor Study Report
- Revise and finalize Corridor Study Report

Champaign County Regional Planning Commission 28



- ### Most common public comments
- Residents north of I-74 want no new roadways constructed
 - Bicycle and pedestrian facilities are desired for the corridor
 - Residents do not want north High Cross Road to become part of the "ring road" concept
 - Safety concerns for non-motorized users of the corridor
 - Concern for increased traffic volumes and crashes if new roadways/development occur
 - Preserve existing land uses
 - Need to preserve environment, unique natural areas
 - Need to preserve historic landmarks, woods, and other areas
 - Drainage concerns if development continues

- ### We are listening...
- Several scenarios for transportation and land use development will be considered in the study; a "no change" option will be included
 - Part of IL130 have bicycle/pedestrian facilities planned over the next 20 years
 - Alignment of the "ring road" has not been finalized; concept, design, and implementation will take many years, if it occurs at all
 - Traffic analysis will occur as part of the corridor study for potential future conditions
 - Environmental analysis for both existing and potential future conditions are next steps in the corridor study
 - Historic landmarks, including UI-owned woods, will be preserved in all corridor study scenarios; does not guarantee protection by other parties
 - Drainage is always considered in major transportation and land use developments, but will not be considered in-depth in this study

For More Information

www.ccrpc.org

Rita Black, Corridor Study project manager
rblack@ccrpc.org

Susan Chavarria, Transportation Planner
chavarria@ccrpc.org

328-3313



High Cross/IL130 Corridor Study Public Workshop

Topic

Potential Long-Term Transportation
Improvements in the Corridor Study Area

Agenda

This is a structured workshop that requires attendance for the entire agenda. All participants must reserve their place at the workshop by Friday, January 27th by calling Mary Cummings at 328-3313.

- Presentation: Providing for our transportation and development needs
- Strings and Ribbons (mapping/prioritizing exercise): What are your priorities for our transportation system?

Your input to date and our analyses have shown us where congestion and safety issues could occur in the study area transportation system.

Your participation in this workshop will show us how you think these problems should be solved.

Where & When

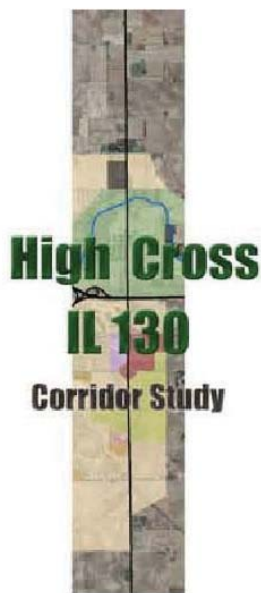
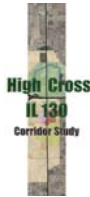
Date: Saturday, February 4, 2006
Time: 8:30 – 11:30 a.m.
Place: Kennedy's Restaurant
2600 South Stone Creek Boulevard
Urbana, IL 61802



To arrange special accommodations, please contact Mary Cummings, CUUATS Secretary at (217) 328-3313.

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org

*** Don't forget to RSVP by January 27th! ***



High Cross Road/IL130 Corridor Study Public Workshop

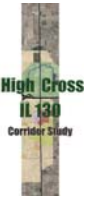
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Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

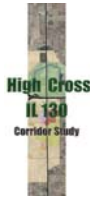
1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



Instructions for Strings and Ribbons

Part 1: Review all materials provided

- Read these instructions
- Review all projects listed on Potential Projects table
- Remember that display boards have information that can help in your decisions

Part 2: Prepare to work as a group

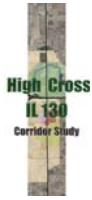
- Choose a moderator for your table to keep discussion on topic and on time
- Choose a treasurer to collect money for projects
- Choose a speaker who will present your group's ideas at the end of the workshop
- Choose a secretary to note which projects you have chosen
- Divide the \$64 million equally among all participants at your table

Part 3: Group discussion

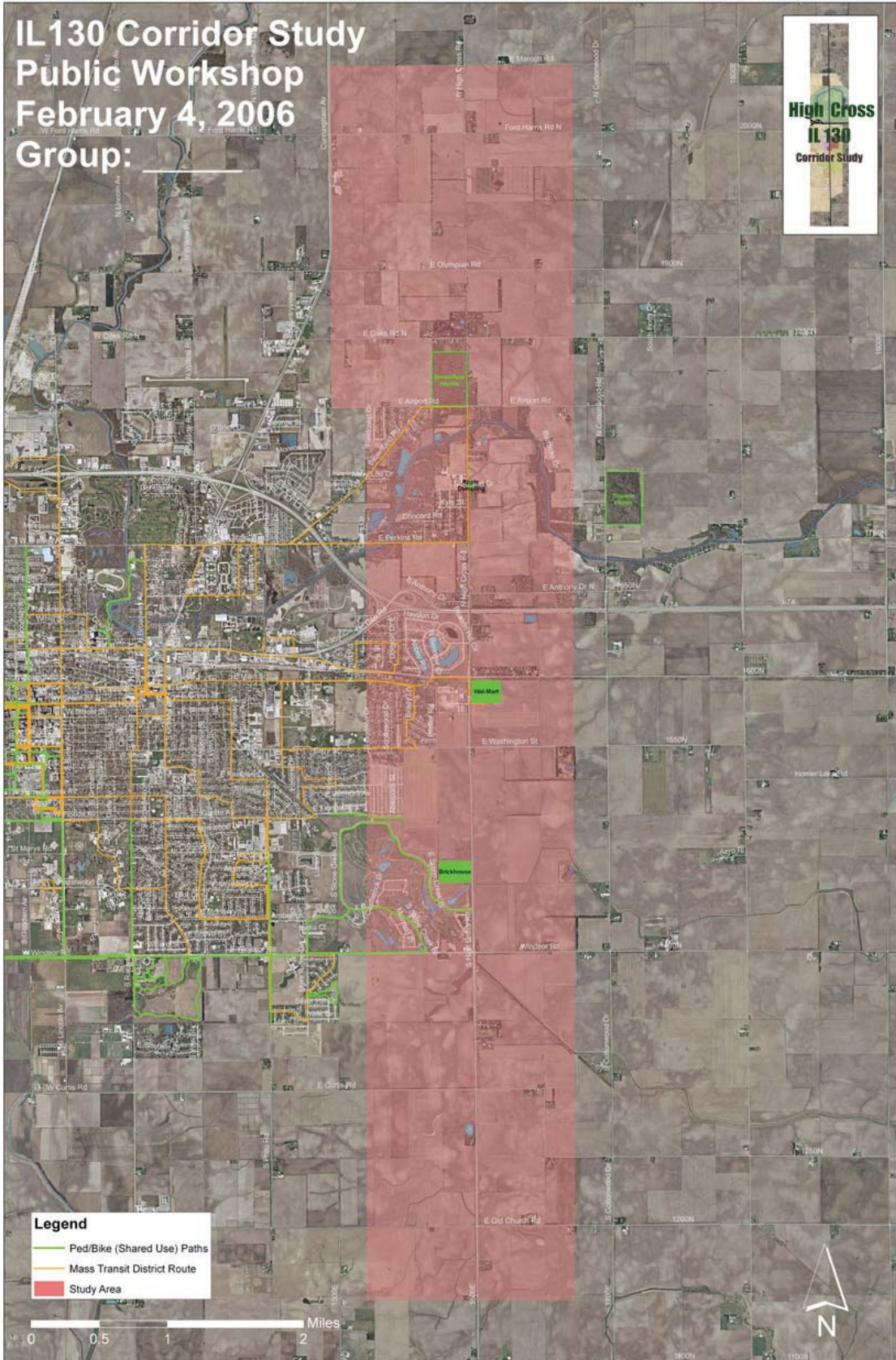
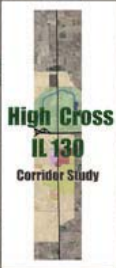
- Discuss the issues identified in the presentation and identify any new ones
- Discuss which projects your group thinks will resolve these issues
- Purchase projects
 - Buy them as an individual
 - Team up with others to buy a project
 - Projects are limited to the study area boundaries, with the exception of interchange projects
 - Sidewalks (for pedestrians only) are included in all road projects
 - In the "Your Projects" column on the Potential Projects table, place an "X" next to those your group has chosen
- Illustrate your projects on the map
 - Use the materials provided (except for RED materials; see next item):
 - **Cloth tape** for road projects
 - **Yarn** for pedestrian/bicycle projects
 - **Round stickers** for an interchange project
 - **Gingham stickers** for bridge projects
- Do you have an idea not listed on the Potential Projects table?
 - Write it down on the back of this page, along with the cost of the project
 - Use **RED** tape (roads), yarn (ped/bike), or stickers (interchanges/bridges) for these projects
- If you have money left over, that's fine. It will eventually be spent on some other project in the community

Part 4: Make other recommendations (all are free; materials are in plastic baggie)

- Traffic signals: place traffic signal stickers at your recommended location
- Public transit routes: use **black** yarn on the map to show your recommended route
- Frontage roads: use **white** yarn on the map to show your recommended location(s)
- Pedestrian bridges or underpasses: use **shoe** stickers to show your recommended location(s)
- Projects that fall outside the study area boundary: use same materials from part 3
- Please list all new ideas on the back of this instruction sheet



IL130 Corridor Study Public Workshop February 4, 2006 Group: _____



	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing		\$0
				2 lane with shoulders		\$7.5 million
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with curb and gutter		\$8.75 million
				Do you have a different idea?		\$1.75 million per lane, per mile
				2 lane with shoulders		\$10.5 million
				2 lane with shoulders and landscaped median		\$10.5 million
				2 lane with curb and gutter		\$9 million
				2 lane with curb and gutter and landscaped median		\$9 million
	Cottonwood	Olympian	University	Do you have a different idea?		\$1.75 million per lane, per mile
				Do Nothing		\$0
				2 lane with shoulders		\$7.5 million
				2 lane with curb and gutter		\$8.75 million
	IL130/High Cross	University	Old Church	Do you have a different idea?		\$1.75 million per lane, per mile
				Do Nothing		\$0
4 lane with shoulders					\$15.75 million	
4 lane with curb and gutter					\$13.5 million	
Airport Road	High Cross	US45	Do you have a different idea?		\$1.75 million per lane, per mile	
			Do Nothing		\$0	
Washington	IL130/High Cross	Dodson	3 lane with curb		\$8 million	
			Do you have a different idea?		\$1.75 million per lane, per mile	
			Do Nothing		\$0	
			2 lane with curb and gutter		\$1.75 million	
Olympian	High Cross	US45	4 lane with curb and gutter		\$3.5 million	
			Do you have a different idea?		\$1.75 million per lane, per mile	
			Do Nothing		\$0	
			2 lane with shoulders		\$3 million	
Interchange/Bridge Projects	I-74 Interchange		Do you have a different idea?		\$1.75 million per lane, per mile	
			2 lane with shoulders		\$3 million	
			Do you have a different idea?		\$1.75 million per lane, per mile	
			at High Cross/IL130		\$25 million	
			at Cottonwood		\$25 million	
			at New Road between High Cross and Cottonwood		\$25 million	
	Saline Ditch			Do you have a different idea?		\$25 million
				at High Cross (widen to 2 full lanes)		\$1 million
				at New Road between High Cross and Cottonwood		\$750,000 (0.75 million)
				at Cottonwood		\$750,000 (0.75 million)
	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	Do you have a different idea?		\$1.75 million per lane, per mile
				west side of IL130/High Cross		\$700,000 (0.7 million)
				east side of IL130/High Cross		\$700,000 (0.7 million)
				west side of New Road between High Cross and Cottonwood		\$1.05 million
Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	east side of New Road between High Cross and Cottonwood		\$1.05 million	
			west side of High Cross		\$300,000 (0.3 million)	
Shared Use Path (Pedestrian/Bicycle)	University	Perkins	east side of High Cross		\$300,000 (0.3 million)	
			Do you have other locations for shared use paths?		\$300,000 per path, per mile	
Pedestrian and Bicycle Facilities						

Potential Road Improvements Cross-Sections

High Cross Road north of US150/University Avenue

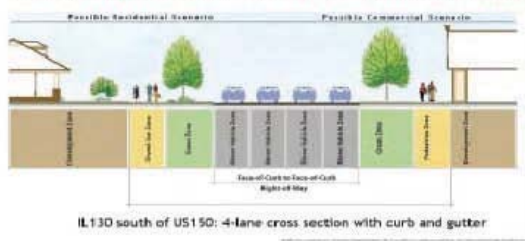


High Cross Road north of US150: 2-lane cross section with curb & gutter

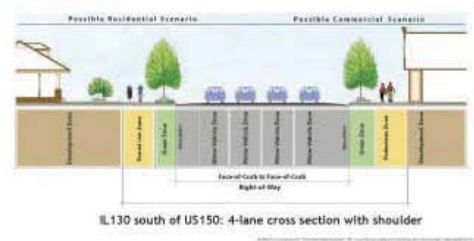


High Cross Road north of US150: 2-lane cross section with shoulders

IL130/High Cross south of US150/University Avenue



IL130 south of US150: 4-lane cross section with curb & gutter



IL130 south of US150: 4-lane cross section with shoulder

Potential new alignment

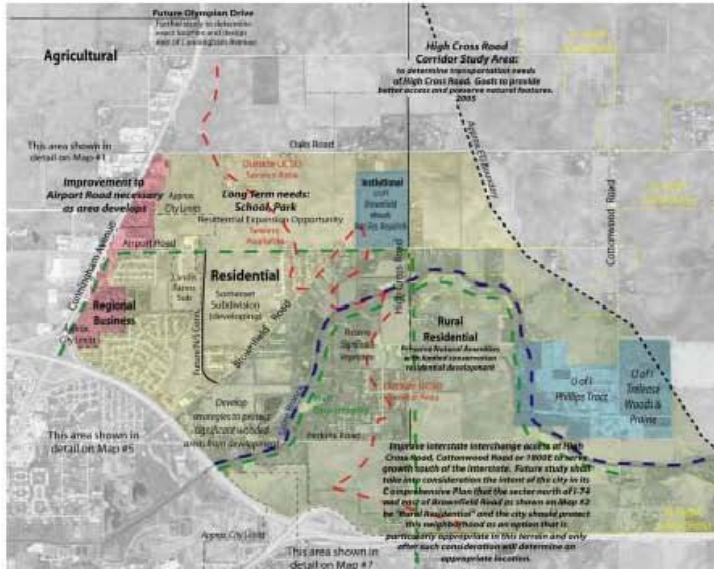


Potential New Alignment: Parkway Cross Section with median

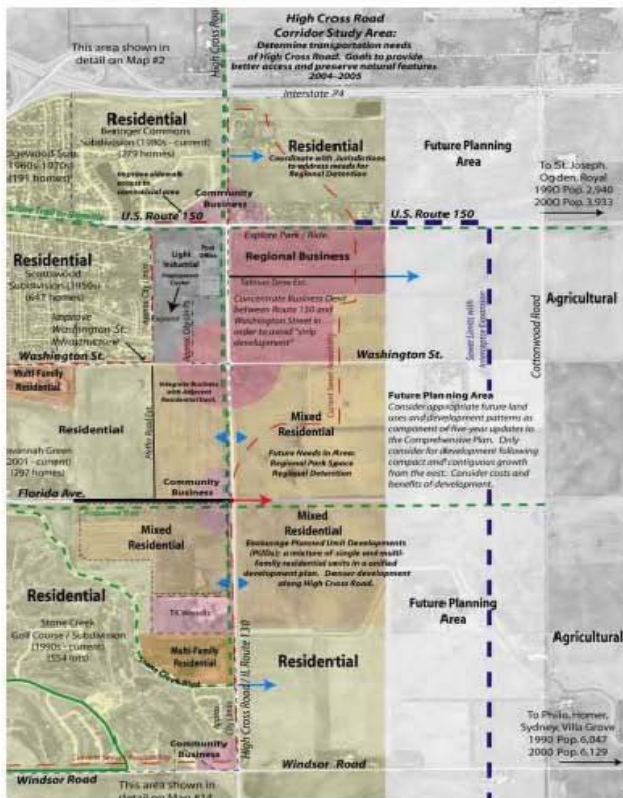


Potential New Alignment: Parkway Cross Section without median

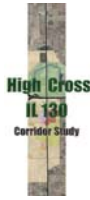
Future Land Use Maps



Map 2: Northeast Urbana
Urbana Comprehensive Plan
Adopted 2005



Map 7: High Cross Road Corridor
Urbana Comprehensive Plan
Adopted 2005



Issues

Integration & Compatibility...

with the existing and future transportation system and land use plans - e.g. the Greenways and Trails Plan, the City of Urbana Comprehensive Plan and the Champaign-Urbana-Savoy-Bondville Long Range Transportation Plan.

User Safety...

adequate roadway width for all transportation modes, minimize "conflicts" between users (e.g. motorists, pedestrians, cyclists), minimize crash severity.

Impacts to roadway capacity...

parts of the corridor are close to operating under congested conditions, e.g. - University Ave. and IL 130 intersection and the section of IL 130 between Tatman Ct. and University Ave.

Accessibility...

meet accessibility requirements from CUUATS Access Management guidelines; some segments do not meet any of the three spacing standards given by the guidelines.

Transit...

providing regular public transit service.

Specific Pedestrian and Cyclist Requirements...

need to provide direct links to other transportation modes and easy-to-use paths to desirable destinations.

Socio-Community Impacts...

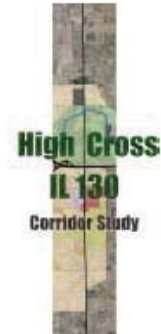
need to consider impacts to properties and businesses, and opportunities for community economic development and neighborhood enhancement.

Aesthetics and Views...

respecting the landscape in the study area.

Environmental Impacts...

need to consider impacts on potential areas of wildlife habitat such as the Saline Ditch, the University's Brownfield Woods, Trelease Woods, and Trelease Prairie.



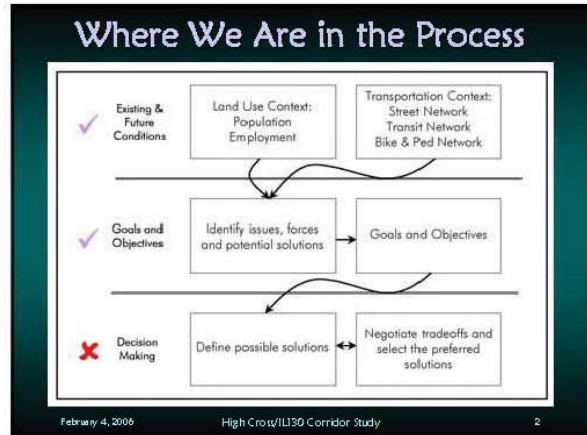


High Cross/IL130 Corridor Study

Public Workshop: "Strings & Ribbons"

Saturday, February 4, 2006
8:30 – 11:30 a.m.

Presented by Champlain County Regional Planning Commission Staff



Workshop Purpose

- To discuss existing and future transportation Issues in the study area
- To share basic goals of the corridor study, and seek comment on formalizing them
- To gather your Input about how to solve current and future transportation Issues in the study area
- To share Information about potential options for resolving these Issues
- To tell you what is coming up in the study process

February 4, 2006 High Cross/IL130 Corridor Study 3

Current Transportation Issues



- New developments such as the Wal-Mart have increased traffic along IL130/High Cross and adjacent roads. More development is expected with the recent sale of farmland in the study area.

February 4, 2006 High Cross/IL130 Corridor Study 4

Current Transportation Issues

- Some parts of the study area are car dependent due to lack of transit service, sidewalks, and bicycle/shared-use paths

February 4, 2006 High Cross/IL130 Corridor Study 5

Current Transportation Issues

- Some street segments of the study don't have enough space to provide for shoulders, sidewalks or bicycle paths. Anticipated congestion levels will warrant the need for roadway improvements that could include lane widening, additional lanes, new roads, etc.

February 4, 2006 High Cross/IL130 Corridor Study 6

Current Transportation Issues

- In this example, there are a significant number of accesses along the roadway, which contribute to safety and congestion issues.

February 4, 2006 High Cross/IL130 Corridor Study 7

Other Related Issues

- Sensitive research areas adjacent to study area roadways are in danger of increased pollution from the increased traffic created by new developments.

February 4, 2006 High Cross/IL130 Corridor Study 8

Other Related Issues



- Some potential improvements could require additional right-of-way that might affect nearby homes, agricultural areas, and/or environmentally significant areas.

February 4, 2006

High Cross/IL130 Corridor Study

9

Causes

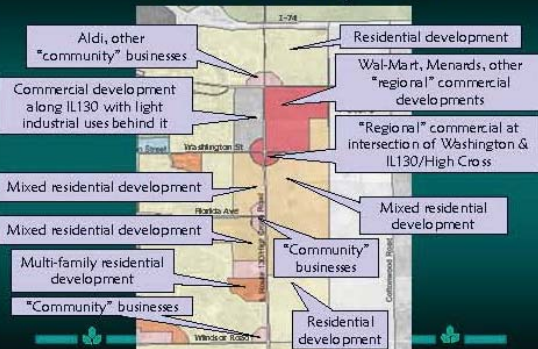
- Significant commercial development along IL130
- Anticipated residential development in Urbana
- Population growth
- Sale and development of agricultural land on fringe of Urbana

February 4, 2006

High Cross/IL130 Corridor Study

10

Future Development



February 4, 2006

High Cross/IL130 Corridor Study

11

Existing and Future Traffic Volumes (24-hour)

Road	Location	2005	2025	Yesterday
High Cross	North of Airport	1,000	2,500	
High Cross	North of Perkins	1,250	6,687	
High Cross	North of I-74	2,150	8,773	3,094
High Cross/IL130	North of Washington	8,050	17,950	10,015
High Cross/IL130	North of Windsor	7,950	19,850	
Airport	West of High Cross	2,550	9,200	
Washington	West of High Cross/IL130	1,700	5,793	
Windsor	West of High Cross/IL130	4,050	12,500	


February 4, 2006

High Cross/IL130 Corridor Study

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Congestion Map: 2005

- As of 2005, no roadways are congested in the study area, including during the peak travel hour
- Does not factor in Wal-Mart traffic




February 4, 2006 High Cross/IL130 Corridor Study 13

Congestion Map: 2025







Assuming no roadway improvements are done by 2025 and development occurs as projected by the City of Urbana and the County...

- All **red lines** indicate congested roads; "bumper to bumper" during the peak travel hour (Airport Road, most of IL130/High Cross)
- All **green lines** indicate near-congestion, with motorists experiencing significant delays during the peak hour (part of US150, part of High Cross Road)



February 4, 2006 High Cross/IL130 Corridor Study 14

What the lines mean

<p>LoS A</p>  <p>Little or No Congestion</p>	<p>LoS B</p>  <p>Near Congestion</p>	<p>LoS C</p>  <p>Near Congestion</p>
<p>LoS D</p>  <p>Near Congestion</p>	<p>LoS E</p>  <p>Congestion</p>	<p>LoS F</p>  <p>Congestion</p>

February 4, 2006 High Cross/IL130 Corridor Study 15

Basic Corridor Study Goals

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

February 4, 2006 High Cross/IL130 Corridor Study 16

Strings & Ribbons

- Mapping exercise where residents decide which projects should be completed in order to resolve identified issues
- Residents work in groups to share ideas, discuss projects, and prioritize them
- End product for each group is one map showing their proposed transportation improvements

Strings & Ribbons

- Each person will receive an equal amount of money that can be spent on transportation projects in the study area
- Residents can combine their money to purchase a project
- There is not enough money to build every project
- New project ideas are welcome, if there is money for them

Strings & Ribbons

- At each table you will find:
 - A basemap of the study area
 - A box with supplies (string, tape, stickers, scissors, etc.)
 - Money (\$64 million)
 - Proposed projects list with color-coded legend
 - An easel to write your group's selected projects
- At each table you will need:
 - A moderator to help resolve conflicts/keep group on time
 - A speaker to present your group's ideas
 - A treasurer to collect project money
 - A secretary to write which projects are chosen/ideas

Road	Start	End	Options	Your projects (mark and cost)	Cost
High Cross	Olympic	University	2x lighting		\$2 million
			2 lane with shoulders		\$1.5 million
			2 lane with curb and gutter		\$4.75 million
New Road between High Cross and Coltonwood	Olympic	Parkway	2x lighting		\$1.5 million per lane per mile
			2 lane with shoulders		\$1.5 million
			2 lane with curb and gutter		\$1.5 million
Coltonwood	University	University	2 lane with shoulders and landscaped median		\$1.5 million
			2 lane with curb and gutter		\$1.5 million
			2 lane with curb and gutter and landscaped median		\$1.5 million per lane per mile
1/2 High Cross	University	Old Church	2x lighting		\$1.5 million
			2 lane with shoulders		\$1.5 million
			2 lane with curb and gutter		\$1.5 million
Airport Road	High Cross	US40	2x lighting		\$1 million
			2 lane with curb		\$1 million
			2 lane with curb and gutter		\$1.75 million per lane per mile
Hawthorne	1/2 High Cross	Duluth	2x lighting		\$1 million
			2 lane with curb and gutter		\$1.75 million
			2 lane with curb and gutter		\$1.75 million per lane per mile
Olympic	High Cross	US40	2x lighting		\$1 million
			2 lane with shoulders		\$1 million
			2 lane with curb and gutter		\$1.75 million per lane per mile
1/2 Coltonwood	University	US40	2x lighting		\$1 million
			2 lane with shoulders		\$1 million
			2 lane with curb and gutter		\$1.75 million per lane per mile
Duluth Drive	High Cross	US40	2x lighting		\$1 million
			2 lane with shoulders		\$1 million
			2 lane with curb and gutter		\$1.75 million per lane per mile
Shared Use Path (Pedestrian/Bicyclist)	Whitford	University	shared use of 1/2 High Cross		\$750,000 (0.75 million)
			shared use of 1/2 High Cross		\$750,000 (0.75 million)
			shared use of New Road between High Cross and Coltonwood		\$1.5 million
Shared Use Path (Pedestrian/Bicyclist)	Parkway	Olympic	shared use of New Road between High Cross and Coltonwood		\$1.5 million
			shared use of High Cross		\$300,000 (0.3 million)
			shared use of US40		\$300,000 (0.3 million)
Do you have other locations for shared use paths?				\$300,000 per path per mile	

Strings & Ribbons

- For each project your group prioritizes, fasten the corresponding string or sticker in its place on the map, and check the corresponding box on the project list
- For road and bicycle projects, please work in 1/2 mile increments (1/2 mile, 1 mile, 1-1/2 miles, etc.)
- Do you have a different idea for a project?:
 - If your idea is a road project: \$1.75 million per lane per mile
 - If your idea is a shared-use path: \$300,000 per path per mile
 - If your idea is a bridge project: \$750,000 per bridge
- Recommendations for outside the study area can be noted at no cost
- Traffic signals, transit lines, frontage roads, and other recommendations should be noted on the map with the corresponding materials, also at no cost



Potential Projects

- Each project in the list will alleviate some congestion
- Some projects that improve congestion in one area might make conditions worse in other parts of the study area
- No funding has been designated for the construction of any project on the list
 - About the I-74 interchange



Things to Consider When Choosing Projects

- Six corridor study goals:
 - Improve Mobility
 - Improve Safety
 - Improve Accessibility
 - Preserve the Environment
 - Preserve Residential Communities
 - Foster Commercial Growth South of US150/University



More Things to Consider

- Choosing not to prioritize projects so that no change will occur will do nothing to diminish congestion and safety issues in the corridor
- Your neighborhood, your surroundings, your community, your region
- Shared use and bicycle paths should connect to existing paths and/or connect major activity centers, as per existing plans and policies
- For this exercise, sidewalks are included in road project costs
- Difference between High Cross Road south of US150 and High Cross Road north of US150



More Things to Consider

- **What is leapfrog development?**
 - When development skips over available land, often because land farther from the urban area is cheaper than land closer to the urban area

What are some of its consequences?

- More funding must be spent on new infrastructure to reach these areas
- Existing infrastructure suffers in paying for the new infrastructure
- Because of their distance from the rest of the community, these areas are dependent on cars (not walkable or reachable by public transit)

Significance for the study area: putting an interchange too far away from a community will cause leapfrog development and its consequences



February 4, 2006 High Cross/IL130 Corridor Study 25

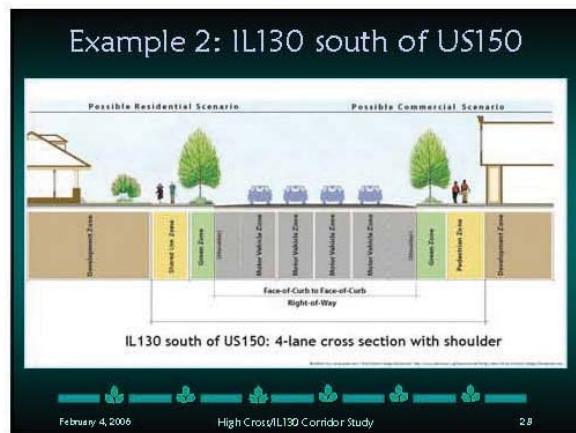
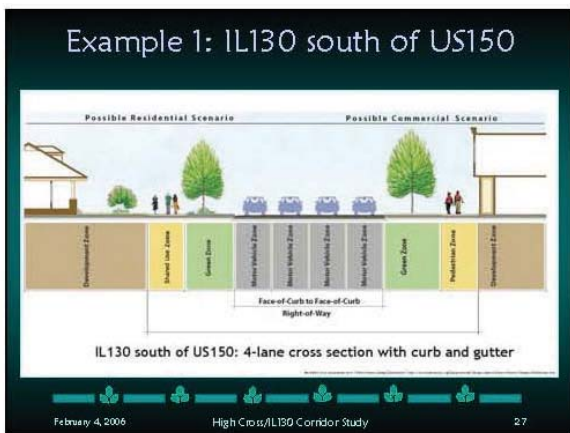
Think 20 Years Out

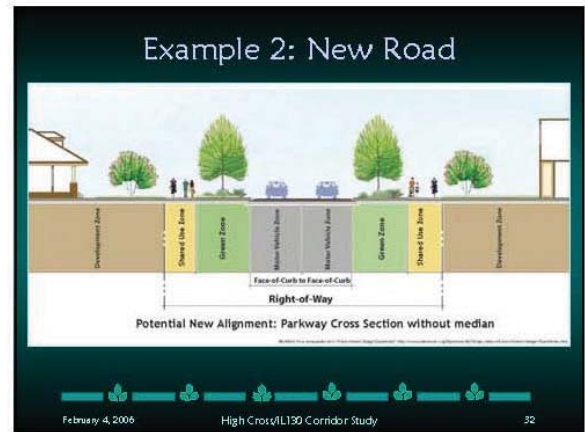
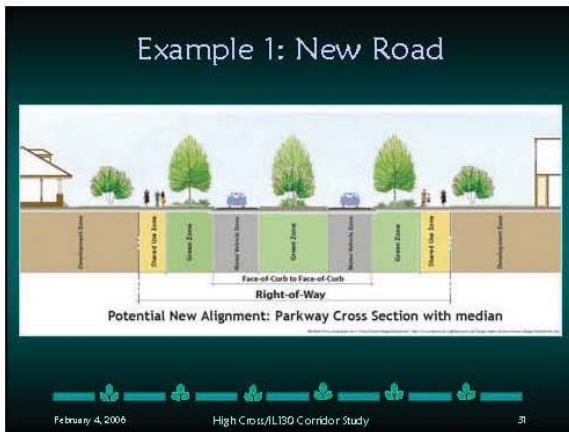
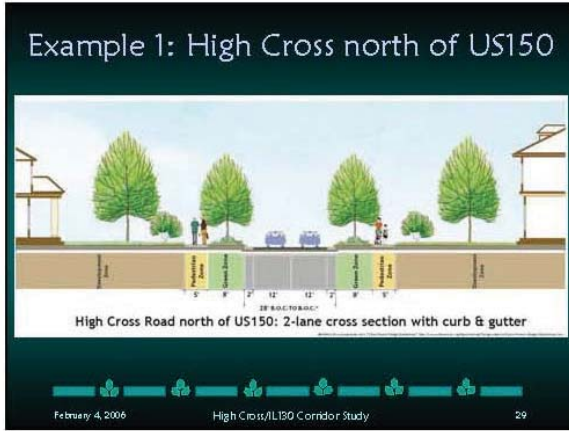
- Gallon of Gas 1980: **\$1.25** 2006: **\$2.39**
- 1st Class Stamp 1980: **\$0.15** 2005: **\$0.37**
- Dow Jones 1980: **1,000** 2006: **10,800**
- Annual Budget for Family of 4:
 - Housing 1980: **\$4,702** 2002: **\$13,283**
 - Transportation 1980: **\$1,862** 2002: **\$7,759**
- Buy a New Home 1980: **\$76,400** 2000: **\$118,800**
- North Prospect 1992: **a Wal-Mart** 2005: **a mess**

Our community and this corridor will be very different in 20 years...we can plan for it now, or do nothing and wait to see what happens



February 4, 2006 High Cross/IL130 Corridor Study 26





Example: Shared Use Path



February 4, 2006 High Cross/IL130 Corridor Study 33

Example: Multi-modal Safety



The planting strip and trees combine for both vertical and horizontal buffering between pedestrians and motor vehicles.

This "back of curb" sidewalk provides no buffer between pedestrian and vehicles.

February 4, 2006 High Cross/IL130 Corridor Study 34

Example: Median



A median can increase motorist safety and provide a refuge for pedestrians. However, it might also encourage higher speeds than desired.

February 4, 2006 High Cross/IL130 Corridor Study 35

Next Steps in the Planning Process

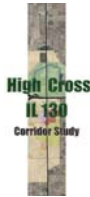
- Create individual scenarios
- Follow-up public meeting: results of your ideas
- Steering Committee narrows down list of possible alternatives
- Continue study process based on their recommended preferred alternative(s)

February 4, 2006 High Cross/IL130 Corridor Study 36

Today's Agenda

- Work in groups until 10:15
- Break or continued group work until 10:30
- Presentations 10:30 – 11:30
- Comment cards are available

February 4, 2006 High Cross/IL130 Corridor Study 37



High Cross/IL130 Corridor Study Developers Workshop

Topic

Potential Long-Term Transportation
Improvements in the Corridor Study Area

Agenda

This is a structured workshop that requires attendance for the entire agenda. Please RSVP by Thursday, March 30th to Robert Myers, Urbana Planning Manager, at 384-2440.

- Presentation: Providing for our transportation and development needs
- Strings and Ribbons (mapping/prioritizing exercise): What are your priorities for our transportation system?

Residents' comments and our analyses have shown us where congestion and safety issues could occur in the study area transportation system.

Your participation in this workshop will show us how you think these problems should be solved.

Where & When

Date: Tuesday, April 4, 2006
Time: 11 a.m. – 2 p.m.
Place: Urbana Civic Center
108 East Water Street
Urbana, IL 61801

Lunch will be provided.

To arrange special accommodations, please contact Robert Myers at (217) 384-2440.



The IL130 Corridor Study is being conducted by:
Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802

Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org

*** Don't forget to RSVP by March 30th! ***

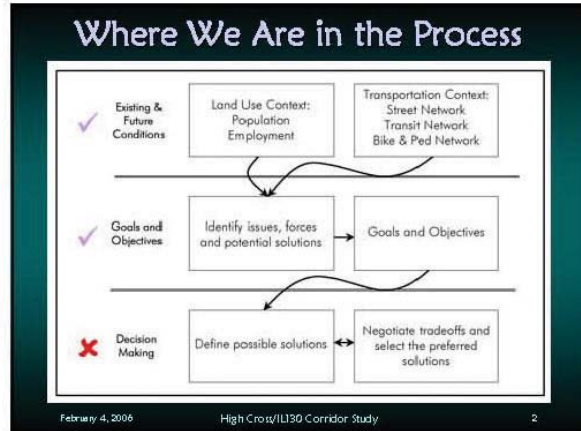


High Cross/IL130 Corridor Study

Developers & Businesses Workshop:
"Strings & Ribbons"

Tuesday, April 4, 2006
11 am – 2 pm

Presented by Champaign County Regional Planning Commission Staff



Workshop Purpose

- To discuss existing and future transportation issues in the study area
- To share basic goals of the corridor study, and seek comment on formalizing them
- To gather your input about how to solve current and future transportation issues in the study area
- To share information about potential options for resolving these issues
- To tell you what is coming up in the study process

February 4, 2006 High Cross/IL130 Corridor Study 3

Current Transportation Issues



- New developments such as the Wal-Mart have increased traffic along IL130/High Cross and adjacent roads. More development is expected with the recent sale of farmland in the study area.

February 4, 2006 High Cross/IL130 Corridor Study 4

Current Transportation Issues

- Some parts of the study area are car dependent due to lack of transit service, sidewalks, and bicycle/shared-use paths

February 4, 2006 High Cross/IL130 Corridor Study 5

Current Transportation Issues

- Some street segments of the study don't have enough space to provide for shoulders, sidewalks or bicycle paths. Anticipated congestion levels will warrant the need for roadway improvements that could include lane widening, additional lanes, new roads, etc.

February 4, 2006 High Cross/IL130 Corridor Study 6

Current Transportation Issues

- In this example, there are a significant number of accesses along the roadway, which contribute to safety and congestion issues.

February 4, 2006 High Cross/IL130 Corridor Study 7

Other Related Issues

- Sensitive research areas adjacent to study area roadways are in danger of increased pollution from the increased traffic created by new developments.

February 4, 2006 High Cross/IL130 Corridor Study 8

Other Related Issues



- Some potential Improvements could require additional right-of-way that might affect nearby homes, agricultural areas, and/or environmentally significant areas.

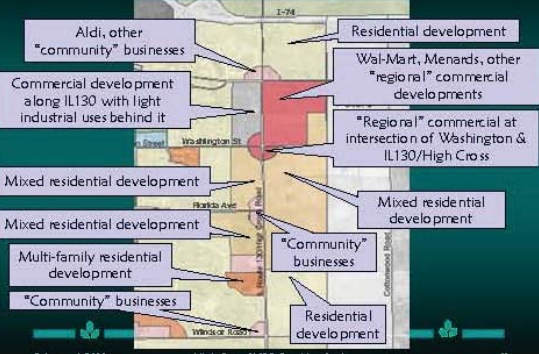
February 4, 2006 High Cross/IL130 Corridor Study 9

Causes

- Significant commercial development along IL130
- Anticipated residential development in Urbana
- Population growth
- Sale and development of agricultural land on fringe of Urbana

February 4, 2006 High Cross/IL130 Corridor Study 10

Future Development



February 4, 2006 High Cross/IL130 Corridor Study 11


Existing and Future Traffic Volumes (24-hour)

Road	Location	2005	2026	Feb 2006
High Cross	North of Airport	337	2,500	
High Cross	North of Perkins	958	6,687	
High Cross	North of I-74			
High Cross/IL130	North of Washington	1,766	8,773	3,094
High Cross/IL130	North of Windsor	6,681	14,336	
Airport	West of High Cross	2,246	9,200	
Washington	West of High Cross/IL130	488	5,793	
Windsor	West of High Cross/IL130	2,580	9,824	

February 4, 2006 High Cross/IL130 Corridor Study 12

Congestion Map: 2005

- As of 2005, no roadways are congested in the study area, including during the peak travel hour
- Does not factor in Wal-Mart traffic




February 4, 2006 High Cross/IL130 Corridor Study 13

Congestion Map: 2025







Assuming no roadway improvements are done by 2025 and development occurs as projected by the City of Urbana and the County...

- All **red lines** indicate congested roads: "bumper to bumper" during the peak travel hour (Airport Road, most of IL130/High Cross)
- All **green lines** indicate near-congestion, with motorists experiencing significant delays during the peak hour (part of US150, part of High Cross Road)



February 4, 2006 High Cross/IL130 Corridor Study 14

What the lines mean

<p>LoS A</p>  <p>Little or No Congestion</p>	<p>LoS B</p>  <p>Near Congestion</p>	<p>LoS C</p>  <p>Near Congestion</p>
<p>LoS D</p>  <p>Near Congestion</p>	<p>LoS E</p>  <p>Congestion</p>	<p>LoS F</p>  <p>Congestion</p>

February 4, 2006 High Cross/IL130 Corridor Study 15

Basic Corridor Study Goals

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

February 4, 2006 High Cross/IL130 Corridor Study 16

Strings & Ribbons

- Mapping exercise where you decide which projects should be completed in order to resolve identified issues
- Work in groups to share ideas, discuss projects, and prioritize them
- End product for each group is one map showing its proposed transportation improvements

Strings & Ribbons

- Each person will receive an equal amount of money that can be spent on transportation projects in the study area
- You can combine your money to purchase a project
- There is not enough money to build every project
- New project ideas are welcome, if there is money for them

Strings & Ribbons

- At each table you will find:
 - A basemap of the study area
 - A box with supplies (string, tape, stickers, scissors, etc.)
 - Money (\$64 million)
 - Proposed projects list with color-coded legend
- At each table you will need:
 - A moderator to help resolve conflicts/keep group on time
 - A speaker to present your group's ideas
 - A treasurer to collect project money
 - A secretary to write which projects are chosen/ideas

	Project	Start	End	Comments	Total projects cost per mile	Cost
High Cross	High Cross	University	University	On existing 2 lane with shoulders 3 lane with curb and gutter Do you have a different idea?	\$0 million \$0.75 million \$1.75 million per mile per mile	\$0.75 million
	New Road between High Cross and Coltonwood	Coltonwood	Palmer	On existing 3 lane with shoulders and landscaped median 3 lane with curb and gutter 3 lane with curb and gutter and landscaped median Do you have a different idea?	\$0 million \$0.75 million \$1.75 million per mile per mile \$0 million	\$0.75 million
	Coltonwood	Coltonwood	University	On existing 2 lane with shoulders 3 lane with curb and gutter Do you have a different idea?	\$0 million \$0.75 million \$1.75 million per mile per mile	\$0.75 million
	IL130/High Cross	University	Old Church	On existing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?	\$0 million \$1.75 million \$1.75 million per mile per mile	\$1.75 million
	Upper River	High Cross	US40	On existing 3 lane with curb Do you have a different idea?	\$0 million \$1.75 million per mile per mile	\$1.75 million
	Washington	IL130/High Cross	DuSable	On existing 2 lane with curb and gutter 3 lane with curb and gutter Do you have a different idea?	\$0 million \$1.75 million \$1.75 million per mile per mile	\$1.75 million
	Chapman	High Cross	US40	On existing 2 lane with shoulders Do you have a different idea?	\$0 million \$0.75 million per mile per mile	\$0.75 million
	F4 Interchange			at High Cross, F40 at Coltonwood at New Road between High Cross and Coltonwood	\$0 million \$0.75 million \$0.75 million	\$0 million
				Do you have a different idea?	\$0 million	\$0 million
				at High Cross between F4 and Palmer at New Road between High Cross and Coltonwood at Coltonwood Do you have a different idea?	\$0 million \$1.75 million per mile per mile \$1.75 million per mile per mile \$1.75 million per mile per mile	\$1.75 million
Palmer/DuSable	Shared Use Path (Palmer/DuSable)	Palmer	University	at High Cross, F40 at Coltonwood at New Road between High Cross and Coltonwood	\$0 million \$0.75 million \$0.75 million	\$0 million
	Shared Use Path (Palmer/DuSable)	Palmer	Chapman	at New Road between High Cross and Coltonwood at High Cross between F4 and Palmer at New Road between High Cross and Coltonwood	\$0 million \$1.75 million per mile per mile \$1.75 million per mile per mile	\$1.75 million
	Shared Use Path (Palmer/DuSable)	Palmer	Palmer	at High Cross at New Road between High Cross and Coltonwood	\$0 million \$1.75 million per mile per mile	\$1.75 million
	Do you have other locations for shared use paths?				\$0.00 million per mile per mile	\$0.00 million

Strings & Ribbons

- For each project your group prioritizes, fasten the corresponding string or sticker in its place on the map, and check the corresponding box on the project list
- For road and bicycle projects, please work in ½ mile increments (1/2 mile, 1 mile, 1-1/2 miles, etc.)
- Do you have a different idea for a project?:
 - If your idea is a road project: \$1.75 million per lane per mile
 - If your idea is a shared-use path: \$300,000 per path per mile
 - If your idea is a bridge project: \$750,000 per bridge
- Recommendations for outside the study area can be noted at no cost
- Traffic signals, transit lines, frontage roads, and other recommendations should be noted on the map with the corresponding materials, also at no cost



Potential Projects

- Each project in the list will alleviate some congestion
- Some projects that improve congestion in one area might make conditions worse in other parts of the study area
- No funding has been designated for the construction of any project on the list
 - About the I-74 interchange



Things to Consider

- Choosing not to prioritize projects so that no change will occur will do nothing to diminish congestion and safety issues in the corridor
- Your neighborhood, your surroundings, your community, your region
- Shared use and bicycle paths should connect to existing paths and/or connect major activity centers, as per existing plans and policies
- For this exercise, sidewalks are included in road project costs
- Difference between High Cross Road south of US150 and High Cross Road north of US150



More Things to Consider

- **What is leapfrog development?**
 - When development skips over available land, often because land farther from the urban area is cheaper than land closer to the urban area

What are some of its consequences?

- More funding must be spent on new infrastructure to reach these areas
- Existing infrastructure suffers in paying for the new infrastructure
- Because of their distance from the rest of the community, these areas are dependent on cars (not walkable or reachable by public transit)

Significance for the study area: putting an interchange too far away from a community will cause leapfrog development and its consequences



Next Steps in the Planning Process

- Create individual scenarios
- Follow-up public meeting: results of your ideas
- Steering Committee narrows down list of possible alternatives
- Continue study process based on their recommended preferred alternative(s)



Today's Agenda

- Work in groups until 1:00
- Break or continued group work until 1:15
- Presentations 1:15 – 1:45
- Comment cards are available





High Cross/IL130 Corridor Study Public Workshop

Topic

Potential Long-Term Transportation Improvements in the Corridor Study Area
(Follow-up to Strings & Ribbons Workshop)

Agenda

- Brief Presentation: Completing the Strings & Ribbons Process
- Reviewing scenarios
- Narrowing down the options (participants will rank which options should be forwarded on to the Corridor Study's Steering Committee).

Earlier this year residents worked in groups to determine their ideal scenarios for future transportation conditions in the study area.

Join us to review those scenarios and help us make recommendations to local decision makers.

Where & When

Date: Wednesday, June 7, 2006
Time: 6:00 – 7:30 p.m.
Place: Stone Creek Clubhouse
2600 South Stone Creek Boulevard
Urbana, IL 61802

Please reserve your place by June 2nd to Mary Cummings at mcummings@ccrpc.org or 328-3313.

RSVP is preferred, but not required.

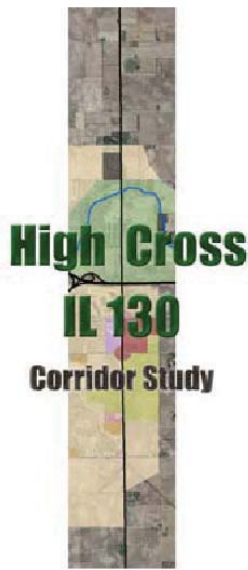
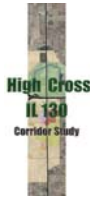
Your attendance is requested for the entirety of the workshop.

To arrange special accommodations, please contact Mary Cummings, CUUATS Secretary at (217) 328-3313.

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802

Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org





High Cross Road/IL130 Corridor Study Public Workshop

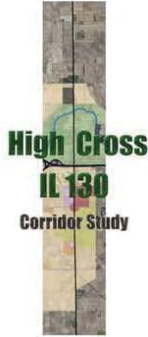
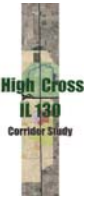
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Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

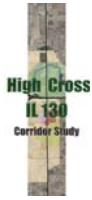

_____ IL130 Interchange Scenario

_____ 1800 E Interchange Scenario

_____ Cottonwood 1 Interchange Scenario

_____ Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

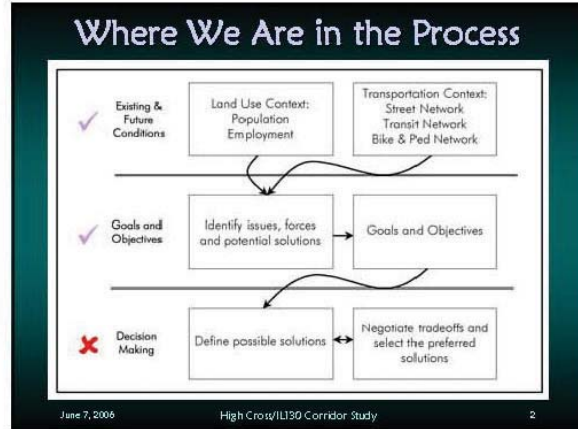



High Cross/IL130 Corridor Study

Public Workshop:
Follow-up to "Strings & Ribbons"

Wednesday, June 7, 2006
6:00 – 7:30 p.m.

Presented by Champaign County Regional Planning Commission Staff



Workshop Purpose

- To review results from scenarios residents identified back in February
- To review results from scenarios developers and business owners identified back in April
- To present four final scenarios based on residents, developers and business owners' scenarios
- To rank participants' preferences of these four scenarios in order to share them with decisionmakers in the near future

June 7, 2006 High Cross/IL130 Corridor Study 3

Strings & Ribbons Scenarios

- 8 scenarios from residents, 5 from businesses/developers forum
- Each scenario was analyzed for congestion, traffic volumes, air quality, and noise levels
- Every proposed scenario had some level of congestion
- Many scenarios had commonalities with other scenarios

June 7, 2006 High Cross/IL130 Corridor Study 4

Narrowing Down the Options (continued)

- Starting with the most popular project and working down the list, staff spent \$64 million on projects
- Some overspending occurred so as to include all projects selected by the same number of groups

Narrowing Down the Options (continued)

Residents Popular Vote Projects List: 12 Projects

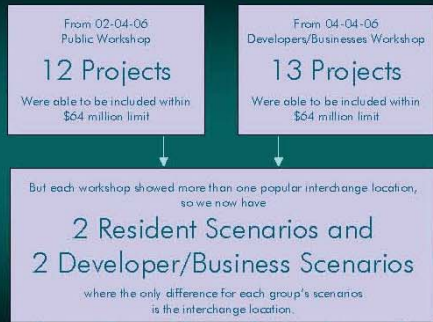
Project	Start	End	Options	Orange	Yellow	Light Blue	Dark Blue	Green	Light Green	Dark Green	Pink	Sum
Shared Use Path (Pedestrian/Bicycle)	University	University	Investable of E130/High Cross	1	1	1	1	1	1	1	1	6
Washington	E130/High Cross	Bobson	4 lane with curb and gutter	1	1	1	1	1	1	1	6	
Olympian	E130/High Cross	US45	2 lane with shoulders	1	1	1	1	1	1	1	6	
Olympian	E130/High Cross	Coltonwood	2 lane with shoulders	1	1	1	1	1	1	1	6	
I14 Interchange			at I100 E	1	1	1	1	1	1	1	6	
Gate Birch Bridge			at High Cross (on both to 2 full lanes)	1	1	1	1	1	1	1	6	
I14 Interchange			at Coltonwood	1	1	1	1	1	1	1	6	
Gate Birch Bridge			at Coltonwood	1	1	1	1	1	1	1	6	
High Cross	Olympian	University	2 lane with shoulders	1	1	1	1	1	1	1	6	
E130/High Cross	University	Old Church	4 lane with shoulders	1	1	1	1	1	1	1	6	
Pepper Road	E130/High Cross	US45	2 lane with shoulders	1	1	1	1	1	1	1	6	
Shared Use Path (Pedestrian/Bicycle)	E130/High Cross	German	along Washington	1	1	1	1	1	1	1	6	

Narrowing Down the Options (continued)

Business/Developers Popular Vote Projects List: 13 Projects

Project	Start	End	Options	Pink	Yellow	Dark Blue	Grey	Light Green	Dark Green	Sum
High Cross	Olympian	University	2 lane w/b shoulders	1	1	1	1	1	1	4
E130/High Cross	University	Colton	4 lane	1	1	1	1	1	1	4
Shared Use Path (Pedestrian/Bicycle)	Washington	University	at I100 E	1	1	1	1	1	1	4
I14 Interchange			at Coltonwood	1	1	1	1	1	1	4
Shared Use Path (Pedestrian/Bicycle)	E130/High Cross	Old Church	along I100	1	1	1	1	1	1	4
University Ave	E130/High Cross	Coltonwood	4 lane improved	1	1	1	1	1	1	4
I14 Interchange			at High Cross/IL130	1	1	1	1	1	1	4
New Residents/High Cross and Coltonwood	Olympian	Pepper	2 lane w/b shoulders	1	1	1	1	1	1	4
Olympian	E130/High Cross	US45	2 lane w/b shoulders	1	1	1	1	1	1	4
Shared Use Path (Pedestrian/Bicycle)	E130/High Cross	Coltonwood	along I100 E	1	1	1	1	1	1	4
Shared Use Path (Pedestrian/Bicycle)	E130/High Cross	Coltonwood	along I100 E	1	1	1	1	1	1	4
Washington	E130/High Cross	Old Church	4 lane w/b curb and gutter	1	1	1	1	1	1	4
Washington	E130/High Cross	Coltonwood	4 lane	1	1	1	1	1	1	4

Narrowing Down the Options (continued)



So now we have...

- 4 Scenarios developed entirely by residents and local development/business interests
- Analysis and background information
- A need to rank these options for the IL130/High Cross Steering Committee and other decision makers

Next Steps

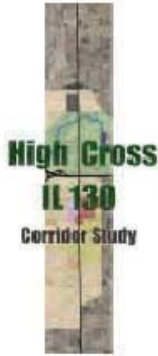
- Participants will rank their preferences for the final four scenarios either tonight or within one week
- CCRPC staff will tally the preferences tonight for those who rank them tonight
- Your recommendations made to date will be passed along to the IL130/High Cross Road Steering Committee to assist them in determining a preferred alternative for the corridor study area
- Create the final report based on all input

Today's Agenda

- 6:30 – 6:45
Review results from participants' scenarios
- 6:45 – 7:15
Present four scenarios, answer questions
- 7:15 – 7:30
Rank your preferences/tally

About the Boards

- 13 boards
Include Level of Service, Forecasted Traffic Volumes, Noise Analysis and Air Quality Analysis for 2025
- 4 boards
Include Level of Service, Forecasted Traffic Volumes, Noise Analysis and Air Quality Analysis for 2025 AND "Other Necessary Projects", Construction Cost Estimates, Summary of Advantages/Disadvantages
- Other informational boards
Level of Service Definition, Traffic Volumes Comparison



Violet (Residents)

Project	Year	P.C.	Phase	Notes	Change	Sub-1	Sub-2	Sub-3	Sub-4	Sub-5	Sub-6	Sub-7	Sub-8	Sub-9	Sub-10
High Cross	2025	2025	Phase 1	Phase 1											
High Cross	2025	2025	Phase 2	Phase 2											
Alford Farm	2025	2025	Phase 1	Phase 1											
Chrysler	2025	2025	Phase 1	Phase 1											
Chrysler	2025	2025	Phase 2	Phase 2											
Chrysler	2025	2025	Phase 3	Phase 3											
Chrysler	2025	2025	Phase 4	Phase 4											
Chrysler	2025	2025	Phase 5	Phase 5											
Chrysler	2025	2025	Phase 6	Phase 6											
Chrysler	2025	2025	Phase 7	Phase 7											
Chrysler	2025	2025	Phase 8	Phase 8											
Chrysler	2025	2025	Phase 9	Phase 9											
Chrysler	2025	2025	Phase 10	Phase 10											
Chrysler	2025	2025	Phase 11	Phase 11											
Chrysler	2025	2025	Phase 12	Phase 12											
Chrysler	2025	2025	Phase 13	Phase 13											
Chrysler	2025	2025	Phase 14	Phase 14											
Chrysler	2025	2025	Phase 15	Phase 15											
Chrysler	2025	2025	Phase 16	Phase 16											
Chrysler	2025	2025	Phase 17	Phase 17											
Chrysler	2025	2025	Phase 18	Phase 18											
Chrysler	2025	2025	Phase 19	Phase 19											
Chrysler	2025	2025	Phase 20	Phase 20											

High Cross, located in area of the Public Hearing. The right-of-way shown here may not be in use or may be in use for a different purpose.

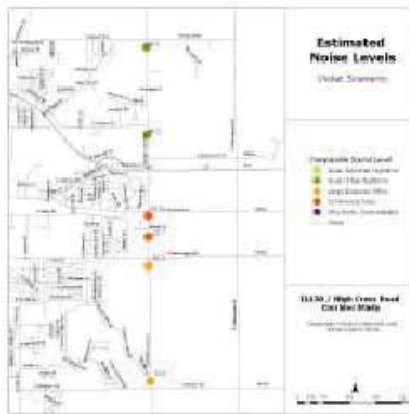
Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025

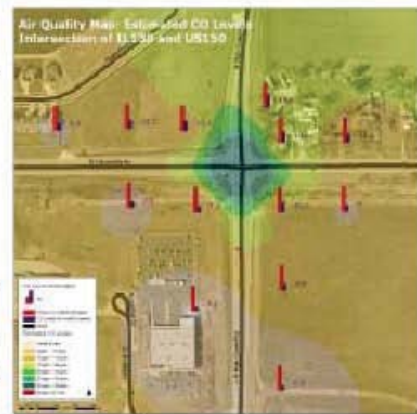


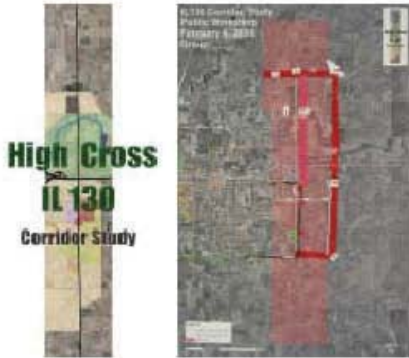
The noise analysis indicates the level of noise the projects in this scenario will create under 2025 traffic and road use conditions. The results reflect unacceptable noise levels.

The noise analysis indicates what the predicted CO levels are within acceptable ranges based on this scenario's projects and 2025 road use conditions.

The results show the acceptable 1-hour CO levels. The adjacent line shows the 1-hour estimated CO level of each analysis site based on this scenario. The color ranges above in the background also reflect CO levels where anything under 20 ppm (see legend) is considered within acceptable ranges.

Air Quality Analysis 2025





Pink (Residents)

Project	Year	Phase	Location	ADT	ADT	ADT	ADT	ADT	ADT	ADT	ADT	ADT
High Cross	2025	Phase 1	Phase 1B - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 2	Phase 2A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 3	Phase 3A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 4	Phase 4A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 5	Phase 5A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 6	Phase 6A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 7	Phase 7A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 8	Phase 8A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 9	Phase 9A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 10	Phase 10A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 11	Phase 11A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 12	Phase 12A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 13	Phase 13A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 14	Phase 14A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 15	Phase 15A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 16	Phase 16A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 17	Phase 17A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 18	Phase 18A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 19	Phase 19A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000
High Cross	2025	Phase 20	Phase 20A - Jackson	1000	1000	1000	1000	1000	1000	1000	1000	1000

Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025

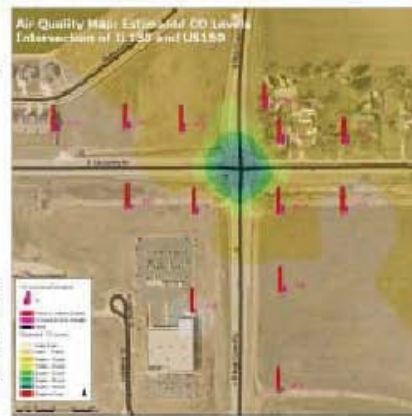


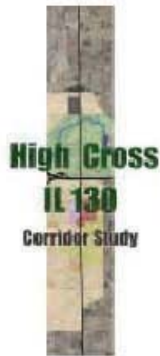
The noise analysis indicates the level of noise the projects will generate under 2025 traffic and best case conditions. Purple dots reflect unacceptable noise level areas.

The air quality analysis indicates whether or not estimated CO levels are within acceptable ranges based on the scenario's projects and 2025 best case conditions.

The map also shows the acceptable 1-hour CO levels. The adjacent map shows the 1-hour estimated CO level at each analysis site based on the scenario. The color ranges shown in the background also reflect CO levels when air quality is within acceptable ranges.

Air Quality Analysis 2025





Orange Group (Residents)

Project	Year	Phase	Location	Change	Sub-1	Sub-2	Sub-3	Sub-4	Sub-5	Sub-6	Sub-7	Sub-8
IL 130 High Cross	2025	Phase 1	Highway 130	1	1	1	1	1	1	1	1	1
Collinsville	2025	Phase 2	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 3	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 4	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 5	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 6	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 7	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 8	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 9	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 10	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 11	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 12	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 13	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 14	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 15	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 16	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 17	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 18	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 19	Highway 130	1	1	1	1	1	1	1	1	1
Highway 130	2025	Phase 20	Highway 130	1	1	1	1	1	1	1	1	1

Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025



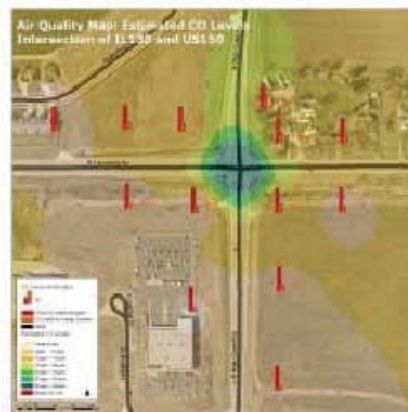
This noise analysis indicates the level of noise the project in this scenario would contribute to the 2025 traffic and land use conditions.

Purple dots reflect unacceptable noise level areas.

This noise analysis indicates whether or not estimated COI levels are within acceptable ranges based on the scenario's project and 2025 land use conditions.

The red box shows the acceptable 1-hour COI values. The red box also shows the 1-hour estimated COI level at each analysis site based on the scenario. The color ranges shown in the background also reflect COI levels, where anything under 20 ppm (see legend) is considered within acceptable ranges.

Air Quality Analysis 2025





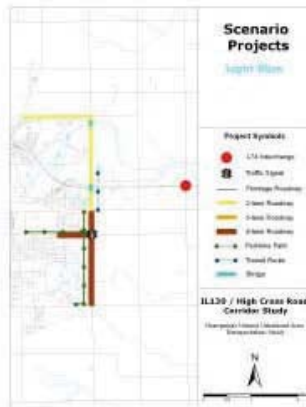
Light Blue (Residents)

Project	Start	End	Notes	Design	Subs	IFBids	IFBids	IFBids	IFBids	IFBids	IFBids	IFBids	IFBids
High Cross	1/1/2024	1/1/2024	Phase 1 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 2 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 3 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 4 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 5 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 6 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 7 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 8 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 9 - US-130										
High Cross	1/1/2024	1/1/2024	Phase 10 - US-130										

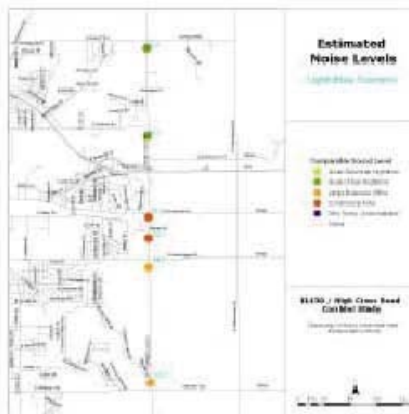
Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025



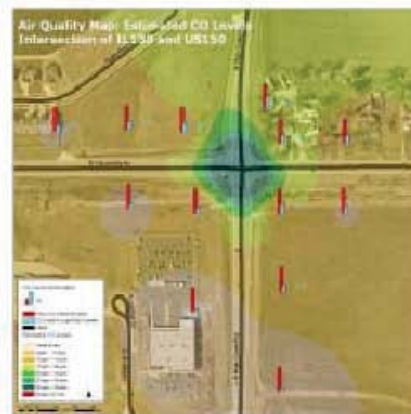
The noise analysis indicates the level of noise that is predicted to occur at various locations in the area under 2025 traffic and land use conditions.

Purple dots indicate unacceptable noise level areas.

The air quality analysis indicates whether or not estimated CO levels will be acceptable in ranges based on the scenario's projects and 2025 land use conditions.

The map also shows the acceptable 1-hour CO levels. The actual 1-hour CO level at each analysis site based on the scenario. The color ranges shown in the background also reflect CO levels, where anything under 25 ppm (see legend) is considered within acceptable ranges.

Air Quality Analysis 2025





Green (Residents)

Project	Start	End	Notes	Change	Value	Value	Value	Value	Value	Value	Value
0-380 High Corridor	0-100	100-380	0-100	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
380-500 High Corridor	100-150	150-500	100-150	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
500-700 High Corridor	150-200	200-700	150-200	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
700-900 High Corridor	200-250	250-900	200-250	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
900-1100 High Corridor	250-300	300-1100	250-300	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
1100-1300 High Corridor	300-350	350-1300	300-350	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
1300-1500 High Corridor	350-400	400-1500	350-400	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
1500-1700 High Corridor	400-450	450-1700	400-450	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
1700-1900 High Corridor	450-500	500-1900	450-500	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
1900-2100 High Corridor	500-550	550-2100	500-550	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
2100-2300 High Corridor	550-600	600-2300	550-600	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
2300-2500 High Corridor	600-650	650-2500	600-650	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
2500-2700 High Corridor	650-700	700-2700	650-700	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
2700-2900 High Corridor	700-750	750-2900	700-750	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
2900-3100 High Corridor	750-800	800-3100	750-800	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
3100-3300 High Corridor	800-850	850-3300	800-850	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
3300-3500 High Corridor	850-900	900-3500	850-900	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
3500-3700 High Corridor	900-950	950-3700	900-950	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
3700-3900 High Corridor	950-1000	1000-3900	950-1000	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
3900-4100 High Corridor	1000-1050	1050-4100	1000-1050	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
4100-4300 High Corridor	1050-1100	1100-4300	1050-1100	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
4300-4500 High Corridor	1100-1150	1150-4500	1100-1150	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
4500-4700 High Corridor	1150-1200	1200-4700	1150-1200	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
4700-4900 High Corridor	1200-1250	1250-4900	1200-1250	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
4900-5100 High Corridor	1250-1300	1300-5100	1250-1300	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
5100-5300 High Corridor	1300-1350	1350-5300	1300-1350	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
5300-5500 High Corridor	1350-1400	1400-5500	1350-1400	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
5500-5700 High Corridor	1400-1450	1450-5700	1400-1450	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
5700-5900 High Corridor	1450-1500	1500-5900	1450-1500	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
5900-6100 High Corridor	1500-1550	1550-6100	1500-1550	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6100-6300 High Corridor	1550-1600	1600-6300	1550-1600	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6300-6500 High Corridor	1600-1650	1650-6500	1600-1650	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6500-6700 High Corridor	1650-1700	1700-6700	1650-1700	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6700-6900 High Corridor	1700-1750	1750-6900	1700-1750	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6900-7100 High Corridor	1750-1800	1800-7100	1750-1800	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
7100-7300 High Corridor	1800-1850	1850-7300	1800-1850	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
7300-7500 High Corridor	1850-1900	1900-7500	1850-1900	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
7500-7700 High Corridor	1900-1950	1950-7700	1900-1950	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
7700-7900 High Corridor	1950-2000	2000-7900	1950-2000	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
7900-8100 High Corridor	2000-2050	2050-8100	2000-2050	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
8100-8300 High Corridor	2050-2100	2100-8300	2050-2100	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
8300-8500 High Corridor	2100-2150	2150-8500	2100-2150	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
8500-8700 High Corridor	2150-2200	2200-8700	2150-2200	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
8700-8900 High Corridor	2200-2250	2250-8900	2200-2250	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
8900-9100 High Corridor	2250-2300	2300-9100	2250-2300	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
9100-9300 High Corridor	2300-2350	2350-9300	2300-2350	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
9300-9500 High Corridor	2350-2400	2400-9500	2350-2400	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
9500-9700 High Corridor	2400-2450	2450-9700	2400-2450	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
9700-9900 High Corridor	2450-2500	2500-9900	2450-2500	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
9900-10100 High Corridor	2500-2550	2550-10100	2500-2550	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
10100-10300 High Corridor	2550-2600	2600-10300	2550-2600	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
10300-10500 High Corridor	2600-2650	2650-10500	2600-2650	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
10500-10700 High Corridor	2650-2700	2700-10700	2650-2700	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
10700-10900 High Corridor	2700-2750	2750-10900	2700-2750	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
10900-11100 High Corridor	2750-2800	2800-11100	2750-2800	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
11100-11300 High Corridor	2800-2850	2850-11300	2800-2850	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
11300-11500 High Corridor	2850-2900	2900-11500	2850-2900	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
11500-11700 High Corridor	2900-2950	2950-11700	2900-2950	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
11700-11900 High Corridor	2950-3000	3000-11900	2950-3000	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
11900-12100 High Corridor	3000-3050	3050-12100	3000-3050	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
12100-12300 High Corridor	3050-3100	3100-12300	3050-3100	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
12300-12500 High Corridor	3100-3150	3150-12500	3100-3150	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
12500-12700 High Corridor	3150-3200	3200-12700	3150-3200	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
12700-12900 High Corridor	3200-3250	3250-12900	3200-3250	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
12900-13100 High Corridor	3250-3300	3300-13100	3250-3300	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
13100-13300 High Corridor	3300-3350	3350-13300	3300-3350	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
13300-13500 High Corridor	3350-3400	3400-13500	3350-3400	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
13500-13700 High Corridor	3400-3450	3450-13700	3400-3450	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
13700-13900 High Corridor	3450-3500	3500-13900	3450-3500	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
13900-14100 High Corridor	3500-3550	3550-14100	3500-3550	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
14100-14300 High Corridor	3550-3600	3600-14300	3550-3600	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
14300-14500 High Corridor	3600-3650	3650-14500	3600-3650	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
14500-14700 High Corridor	3650-3700	3700-14700	3650-3700	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
14700-14900 High Corridor	3700-3750	3750-14900	3700-3750	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
14900-15100 High Corridor	3750-3800	3800-15100	3750-3800	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
15100-15300 High Corridor	3800-3850	3850-15300	3800-3850	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
15300-15500 High Corridor	3850-3900	3900-15500	3850-3900	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
15500-15700 High Corridor	3900-3950	3950-15700	3900-3950	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
15700-15900 High Corridor	3950-4000	4000-15900	3950-4000	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
15900-16100 High Corridor	4000-4050	4050-16100	4000-4050	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
16100-16300 High Corridor	4050-4100	4100-16300	4050-4100	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
16300-16500 High Corridor	4100-4150	4150-16500	4100-4150	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
16500-16700 High Corridor	4150-4200	4200-16700	4150-4200	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
16700-16900 High Corridor	4200-4250	4250-16900	4200-4250	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
16900-17100 High Corridor	4250-4300	4300-17100	4250-4300	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5



Dark Blue (Residents)

Project	Year	Phase	ADT/Day	Change	Sub-1	Sub-2	Sub-3	Sub-4	Sub-5	Sub-6	Sub-7	Sub-8	Sub-9
High Cross	2025	Phase 1B	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1C	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1D	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1E	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1F	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1G	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1H	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1I	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1J	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1K	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1L	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1M	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1N	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1O	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1P	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1Q	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1R	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1S	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1T	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1U	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1V	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1W	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1X	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1Y	12,000	+	-	-	-	-	-	-	-	-	-
High Cross	2025	Phase 1Z	12,000	+	-	-	-	-	-	-	-	-	-

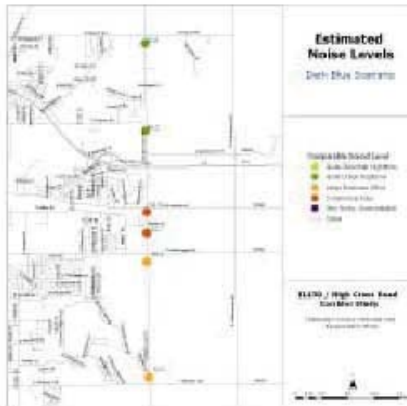
Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025

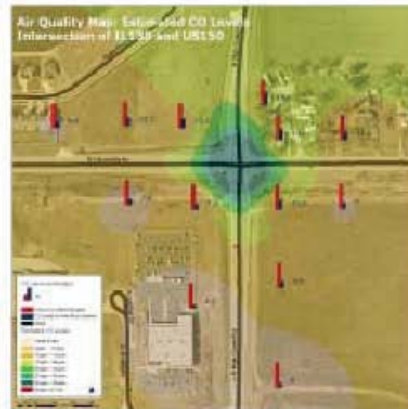


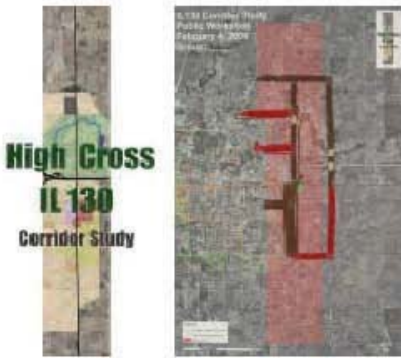
The noise analysis indicates that level of noise in the project area is unacceptable under 2025 land use and land use conditions. Purple dots reflect unacceptable noise level areas.

The air quality analysis indicates whether or not estimated CO levels are within acceptable ranges allowed on the scenario's proposed 2025 land use conditions.

The red box shows the acceptable 1 hour CO criteria. The adjacent box shows the 1 hour estimated CO level at each analysis site based on the scenario. The color ranges show the background site related CO levels, when analyzed under 20 ppm (see legend) or compared when acceptable ranges.

Air Quality Analysis 2025





Brown (Residents)

Project	Trail	Ph. s.	Ph. s. s.	Ph. s. s.	Ph. s. s.	Ph. s. s.	Ph. s. s.	Ph. s. s.	Ph. s. s.	Ph. s. s.	Ph. s. s.
High Cross	Developer	Utility	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
1/2 High Cross	Developer	Utility	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
College Ave	Developer	Utility	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Royal Lane	1/2 High Cross	Utility	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Hickory Ln	1/2 High Cross	Developer	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Developer	1/2 High Cross	Utility	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Developer	1/2 High Cross	College Ave	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Palmer	Developer	1/2 High Cross	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Sally C&M Stage			at High Cross when it is built								
Sally C&M Stage			at College Ave								
Shawnee Park	1/2 High Cross	Utility	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Shawnee Park	1/2 High Cross	Developer	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2
Shawnee Park	1/2 High Cross	Utility	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2	Phase 1/2

Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025

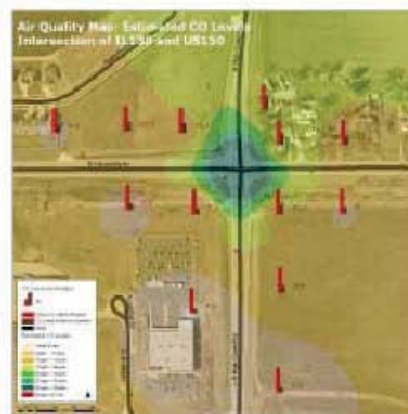


This noise analysis indicates that the level of noise predicted in this scenario would exceed the 2025 noise and land use conditions. Purple dots reflect unacceptable noise level areas.

This noise analysis indicates whether or not predicted CO levels are within acceptable ranges based on the scenario's projects and 2025 land use conditions.

This study also shows the acceptable 1-hour CO levels. The background for the 1-hour elevated CO level at each analysis site is based on the scenario. The color ranges shown in the background also reflect CO levels. When a red/yellow/orange/purple area is highlighted as exceeding 4-hour acceptable ranges.

Air Quality Analysis 2025





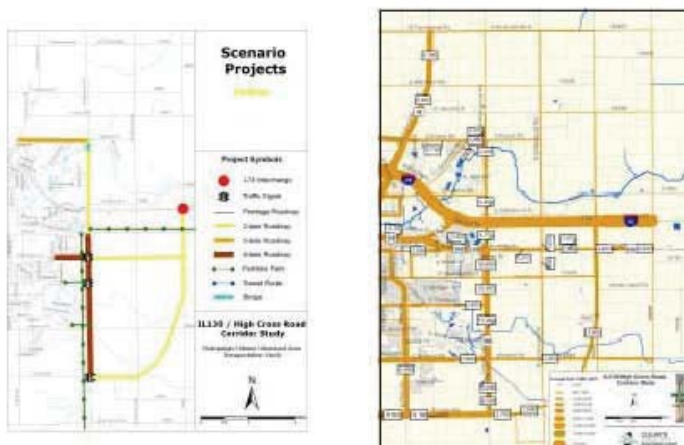
Yellow Group (Residents)

Project	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	
High Cross	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
High Cross	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
High Cross	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway	Highway
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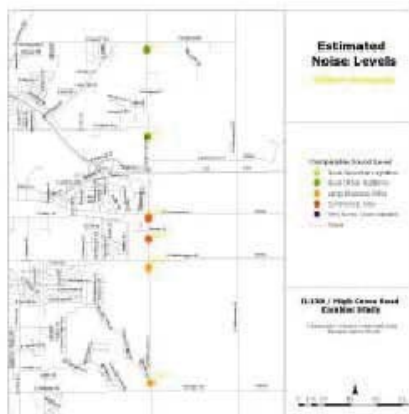
Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025

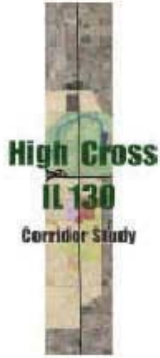


The noise analysis indicates the level of noise the project will cause under 2025 traffic and use conditions. Purple dots indicate unacceptable noise levels.

The air quality analysis indicates that the estimated CO levels are within acceptable ranges based on the scenario's project and 2025 land use conditions. The red box shows the acceptable 1-hour CO values. The yellow box shows the 1-hour estimated CO level at each analysis site based on the scenario. The color ranges shown in the background also reflect CO levels where anything under 25 ppm (see legend) is considered within acceptable ranges.

Air Quality Analysis 2025





Dk Blue (Developers/Business)

Project	Start	End	Phase	Notes	PAI	Value	Health	Key	Major	Year
Collegeville	10/1/2025	12/31/2025	Phase I - Widening	Phase I - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase II - Widening	Phase II - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase III - Widening	Phase III - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase IV - Widening	Phase IV - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase V - Widening	Phase V - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase VI - Widening	Phase VI - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase VII - Widening	Phase VII - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase VIII - Widening	Phase VIII - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase IX - Widening	Phase IX - Widening	Yes	High	Good	Key	Major	2025
Collegeville	10/1/2025	12/31/2025	Phase X - Widening	Phase X - Widening	Yes	High	Good	Key	Major	2025

Level of Service 2025

24-hour Traffic Volumes 2025



Noise Analysis 2025

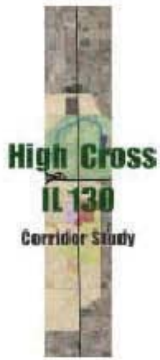
Air Quality Analysis 2025



The noise analysis indicates the level of noise the projects in this scenario would create under 2025 traffic and land use conditions. Projects that exceed unacceptable noise levels are shown in red.

The air quality analysis indicates whether or not estimated CO2 levels are within acceptable ranges based on the scenario's projected 2025 land use conditions. The red areas above the acceptable 1 hour CO2 criteria. The yellow box shows the 1 hour estimated CO2 level at each analysis site based on the scenario. The color ranges shown in this legend are also related CO2 levels. When an area is in red (50 ppm) (also) legend) is considered to be in the unacceptable range.





Pink (Developers/Business)

Facility	Year	Phase	Notes	PKS	Sub	PKS	Sub	PKS	Sub	PKS
High Cross	2025	Developer	Phase 1 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 2 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 3 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 4 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 5 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 6 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 7 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 8 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 9 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 10 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 11 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 12 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 13 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 14 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 15 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 16 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 17 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 18 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 19 (I-55/US 150)	1	1	1	1	1	1	1
High Cross	2025	Developer	Phase 20 (I-55/US 150)	1	1	1	1	1	1	1

Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025



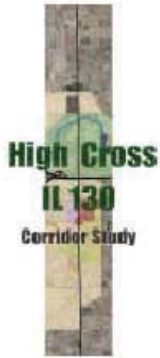
The noise analysis indicates the level of noise that projects in this scenario would create under 2025 land use conditions. The plot also indicates unacceptable noise level areas.

The air quality analysis indicates whether or not ambient CO levels are within acceptable ranges based on the scenario proposed under 2025 land use conditions.

The plot also shows the acceptable 1-hour CO levels. The adjacent plot shows the 1-hour ambient CO level at study areas as based on the scenario. The color changes shown in the background also indicate CO levels, where anything under 20 ppm (max 1-hour) is considered within acceptable ranges.

Air Quality Analysis 2025





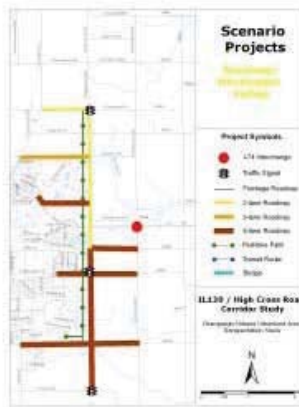
Yellow (Developers/Business)

	Facility	From	To	Project / Alternative	Phase	Sub-Phase	Phase	Stage	Funding	Year
High Cross	Developer	University	2 new off-the-shelves		1					20
High Cross	Developer	LOH	2 new off-the-shelves		1					21
High Cross	University	CUA	4 new		1					22
High Cross	Facility	Developer	Collaborative		1					23
High Cross	Facility	Developer	Collaborative		1					24
High Cross	Facility	Developer	Collaborative		1					25
High Cross	Facility	Developer	Collaborative		1					26
High Cross	Facility	Developer	Collaborative		1					27
High Cross	Facility	Developer	Collaborative		1					28
High Cross	Facility	Developer	Collaborative		1					29
High Cross	Facility	Developer	Collaborative		1					30
High Cross	Facility	Developer	Collaborative		1					31
High Cross	Facility	Developer	Collaborative		1					32
High Cross	Facility	Developer	Collaborative		1					33
High Cross	Facility	Developer	Collaborative		1					34
High Cross	Facility	Developer	Collaborative		1					35
High Cross	Facility	Developer	Collaborative		1					36
High Cross	Facility	Developer	Collaborative		1					37
High Cross	Facility	Developer	Collaborative		1					38
High Cross	Facility	Developer	Collaborative		1					39
High Cross	Facility	Developer	Collaborative		1					40
High Cross	Facility	Developer	Collaborative		1					41
High Cross	Facility	Developer	Collaborative		1					42
High Cross	Facility	Developer	Collaborative		1					43
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High Cross	Facility	Developer	Collaborative		1					47
High Cross	Facility	Developer	Collaborative		1					48
High Cross	Facility	Developer	Collaborative		1					49
High Cross	Facility	Developer	Collaborative		1					50

Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025



The noise analysis indicates the level of noise the project in this scenario would create under 2025 traffic and land use conditions.

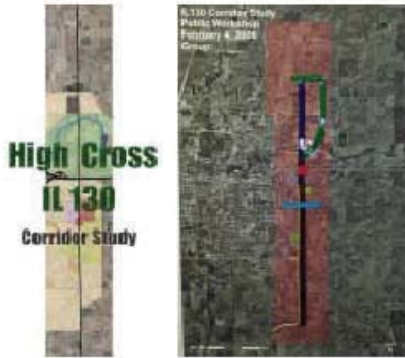
Purple dots reflect unacceptable noise level areas.

The air quality analysis indicates what the estimated CO levels are with acceptable ranges based on the scenario of 2025 traffic and land use conditions.

The analysis shows the acceptable 1-hour CO levels. The analysis also shows the 1-hour estimated CO level at each analysis site based on the scenario. The color ranges shown in the background at each analysis site represent what the estimated CO level (ppm) is based on the scenario of 2025 traffic and land use conditions.

Air Quality Analysis 2025





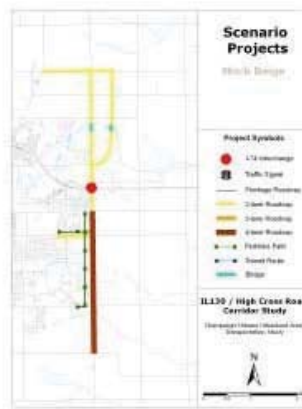
Beige (Mock Workshop)

Project	Start	End	Agency	Priority	Phase	Sub-Phase	Phase	Package	Cost
High Cross	2025	2025	MDOT	2	Phase 1	Phase 1	Phase 1	Phase 1	Phase 1
High Cross	2025	2025	MDOT	2	Phase 2	Phase 2	Phase 2	Phase 2	Phase 2
High Cross	2025	2025	MDOT	2	Phase 3	Phase 3	Phase 3	Phase 3	Phase 3
High Cross	2025	2025	MDOT	2	Phase 4	Phase 4	Phase 4	Phase 4	Phase 4
High Cross	2025	2025	MDOT	2	Phase 5	Phase 5	Phase 5	Phase 5	Phase 5
High Cross	2025	2025	MDOT	2	Phase 6	Phase 6	Phase 6	Phase 6	Phase 6
High Cross	2025	2025	MDOT	2	Phase 7	Phase 7	Phase 7	Phase 7	Phase 7
High Cross	2025	2025	MDOT	2	Phase 8	Phase 8	Phase 8	Phase 8	Phase 8
High Cross	2025	2025	MDOT	2	Phase 9	Phase 9	Phase 9	Phase 9	Phase 9
High Cross	2025	2025	MDOT	2	Phase 10	Phase 10	Phase 10	Phase 10	Phase 10

Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025



The noise analysis indicates the level of noise for the projects in this scenario would be within the 2025 traffic and land use conditions.

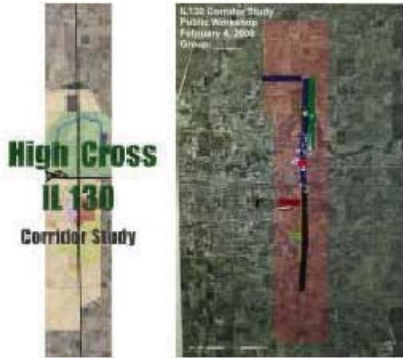
Project data will be available noise level areas.

The air quality analysis indicates whether or not estimated CO levels are within acceptable ranges based on the scenario's projected 2025 land use conditions.

The air quality analysis also indicates whether or not the acceptable 1-hour CO levels are observed. The adjacent bar shows the 1-hour estimated CO level of each analysis site located in this scenario. The color ranges shown in the background also reflect CO levels. When anything is over 20 ppm (as legend) is considered within acceptable ranges.

Air Quality Analysis 2025





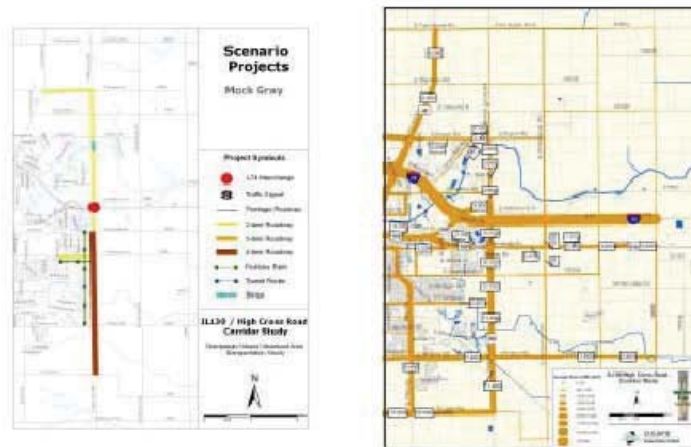
Gray (Mock Workshop)

Project	Start	End	Agency	Priority	FHWA	Sub	FHWA	Other	Funding	Year
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009
High Cross	2009	2015	MDOT	High	Yes	Yes	Yes	Yes	Yes	2009

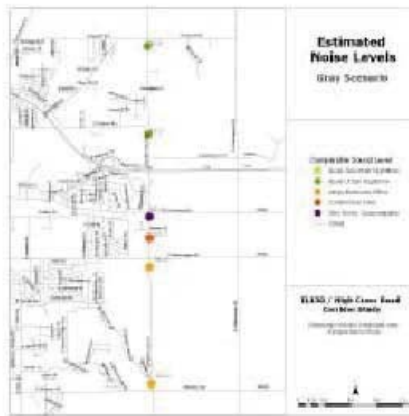
Level of Service 2025



24-hour Traffic Volumes 2025



Noise Analysis 2025



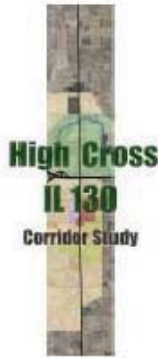
The noise analysis indicates the level of noise the project area is expected to experience under 2025 land use conditions. Purple shaded areas indicate unacceptable noise levels.

The air quality analysis indicates whether or not ambient CO levels are within acceptable ranges based on the scenario's project and 2025 land use conditions.

The red line shows the acceptable 1-hour CO level. The red shaded area shows the 1-hour ambient CO level of each analysis site based on the scenario. The acceptable ranges shown in the background also reflect CO levels, which are typically under 25 (ppm) (ppm) or corrected when acceptable ranges.

Air Quality Analysis 2025





1800E Interchange

Scenario Projects List

Project	Year	Location	Length	Cost
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000

Other Necessary Projects

"Other Necessary Projects" are projects considered by CCRP-C transportation staff to be necessary to complete the gaps in the scenario's project list. Without these projects, congestion will not be reduced.

Project	Year	Location	Length	Cost
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000
1800E Interchange	2008	1800E & I-130	0.5 miles	\$100,000,000

1800E Scenario Cost	\$100,000,000
Other necessary projects for 1800E	\$12,250,000
TOTAL for 1800E Scenario	\$112,250,000

The cost of the 1800E Interchange is \$100 million. This cost includes right-of-way acquisition, utility relocation, and construction of the interchange structure. The cost of the other necessary projects is \$12.25 million. The total cost of the 1800E scenario is \$112.25 million.

Level of Service 2025



24-hour Traffic Volumes 2025



Scenario Advantages/Disadvantages

- Advantages**
- Minimal and delayed congestion
 - Promotes multi-modalism (cars, transit, bicycles, and pedestrians)
 - Avoids area north of I-130 on High Cross less than the IL 130 Interchange location
 - Minimal physical changes to High Cross Road north of I-130
 - All quality in the study area falls within acceptable levels for 2025 under this scenario.
 - Noise in the study area falls within acceptable levels for 2025 under this scenario.
- Disadvantages**
- Leapfrog development could occur: developers can buy land in a still rural area near the interchange, and take advantage of less-strenuous restrictions than if the location was within the city's jurisdiction. This could lead to haphazard, piecemeal growth with lack of access management and increased safety issues.
 - Will motorists use this location, or will they look away from the principal population center?
 - More prime farmland would be taken for interchange construction at this location (and at Oakwood location) than if the interchange were built at IL130.

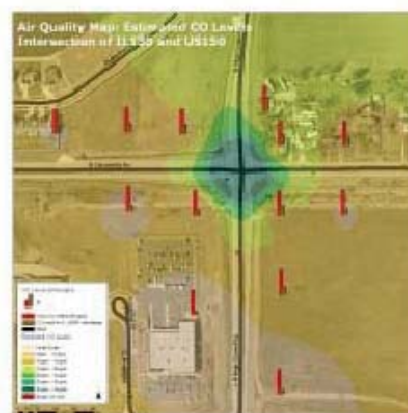
Noise Analysis 2025

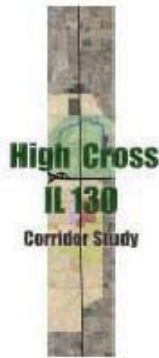


The noise analysis indicates the level of noise from the project in the scenario's noise corridor. People can expect unacceptable noise level areas.

The noise analysis indicates whether or not noise levels are within acceptable ranges for the scenario's project in 2025. The noise levels are within acceptable ranges for the scenario's project in 2025. The noise levels are within acceptable ranges for the scenario's project in 2025.

Air Quality Analysis 2025





Cottonwood Interchange 1

Scenario Projects List

Project	Year	Cost	Location	Notes
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	

Other Necessary Projects

"Other Necessary Projects" are projects considered by CCRS-C transportation staff to be necessary to scenario implementation in the study area. Without these projects, completion will not be achieved.

Project	Year	Cost	Location	Notes
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	
IL 130 / Cottonwood Road Interchange	2025	\$14,000,000	IL 130 / Cottonwood Road	

Cottonwood Interchange 1 Scenario Cost	\$14,000,000
Other necessary projects for Cottonwood 1	\$14,000,000
Total Scenario Cost	\$28,000,000

These are the total project costs for the study area. The total cost for the study area is \$28,000,000. This includes the cost of the Cottonwood Interchange 1 and other necessary projects. The total cost for the study area is \$28,000,000.

Level of Service 2025



24-hour Traffic Volumes 2025



Scenario Advantages/Disadvantages

- Advantages**
- Minimal anticipated congestion
 - Promotes multimodalism (cars, transit, bicycles, and pedestrians)
 - At-risk area north of I74 on High Cross less than the IL130 Interchange location
 - Minimal changes to High Cross Road north of I74
 - Air quality in the study area still within acceptable levels for 2025 under this scenario.
 - Noise in the study area still within acceptable levels for 2025 under this scenario.
- Disadvantages**
- Necessary roadway improvements north of I74 at Cottonwood Road would impact sensitive research areas, historical sites, and other land uses.
 - Access to/from the Cottonwood/I74 interchange would need to be carefully planned to preserve sensitive research areas, historical sites, and other land uses as much as possible.
 - More prime farmland would be taken for interchange construction at this location (and at Cottonwood location) than if the interchange were built at IL130.

Noise Analysis 2025



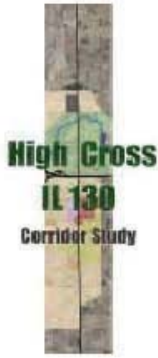
The noise analysis includes the level of noise from the project for the scenario under consideration for 2025. The noise level is shown on the map. People can expect to experience noise level stress.

The analysis includes the level of noise from the project for the scenario under consideration for 2025. The noise level is shown on the map. People can expect to experience noise level stress.

The noise analysis includes the level of noise from the project for the scenario under consideration for 2025. The noise level is shown on the map. People can expect to experience noise level stress.

Air Quality Analysis 2025





Cottonwood Interchange 2

Scenario Projects List

Project	APN	LRN	Location	Est. Cost
Interchange 2	187777083	LRN 100	17100 W 174th St	\$150,000,000
Widening 100'	187777083	LRN 100	17100 W 174th St	\$20,000,000
Widening 100' (I-130)	187777083	LRN 100	17100 W 174th St	\$150,000,000
Widening 100' (I-580)	187777083	LRN 100	17100 W 174th St	\$20,000,000
Bridge 100'	187777083	LRN 100	17100 W 174th St	\$50,000,000
Widening 100' (I-130)	187777083	LRN 100	17100 W 174th St	\$150,000,000
Widening 100' (I-580)	187777083	LRN 100	17100 W 174th St	\$20,000,000
Bridge 100'	187777083	LRN 100	17100 W 174th St	\$50,000,000
Widening 100' (I-130)	187777083	LRN 100	17100 W 174th St	\$150,000,000
Widening 100' (I-580)	187777083	LRN 100	17100 W 174th St	\$20,000,000
Bridge 100'	187777083	LRN 100	17100 W 174th St	\$50,000,000
Total Interchange				\$350,000,000

Other Necessary Projects

"Other Necessary Projects" are projects considered by CQSPC for implementation if to be necessary in order to mitigate the impacts of the project. Without these projects, mitigation will not be successful.

Project	APN	LRN	Location	Estimated Cost
Widening 100'	187777083	LRN 100	17100 W 174th St	\$20,000,000
Bridge 100'	187777083	LRN 100	17100 W 174th St	\$50,000,000
Widening 100'	187777083	LRN 100	17100 W 174th St	\$20,000,000
Total				\$70,000,000

Cottonwood Interchange 2 Scenario Cost	\$350,000,000
Other necessary projects for Cottonwood 2	\$70,000,000
TOTAL for 2025 Scenario	\$420,000,000

Three copies of this CD are provided on CD for the project and in 2025. This CD does not include right-of-way, easements, utility easements, or other infrastructure and service improvements that are not shown on this map. If you are a property owner, you should contact the project designer for more information. If you are a developer, you should contact the project designer for more information. If you are a concerned citizen, you should contact the project designer for more information.

Level of Service 2025



24-hour Traffic Volumes 2025



Scenario Advantages/Disadvantages

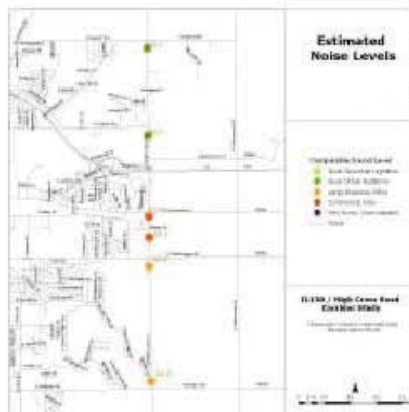
Advantages:

- Minimal anticipated congestion
- Promotes multi-modalism (cars, transit, bicycles, and pedestrians)
- Provides more pedestrian/bicycle facilities than Cottonwood 1 scenario
- Attic area north of I-74 on High Cross Road less than the IL130 Interchange location
- Minimal changes to High Cross Road north of I-74
- Air quality in the study area will be within acceptable levels for 2025 under this scenario.
- Noise in the study area will be within acceptable levels for 2025 under this scenario.

Disadvantages:

- Access to the Cottonwood/I-74 interchange would need to be carefully planned to preserve sensitive research areas, historical sites, and other land uses.
- More prime farmland would be taken for interchange construction at this location (and at Cottonwood location) than if the interchange were built at IL130.
- Roadway improvements, north of I-74 at Cottonwood Road would impact sensitive research areas, historical sites, and other land uses.

Noise Analysis 2025



This noise analysis indicates the level of noise that would be present in the scenario under 2025 traffic and land use conditions.

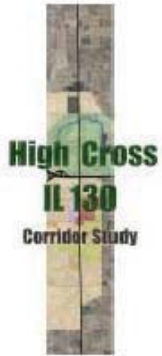
Purple outlined unacceptable noise level areas.

This noise analysis indicates whether or not estimated CO levels are within acceptable ranges based on the scenario's projected 2025 land use conditions.

This table shows the acceptable 1 hour CO criteria. The adjacent table shows the 1 hour estimated CO level of each analysis site based on this scenario. The table compares the 1 hour estimated CO level against the acceptable 1 hour CO levels, where anything under 20 ppm (see legend) is considered within acceptable ranges.

Air Quality Analysis 2025





IL130 Interchange

Scenario Projects List

Project	Year	Start	End	Length (mi)	Cost (\$MM)
Highway 130	2025	2025	2025	1.0	100.0
IL 130 Interchange	2025	2025	2025	0.1	10.0
Other Necessary Projects	2025	2025	2025	0.0	5.0
Total				1.1	115.0

Other Necessary Projects

"Other Necessary Projects" are projects contained by CCRPC transportation study to be completed in scenario 10 year in the IL 130 project. If other than project, completion will not be included.

Project	Year	Start	End	Length (mi)	Cost (\$MM)
Highway 130	2025	2025	2025	1.0	100.0
IL 130 Interchange	2025	2025	2025	0.1	10.0
Other Necessary Projects	2025	2025	2025	0.0	5.0
Total				1.1	115.0

IL 130 Interchange Scenario Cost	\$15,000,000
Other necessary projects to IL 130	\$4,200,000
Total IL 130 Scenario Cost	\$19,200,000

There are other necessary projects contained by CCRPC transportation study to be completed in scenario 10 year in the IL 130 project. If other than project, completion will not be included.

Level of Service 2025



24-hour Traffic Volumes 2025



Scenario Advantages/Disadvantages

- Advantages**
- Minimal anticipated congestion
 - Promotes multimodalism (cars, transit, bicycles, and pedestrians)
 - Promotes logical, contiguous development as proposed in the Urbana Comprehensive Plan
 - Most logical interchange location (for construction)
 - Provides easier and immediate access to the impending commercial area south of I-74 on IL 130
 - Makes best use of existing infrastructure and service capacity
 - Minimal physical changes to High Cross Road north of I-74
 - Air quality in the study area will be within acceptable levels for 2025 under this scenario.
- Disadvantages**
- Right-of-way required to build the interchange at this location would likely include some residences, business property and would be affected.
 - Access to/from High Cross/I-74 interchange would need to be carefully planned to maintain safety and preserve sensitive land uses.
 - If constructed, new road would traverse numerous properties and include some agricultural and wooded areas.
 - This scenario could surpass acceptable noise levels near the IL 130/I-74 interchange; all other scenarios are anticipated to fall within acceptable levels for 2025.

Noise Analysis 2025



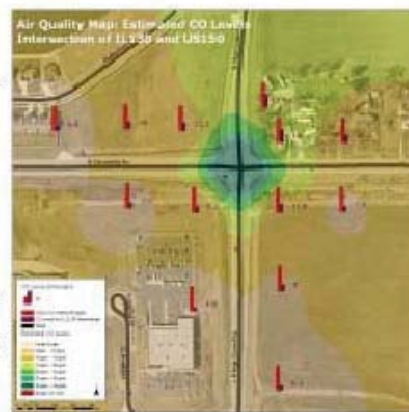
The noise levels indicate the level of noise at the project in this noise-level study under 2025 traffic and lane use conditions.

Properties within acceptable noise level zones.

The study area indicates whether or not noise levels will be acceptable under 2025 traffic and lane use conditions.

The noise levels indicate whether or not noise levels will be acceptable under 2025 traffic and lane use conditions.

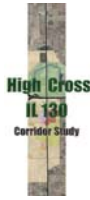
Air Quality Analysis 2025



**1800 E Interchange Scenario
Advantages/Disadvantages**

ELEMENT	ADVANTAGES	DISADVANTAGES
In General	<p>Minimal anticipated congestion</p> <p>Promotes multi-modalism (cars, transit, bicycles, and pedestrians)</p> <p>Affects area north of I-74 on High Cross less than the IL130 interchange location</p> <p>Minimal physical changes to High Cross Road north of I-74</p> <p>Air quality in the study area falls within acceptable levels for 2025 under this scenario.</p> <p>Noise in the study area falls within acceptable levels for 2025 under this scenario.</p>	<p>Will motorists use this location, or is it too far away from the principal population center?</p> <p>More prime farmland would be taken for interchange construction at this location (and at Cottonwood location) than if the interchange were built at IL130.</p> <p>Leapfrog development could occur: developers can buy land in a still-rural area near the interchange, and take advantage of less-strenuous restrictions than if the location was within the city's jurisdiction. This could lead to haphazard, piecemeal growth with lack of access</p>
<p>Shared Used Path (pedestrian/bicycle) between... Windsor and University along IL130/High Cross Road</p> <p>Lierman and IL130/High Cross along Washington Street</p>	<p>Increased safety for bicyclists and pedestrians</p> <p>Increased presence of corridor as bicycle commuting area and perhaps bicycle use</p> <p>Increase pedestrian feel of corridor and perhaps pedestrian activity</p>	<p>Needs careful design – will not be located where it would interfere with significant traffic movements at major intersections</p>
Washington St. - 4 lane with curb and gutter	<p>Increase vehicle capacity</p> <p>Improve traffic flows</p>	
Olympian Dr. - 2 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p>	<p>Increase vehicle speeds</p>

06/07/06



**1800 E Interchange Scenario
Advantages/Disadvantages**

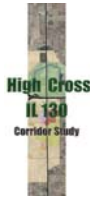
I-74 Interchange at 1800 E	Provides an additional access to Interstate 74	<p>A significant amount of right of way would be required to build the interchange at 1800E</p> <p>Increase loss of agricultural land due to the location of a new interchange at 1800E</p> <p>Interchange at 1800E might generate leap frog development</p> <p>Access to and from Interstate 74 to IL130/High Cross Road would be farther away at 1800E which might cause increase in truck traffic on several roadways</p> <p>Traffic congestion might occur on IL 130/High Cross Road between Florida Avenue and Washington Street</p>
Saline Ditch Bridge at High Cross Road	Increased vehicular safety by separating oncoming vehicles	Cost
Saline Ditch Bridge at Cottonwood Road	Increased vehicular safety by separating oncoming vehicles	Cost
High Cross Road - 2 lane with shoulders	<p>Increased space for movement of wide equipment</p> <p>Increased mobility levels in the corridor</p>	<p>Increase vehicle speeds, which decreases traffic safety</p> <p>Increase traffic accidents due to multiple accesses</p>
IL130/High Cross Road south of University Avenue- 4 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p> <p>Provides left lanes for side streets</p>	Decrease pedestrian safety, two more lanes to cross
Airport Road - 2 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p>	Increase vehicle speeds
Provide traffic signals at major intersections	<p>Increase efficiency of streets and intersections</p> <p>Reduce angle and turn collisions</p>	Cost

06/07/06

**1800 E Interchange Scenario
Advantages/Disadvantages**

Enhanced Pedestrian Crossings Includes "countdown" signals at major intersections	Increases pedestrian safety and perhaps use Many options to enhance visual nature of residential corridor	Can be expensive, depending on type of treatment
Pedestrian bulbouts on side streets & intersections where not interfering with significant turning traffic	Increases pedestrian safety Serves as a traffic calming device	Needs careful design – will not be located where it could interfere with significant traffic movements (such as RT movements) - May require changing curbline, drainage, etc.
Sidewalks	Increases pedestrian safety and perhaps pedestrian activity Fill in sidewalk gaps Repairs damaged, cracked, or uneven sidewalks	Right-of-way might prohibit sidewalk construction
Provide residential, school and bicycling signage on the corridor	Increased drivers awareness of shared mode & residential corridor and perhaps enhance traffic safety	Must be designed to be attractive along the corridor
Provide roadside planting scheme	Enhanced visual component May Slow traffic	Cost
Provide transit service	Increase transit use Increase connectivity between modes	Some parts of study area might not be able to be served
Provide bus stops	Increase transit use Increase connectivity between modes	Need careful design and placement to be most effective and to not create conflicts with other transportation modes

06/07/06



**Cottonwood 1 Interchange Scenario
Advantages/Disadvantages**

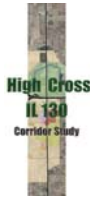
ELEMENT	ADVANTAGES	DISADVANTAGES
In General	<p>Minimal anticipated congestion</p> <p>Promotes multi-modalism (cars, transit, bicycles, and pedestrians)</p> <p>Affects area north of I-74 on High Cross less than the IL130 interchange location</p> <p>Minimal changes to High Cross Road north of I-74</p> <p>Air quality in the study area falls within acceptable levels for 2025 under this scenario.</p> <p>Noise in the study area fall within acceptable levels for 2025 under this scenario.</p>	<p>Necessary roadway improvements north of I-74 at Cottonwood Road would affect sensitive research areas, historical sites, and other land uses.</p> <p>Access to/from the Cottonwood/I-74 interchange would need to be carefully planned to preserve sensitive research areas, historical sites, and other land uses as much as possible.</p> <p>More prime farmland would be taken for interchange construction at this location (and at Cottonwood location) than if the interchange were built at IL130.</p>
Shared Used Path (pedestrian/bicycle) between... Windsor and University along IL130/High Cross Road Lierman and IL130/High Cross along Washington Street	<p>Increased safety for bicyclists and pedestrians</p> <p>Increased presence of corridor as bicycle commuting area and perhaps bicycle use</p> <p>Increase pedestrian feel of corridor and perhaps pedestrian activity</p>	<p>Needs careful design – will not be located where it could interfere with significant traffic movements at major intersections</p>
Washington St. - 4 lane with curb and gutter	<p>Increase vehicle capacity</p> <p>Improve traffic flows</p>	
Olympian Dr. - 2 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p>	<p>Increase vehicle speeds</p>

06/07/06

**Cottonwood 1 Interchange Scenario
Advantages/Disadvantages**

I-74 Interchange at Cottonwood Road	Provides an additional access to Interstate 74	<p>A significant amount of right of way would be required to build the new interchange</p> <p>Increase loss of agricultural land due to the location of a new interchange at Cottonwood Road</p> <p>Access to and from Interstate 74 will not be provided at IL 130/High Cross Road which would cause increase in truck traffic at other locations</p> <p>Improvements to Cottonwood Road will be needed which would increase cost</p> <p>Location of the interchange at Cottonwood Road could impact historical sites and UofI research facilities</p> <p>Safety concerns with access to farm equipment business adjacent to this potential interchange location</p>
Saline Ditch Bridge at High Cross Road	Increased vehicular safety by separating oncoming vehicles	Cost
Saline Ditch Bridge at Cottonwood Road	Increased vehicular safety by separating oncoming vehicles	Cost
High Cross Road - 2 lane with shoulders	<p>Increased space for movement of wide equipment</p> <p>Increased mobility levels in the corridor</p>	<p>Increase vehicle speeds, which decreases traffic safety</p> <p>Increase traffic accidents due to multiple accesses</p>
IL130/High Cross Road south of University Avenue- 4 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p> <p>Provides left lanes for side streets</p>	Decrease pedestrian safety, two more lanes to cross
Airport Road - 2 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p>	Increase vehicle speeds

06/07/06



**Cottonwood 1 Interchange Scenario
Advantages/Disadvantages**

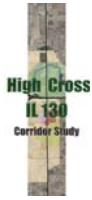
Provide traffic signals at major intersections	Increase efficiency of streets and intersections Reduce angle and turn collisions	Cost
Enhanced Pedestrian Crossings Includes "countdown" signals at major intersections	Increases pedestrian safety and perhaps use Many options to enhance visual nature of residential corridor	Can be expensive, depending on type of treatment
Pedestrian bulbouts on side streets & intersections where not interfering with significant turning traffic	Increases pedestrian safety Serves as a traffic calming device	Needs careful design – will not be located where it could interfere with significant traffic movements (such as RT movements) - May require changing curbline, drainage, etc.
Sidewalks	Increases pedestrian safety and perhaps pedestrian activity Fill in sidewalk gaps Repairs damaged, cracked, or uneven sidewalks	Right-of-way might prohibit sidewalk construction
Provide residential, school and bicycling signage on the corridor	Increased drivers awareness of shared mode & residential corridor and perhaps enhance traffic safety	Must be designed to be attractive along the corridor
Provide roadside planting scheme	Enhanced visual component May Slow traffic	Cost
Provide transit service	Increase transit use Increase connectivity between modes	Some parts of study area might not be able to be served
Provide bus stops	Increase transit use Increase connectivity between modes	Need careful design and placement to be most effective and to not create conflicts with other transportation modes

06/07/06

**Cottonwood 2 Interchange Scenario
Advantages/Disadvantages**

ELEMENT	ADVANTAGES	DISADVANTAGES
In General	<p>Minimal anticipated congestion</p> <p>Promotes multi-modalism (cars, transit, bicycles, and pedestrians)</p> <p>Provides more pedestrian/bicycle facilities than Cottonwood 1 scenario</p> <p>Affects area north of I-74 on High Cross less than the IL130 interchange location</p> <p>Minimal changes to High Cross Road north of I-74</p> <p>Air quality in the study area falls within acceptable levels for 2025 under this scenario.</p> <p>Noise in the study area fall within acceptable levels for 2025 under this scenario.</p>	<p>Access to/from the Cottonwood/I-74 interchange would need to be carefully planned to preserve sensitive research areas, historical sites, and other land uses.</p> <p>More prime farmland would be taken for interchange construction at this location (and at Cottonwood location) than if the interchange were built at IL130.</p> <p>Roadway improvements, north of I-74 at Cottonwood Road would affect sensitive research areas, historical sites, and other land uses.</p>
High Cross Road - 2 lane with shoulders	Increased space for movement of wide equipment	<p>Increase vehicle speeds, which decreases traffic safety</p> <p>Increase traffic accidents due to multiple accesses</p>
IL130/High Cross Road - 4 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p> <p>Provides left lanes for side streets</p>	Decrease pedestrian safety, two more lanes to cross
University Avenue - 4 lane improved	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p> <p>Provide left lanes for side streets</p>	<p>Cost</p> <p>Decrease pedestrian safety, two more lanes to cross</p>

06/07/06



**Cottonwood 2 Interchange Scenario
Advantages/Disadvantages**

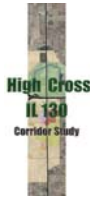
I-74 Interchange at Cottonwood Road	Provide an additional access to Interstate 74	<p>A significant amount of right of way would be required to build the new interchange</p> <p>Increase loss of agricultural land due to the location of a new interchange at Cottonwood Road</p> <p>Access to and from Interstate 74 will not be provided at IL 130/High Cross Road which would cause increase in truck traffic at other locations</p> <p>Improvements to Cottonwood Road will be needed which would increase cost</p> <p>Location of the interchange at Cottonwood Road could impact historical sites and UofI research facilities</p> <p>Safety concerns with access to farm equipment business adjacent to this potential interchange location</p>
Olympian Dr. - 2 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p>	Increase vehicle speeds
Washington St. - 4 lane with curb and gutter	<p>Increase vehicle capacity</p> <p>Improve traffic flows</p>	
<p>Shared Used Path (pedestrian/bicycle) between... Windsor Road and University Avenue along IL130/High Cross Road</p> <p>IL130/High Cross Road and Smith Road along US150 (University Avenue)</p> <p>IL130/High Cross Road and Cottonwood Road along US150</p> <p>IL130/High Cross Road and Cottonwood Road along Windsor Road</p>	<p>Increased safety for bicyclists and pedestrians</p> <p>Increased presence of corridor as bicycle commuting area and perhaps bicycle use</p> <p>Increase pedestrian feel of corridor and perhaps pedestrian activity</p>	Needs careful design – will not be located where it would interfere with significant traffic movements at major intersections

06/07/06

**Cottonwood 2 Interchange Scenario
Advantages/Disadvantages**

Provide traffic signals at major intersections	Increase efficiency of streets and intersections Reduce angle and turn collisions	Cost
Enhanced Pedestrian Crossings Includes "countdown" signals at major intersections	Increases pedestrian safety and perhaps use Many options to enhance visual nature of residential corridor	Can be expensive, depending on type of treatment
Pedestrian bulbouts on side streets & intersections where not interfering with significant turning traffic	Increases pedestrian safety Serves as a traffic calming device	Needs careful design – will not be located where it could interfere with significant traffic movements (such as RT movements) - May require changing curblines, drainage, etc.
Sidewalks	Increases pedestrian safety and perhaps pedestrian activity Fill in sidewalk gaps Repairs damaged, cracked, or uneven sidewalks	Right-of-way might prohibit sidewalk construction
Provide residential, school and bicycling signage on the corridor	Increased drivers awareness of shared mode & residential corridor and perhaps enhance traffic safety	Must be designed to be attractive along the corridor
Provide roadside planting scheme	Enhanced visual component May slow traffic	Cost
Provide transit service	Increase transit use Increase connectivity between modes	Some parts of study area might not be able to be served
Provide bus stops	Increase transit use Increase connectivity between modes	Need careful design and placement to be most effective and to not create conflicts with other transportation modes

06/07/06



**IL130 Interchange Scenario
Advantages/Disadvantages**

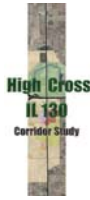
ELEMENT	ADVANTAGES	DISADVANTAGES
In General	<p>Minimal anticipated congestion</p> <p>Promotes multi-modalism (cars, transit, bicycles, and pedestrians)</p> <p>Promotes logical, contiguous development, as espoused in the Urbana Comprehensive Plan</p> <p>Most cost-effective interchange location (for construction)</p> <p>Provides easier and immediate access to the impending commercial area south of I-74 on IL130</p> <p>Makes best use of existing infrastructure and service capacity Minimal physical changes to High Cross Road north of I-74 Air quality in the study area falls within acceptable levels for 2025 under this scenario.</p>	<p>Right of way required to build the interchange at this location would likely include some residences, but less prime farmland would be affected</p> <p>Access to/from High Cross/I-74 interchange would need to be carefully planned to maintain safety and preserve sensitive land uses</p> <p>If constructed, new road would traverse numerous properties and affect some agricultural and wooded areas</p> <p>This scenario could surpass acceptable noise levels near the IL130/US150 intersection; all other scenarios are anticipated to fall within acceptable levels for 2025.</p>
High Cross Road - 2 lane with shoulders	Increased space for movement of wide equipment	<p>Increase vehicle speeds, which decreases traffic safety</p> <p>Increase traffic accidents due to multiple accesses</p>
IL130/High Cross Road - 4 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p> <p>Provides left lanes for side streets</p>	Decrease pedestrian safety, two more lanes to cross
University Avenue - 4 lane improved	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p> <p>Provide left lanes for side streets</p>	<p>Cost</p> <p>Decrease pedestrian safety, two more lanes to cross</p>

06/07/06

**IL130 Interchange Scenario
Advantages/Disadvantages**

Interchange connection at IL130/High Cross Road	<p>Provides an additional access to Interstate 74</p> <p>Traffic should be able to move easily through IL 130/High Cross Road</p>	<p>A significant amount of right of way would be required to build the new interchange</p> <p>Increase loss of agricultural land due to the location of a new interchange at Cottonwood Road</p> <p>Improvements to IL130/High Cross Road will be needed which would increase cost</p> <p>Locating the interchange at IL130 could impact historical sites and UofI research facilities</p>
New Road (north-south road between High Cross Road and Cottonwood Road)- 2 lane with shoulders	<p>Retain or improve traffic flow</p> <p>Reduce traffic accidents on High Cross Road</p> <p>Room for continuous & wider shared used paths</p> <p>Provides left lanes for side streets</p> <p>Increased vehicular safety by controlling access</p> <p>Can be designed visually appealing</p>	<p>Cost</p> <p>Increase loss of agricultural land</p>
Olympian Dr. - 2 lane with shoulders	<p>Increase vehicle capacity and traffic volumes</p> <p>Improve traffic flows</p>	<p>Increase vehicle speeds</p>
Washington St. - 4 lane with curb and gutter	<p>Increase vehicle capacity</p> <p>Improve traffic flows</p>	

06/07/06



**IL130 Interchange Scenario
Advantages/Disadvantages**

Shared Used Path (pedestrian/bicycle) between... Windsor Road and University Avenue along IL130/High Cross Road IL130/High Cross Road and Smith Road along US150 (University Avenue) IL130/High Cross Road and Cottonwood Road along US150 IL130/High Cross Road and Cottonwood Road along Windsor Road	Increased safety for bicyclists and pedestrians Increased presence of corridor as bicycle commuting area and perhaps bicycle use Increase pedestrian feel of corridor and perhaps pedestrian activity	Needs careful design – will not be located where it would interfere with significant traffic movements at major intersections
Provide traffic signals at major intersections	Increase efficiency of streets and intersections Reduce angle and turn collisions	Cost
Enhanced Pedestrian Crossings Includes "countdown" signals at major intersections	Increases pedestrian safety and perhaps use Many options to enhance visual nature of residential corridor	Can be expensive, depending on type of treatment
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Provide transit service	Increase transit use Increase connectivity between modes	Some parts of study area might not be able to be served
Provide bus stops	Increase transit use Increase connectivity between modes	Need careful design and placement to be most effective and to not create conflicts with other transportation modes

06/07/06

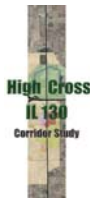


PLANNING & INFRASTRUCTURE COUNCIL

AGENDA

Monday, June 12, 2006 – 4:00 P.M.
Chamber Office

- I. **Call to Order**
- II. **Approval of Minutes**
- III. **Presentation: *High Cross/IL 130 Corridor Study***
*Rita Morocoima-Black, Transportation Manager,
Champaign County Regional Planning Commission*
- IV. **Municipality Reports**
- V. **Other Business**
- VI. **Announcements**
 - Immigration Reform Forum, July 13, 2006 at 4 p.m.
- VII. **Adjourn**
Next Meeting July 10, 2006



High Cross/IL130 Corridor Study Public Workshop

Topics

- Preferred Alternative
- What should the corridor look like? Your preferences

Agenda

- Brief Presentation: Preferred Alternative
- Comment period for the Preferred Alternative
- Visualizing the future IL130 corridor

We have created a Preferred Alternative based on all information and input gathered to date. Please join us to comment on this alternative and to tell us your preferences about how the corridor should look in 20 years.

Where & When

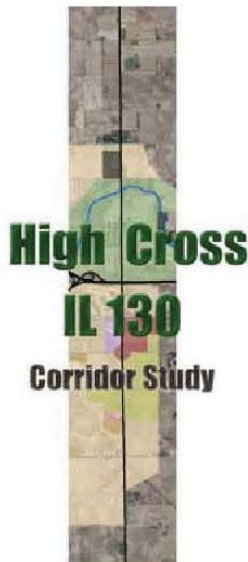
Date: Tuesday, October 17, 2006
Time: 5:30 – 7:30 p.m.
Place: Stone Creek Clubhouse, 2nd Floor
2600 South Stone Creek Boulevard
Urbana, IL 61802

Please reserve your place and/or arrange special accommodations by October 12th to Mary Cummings at mcummings@ccrpc.org or 328-3313.

RSVP is preferred, but not required.
Your attendance is requested for the entirety of the workshop.

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org





High Cross Road/IL130 Corridor Study Public Workshop


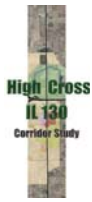
We have created a preferred alternative based on all information and input gathered to date. Please join us to comment on this alternative and to tell us your preferences about how the corridor should look in 20 years.

Date: Tuesday, October 17, 2006
Time: 5:30 – 7:30 p.m.
Place: Stone Creek Clubhouse, 2nd Floor
2600 South Stone Creek Boulevard, Urbana

**RSVP is preferred by October 12th, but not required.
Your attendance is requested for the entirety of the workshop.**

To reserve your place and/or arrange special accommodations, please contact Mary Cummings, CUUATS Secretary at (217) 328-3313.

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org



High Cross/IL130 Corridor Study

Public Workshop:
Preferred Alternative & Design Preferences

Tuesday, October 17, 2006
5:30 – 7:30 p.m.

Presented by Champaign County Regional Planning Commission Staff

Workshop Purpose

- Discuss the Preferred Alternative
- Gather your input on design preferences

October 17, 2006 High Cross/IL130 Corridor Study 2

Today's Agenda

- 5:30 – 6:00 Preferred Alternative
- 6:00 – 6:10 Q&A, Comments
- 6:10 – 6:15 Break
- 6:15 – 6:30 Explain Design Survey
- 6:30 – 7:15 Group survey completion
- 7:15 – 7:30 Summary, Next Steps

October 17, 2006 High Cross/IL130 Corridor Study 3

Part 1: Preferred Alternative

- How we arrived at it
- What it includes
- What it does not include
- About the I-74 interchange
- Q & A, Comments

October 17, 2006 High Cross/IL130 Corridor Study 4

How We Arrived at It

- Started with 73 projects that received 1 or more votes during Strings and Ribbons workshops
- Arranged the list from highest to lowest by number of groups selecting a project
- Cut the list at those projects that were selected by 3 or more groups
- Short list included 17 projects, including 2 Interchanges

October 17, 2006 High Cross/IL130 Corridor Study 5

How We Arrived at It

- Removed the 2 interchange projects from the list
- Entered the remaining 15 projects into the Travel Model to measure how well the set of projects relieves congestion for the year 2025
- After seeing model results, added one project to alleviate some congestion that remained on IL130
- Completed further analysis for these projects to see how well they achieve the corridor study's goals

October 17, 2006 High Cross/IL130 Corridor Study 6

Further Analysis

- Considered:
 - Transportation Impacts
 - Environmental Impacts
 - Safety
 - Cost
 - Implementation
 - Economic/Community Impact

October 17, 2006 High Cross/IL130 Corridor Study 7

Further Analysis

Alternative	Project or Program Description	Project or Program Description	Safety (Fatalities)	Cost (\$Mill)	Implementation (Year)	Economic Impact (\$Mill)	Community Impact
Highway Interchange 1 (I-130/I-170)	Interchange 1	10.0	10	10	10	10	10
Interchange 2 (I-130/I-170)	Interchange 2	10.0	10	10	10	10	10
Interchange 3 (I-130/I-170)	Interchange 3	10.0	10	10	10	10	10
Interchange 4 (I-130/I-170)	Interchange 4	10.0	10	10	10	10	10
Interchange 5 (I-130/I-170)	Interchange 5	10.0	10	10	10	10	10
Interchange 6 (I-130/I-170)	Interchange 6	10.0	10	10	10	10	10
Interchange 7 (I-130/I-170)	Interchange 7	10.0	10	10	10	10	10
Interchange 8 (I-130/I-170)	Interchange 8	10.0	10	10	10	10	10
Interchange 9 (I-130/I-170)	Interchange 9	10.0	10	10	10	10	10
Interchange 10 (I-130/I-170)	Interchange 10	10.0	10	10	10	10	10
Interchange 11 (I-130/I-170)	Interchange 11	10.0	10	10	10	10	10
Interchange 12 (I-130/I-170)	Interchange 12	10.0	10	10	10	10	10
Interchange 13 (I-130/I-170)	Interchange 13	10.0	10	10	10	10	10
Interchange 14 (I-130/I-170)	Interchange 14	10.0	10	10	10	10	10
Interchange 15 (I-130/I-170)	Interchange 15	10.0	10	10	10	10	10

October 17, 2006 High Cross/IL130 Corridor Study 8

Analysis: What does it mean?

- The higher the score, the more effective the project is at achieving corridor study goals
- A higher score does not signify that a project should be implemented first
- Every project that made the short list does not necessarily achieve the goals to their fullest potential

October 17, 2006 High Cross/IL130 Corridor Study 9

What does the P.A. Include?

- Road Improvements, with and without adding new lanes
- Bridge projects
- Bicycle/Pedestrian Projects
- Traffic Signals
- Expanded transit

Preferred Alternative Transportation Projects

ROADWAY IMPROVEMENTS WITH HIGH PRIORITY LABEL PROPOSED

BRIDGE PROJECTS

BICYCLE PEDESTRIAN PATHS

ROADWAY IMPROVEMENTS WITH ADDITIONAL LABEL PROPOSED

October 17, 2006 High Cross/IL130 Corridor Study 10

High Cross Road North of I-74

Existing:

- Two lane road
- No shoulders
- Narrow bridge

Future:

- Two lane road
- Paved shoulders (where possible)
- Wider bridge

October 17, 2006 High Cross/IL130 Corridor Study 11

Airport Road

Existing:

- Two lane road
- No shoulders

Future:

- Two lane road
- Paved shoulders (where possible)

October 17, 2006 High Cross/IL130 Corridor Study 12

Pedestrian/Bicycle Path: IL130



Existing:

- Two lane road
- No sidewalks
- No bike path

Future:

- Four lane road with median
- Shared use path
- Bicycle amenities in retail areas

October 17, 2006 High Cross/IL130 Corridor Study 13

IL130 at Washington Street



Existing:

- Three lane road
- No sidewalks
- No bike path
- No crosswalks
- Stop sign

Near Future:

- Street light
- Crosswalk
- Stop light
- Crosswalks
- Pedestrian friendly

October 17, 2006 High Cross/IL130 Corridor Study 14

Frontage road in south commercial areas



Existing:

- No development

Future:

- Two lane frontage road
- Transit shelter with bus pocket
- Pedestrian path connecting buildings to adjacent uses and roadside sidewalk system

October 17, 2006 High Cross/IL130 Corridor Study 15

What is NOT included at this time?

- A ring road or beltway, which would require further study about need and location (beyond our scope)
- Another interchange, which would require further study about need and location (beyond our scope)
- A new road traversing the sensitive natural areas north of I-74
- A 4-lane High Cross Road north of I-74
- A 4-lane Cottonwood Road
- Pedestrian/bicycle facilities along IL130 north of I-74

October 17, 2006 High Cross/IL130 Corridor Study 16

About the I-74 Interchange

- We received over 150 comments with preferences for an interchange location
- Determining a potential interchange location is beyond the scope of this study
- A study called an Access Justification Report (AJR) will need to be completed to determine if one is needed and a recommended location; this could take several years
- Your Interchange preferences will be documented in the IL130 Corridor Plan report and sent on to IDOT for future consideration

October 17, 2006

High Cross/IL130 Corridor Study

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Questions? Comments?

- Next few minutes are for any questions about the Preferred Alternative
- Write down any comments you have about the Preferred Alternative on the "Preferred Alternative Comment Card" (green sheet)

October 17, 2006

High Cross/IL130 Corridor Study

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Part 2: Design Preferences Survey

- Purpose
- How to fill it out
- Results

October 17, 2006

High Cross/IL130 Corridor Study

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Design Survey Purpose

To get your ideas about how certain elements of the corridor should look in the future



October 17, 2006

High Cross/IL130 Corridor Study

20

How to

Design Preferences Survey Guide to Potential Design Ideas

High Cross/IL130 Corridor Design Preferences Survey

CODE	TITLE	TYPE	STATUS	DATE	COMMENTS
1	General Resources				
1A	Basic roadway improvements				
1A1	Improve road crossing points to allow correct safety vehicle speed				
1A2	Upgrade to standards in the region of Lincoln				
1B	Basic roadway improvements to reduce vehicle congestion				
1B1	Widening of roads to allow more lanes				
1B2	Change road layout to allow more lanes				
1B3	Variable lighting				
2	Landscaping/Change Route at IL130				
2A	New roadside/landscaping				
2A1	Planting trees along route to provide shade and improve appearance				
2A2	Remove roadside vegetation that is a safety hazard for a number of reasons (e.g. trees being uprooted, trees for wind tunneling)				
3	Landscaping/Change Route at IL130				
3A	New roadside/landscaping				
3A1	Planting trees and vegetation to provide shade and improve appearance				
3A2	Use landscaping to help guide pedestrians and cyclists to and from the route of the corridor				

October 17, 2006 High Cross/IL130 Corridor Study 21

Survey Results

- Results will be used as input that will be passed on to local officials, developers, and others to help with development processes
- All results will become part of the IL130 Corridor Plan report

October 17, 2006 High Cross/IL130 Corridor Study 22

Next Steps

- Process comments from this workshop
- Write Implementation Plan
- Finish Draft Final Report
- Steering Committee approves Draft Final Report
- Public Comment Period
- Make revisions based on public comment
- Begin approval process with participating agencies

October 17, 2006 High Cross/IL130 Corridor Study 23



Preferred Alternative Transportation Projects

ROADWAY IMPROVEMENTS ONLY; NO NEW LANES PROPOSED

BRIDGE PROJECTS

BICYCLE PEDESTRIAN PATHS

ROADWAY IMPROVEMENTS WITH ADDITIONAL LANES PROPOSED

Traffic signals are planned for IL130 at Washington Street and at Florida Avenue

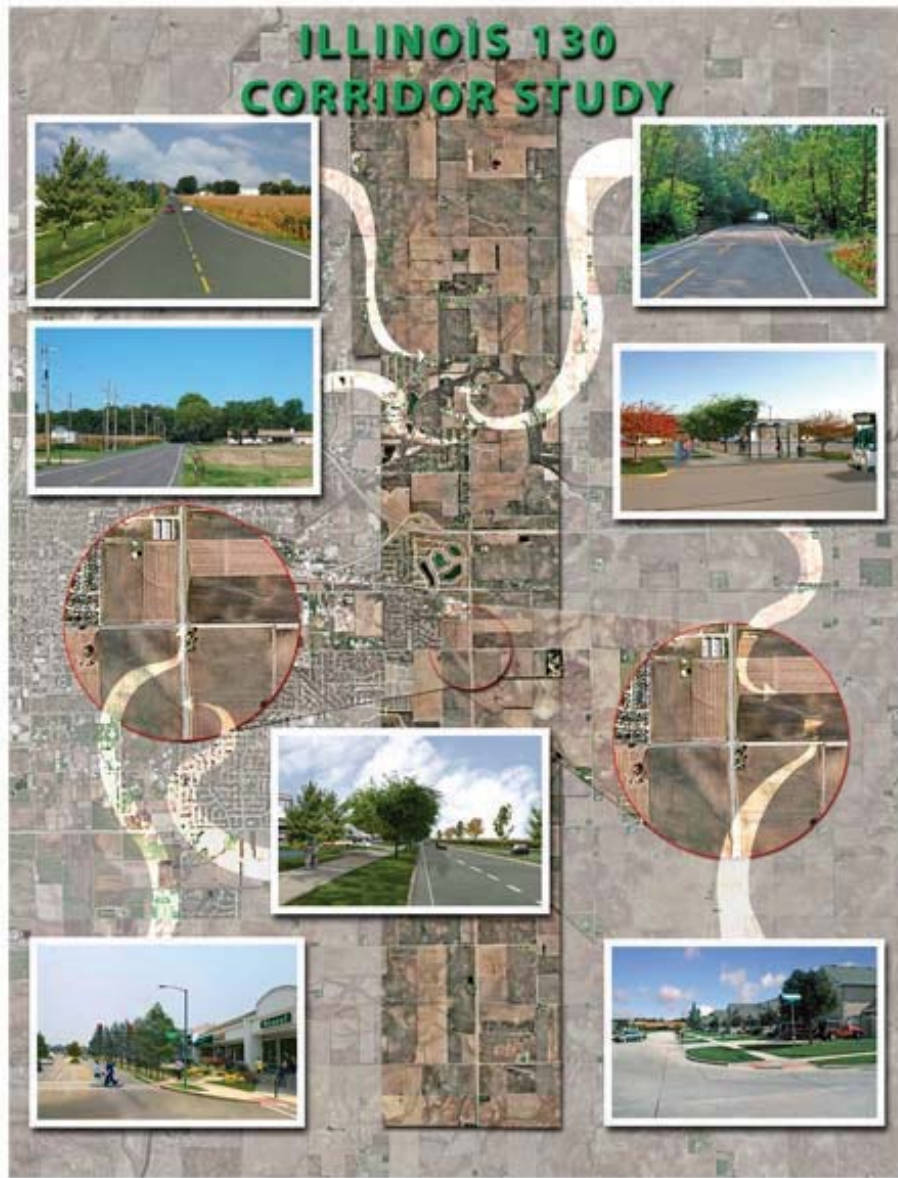
- Olympian Drive
Termini: US45 to Cottonwood
Configuration: 2 lane with shoulders
- High Cross Road
Termini: Olympian to University (US150)
Configuration: 2 lane with shoulders
- Airport Road
Termini: US45 to IL130
Configuration: 2 or 3 lane as warranted
- Saline Ditch at High Cross Road
Configuration: widen to 2 full lanes
- Saline Ditch at Cottonwood Road
Configuration: widen to 2 full lanes
- Along US150
Termini: Smith Road to Cottonwood
- Along Washington
Termini: Lierman Road to IL130
- Along Florida
Termini: existing path to IL130
- Along IL130
Termini: University to Windsor
- University (US150)
Termini: IL130 to Cottonwood
Configuration: 4 lane
- Washington Street
Termini: Dodson to Cottonwood
Configuration: 4 lane
- New road
Termini: Washington to University
Configuration: 2 lane
- Florida Avenue
Termini: Aberdeen to IL130
Configuration: 3 lane
- IL130
Termini: University to Curtis
Configuration: 4 lane with median



Preferred Alternative Concepts

This map shows how different transportation projects in the Preferred Alternative might look once implemented.

What do you like or dislike about them? What would you change?





IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: _____

Bicycle/Pedestrian Paths: _____

Road. Improv. with Add. Lanes: _____

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: ___ ___ ___

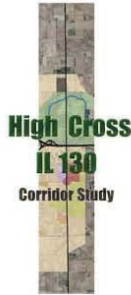
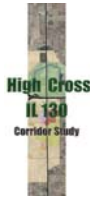
High Cross Rd.: ___ ___ ___

US150: ___ ___ ___

Washington St.: ___ ___ ___

Airport Rd.: ___ ___ ___

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?



Preferred Alternative Evaluation

The purpose of this matrix is to show how well each transportation project in the Preferred Alternative achieves the goals of the corridor study. Six general factors were used that encompass the ideas represented in the goals. The higher the overall score, the more effective the project is in achieving the corridor study goals.

Alternatives	Impact on Performance Measure Targets: Transportation	Impact on Performance Measure Targets - Environment	Safety (Autos)	Safety (Other Modes)	Cost Ranking	Implementation	Economic/Community Impact	TOTAL SCORE
Weight	30 of 100	10 of 100	15 or 5 of 100	15 or 5 of 100	15 of 100	15 of 100	10 of 100	100
Stop light at Washington & IL130/High Cross intersection	23.75	6.67	15	3.75	15	12.5	7.5	84.17
Shared Use Path (Pedestrian/Bicycle), along Washington between IL130/High Cross and Lierman	18.75	6.76	1.25	15	15	15	3.75	75.51
Shared Use Path (Pedestrian/Bicycle), west side of IL130/High Cross between Windsor and University	18.75	6.29	1.25	15	11.25	12.5	7.5	72.54
Olympian between IL130/High Cross and US45, 2 lane with shoulders	23.75	5.05	15	2.5	7.5	10	2.5	66.30
Washington between IL130/High Cross and Dodson, 4 lane with curb and gutter	27.5	6.86	3	1.25	7.5	15	5	66.11
Shared Use Path (Pedestrian/Bicycle), along US150 between IL130/High Cross and Cottonwood	13.75	6.67	1.25	15	15	7.5	6.25	65.42
Shared Use Path (Pedestrian/Bicycle), along US150 between IL130/High Cross and Smith	7.5	7.14	1.25	15	15	12.5	3.75	62.14
Washington between IL130/High Cross and Cottonwood, 4 lane	27.5	5.62	6	2.5	3.75	10	6.25	61.62
University Ave between IL130/High Cross and Cottonwood, 4 lane improved	27.5	6.10	6	2.5	3.75	7.5	7.5	60.85
IL130/High Cross between University and either Windsor, Curtis, Old Church, or farther as warranted, 4 or 5 lane as warranted	27.5	5.62	6	2.5	0	12.5	3.75	57.87
Olympian between IL130/High Cross and Cottonwood, 2 lane with shoulders	23.75	5.05	6	2.5	7.5	10	2.5	57.30
Airport Road between IL130/High Cross and US45, 2 or 3 lane improved as warranted	23.75	4.19	12	2.5	3.75	2.5	3.75	52.44
Saline Ditch Bridge at Cottonwood, widen to at least 2 full lanes	17.5	4.57	6	1.25	11.25	7.5	1.25	49.32
Saline Ditch Bridge at High Cross, widen to at least 2 full lanes	7.5	4.00	3	1.25	11.25	7.5	7.5	42.00
High Cross between Olympian and University, 2 lane with shoulders	10	3.05	15	2.5	3.75	0	5	39.30

THEMES CONSIDERED IN EACH GENERAL FACTOR

Transportation: congestion, mobility, accessibility, bicycle compatibility, shared use path continuity

Environment: land use, topography, geology, soils, wetlands, air quality, noise, water quality, natural areas/habitat, visual, light pollution

Safety: automobile crashes, other transportation modes

Cost: estimated project cost

Implementation: ease of right of way acquisition, barriers to development, interagency cooperation

Economic/Community Impact: public input, potential adjacent land use revenues



Corridor Study Goals

Improve Mobility

Increase the efficiency, connectivity and reliability of the transportation system by reducing time wasted in congestion, as well as expanding and improving alternatives to single-occupant vehicle travel, such as mass transit access and more bicycle and pedestrian pathways.

Improve Safety

Provide safer conditions for those traveling along the corridor by reducing the frequency and severity of the crashes involving those driving, walking, or cycling along IL 130/High Cross Road and their adjacent roadways.

Improve Accessibility

Provide a balanced corridor transportation system of multiple travel modes with adequate capacity for and convenient access to home, work, shopping, recreation and other existing and proposed activities within the study area.

Preserve the Environment

Reduce the amount of motor vehicle emissions and noise and vibration impacts in the study area. Buffer sensitive land uses and protect existing wooded areas and the rural residential character of the area north of I-74.

Serve Residential Communities

Provide adequate multi-modal transportation access and connections in existing and planned residential areas, while ensuring that these connections do not induce non-residential traffic flows.

Serve Planned Regional Commercial Centers

Provide multi-modal transportation improvements to serve the growing commercial and planned residential areas south of I-74. Ensure safe and direct connections to the existing roadway system.



Road Congestion Comparison

LOS A, B & C: Little Congestion, Acceptable Levels
LOS D: Near Congestion, Borderline Unacceptable Levels
LOS E & LOS F: Congestion, Unacceptable Levels



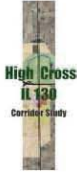
2005
Existing
Transportation
System



2025
No Changes to
Existing
Transportation
System



2025
Preferred
Alternative
Transportation
System



Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

1 Natural Resources North of I-74

1A1

Fencing and crossing points to direct animals safely across road



1A2

Signage for motorists to be vigilant of animals



North of I-74, wildlife habitats abound. Helping wildlife cross an increasingly busy corridor can help preserve their populations.

1B1

Bridges for animal crossings



1B2

Under-road culverts for animal crossings





Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

2 Landscape Character North of I-74: Residential Areas

2A2

Clustered residential development (one access point for a number of homes versus having individual accesses for each residence)



In the top photo, we have

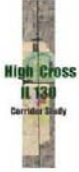
- 6 acres
- 8 residences
- 8 accesses onto principal corridor
- distance to farthest neighbor: 1/5 mile
- decreased infrastructure efficiency and maintenance



In the bottom photo, we have:

- 6 acres
- 8 residences
- 1 access onto principal corridor
- distance to farthest neighbor: 1/10 mile
- increased infrastructure efficiency and maintenance

From a transportation perspective, a roadway with one access for multiple residences is safer and has a better mobility level than a roadway with an access for each residence.



Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

3 Landscape Character South of I-74: Commercial Areas



3B3

Assuming that transit service exists, provide transit stops that link to sidewalk systems, and do not conflict with bicycle or road systems

3B6

Use landscaping to create distinct travel areas for motorists, bicyclists, and pedestrians within parking lots and adjacent to establishments

3B7

Make entrances and paved walkways lead directly to a bus stop where transit is available

Creating an attractive commercial corridor starts with design guidelines that all establishments implement.



Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

4 Commercial Building Design South of I-74

4A1

Encourage building design that looks "complex and engaging" rather than a flat, one-color brick wall. Use architectural distinctions between different parts of the building (i.e. garden center, automotive, grocery, etc.)

4A2

Encourage multiple, distinct entrances to different parts of the building

4A3

Façade Materials: Use materials that are consistent with City of Urbana design guidelines, such as brick

4A4

Encourage the use of windows or faux openings to avoid blank, uninterrupted walls



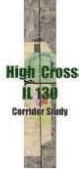
From City of Urbana, photo of Naperville, IL Menards

4A5

Use the building to frame any wall signs to naturally draw attention rather than extensive lighting



What do you see in other places that you would like/dislike seeing in this corridor?



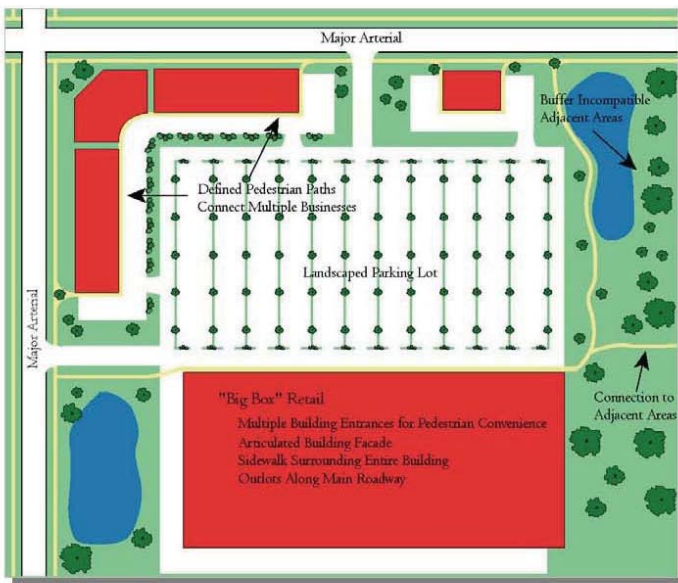
Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

5 Parking Lot Design South of I-74

5A1

Parking provision should be minimized and take advantage of different operating hours and parking demand of multiple businesses (i.e. restaurants and retail stores have different "peak" business hours and parking needs)

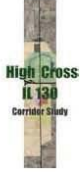


5A2

Create landscaped parking islands to guide traffic flow, provide some infiltration and reduce runoff, and to enhance aesthetics of the development



How a parking lot is designed and landscaped can make the difference between a car-oriented eyesore and a pedestrian-friendly place to travel between commercial establishments.



Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

5 Parking Lot Design: Bicyclists & Pedestrians South of I-74

5B1

Provide access from handicap parking spaces to internal sidewalks, with appropriate curb cuts if necessary



All clients should have safe access to a commercial establishment, no matter how they arrive: by bicycle, on foot, in a wheelchair, etc.

5B2

Landscape sidewalks in front of the store to channel customers to safer crosswalk areas





Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

5 Parking Lot Design: Signage and Lighting South of I-74

5C1

Permit attractive, context-sensitive signs that are adequate to serve the needs of businesses

5C3

Group signage to minimize scattered, independent signs



Signage and lighting can make a commercial establishment inviting and user-friendly. Overdoing either or both can create an unattractive area.

5D1

Place lighting on landscaped islands in the parking lot or on the corner of parking spaces

5D3

In order to minimize spillover lighting to future residential areas, use downward facing lighting

5D5

Direct building lights away from adjacent residential properties or adequately screen them with landscaping or a fence





Design Preferences Survey Guide to Potential Design Ideas

The following images are examples of design ideas that could possibly be implemented in the High Cross Road/IL130 corridor. If implemented, final design may vary from the images presented here.

6 Multi-Modal Transportation South of I-74



6A1
Provide bus pullouts with shelters along a commercial corridor or on frontage roads



6A3
Provide bike racks next to bus shelters and entrances to buildings

6A2
Make pedestrian connections through parking lots between roadway sidewalks and building entrances



6B2
Create safe mid-block crossings when there is considerable distance between intersection crossings

Planning ahead for multiple transportation modes helps reduce conflicts between them.



6B1
Include countdown signals at pedestrian crossings

High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	Good Idea	Neutral	Bad Idea	COMMENTS
1	Natural Resources North of I-74				
1A	Future roadway improvements				
1A1 ¹	Fencing and crossing points to direct animals safely across road				
1A2 ¹	Signage for motorists to be vigilant of animals				
1B	Future roadway improvements to reduce habitat fragmentation				
1B1 ¹	Bridges for animal crossings				
1B2 ¹	Under-road culverts for animal crossings				
1B3	Minimize lighting				
2	Landscape Character North of I-74				
2A	New residential development				
2A1	Preserve area along Saline Ditch (natural protection area)				
2A2 ²	Clustered residential development (one access point for a number of homes versus having individual accesses for each residence)				
3	Landscape Character South of I-74				
3A	New residential development				
3A1	Make bicycle and pedestrian connections within residential areas				
3A2	Use landscaping to help guide pedestrians and bicyclists to and from different parts of the corridor				

High Cross/IL130 Corridor Study
October 17, 2006 Public Workshop



The raised number next to some of the codes corresponds to the page number in the "Guide to Potential Design Ideas" where an example can be found for that element.

High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	Good Idea	Neutral	Bad Idea	COMMENTS
3	Landscaping Character South of I-74 <i>(continued)</i>				
3A	New residential development <i>(continued)</i>				
3A4	Use landscape buffers to reduce land use conflicts, but not be permanent barriers to logical pedestrian movement				
3A5	Construct residential roads that calm through traffic and facilitate all traffic modes while reducing conflicts with other travelers (bicycles, pedestrians, other motorists)				
3A6	Make road widths within residential areas the minimum width possible according to emergency access needs				
3B	New commercial development				
3B1	Make bicycle and pedestrian connections between residential and commercial areas				
3B2	Make bicycle and pedestrian connections between commercial buildings				
3B3 ³	Assuming that transit service exists, provide transit stops that link to sidewalk systems, and do not conflict with bicycle or road systems				
3B4	Use landscaping to help guide pedestrians and bicyclists to and from different parts of the corridor				
3B5	Use landscape buffers to reduce land use conflicts, but not be permanent barriers to logical pedestrian movement				
3B6 ³	Use landscaping to create distinct travel areas for motorists, bicyclists, and pedestrians within parking lots and adjacent to establishments				
3B7 ³	Make entrances and paved walkways lead directly to a bus stop where transit is available				

The raised number next to some of the codes corresponds to the page number in the "Guide to Potential Design Ideas" where an example can be found for that element.

High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	Good Idea	Neutral	Bad Idea	COMMENTS
4	Building Design South of I-74				
4A	New Commercial Development				
4A1 ⁴	Encourage building design that looks "complex and engaging" rather than a flat, one-color brick wall. Use architectural distinctions between different parts of the building (i.e. garden center, automotive, grocery, etc.)				
4A2 ⁴	Encourage multiple, distinct entrances to different parts of the building				
4A3 ⁴	Facade Materials: Use materials that are consistent with City of Urbana design guidelines, such as brick				
4A4 ⁴	Encourage the use of windows or faux openings to avoid blank, uninterrupted walls				
4A5 ⁴	Use the building to frame any wall signs to naturally draw attention rather than extensive lighting				
4A6	Encourage building design that can be converted to easily meet changing market demands				
5	Parking Lot Design South of I-74				
5A	Visual appearance				
5A1 ⁵	Parking provision should be minimized and take advantage of different operating hours and parking demand of multiple businesses (i.e. restaurants and retail stores have different "peak" business hours and parking needs)				
5A2 ⁵	Create landscaped parking islands to guide traffic flow, provide some infiltration and reduce runoff, and to enhance aesthetics of the development				

The raised number next to some of the codes corresponds to the page number in the "Guide to Potential Design Ideas" where an example can be found for that element.

High Cross/IL130 Corridor Study
October 17, 2006 Public Workshop



High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	Good Idea	Neutral	Bad Idea	COMMENTS
5	Parking Lot Design South of I-74 <i>(continued)</i>				
5A	Visual appearance <i>(continued)</i>				
5A3	Place parking away from the street and behind businesses to enhance the overall appearance of the building and make pedestrian access easier				
5A4	Provide landscaping around the building and parking perimeter to provide a visual buffer				
5A5	When practicable, utilize paving materials that reduce runoff				
5B	Bicyclists and Pedestrians				
5B1 ⁶	Provide access from handicap parking spaces to internal sidewalks, with appropriate curb cuts if necessary				
5B2 ⁶	Landscaping sidewalks in front of the store to channel customers to safer crosswalk areas				
5B3	Provide bicycle racks near store entrances				
5B4	Narrow access drive widths near entrances to slow traffic and allow easier pedestrian crossing				
5B5	Ensure the parking lot and internal sidewalk circulation take multiple entrances into consideration				
5C	Signage				
5C1 ⁷	Permit attractive, context-sensitive signs that are adequate to serve the needs of businesses				
5C2	Place landscaping to visually link signs to the site and building				
5C3 ⁷	Group signage to minimize scattered, independent signs				
5C4	Place signs near access drives				
5C5	Encourage external sign lighting				

The raised number next to some of the codes corresponds to the page number in the "Guide to Potential Design Ideas" where an example can be found for that element.

High Cross/IL130 Corridor Study
October 17, 2006 Public Workshop

High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	Good Idea	Neutral	Bad Idea	COMMENTS
5	Parking Lot Design South of I-74 <i>(continued)</i>				
5D	Lighting				
5D1 ⁷	Place lighting on landscaped islands in the parking lot or on the corner of parking spaces				
5D2	Provide pedestrian scale lighting along pedestrian walkways to increase pedestrian safety; this is in addition to lighting provided for motorist safety				
5D3 ⁷	In order to minimize spillover lighting to future residential areas, use downward facing lighting				
5D4	Dim/turn off lights after business hours or past 10pm for "24-hour" stores				
5D5 ⁷	Direct building lights away from adjacent residential properties or adequately screen them with landscaping or a fence				
6	Multi-modal Transportation South of I-74				
6A	Commercial areas				
6A1 ⁸	Provide bus pullouts with shelters along a commercial corridor or on frontage roads				
6A2 ⁸	Make pedestrian connections through parking lots between roadway sidewalks and building entrances				
6A3 ⁸	Provide bike racks next to bus shelters and entrances to buildings				
6B	Roadway crossings				
6B1 ⁸	Include countdown signals at pedestrian crossings				
6B2 ⁸	Create safe mid-block crossings when there is considerable distance between intersection crossings				
6B3	Provide exclusive bicycle crosswalks that are visually distinct from adjacent pedestrian crosswalks if the crosswalks are uniting two off street shared use or bicycle paths				

High Cross/IL130 Corridor Study
October 17, 2006 Public Workshop

The raised number next to some of the codes corresponds to the page number in the "Guide to Potential Design Ideas" where an example can be found for that element.





High Cross/IL130 Corridor Design Preferences Survey

Your Ideas

Please write down any other ideas you have related to these themes. For general comments, please use the IL130 Comment Card.

1 Natural Resources North of I-74

2 Landscape Character North of I-74

3 Landscape Character South of I-74

4 Building Design South of I-74

5 Parking Lot Design South of I-74

6 Multi-modal Transportation South of I-74



High Cross/IL130 Corridor Study Public Open House

The Draft IL130/High Cross Road Study Report will be available for your review and comment from **Friday, December 15 through Friday, January 5** at CCRPC offices (Mon-Fri, 8-4:30) or on our website www.ccrpc.org.

The **December 14th Open House** is a unique opportunity for you to review the document and speak with staff and participating agencies' representatives about the corridor study.

After a two year study process, we have brought together your ideas, local knowledge, and best planning practices into a document that can shape and improve the future of our community.

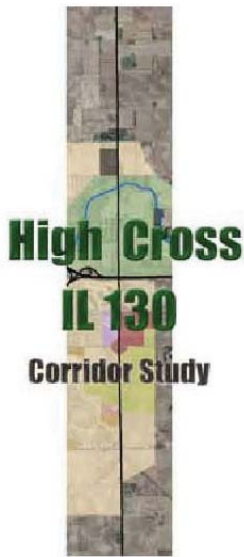
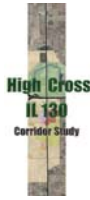
We look forward to hearing your comments!

Date: Thursday, December 14, 2006
Time: 4:30 – 6:30 p.m.
Place: The Lewis Auditorium, Urbana Free Library
(Take elevator by the circulation desk to the basement, or use stairs by the Café)
210 W Green Street, Urbana

To arrange reasonable accommodations or for more information, contact Mary Cummings at mcummings@ccrpc.org or 328-3313.

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org





High Cross Road/IL130 Corridor Study Public Open House

We have created the Draft Final Corridor Plan based on our 2 year planning process. Please join us to comment or ask questions about this document.

Date: Thursday, December 14, 2006
Time: 4:30 – 6:30 p.m. (*please come at your convenience*)
Place: Urbana Free Library
Lewis Auditorium (in the basement)
210 West Green Street, Urbana

The public comment period for the Draft Final Corridor Plan will extend from Friday, December 15, 2006 through Friday, January 12, 2007.

To arrange reasonable accommodations or for more information, please contact Mary Cummings, CUUATS Secretary at (217) 328-3313.

Champaign County Regional Planning Commission
1776 East Washington Street, Urbana IL 61802
Phone: (217) 328-3313 Fax: (217) 328-2426 Web: www.ccrpc.org



Implementation Matrix

For Preferred Alternative Projects

Priority: What is the relative importance of implementing the project?
Estimated Cost: What is the estimated construction cost in 2006 dollars?
Participating Agencies: Who would need to participate in project implementation?
Potential funding sources: Where could the funding come from to build this project?
Issues being resolved: What issues does the implementation of this project resolve?
How the project helps solve issues: How are the issues resolved?
Related goals: Which goals identified in the process relate to the project?
Relevancy to goals score: How well would the project achieve the corridor study goals?
Obstacles: What are some of the obstacles to implementing the project?

Alternatives	Priority	Estimated Cost (2006\$)	Participating Agencies	Potential Funding Sources	Issues being resolved	How project helps solve issues	Related Goals (see Section 2)	Relevancy to Goals Score (out of 100)	Obstacles to Implementation
Roadway improvements only; no new lanes proposed									
Airport Road between IL130/High Cross and US45, 2 or 3 lane improved as warranted	Med	\$5,250,000	County, Urbana, Township	County, Urbana, Township, Federal, State	congestion, safety	Increases capacity and options for people traveling between US45	1,2,3,4,5,8	52.44	Right of way availability/acquisition, funding, environmental concerns
High Cross between Olympus and University, 2 lane with shoulders	Med	\$7,500,000	County, Urbana, Township	County, Urbana, Township, Federal, State	congestion, safety	Increases capacity of roadway, improved surface increases safety	1,2,4,5	39.30	Right of way availability/acquisition, funding, environmental concerns
Olympus between IL130/High Cross and US45, 2 lane with shoulders	Low	\$3,000,000	County, Urbana, Township	County, Urbana, Township, Federal, State	congestion, safety	Improves regional access to community, offers other option for traveling east-west in Urbana-Champaign	1,2,3,4,5,8	66.30	Right of way availability/acquisition, funding, environmental concerns
Olympus between IL130/High Cross and Cottonwood, 2 lane with shoulders	Low	\$3,000,000	County, Urbana, Township	County, Urbana, Township, Federal, State	congestion, safety	Improves regional access to community, offers other option for traveling east-west in Urbana-Champaign	1,2,3,4,5,8	57.30	Right of way availability/acquisition, funding, environmental concerns
Bridge Projects									
Saline Ditch Bridge at High Cross, widen to at least 2 full lanes	Med	\$1,000,000	Township	Township, State	congestion, safety, environment	Widening decreases potential conflict for all modes	1,2,5	42.00	Environmental concerns, funding
Saline Ditch Bridge at Cottonwood, widen to at least 2 full lanes	Low	\$1,000,000	Township	Township, State	congestion, safety, environment	Widening decreases potential conflict for all modes	1,2,5	49.22	Environmental concerns, funding
Bicycle/Pedestrian Paths									
Along west side of IL130/High Cross between Windsor and University	High	\$650,000	Urbana	Urbana, Federal Enhancement funding	safety, multimodalism	Reduces potential multimodal conflict, promotes other transportation modes	1,2,3,4,5,8	72.54	None
Along Washington between IL130/High Cross and Linton (bike lanes)	High	\$450,000	Urbana, developers	Urbana, developers grants	safety, multimodalism	Reduces potential multimodal conflict, promotes other transportation modes	1,2,3,4,5,8	75.51	Funding
Along US150 between IL130/High Cross and Smith	Med	\$300,000	Urbana, CDFP	CCDC, grants, Urbana	safety, multimodalism	Reduces potential multimodal conflict, promotes other transportation modes	1,2,3,4,5,8	62.14	Right of way availability/acquisition, funding
Along US150 between IL130/High Cross and Cottonwood	Low	\$300,000	Urbana, CDFP	CCDC, grants, Urbana	safety, multimodalism	Reduces potential multimodal conflict, promotes other transportation modes	1,2,3,4,5,8	65.42	Right of way availability/acquisition, funding
Roadway improvements with additional lanes proposed									
Traffic signal at Washington & IL130/High Cross intersection	High	\$250,000	Urbana, IDOT, developers	Urbana, IDOT, developers	congestion, safety	Helps improve traffic flows, increases safety for all travel modes	1,2,3,5,8	84.17	None
Florida extended east to IL130	High	\$1,850,000	Urbana, landowners	Urbana, landowners	congestion, safety	Opens new access to IL130, eases congestion on other roads, provides shared use path along roadway	1,2,3,5,8	NA	None
Washington between IL130/High Cross and Dodson, 3 lane with curb and gutter	High	\$3,000,000	Urbana, developers	Urbana, developers	congestion, safety	Increases capacity for roadway, improves access to major activity corridor (IL130) for all modes	1,2,3,5,8	66.11	Right of way availability/acquisition, funding
IL130/High Cross between University and either Windsor, Curtis, Old Church, or farther as warranted, 4 or 5 lanes as warranted	High	\$10,500,000	IDOT, developers	IDOT, developers	congestion, safety	Increases capacity for roadway, improves access to major activity corridor (IL130) for all modes	1,2,3,5,8	57.87	Funding
Between Florida and University with Frontage Road	High	NA	IDOT, developers	IDOT, developers	congestion, safety	Increases capacity for roadway, improves access to major activity corridor (IL130) for all modes	1,2,3,5,8	57.87	Funding
Between Windsor and Florida w/ potential Frontage Road	Med	NA	IDOT, developers	IDOT, developers	congestion, safety	Increases capacity for roadway, improves access to major activity corridor (IL130) for all modes	1,2,3,5,8	57.87	Funding
South of Windsor	Low	NA	IDOT, developers	IDOT, developers	congestion, safety	Increases capacity for roadway, improves access to major activity corridor (IL130) for all modes	1,2,3,5,8	57.87	Funding
New Road between US150 and Washington east of IL130	Med	\$3,500,000	Urbana, developers	Urbana, developers	congestion, safety	Mitigates anticipated congestion issue by taking some traffic off IL130	1,2,3,5,8	39.30	Right of way availability/acquisition, funding, environmental concerns
Washington between IL130/High Cross and Cottonwood, 4 lane	Med-Low	\$7,000,000	Urbana, County, Township, developers	Urbana, County, Township, developers	congestion, safety	Increases capacity for roadway, improves access to major activity corridor (IL130) for all modes	1,2,3,5,8	61.62	Right of way availability/acquisition, funding, environmental concerns
University Ave between IL130/High Cross and Cottonwood, 4 lane improved	Med-Low	\$7,000,000	IDOT, developers	IDOT, developers	congestion, safety	Increases capacity for roadway, improves access to major activity corridor (IL130) for all modes	1,2,3,5,8	60.95	Right of way availability/acquisition, funding, environmental concerns

January 18, 2007 Urbana Plan Commission Meeting

NOTICE OF REGULAR MEETING



URBANA PLAN COMMISSION

DATE: Thursday, January 18, 2007
TIME: 7:30 P. M.
PLACE: City Council Chambers
Urbana City Building
400 South Vine Street
Urbana, Illinois 61801

AGENDA

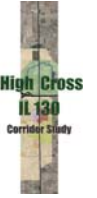
1. **CALL TO ORDER, ROLL CALL, AND DECLARATION OF QUORUM**
2. **CHANGES TO THE AGENDA**
3. **APPROVAL OF MINUTES**
Minutes from the December 21, 2006 Plan Commission meeting
4. **COMMUNICATIONS**
5. **CONTINUED PUBLIC HEARINGS**
6. **OLD BUSINESS**
7. **NEW PUBLIC HEARINGS**

Plan Case No. 1959-M-05: Request by Gregory Place, LLC to rezone parcels totaling one acre located at 1004, 1006 and 1008 West Nevada Street, 704 and 706 Gregory Place, and 1003, 1005, and 1007 West Oregon Street from the R-5, Medium High Density Multiple-Family Residential Zoning District, to CCD, Campus Commercial Zoning District.

Plan Case No. 1959-SU-05: Request by Gregory Place, LLC for a special use permit to allow a mixed use development known as the East Campus Commercial Center Phase II located at 1004, 1006 and 1008 West Nevada Street, 704 and 706 Gregory Place, and 1003, 1005, and 1007 West Oregon Street in the City's CCD, Campus Commercial Zoning District.

8. **NEW BUSINESS**
9. **AUDIENCE PARTICIPATION**

January 18, 2007 Urbana Plan Commission Meeting



January 18, 2007

- 10. STAFF REPORT**
- 11. STUDY SESSION**
 - Route 130 Corridor Draft Plan
- 12. ADJOURNMENT**

January 18, 2007 Urbana Plan Commission Meeting



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Urbana Plan Commission
FROM: Robert Myers, AICP
DATE: January 12, 2007
SUBJECT: IL 130/High Cross Road Corridor Draft Plan

Introduction & Background

In 2003, the City of Urbana received an Illinois Tomorrow grant from the Illinois Department of Transportation to prepare a Corridor Plan for the Route 130 Corridor. The primary goal of the study was to promote logical development that considers interconnectivity of land uses and transportation networks for the City of Urbana, its rural surroundings, and the urbanized area.

This Corridor Plan was prepared by staff of the Champaign County Regional Planning Commission under the direction of the City of Urbana (lead agency) and other participating agencies, including Champaign County, Somer Township, Urbana Township, and the University of Illinois. The Corridor Plan was timed so as to accommodate completion of the City's 2005 Comprehensive Plan. Over the three years of its preparation, the Corridor Plan pursued an extensive public involvement process that was used to inform the Preferred Scenario for transportation improvements in the study area.

A Draft of this Plan has now been completed and is within a public review period. The Urbana Plan Commission and City Council are asked to review the Draft Corridor Plan to offer any comments during this period.

The Corridor Plan is a lengthy document, and includes several hundred pages which document the public involvement process and the transportation modeling effort. Plan Commissioners and Councilmembers are provided with an electronic version of the Plan in CD format, unless a paper copy has been requested. Copies of the Plan may be downloaded from:

<http://www.ccrpc.org/planning/transportation/130/draftreview.php>



Or purchased directly from the Regional Planning Commission at 328-3313 according to the instructions at this website.

Additional background material on the Plan and on the public involvement process is also available at the website noted above.

Discussion

The IL 130/High Cross Road Corridor is defined by Oaks Road on the north and Old Church Road on the south. The Plan has focused on transportation and land use issues throughout the diverse corridor. Proposed recommendations include new road construction, widening existing roads, bicycle path construction, traffic signal installation and modernization, and urban design of anticipated development.

Goals for the study area included the following (see page 2-3):

- Improve mobility
- Improve safety
- Improve accessibility
- Preserve the environment
- Serve residential communities
- Serve planned regional commercial centers

Figure 2-1 of the Corridor Plan presents the Preferred Alternative Transportation Projects that emerged from the traffic modeling and public involvement process. This exhibit shows roadway improvements proposed without any new lanes for Route 130 north of Interstate 74 and that additional lanes are proposed south of Interstate 74. Bicycle and pedestrian improvements are shown as a network of paths feeding into and along Route 130 south of the Interstate. Bridge improvement projects are also shown at two locations north of the interstate. The Preferred Alternative recognizes the differing land use goals for the Route 130 corridor north and south of the Interstate and accommodates an emphasis on enhanced mobility for all forms of travel. This Alternative is also fully reflective of the goals and land uses shown in the 2005 Comprehensive Plan.

Throughout the planning process, CCRPC has received a variety of input from the general public, other public agencies, Plan Commissioners, City Council members, and City staff.

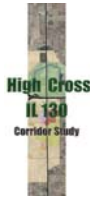
The following offers a summary of the Plan's public input process.

March 2004: Kick-Off Open House

This meeting was a chance for the public to meet staff and learn about the existing transportation and land use conditions in the study area.

September 2004: Question and Answer Session

The public was invited to ask questions of public agencies (i.e. City of Urbana, CU-



January 18, 2007 Urbana Plan Commission Meeting

MTD, CCRPC, etc.) regarding the intent and scope of the corridor study.

Year 2005: Hiatus

The Plan was put on hiatus while work was completed on the 2005 Urbana Comprehensive Plan.

February 2006: Public Workshop

Using a "strings and ribbons" interactive activity, participants indicated which potential projects they desired to see completed in the corridor.

April 2006: Business and Developer Focus Group

Using the same format as the February workshop, business owners and developers in the corridor identified preferred projects.

June 2006: Public Workshop

Based on the results of the previous public workshops, participants voted on a preferred scenario out of four possibilities

October 2006: Public Workshop

Public input was collected regarding the preferred alternative, and participants identified design preferences for the corridor.

December 2006: Public Open House

The draft Plan was available for viewing at the Urbana Free Library, with staff available to answer questions.

For more detailed information on the background of the Plan, please refer to the introductory chapters of the draft document and to the information posted on the website. CCRPC staff will conduct a presentation on the Plan for the Plan Commission at the January 18th meeting. A handout of the presentation will be available at the meeting.

Action Requested

Staff is asking that the Plan Commission review and provide input for CCRPC staff on the IL 130/High Cross Road Draft Corridor Plan. A final version of the Plan will be presented to the Plan Commission and City Council in early 2007 for formal City acceptance.

Prepared by:

Matt Wempe, Planner II

Enclosure: Exhibit A: IL 130/High Cross Road Corridor Plan DRAFT (CD)



Figure 2-1: Preferred Alternative Transportation Projects

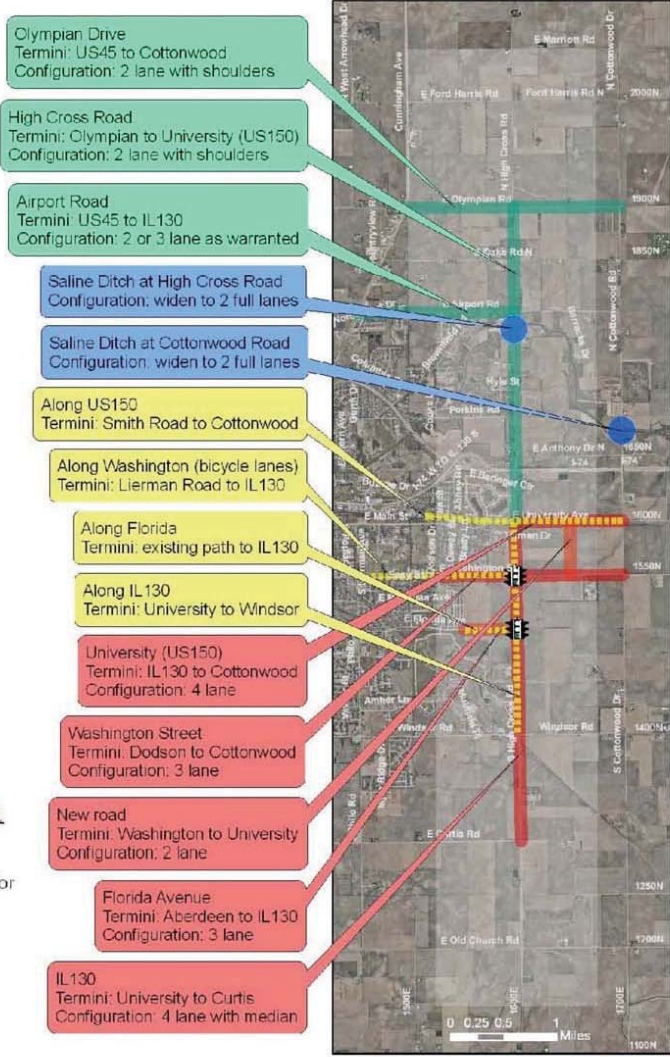
ROADWAY IMPROVEMENTS ONLY; NO NEW LANES PROPOSED

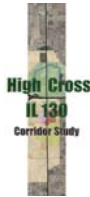
BRIDGE PROJECTS

BICYCLE PEDESTRIAN PATHS

ROADWAY IMPROVEMENTS WITH ADDITIONAL LANES PROPOSED

Traffic signals are planned for IL 130 at Washington Street and at Florida Avenue





January 22, 2007 Urbana City Council Meeting

City Of Urbana
Council's Committee Of The Whole

Notice Of Meeting

Date: Monday, January 22, 2007
Time: 7:00 P.M.
Location: Urbana City Council Chambers
400 S. Vine Street, Urbana, IL

A G E N D A

Chair: Heather Stevenson, Alderwoman Ward 6

1. **Call To Order And Roll Call**
2. **Additions To The Agenda, And Staff Report**
3. **Approval Of Minutes Of Previous Meeting**
 - A. January 8, 2007
4. **Public Input**
5. **Ordinance No. 2007-01-016: An Ordinance Abating Tax Levy For \$965,000 General Obligation Bonds, Series 2005** [Fin]
6. **Ordinance No. 2007-01-017: An Ordinance Revising The Annual Budget Ordinance (North Lincoln Avenue Fire Station Signal)** [Pw/Fin]
7. **Ordinance No. 2007-01-014: An Ordinance Approving An Intergovernmental Agreement Regarding Water Service** [Cao]
8. **Ordinance No. 2007-01-015: An Ordinance Revising The Annual Budget Ordinance (Water System Consulting Services)** [Cao/Fin]
9. **Ordinance No. 2007-01-018: An Ordinance Amending The City Of Urbana Benefits Program (January 2007 Amendments)** [Cao]
10. **Discussion: Electric Rate Increases** [Pw/Cao]
11. **Presentation: IL Route 130/High Cross Road Corridor Plan (Draft)** [Cds]
12. **Ordinance No. 2007-01-006: An Ordinance Adopting Building And Fire Safety Codes With Additions, Deletions And Modifications, And Repealing Certain Sections Of The Code Of Ordinances, City Of Urbana, Illinois (Chapter 5 Of The Urbana Code Of Ordinances)** [Cds]
13. **Discussion: Ordinance No. 2007-01-003: An Ordinance To Repeal Section Xiii-3, Planned Unit Developments, Of The Zoning Ordinance Of The City**


January 22, 2007 Urbana City Council Meeting



City of Urbana
Committee Of The Whole
Agenda: January 22, 2007
Page 2 of 2


Of Urbana, Illinois, And To Adopt A Reinstatement Of Section Xiii-3, Planned Unit Development, Of The Zoning Ordinance Of The City Of Urbana, Illinois (Planned Unit Development Text Amendment - Plan Case No. 2020-T-06) [Cds - Sent From Special Council Meeting]

14. **Ordinance No. 2007-01-019: An Ordinance Amending Chapter 4 Of The City Of Urbana Code In Regard To Animal Impoundment, Adjudication Of Ownership Rights, Fines, Administrative Review Procedures, And Other Amendatory Changes** [Leg]
15. **Discussion: House Demolitions, Review Of Current City Policy**
[Roberts/Smyth]
16. **Adjournment**



IL130/High Cross Road CORRIDOR PLAN


Champaign County Regional Planning Commission
January 2007



About the Study

- \$135,000 grant awarded to City of Urbana through the Illinois Tomorrow Corridor Planning Grant Program sponsored by the State of Illinois
- \$15,000 local match provided by City of Urbana, CCRPC, Champaign County Highway, Urbana Township, Somer Township
- CCRPC contracted to do the 18-month study
- Study kickoff in September 2003 (data collection)
- Official public kickoff in March 2004


IL130High Cross Corridor Plan January 2007



Study Purpose

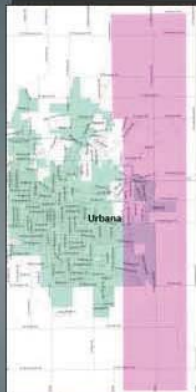
- promote logical development
- consider interconnectivity of land uses and the urbanized area/rural transportation networks

IL130High Cross Corridor Plan January 2007




Study Area

- 8 miles between Ford Harris and Old Church
- About ½ mile east and west of IL130/High Cross Road



IL130High Cross Corridor Plan January 2007



Existing Conditions

- Demographics
- Land Use
- Transportation Network & Analysis
- Environmental Inventory & Analysis

IL130High Cross Corridor Plan January 2007



Future Conditions

- Preferred Alternative
- Preferred Alternative vs. No Build Alternative
 - Transportation
 - Environment

IL130High Cross Corridor Plan January 2007



Implementation Plan

- Matrix listing each Preferred Alternative transportation project, including:
 - Relative priority
 - Estimated cost
 - Potential funding sources
 - Issues being resolved
 - How project helps solve those issues
 - Related goals/relevancy to goals score
 - Obstacles to implementation

Urbana City Council Meeting, January 2007

Implementation Plan Matrix

Preferred Alternative Project	Priority	Estimated Cost (2006)	Funding Agency	Potential Funding Source	Issues Being Resolved	How project helps solve those issues	Related Goals Score Section 2	Relevancy to Goals Score Section 2	Obstacles to Implementation
ROADWAY IMPROVEMENTS WITH HOV LANE PROPOSED									
Repair Road between U.S. 130 High Cross and US-52, 2 to 3 lane proposed as HOV lanes	Med	\$1,200,000	County, Urbana, Township	County, Urbana, Township, State	competition, safety	Increase capacity and improve people handling between US-45	1,2,3,4,5,8	32.44	Right of way, land use, acquisition, funding, environmental concerns
High Cross between U.S. 130 High Cross and US-52, 2 lane with shoulders	Med	\$1,500,000	County, Urbana, Township	County, Urbana, Township, State	competition, safety	Increase capacity of roadway, improved access to community, where the right of way is being used	1,2,4,5	39.20	Right of way, land use, acquisition, funding, environmental concerns
U.S. 130 between U.S. 130 High Cross and US-52, 2 lane with shoulders	Low	\$2,000,000	County, Urbana, Township	County, Urbana, Township, State	competition, safety	Increase regional access to community, where the right of way is being used	1,2,3,4,5,8	39.20	Right of way, land use, acquisition, funding, environmental concerns
U.S. 130 between U.S. 130 High Cross and Callahan, 2 lane with shoulders	Low	\$2,000,000	County, Urbana, Township	County, Urbana, Township, State	competition, safety	Increase regional access to community, where the right of way is being used	1,2,3,4,5,8	37.20	Right of way, land use, acquisition, funding, environmental concerns

Urbana City Council Meeting, January 2007

Implementation Plan Matrix

Preferred Alternative Project	Priority	Estimated Cost (2006)	Funding Agency	Potential Funding Source	Issues Being Resolved	How project helps solve those issues	Related Goals Score Section 2	Relevancy to Goals Score Section 2	Obstacles to Implementation
ROADWAY IMPROVEMENTS WITH HOV LANE PROPOSED									
Saline Creek Bridge at High Cross, widen to at least 2 full lanes	Med	\$1,000,000	Township	Federal, State	competition, safety, environment	Widening decreases potential conflict to all modes	1,2,5	42.00	Environmental concerns, funding
Saline Creek Bridge at Callahan, widen to at least 2 full lanes	Low	\$1,000,000	Township	Federal, State	competition, safety, environment	Widening decreases potential conflict to all modes	1,2,5	49.22	Environmental concerns, funding
BIKEWAY IMPROVEMENTS									
U.S. 130 between U.S. 130 High Cross and US-52, 2 lane with shoulders	High	\$200,000	Urbana, Township	Urbana, Federal, County, Township, State	safety, multimodal, environment	Reduce potential multimodal conflict, provide alternative transportation modes	1,2,3,4,5,8	72.4	Funding
Along US-130 between U.S. 130 High Cross and Callahan	High	\$400,000	Urbana, Township	Urbana, Township, County	safety, multimodal, environment	Reduce potential multimodal conflict, provide alternative transportation modes	1,2,3,4,5,8	75.21	Funding
Along US-130 between U.S. 130 High Cross and Smith	Med	\$300,000	Urbana, Township	Urbana, County, Township	safety, multimodal, environment	Reduce potential multimodal conflict, provide alternative transportation modes	1,2,3,4,5,8	82.74	Land use, acquisition, funding
Along US-130 between U.S. 130 High Cross and Callahan	Low	\$500,000	Urbana, Township	Urbana, County, Township	safety, multimodal, environment	Reduce potential multimodal conflict, provide alternative transportation modes	1,2,3,4,5,8	85.43	Right of way, land use, acquisition, funding

Urbana City Council Meeting, January 2007

Implementation Plan Matrix

Preferred Alternative Project	Priority	Estimated Cost (2006)	Funding Agency	Potential Funding Source	Issues Being Resolved	How project helps solve those issues	Related Goals Score Section 2	Relevancy to Goals Score Section 2	Obstacles to Implementation
BIKEWAY IMPROVEMENTS									
Trail along U.S. 130 High Cross between U.S. 130 and US-52	High	\$266,666	Urbana, Township	Urbana, DOT, Township	competition, safety	Increase capacity of roadway, improve access to major activity centers	1,2,3,5,8	61.17	None
Trail between U.S. 130 and US-52	High	\$1,666,666	Urbana, Township	Urbana, Township, County	competition, safety	Increase capacity of roadway, improve access to major activity centers	1,2,3,5,8	60	None
Trail between U.S. 130 High Cross and Callahan	High	\$1,666,666	Urbana, Township	Urbana, Township, County	competition, safety	Increase capacity of roadway, improve access to major activity centers	1,2,3,5,8	60.11	Right of way, land use, acquisition, funding
Trail between U.S. 130 High Cross and Callahan	High	\$1,666,666	Urbana, Township	Urbana, Township, County	competition, safety	Increase capacity of roadway, improve access to major activity centers	1,2,3,5,8	57.47	None
Trail between U.S. 130 High Cross and Callahan	High	\$1,666,666	Urbana, Township	Urbana, Township, County	competition, safety	Increase capacity of roadway, improve access to major activity centers	1,2,3,5,8	59.26	Right of way, land use, acquisition, funding, environmental concerns
Trail between U.S. 130 High Cross and Callahan	Med-Low	\$7,666,666	Urbana, Township	Urbana, Township, County	competition, safety	Increase capacity of roadway, improve access to major activity centers	1,2,3,5,8	61.62	Right of way, land use, acquisition, funding, environmental concerns
Trail between U.S. 130 High Cross and Callahan	Med-Low	\$7,666,666	Urbana, Township	Urbana, Township, County	competition, safety	Increase capacity of roadway, improve access to major activity centers	1,2,3,5,8	66.65	Right of way, land use, acquisition, funding, environmental concerns

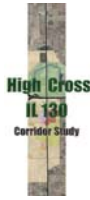
Urbana City Council Meeting, January 2007

Design Considerations

Landscape Character in New Commercial Developments South of I-74

- Make bicycle and pedestrian connections between residential and commercial areas.
- Provide transit stops that link to sidewalk systems, and do not conflict with bicycle or road systems.
- Use landscaping to create distinct travel areas for motorists, bicyclists, and pedestrians within parking lots and adjacent to establishments.
- Make entrances and paved walkways lead directly to a bus stop where transit is available.

Urbana City Council Meeting, January 2007



January 22, 2007 Urbana City Council Meeting

Appendices



1. Population and Employment Forecasts
2. Transportation Model Report
3. Environmental Report
4. Highway Capacity Analysis software output
5. IL130 Design Principles
6. Public Involvement Efforts
7. Public Comment

LI 030High Cross Corridor Plan, January 2007

Public Involvement Efforts



- Six public meetings
- One focus group forum
- 1000+ recipient direct mailing list for invitations
- Website: all study documents available
- News Gazette ads for all public meetings
- Information presented in written, verbal, graphic, and tabular formats
- Comment cards available at all meetings, online
- Staff available for questions, comments throughout the study

LI 030High Cross Corridor Plan, January 2007

Public Comment



- 450+ pages of comments, completed comment cards, resident-created studies and petitions
- Popular themes:
 - No new development or improvements north of I-74; protect existing residential areas
 - If an interchange is to be built, build it at 1800E, not at Cottonwood or IL130
 - Mixed uses, commercial okay for south of I-74
 - Preserve natural areas and other sensitive areas like UI research lands
 - Keep traffic from commercial areas out of area north of I-74

LI 030High Cross Corridor Plan, January 2007

What does this mean for Urbana?



- Review Capital Improvements Plan—do any Preferred Alternative projects take priority over those currently in the CIP?
- Continue to seek funding for improvements
- Interchange Access Justification Report
- Increased emphasis requested for Complete Streets in Urbana
- Manage number and types of accesses on IL130 and other major roads to increase safety as development occurs

LI 030High Cross Corridor Plan, January 2007

Next Steps



- Urbana Council draft review & comment
- Steering Committee will consider any recommended revisions and make changes accordingly
- Steering Committee will approve final document
- Urbana Plan Commission to approve final document
- City Council to approve final document
- Send final document to IDOT to close out the project

LI 030High Cross Corridor Plan, January 2007

Questions? Comments?



Rita Black, CCRPC/CUUATS Manager
rblack@ccrpc.org

Susan Chavarria, CCRPC/CUUATS Planner
chavarria@ccrpc.org

1776 East Washington, Urbana IL 61802
Phone: 328-3313
Web: www.ccrpc.org

LI 030High Cross Corridor Plan, January 2007



AGENDA

Champaign County Environment & Land Use Committee

Date: February 12, 2007

Time: 7:00 p.m.

Place: Lyle Shields Meeting Room
(Meeting Room 1)
Brookens Administrative Center
1776 E. Washington St.
Urbana, Illinois

Members:

*Jan Anderson, Chris Doenitz, Matthew Gladney,
Brad Jones, Ralph Langenheim, Carrie Melin, Steve
Moser, Jon Schroeder (VC), Barbara Wysocki (C)*

Phone: (217) 384-3708

AGENDA

Old Business shown in Italics

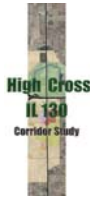
1. Call to Order
 2. Approval of Agenda
 3. Approval of Minutes (January 16, 2007) 1 thru 18
 4. Public Participation
 5. Correspondence 19
 - A. Letter from Reg Ankrom, Illini Ethanol, LLC
 6. County Board Chair's Report
 7. Recreation and Entertainment License: Shirley's Oasis, 2705 CR 3000N, Penfield, IL, February 1, 2007 through December 31, 2007. 20 thru 26
 8. *Remanded Zoning Case 520-AM-05 Petitioner: Gene Bateman* 27 thru 66

Request: Amend the Zoning Map to allow for the development of 2 single-family lots in the AG-1, Agriculture Zoning District by adding the Rural Residential Overlay (RRO) Zoning District

Location: Approximately seven acres of an existing 62.20 acre parcel in the East Half of the Northeast Quarter of Section 29 of Newcomb Township that is commonly known as the farm field that borders the south side of CR 2600N and CR 200E.
 9. Case 542-AM-06 Petitioner: Louis and JoAnn Wozniak 67 thru 106

Request: Amend the Zoning Map to allow for the development of 8 single family residential lots in the AG-1, Agriculture Zoning District by adding the Rural Residential Overlay (RRO) Zoning District.

Location: A 57.64 acre tract of land located in the East ½ of the Southwest ¼ of Section 22 of Newcomb Township and located on the west side of Illinois Route 47 and between CR 2600N and CR 2650N.
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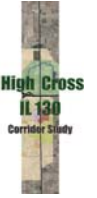


February 12, 2007 Environment & Land Use Committee Meeting

ENVIRONMENT AND LAND USE COMMITTEE
SUMMARY OF COMMITTEE AGENDA
FEBRUARY 12, 2007
PAGE 2

10. Endorsement of the US Route 130 Corridor Plan prepared by the Champaign -Urbana Urbanized Area Transportation Study (CUUATS) 107 thru 112
11. Proposal to prepare a Comprehensive Land Use Plan for Champaign County (Information to be distributed separately)
12. *FY07 Regional Planning Commission County Work plan (annual work plan for the County Special Projects Planner at the RPC)* (Information to be distributed separately)
13. Update on Enforcement Cases (Information to be distributed at meeting)
14. Monthly Report (January, 2007) (Information to be distributed at meeting)
15. Other Business
16. Determination of Items to be placed on the County Board Consent Agenda
17. Adjournment

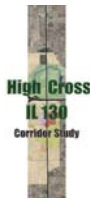
February 22, 2007 Champaign County Board Meeting



COUNTY BOARD AGENDA County of Champaign, Urbana, Illinois Thursday, February 22, 2007 – 7:00 p.m.

Lyle Shields Meeting Room, Brookens Administrative Center
1776 East Washington Street, Urbana

	<u>Page Number</u>
I <u>CALL TO ORDER</u>	
II <u>ROLL CALL</u>	
III <u>PRAYER & PLEDGE OF ALLEGIANCE</u>	
IV <u>READ NOTICE OF MEETING</u>	
V <u>APPROVAL OF MINUTES</u> – January 25, 2007	*1-8
VI <u>APPROVAL OF AGENDA/ADDENDUM</u>	
VII <u>DATE/TIME OF NEXT REGULAR MEETING</u> – Thursday, March 29, 2007 @ 7:00 p.m.	
VIII <u>PUBLIC PARTICIPATION</u>	
IX <u>ANNOUNCEMENTS/COMMUNICATIONS</u>	
X <u>*CONSENT AGENDA</u> – goldenrod attachment	
XI <u>COMMITTEE REPORTS:</u>	
A. <u>JUSTICE & SOCIAL SERVICES COMMITTEE:</u>	
Summary of action from February 5, 2007:	*9
B. <u>COUNTY FACILITIES COMMITTEE:</u>	
<i>Anticipated Action from February 20, 2007 meeting:</i>	
1. <i>Adoption of Resolution No. 5844 appropriating \$6,624.20 from the Champaign County Highway Facility Construction Fund for invoice #128540 from BLDD Architects.</i>	*10 L11-13
2. <i>Adoption of Resolution No. 5845 appropriating \$522.02 from the Champaign County Highway Facility Construction Fund for invoice #128541 from BLDD Architects.</i>	*11 L14-15
3. <i>Adoption of Resolution No. 5846 appropriating \$2,193.75 from the Champaign County Highway Facility Construction Fund for invoice #128539 from BLDD Architects.</i>	*12 L16



February 22, 2007 Champaign County Board Meeting

County Board Agenda
February 22, 2007
Page 2

County Facilities cont.

- | | | |
|-----|---|------------------|
| 4. | <i>Adoption of Resolution No. 5847 appropriating \$17,773 from the Champaign County Nursing Home Construction Fund for Pay Request #48 from PKD, Incorporated.</i> | *13
L17-22 |
| 5. | <i>Adoption of Resolution No. 5848 appropriating \$22,970.82 From the Champaign County Nursing Home Construction Fund for Invoice #1231294 from Duane Morris.</i> | *14
L23-31 |
| 6. | <i>Adoption of Resolution No. 5849 appropriating \$7,952.09 From the Champaign County Nursing Home Construction Fund for Invoice #12180 from Raterman Group, Ltd.</i> | *15
L32 |
| 7. | <i>Adoption of Resolution No. 5850 appropriating \$2,864.73 From the Champaign County Nursing Home Construction Fund for invoice #12183 from Raterman Group, Ltd.</i> | *16
L33 |
| 8. | <i>Adoption of Resolution No. 5851 appropriating \$526.56 from the Champaign County Nursing Home Construction Fund for invoice #100273 from Farnsworth Group.</i> | *17
L34-35 |
| 9. | <i>Adoption of Resolution No. 5853 approving the requests for reduction in retainage.</i> | *18
L43-44 |
| 10. | <i>Adoption of Resolution No. 5852 approving the proposal for engagement of professional engineering, investigative and forensic services related to the new Champaign County Nursing Home between Phebus & Koester on behalf of the Champaign County Board and Berns, Clancy & Associates.</i> | *19-27
L36-49 |

C. POLICY, PERSONNEL & APPOINTMENTS COMMITTEE

- | | | |
|----|---|--------------|
| | Summary of action from February 7, 2007 meeting: | *28-30 |
| 1. | Adoption of Resolution No. 5825 appointing Stephen Messman to the Wrisk Drainage District to fill the unexpired term of Vernon Mumm, term ending 8/31/2007. | *31-32
B7 |
| 2. | Adoption of Resolution No. 5826 appointing County Board Member District 6 to fill unexpired term ending November 30, 2010. | *33 |

B. FINANCE COMMITTEE

- | | | |
|----|---|--------|
| | Summary of action from February 8, 2007 meeting: | *34-35 |
| 1. | Adoption of Resolution No. 5854 – Purchases not following purchasing policy | *36-37 |

February 22, 2007 Champaign County Board Meeting



County Board Agenda
February 22, 2007
Page 3

-
-
2. Adoption of Resolution No. 5831 – Payment of claims *38
 3. **Adoption of Resolution No. 5836** – Budget Amendment *39-40
Budget Amendment #07-00021 G10
Fund: 080 – General Corporate Fund
Dept: 075 – General County
Increased Appropriations: \$57,170
Increased Revenue: \$11,265
Reason: To appropriate the funds necessary for a required upgrade
To the Kronos System, with prorated revenue from RPC and
Nursing Home to cover their share of the upgrade, and to transfer
To Capital Equipment Replacement Fund the funds necessary to
Purchase a second server for the Kronos system.
 4. **Adoption of Resolution No. 5837** – Budget Amendment *41
Budget Amendment #07-00022 G11
Fund: 105 – Capital Equipment Replacement Fund
Dept: 016 – Administrative Services
Increased Appropriations: \$17,800
Increased Revenue: \$17,800
Reason: This amendment is needed to add the funds necessary
to purchase a second server for the Kronos System.
- E. HIGHWAY & TRANSPORTATION COMMITTEE**
- Summary of action from February 9, 2007 meeting: *42
- F. ENVIRONMENT & LAND USE COMMITTEE**
- Summary of action from February 12, 2007 meeting: *43-44
1. Adoption of Resolution No. 5842 endorsing the IL130/
High Cross Road Corridor Plan *45

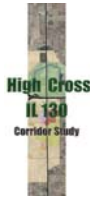
XII OTHER BUSINESS

1. Executive session pursuant to 5 ILCS 120/2 (c) (11) to consider litigation which is probable or imminent on behalf of Champaign County.

XIII NEW BUSINESS

XIV ADJOURNMENT

*Roll Call
**Roll call and 18 votes
***Roll call and 21 votes
****Roll call and 14 votes
Except as otherwise stated, approval requires the vote of a majority of those County Board members present.



March 9, 2007 Regional Planning Commission Board Meeting

COMMITTEE: Champaign County Regional Planning Commission

DATE/TIME: Friday, March 9, 2007 **7:30 a.m.**
(NOTE: This is the rescheduled February 23, 2007 RPC Meeting)

LOCATION: Brookens Administrative Center, Conference Room "A,"
1776 E. Washington Street, Urbana, Illinois 61802

CHAIR: Dick Helton

MEMBERS: Ed Bland, Lorraine Cowart, David Johnston, Robert Lewis,
Vic McIntosh, Steve Moser, Laurel Prussing, Jerry Schweighart,
Mell Smigielski, Pius Weibel

AMENDED AGENDA

1. Call to Order, Roll Call
2. Audience Participation
3. Minutes of Previous Meeting (January 19, 2007) and
Notes of Special Study Session (February 2, 2007)
4. Consolidated Financial Report (as of January 31, 2007)
5. List of Bills (February 2007)
6. Old Business
7. New Business
 - A. IL-130 / High Cross Road Corridor Plan (*Rita Black*)
 - B. Head Start Non-Bargaining Unit Salary Adjustments (*John Dimit*)
8. Head Start / Early Head Start (*Kathleen Liffick*)
 - A. Management Report dated January 15, 2007
9. Executive Director Management Report (*Discussion – John Dimit*)
10. Human Resources Report between January 12, 2007 and February 8, 2007
(*Information Only – Mary Hodson*)
11. Study Session
12. Adjournment

c:\rpc\pc meetings\agenda\2007\rpc agenda (03-09-07)

March 9, 2007 Regional Planning Commission Board Meeting



MINUTES OF REGULAR MEETING—DRAFT

Champaign County Regional Planning Commission

DATE: March 9, 2007

TIME: 7:30 a.m.

PLACE: Champaign County Regional Planning Commission, Conference Room "A"
1776 E. Washington St., Urbana, IL 61802

MEMBERS PRESENT: Ed Bland, Richard Helton, David Johnston, Robert Lewis, Vic McIntosh, Steve Moser, Laurel Prussing, Jerry Schweighart, Mell Smigielski and Pius Weibel

MEMBER ABSENT: Lorraine Cowart

RPC STAFF PRESENT: John Dimit, Betty Murphy, Mary Hodson, Kathleen Liffick, Darlene Kloeppe, Rita Black and Priscilla Lindstrom

1. Call to Order, Roll Call

The meeting was called to order by Mr. Helton @ 7:34 a.m. Roll was taken and a quorum declared present.

2. Audience Participation

There was none.

3. Minutes of Previous Meeting (January 19, 2007) and Notes of Special Study Session (February 2, 2007)

Mr. Schweighart moved, seconded by Mr. Johnston, to approve the Minutes of January 19, 2007 and the Notes of Special Study Session February 2, 2007. Motion carried unanimously.

4. Consolidated Financial Reports (as of January 31, 2007)

Mr. McIntosh moved, seconded by Mr. Johnston, to accept and place on file the Consolidated Financial Reports as of January 31, 2007. Motion carried unanimously.

5. List of Bills (February 2007)

Mr. Smigielski moved, seconded by Mr. Lewis, to accept and place on file the List of Bills for February 2007. Motion carried unanimously.

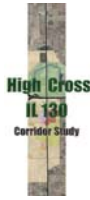
6. Old Business

There was none.

7. New Business

A. IL-130 / High Cross Road Corridor Plan (Rita Black)

Mrs. Black reminded Commissioners that the IL-130 / High Cross Road Corridor Plan is designed to complement existing plans and provide a framework for cooperative decision making in the area which extends eight (8) miles along Illinois Route 130 / High Cross Road, between Ford-Harris Road and Old Church Road on the east side of Urbana. This Corridor Study took approximately three (3) years to



March 9, 2007 Regional Planning Commission Board Meeting

**Champaign County Regional Planning Commission
Friday, March 9, 2007 Meeting Minutes
Page 2.....**

complete, during which time seven (7) public meetings were held. Mrs. Black reported that, in general, the public is pleased with the results.

The Corridor Plan has been endorsed by the Environmental and Land Use Committee (ELUC) of the Champaign County Board. Mrs. Black stated that if the Commissioners endorse this Plan, it will be submitted later in March to the Urbana Plan Commission and the Urbana City Council for adoption, with final submission to the Illinois Department of Transportation.

Discussion followed.

Mrs. Black recommended the IL 130 / High Cross Road Corridor Plan be endorsed.

Mr. McIntosh moved, seconded by Mr. Bland, to endorse the IL-130 High Cross Road Corridor Plan. Motion carried unanimously.

Mrs. Black encouraged the Commissioners to contact her at 328-3313, or via e-mail at rblack@ccrpc.org should they have questions.

B. Head Start Non-Bargaining Unit Salary Adjustments (*John Dimit*)

Mr. Dimit explained that on February 26, 2007, management successfully completed bargaining the Head Start Union Contract. This contract required ratification by the Champaign County Board, the Head Start Policy Council and the Union. The Head Start Policy Council met on February 26, 2007 at 6 p.m. and endorsed the contract; the Champaign County Board met at 7 p.m. that same evening and ratified the process; the Union Board Team met the evening of February 27, 2007 and approved the contract.

Mr. Dimit reminded the Commissioners this approval needed to be agreed upon before midnight, February 28, 2007, the end of the Head Start fiscal year. If not agreed to by midnight February 28, 2007, funds would have to be returned to the Federal government. Mr. Dimit reminded Commissioners of the telephone poll Mrs. Lindstrom conducted on Wednesday, February 28, 2007, in which a positive response was received. Mr. Dimit then requested the Commissioners confirm the vote for written record.

Ms. Prussing moved, seconded by Mr. Moser, to approve the Head Start Non-Bargaining Unit Salary Adjustments. Motion carried unanimously.

8. Head Start / Early Head Start (*Kathleen Liffick*)

A. Management Report dated January 15, 2007

Ms. Liffick discussed enrollment. Enrollment in Early Head Start is 101% and enrollment for Head Start is 98%.

Mr. Bland asked which site has the lowest enrollment.

Ms. Liffick stated the lowest enrollment is not in a specific site, but in collaborations or with child care partners; i.e. Marilyn Queller or the Urbana League Day Care Center.

The Head Start / Early Head Start Management Report dated January 15, 2007 is placed on file.



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9. Executive Director Management Report (Presented Orally - Discussion – John Dimit)

• **PRESS CONFERENCE**

A Press Conference has been scheduled for Tuesday, March 13, 2007 at the corner of Apollo and Olympian Drive, weather permitting. At this press conference, RPC will announce the release of the 2007 agenda for Champaign County Community Projects, including two featured projects relating to transportation; i.e. Olympian Drive (Market Street to US 45) and Curtis Road (Wynstone Drive to First Street).

In case of inclement weather, the Press Conference will be held at the Illinois Terminal, fourth floor.

• **CONSTRUCTION / REMODELING AT RPC**

Construction / remodeling the RPC office will begin when the County Zoning Department moves to its new location. Included in this project will be the addition of a larger conference room, and additional counter space for the Geographical Information System (GIS) and Social Services Departments.

Discussion followed.

• **RPC ORGANIZATION**

Mr. Dimit reminded the Commissioners they approved a contract with the Employer's Association (EA) at the April 22, 2005, RPC meeting. Management requested assistance from the EA in the following areas:

- ▶ reorganizing the Social Services and Community Development and Planning Departments;
- ▶ examining the mid and upper management levels, including compensation issues; and
- ▶ preparing a succession plan for the CEO position.

Management is currently working on restructuring the Organizational Charts; the Head Start and Social Services Departments have been completed. Work continues on the Community Development and Planning Departments. Mr. Dimit anticipates the new organizational charts will be presented to the Commissioners at the March 30, 2007, RPC meeting.

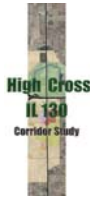
Discussion followed.

• **CARF ACCREDITATION**

RPC received its CARF renewal accreditation for another three (3) years.

• **SAFETY IMPROVEMENTS**

The CUUATS department is preparing applications for safety improvement with the Highway Safety Improvement Program (HSIP) totaling \$700,000-\$800,000. State Farm Insurance is helping to coordinate the applications. RPC received the Federal Highway Administration's (FHWA) support on this project.



March 9, 2007 Regional Planning Commission Board Meeting

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- **LIHEAP AND WEATHERIZATION CONTRACTS**

The LIHEAP and Weatherization contracts with the State of Illinois were signed recently. Additionally, RPC recently issued utility payments totaling \$308,000 on behalf of Low Income Home Energy Assistance Program (LIHEAP) clients.

Discussion followed.

- **NEW PHONE SYSTEM**

The new phone system has been installed at RPC.

- **CONNECTIVITY**

RPC continues to struggle with connectivity, specifically with the Low Income Home Energy Assistance Program (LIHEAP) and Geographical Information System (GIS).

Discussion followed.

- **BIG.SMALL.ALL**

The Closing Reception for the big.small.all project will be Thursday, March 29, 2007 @ 5:30 p.m. at the Illinois Terminal. The Final Report will be unveiled and several groups will announce their intention to implement sections from big.small.all.

Mr. Dimit indicated big.small.all funding is not complete; funding is being addressed.

- **CHICAGO METRO AREA PLANNING (CMAP)**

As part of restructuring the Chicago area, the State of Illinois combined the Northeast Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS) into one agency called the Chicago Metro Area Planning (CMAP). This agency is proposing an increase on funding at the MPO level: 60% for Chicago, 30% for downstate areas (Champaign County is included in this area), and the remaining 10% for rural counties.

**10. Human Resources Report between January 12, 2007 and February 8, 2007
*(Information Only – Mary Hodson)***

The Human Resources Report for personnel transactions effective January 12, 2007 through February 8, 2007 is on file.

11. Study Session

The Commissioners entered into the Study Session at 8:35 a.m.

- **FINANCIAL CHALLENGES AND OPPORTUNITIES**

The Commissioners discussed possible financial challenges and opportunities the RPC may encounter in the coming years.

March 9, 2007 Regional Planning Commission Board Meeting



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• PLANNING COMMISSION REVIEW COMMITTEE

Mr. Helton announced Mr. Smigielski will chair the newly formed *Planning Commission Review Committee*. He emphasized the committee's function will be only to assess / evaluate the RPC. The committee will help with planning the future of the RPC and will be comprised of professionals involved with Planning, Zoning and Social Services; i.e. individuals working regularly in these departments within Champaign County. To date, the following individuals have agreed to serve:

- Elizabeth Tyler (Urbana)
- Bruce Knight or Craig Rost (Champaign)
- Dan Davies (Savoy)
- Darlene Kloepfel (RPC)
- Frank DiNovo (RPC)

Additional individuals will be asked to serve on this committee and a complete list will be available at a later date.

Several meetings will be scheduled over the next 60 days. Mr. Smigielski will report to the Commissioners at the May 18, 2007, RPC meeting on the committee's recommendations.

• RPC SCREENING COMMITTEE

Mr. Helton reminded the Commissioners of Mr. Dimit's scheduled retirement date; i.e. October 2007. He suggested appointing a Screening Committee to screen applicants for the Chief Executive Officer position and asked Commissioners if they agreed with this plan; commissioners agreed. This Screening Committee, comprised of three or four commissioners, will review applicants and conduct preliminary interviews; then recommend three or four candidates for interviews by the full Commission.

Mr. Helton asked for volunteers to serve on the Screening Committee. Ms. Prussing volunteered to serve on this committee.

• EMPLOYER'S ASSOCIATION

Mr. Dimit reminded the Commissioners the Employer's Association (EA) researched other Regional Planning Commissions throughout the United States and identified ten (10) RPCs that were comparable to CCRPC. Mr. Dimit will provide this information to the Commissioners for their review and information.

12. Adjournment

There being no further business to come before the commissioners, Mr. Johnston moved, seconded by Mr. Schweighart, to adjourn. The meeting adjourned at 9:15 a.m.

The March RPC Meeting, originally scheduled for Friday, March 23, 2007, has been rescheduled for Friday, March 30, 2007 at 7:30 a.m. in Conference Room "A" of the RPC office. This meeting will also include a Study Session and is expected to last until 9:30 a.m.

Respectfully submitted,

Priscilla Lindstrom, Recording Secretary

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July 2003



NE Urbana Residents Group
Presentation to the Urbana Comprehensive Plan Steering Committee

July 17, 2003

Executive Summary

- This document represents the consensus view of a group of NE Urbana residents actively interested in the Comprehensive Plan.
- We support the concept of making High Cross Road south of US150 a business corridor.
- We support the concept of a north-south moderate-speed link to the ^{east}west of Urbana that would connect Curtis/Windsor to Olympian and form a "belt" around the city.
- Making High Cross Road both a business corridor and a north-south belt road is impractical because these functions are mutually incompatible. In addition, designating High Cross Road north of I-74 as a belt road would be difficult to implement owing to the presence of Brownfield Woods, the cemetery, and other obstacles.
- It makes most sense to separate the business corridor and north-south belt road functions. Most logical is High Cross Road for the former and Cottonwood Road for the latter.
- A diamond interchange at I-74 and Cottonwood Road would allow rapid and easy traffic access to the High Cross corridor via US150.
- Leapfrog development of Cottonwood would not be a risk: High Cross would be the designated business corridor. In addition, Cottonwood south of US150 need not be improved in the near term, and in the long term – when the belt is completed – it could be a parkway with a 100 yard buffer zone on each side. Improvements of Cottonwood (sewers, etc.) are neither necessary nor desirable.
- The trumpet extension plan would require significant rebuilding of two overpasses (at University and at High Cross). The plan proposed here would require building only one, and not significantly different in cost.
- The present plan does a far better job of protecting the unique ecological, geological, and historical aspects of the remnants of the original "Big Grove."

*Greg Larome
"Spokesman"*

*Chris McGraw
Don White*

*Richardson
Division*

Many of us attended the May 15, 2003, meeting of the Urbana Comprehensive Plan Steering Committee. In early June, we prepared a summary of the discussion pertaining to the possible construction of a highway connection between I-74 and High Cross Road (called the "trumpet extension"). Members of the Steering Committee made it clear that the only way to remove the trumpet extension from the Comprehensive Plan was to develop an alternative that would accomplish the same goals: (1) to provide increased traffic access to south High Cross Road from I-74, and (2) to make possible rapid traffic flow (as part of a city belt) along a route from Curtis or Windsor in the south to Olympian in the north.

1) The trumpet extension has been advertised as the least expensive option to achieve goal #1. However, in order for the trumpet extension to fulfill its stated function of funneling a high volume of traffic to High Cross Road south of US 150, we believe it will require:

- a) widening of the University/I-74 overpass to four lanes,
- b) extensive rebuilding of the existing University/I-74 exit in order to accommodate both north and southbound traffic,
- c) widening the High Cross/I-74 overpass to four lanes.

We believe that, in toto, the costs of these improvements are similar to the cost of building one new diamond interchange (the alternative we propose below).

We request that the transportation study present a realistic analysis of the total costs of the trumpet exchange.

2) The environmental impact of the trumpet extension is stated in the attached document. We believe it is important that this Steering Committee take this document under advisement. Four-lane roads will significantly and adversely affect the ecology of the old-growth woods in NE Urbana.

3) It has been stated that one long-term goal of the transportation planners is to establish a continuous traffic "belt" around Champaign - Urbana consisting of moderate-speed (~40 mph) four-lane roads. The belt would include Curtis Road to the south, Olympian Drive to the north, and most likely High Cross Road (or, less likely, Cottonwood Road) to the east. It has also been stated that it is desired to establish a corridor for business development to the east of Urbana. These two goals do not seem mutually compatible. If High Cross is developed in a fashion similar to the business corridor on North Prospect Drive, it could not serve as a moderate speed road.

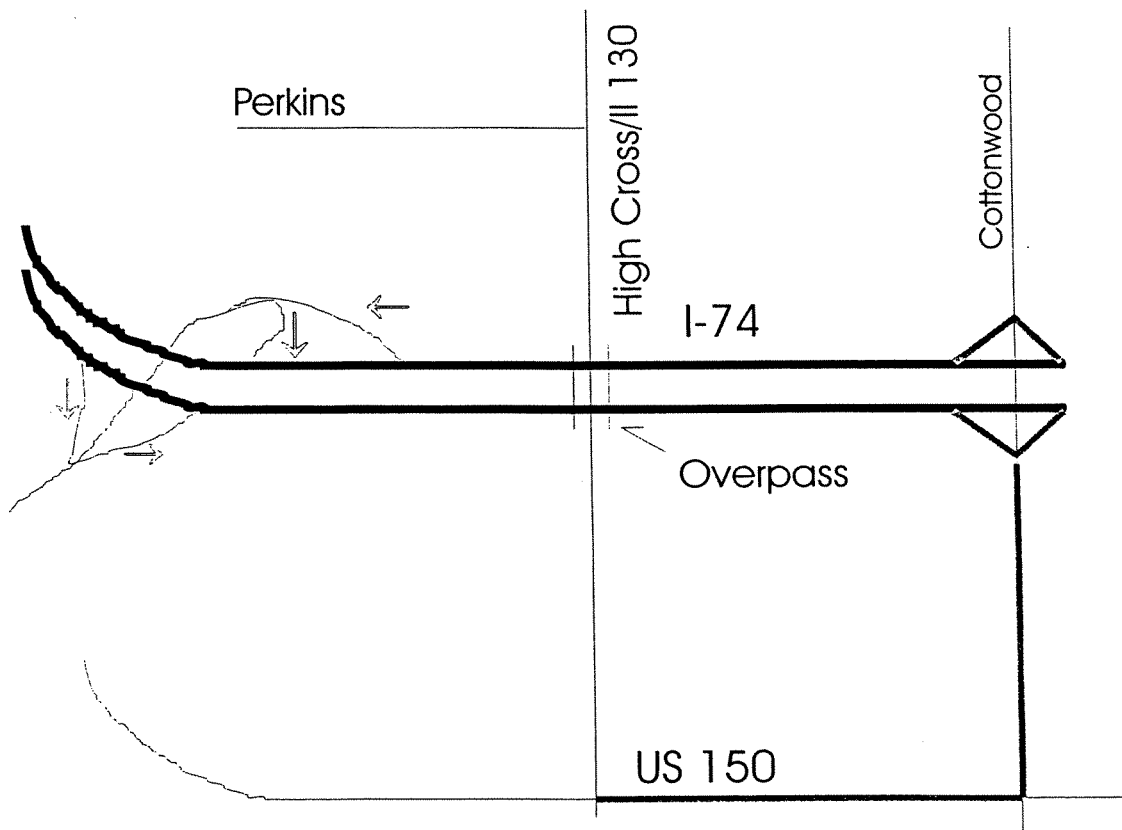
4) In addition, we believe expansion of High Cross Road north to Olympian Drive will prove very expensive due to its proximity to Brownfield Woods, the cemetery near Brownfield Woods, and the major elevation changes encountered as you go north on High Cross from US 150.

5) It has also been suggested that, as an alternative to using High Cross Road as the link to Olympian, the trumpet could eventually be extended north between High Cross and Cottonwood Roads, in order to tie into Olympian Road and serve as part of the city "belt." We

believe this plan is unrealistic because it also would be prohibitively expensive: require the cost of crossing the Saline Drainage Ditch, and would eliminate arable farmland, and would require extensive right-of-way negotiations with many land owners.

We request that the transportation study present a realistic analysis of the costs of the various options for the north-south link to Olympian Drive.

6) We would like to propose an alternative to the trumpet extension. Referring to the figure below, we suggest constructing a diamond interchange at I-74/Cottonwood Road.



Advantages:

- 1) The cost of building one diamond intersection is likely to be no greater than improving two highway overpasses and related access roads necessary in the trumpet extension plan;
- 2) This option takes advantage of existing Cottonwood Road right-of-ways;
- 3) There is expansion space on US 150 between IL130 and Cottonwood Road as there are no residences on the south of this mile;
- 4) Going north on Cottonwood Road to Olympian Drive avoids the necessity to impinge on Brownfield Woods and the cemetery on High Cross;
- 5) Going north on Cottonwood Road to Olympian Drive avoids the elevation changes present on High Cross Road;

- 6) The Cottonwood Road corridor to Olympian Drive involves fewer properties and property owners than the corresponding High Cross Road corridor;
- 7) The Cottonwood Road corridor provides a clear north-south route from Curtis Drive to Olympian Drive;
- 8) Cottonwood Road could serve as the continuous traffic "belt" around Champaign - Urbana consisting of moderate-speed (~40 mph) four-lane roads connecting Curtis Road to the south and Olympian Drive to the north. This would allow IL130 to serve as the reduced speed business corridor.
- 9) The proposed interchange is more consistent with a 30-year plan, as it allows for easier establishment of appropriate right-of-ways and improvements before other houses, businesses, etc. are built.
- 10) The mile on US 150 from Cottonwood Drive to IL130 could also serve as additional access to Wal-Mart or other businesses sited at the US 150/IL 130 intersection.

Disadvantages:

- 1) Cottonwood Road is not a state road and improving it is less likely to be subsidized by the state. However, High Cross Road is not a state road north of US 150. (We are not suggesting that Cottonwood Road south of IL130 be improved with sewers, etc.)
- 2) This interchange is one mile from the US150/IL130 intersection. However, it is well placed for traffic from the east (St. Joseph, etc.).
- 3) It would require widening US150 to four lanes from Cottonwood Road to IL130, as well as widening to four lanes the short stretch of Cottonwood between I-74 and US150.

We reiterate our request that the transportation study include this alternative in its study and present a realistic analysis of the costs. Whether or not this alternative is chosen, it should be part of the Committee's deliberations to devise a long term transportation plan for Urbana.

Unique Ecological Aspects of the Big Grove Area

In Champaign County, where agriculture dominates the landscape, forest cover dropped from over 6% of the county in 1830s to less than 1.4% in 1993. Northeast Urbana is relatively distinct in that it is traversed by the Saline Ditch, a tributary of the Salt Fork. Historically, tallgrass prairie dominates this part of the state; however, where water courses (such as the Saline) existed to stop the wildfires that maintain prairie vegetation, wooded areas were able to persist. Their continued persistence, however, would be jeopardized by the proposed trumpet extension of Interstate 74 and the development of High Cross Road north of I-74; this development would certainly have a demonstrably and irrevocably negative impact on remnant wetland and wooded areas that are virtually unique in the Champaign-Urbana area.

Along the proposed corridor for development is Brownfield Woods, one of only two intact remnants of the original ten-square-mile "Big Grove" of trees, present at the time of white settlement of Champaign County. All the rest has succumbed over the years to changing land uses. Brownfield Woods has been a University classroom and research facility for 60 years and should be afforded the same respect as Foellinger Auditorium or the Morrow Plots. Roadwork along High Cross Road would severely damage a great many tree roots along the edge of Brownfield Woods as well as cause compaction of soil and erosion. As a living legacy of the past, remnants of the "Big Grove" such as Brownfield Woods and other forest patches in the development corridor deserve more respect than has been accorded by the Urbana Planning Commission.

The presence of adjacent housing along with the activities of homeowners and pets profoundly disrupt the movement, behavior, and ecology of wildlife, introduce lawn chemicals and cultivated invasive nonnative plant species, increase surface run-off problems, and cause an increase in trespassing and vandalism, with accelerating risks to increasingly rare species in Champaign County. Wildlife corridors would be disrupted by the proposed development and accelerate the decline in native biodiversity that has characterized the rest of Urbana-Champaign for the past century. The tiny patch of land that comprises Raintree Woods, for example, maintains not only charismatic large vertebrates, including red-tailed hawks, great horned owls, and red and grey foxes, but also less conspicuous but equally threatened forms of wildlife; there are patches of *Trillium*, for example, a woodland wildflower, that may be 80 years of age or older. The thriving populations of prickly ash support larvae of *Papilio cresphones*, the giant swallowtail, a butterfly that is difficult to find in Champaign County anywhere other than in a University-owned natural research area. Willow trees growing along the Saline Ditch were the source of a species of sawfly (a primitive relative of bees and wasps) that was previously unknown to science. The proposed development has repercussions for biodiversity beyond Champaign County; University-owned forested areas potentially affected by the plan are important stop-over sites for Neotropical migratory birds that are experiencing reduction in habitat availability in other parts of their range.

The proximity of wooded areas in the Northeast Urbana to other natural areas (notably, the University's Brownfield Woods, Trelease Woods, and Trelease Prairie), is another dimension of their importance, uniqueness, and sensitivity. Living organisms don't recognize property boundaries; owing to the extensive alteration of the landscape in central Illinois, many species

associated with woodlots require resources available only in so-called oldfields and prairies to complete their life cycles. Reliable and appropriate nectar sources, pollinating agents, and prey species simply aren't available in housing developments or industrial parks. The proximity of wooded areas with distinctly different habitat types, including oldfield and the wetlands associated with the Saline Ditch, combine to form a whole community greater than the sum of its parts. Decreasing the size of forest patches and increasing distances between patches, even within the order of 300 feet, can have negative impacts on forest species movements. Development that increases human traffic and concomitantly alters noise and vandalism levels, surface and soil hydrology, and movement patterns will irreparably degrade these remnant sites.

To degrade Raintree Woods, Brownfield Woods, and Trelease Woods is to compromise the biotic diversity of Champaign County. Unfortunately, the pace at which development is encroaching on the natural lands of our state affords us little time and few options for securing natural sites for preserving biodiversity and ecosystem services. We repeat the words of Chinaea and Iverson (1996), who in meticulously documenting the pattern of fragmentation and landscape change in Champaign County recommended "that government agencies and other landowners take the present and potential future landscape distribution of the forests of this county into account when developing programs to maintain an ecologically adequate forest patch configuration."

Chinaea JD and LR Iverson (1996). Forest cover of Champaign County, Illinois in 1993. *Trans. Il. State Acad. Sci.* (1997) 90: 21-28.

Unique Geological Aspects of the Big Grove Area

Geologically, the Big Grove area consists of the remnants of continental glaciation, an eska, a moraine, a glacial lake, and a lake break-through. These events created the rolling landscape that is the Urbana Big Grove area.

The **ice sheet** that contributed to the physiography of the area was probably about fifty feet thick and intermittent. The lobes of continental glaciation usually run east-west as do the resultant moraines; an example is the Bloomington Moraine which runs east-west north of Bloomington. The Yankee Ridge Moraine (which includes the Big Grove area), however, runs more in a north-south direction.

The **eska** is a river of ice water that flows under a glacial icesheet. The eska carries with it rock and rubble, which is deposited as humps of gravel. In the Big Grove area these deposits have been tapped by gravel miners. The resultant pits can be readily observed on an aerial map. The eska happened at about the same time as the major Yankee Ridge morainial deposition.

The **moraine** is a deposition of plucked and scraped rock from Canada brought to the area by sheet glaciation.

A **glacial lake** accumulated to the east and north of the Yankee ridge moraine with its upper reaches as far north as Rantoul.

A **lake break-through** occurred when the water pressure on relatively loose morainial material could no longer retain the water. That break-through gave us the high banks and deep cut-throughs that are observable in the Perkins Road area.

Date:
From:
To:
Copy:
Subject: Illinois 130/High Cross Road study

Dear Ms. Morocoima-Black,

I was looking at your Illinois 130/High Cross Road Corridor Planning Study web site this afternoon and noticed a mapping error that concerns one of the University of Illinois Research Areas that I manage. In Figure 2, "Existing and Future Land Uses", you show the presence of three of our Natural Area sites, Brownfield Woods, at the corner of High Cross Road and Airport Road, Trelease Woods and Trelease Prairie, on the east side of Cottonwood Road between 1700N and 1750N, and also the Phillips Tract Research Area on the west side of Cottonwood Road at about 1700N. The Trelease and Brownfield sites appear to be represented correctly but the Phillips Tract site is only shown to be about 35 acres in size. The Phillips Tract site is 130 acres in size, taking up much of the SE 1/4 of Section 2 in Urbana Township. Although the majority of the site is between Cottonwood Road and the Saline Ditch, roughly 20 acres is on the west side of the Saline Ditch. Your map's representation of this site is quite misleading.

I clarified the Phillips Tract location for Libby Tyler of the Urbana Community Development Services group recently and it looks as though I should perhaps meet with you to correct your maps. The University also has another research site within your study area, on E. Washington St., that should also probably be included in your planning.

Please feel free to contact me for further information.

Respectfully,

March 4, 2004 Open House at Lincoln Square



IL 130/HIGH CROSS ROAD CORRIDOR STUDY

03-04-04 OPEN HOUSE

Name	Agency	Address	City	State	Zip Code	Phone	Fax	E-Mail
<i>David Jamieson</i>		3711 E. OAKS RD	UR.	IL	61802			
<i>Aaron McLeod</i>		3201 Bruce Ave.	IL	IL	61802			
<i>Lolly Chulung</i>		3212 Red Bud Ln	IL	IL	61802			
<i>Elmo Semerstor</i>		3302 E. univ.	UR	IL	61802			
<i>Brandon Bowersox</i>		802 E California	UR	IL	61801			
<i>Fred DeKamp</i>		3201 S. High	UR	IL	61802			
<i>Robert Townsend</i>		P.O. Box 150	PHIL	IL	61864			
<i>Jeff Wendling</i>		1401 S. High	UR	IL	61802			
<i>Chad Wendling</i>		444 CR. 2200E.	Broadbnd	IL	61816			
<i>Charlene Wicks</i>		2608 S. High	UR	IL	61802			
<i>Wayne Jamieson</i>		15 PICKARD DR	UR	IL	61802			
<i>April DeStefano</i>	UUC							
<i>Scott Grossman</i>		11702 E 1600E	URS	IL	61802			
<i>Charlotte Young</i>		1806 Jonikam	UR	IL	61802			
<i>Ernest Jones</i>		2408 N High	UR	IL	61802			

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

03-04-04 OPEN HOUSE

Name	Agency	Address	City	State	Zip Code	Phone	Fax	E-Mail
Ken K Miller		2708 Peoria Rd	U	IL	61802	384-4612	384-8065	
Gale James	City of Urbana							
Keith Curtis		Corner High Class						
R. Edwards		Corner FOAKS RD No viable address						
Lew Hopkins		2609 N. Highway	U	IL	61802	337-6516		
Judy Miller	Urbana Park District	107 W MUMFORD	U	IL	61801	333-1664		LHopkins@Urbana.il.gov
Richard Bishop		1505 N. Broadway	U	FL	61801	384-4612		jkmlite@urbana.il.gov
Tom Beems	BCA	3514 N High Crown Rd	U	IL	61802	328-6379		bishop@math.uic.edu
Jim Prather	URBANA Township	405 East Main St.	U	IL	61801	384-1144	385-3355	tbems@urbana.il.gov
DANIELLE CHYNOWETH	City Council	2312 E Perkins Rd	U	IL	61804	367-5669		
Dale Rall	Homeowner	412 W. ILLINOIS	U	IL	01	344-0183		chyn@ojtech.com
Cynthia Koble		1604 N. Cottonwood	U	IL	02	367-5961		
Sharon White		2207 S. Cottage Grove	U	IL	61801			
Don White		1415 Painted Woods	U	IL	61802			donwhite@urbana.il.gov
Michael Bekta	City of Urbana	1415 Painted Woods	U	IL	61802			
		400 S. Vine St	U	IL	61801	384-2446		mmroyst@city.urbana.il.us

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

03-04-04 OPEN HOUSE

Name	Agency	Address	City	State	Zip Code	Phone	Fax	E-Mail
Paul Lindahl	City of Urbana	400 S. Vine	U	IL	61801	384-2440		paullindahl@cityofurbana-il.us
De Williams		2405 N High Cross	U	IL	61802	367-2432		cardisr@seifertc.com
E.R. Cardis G		406 E Green, 1/2	U	IL	61802	367-2506		
Jeff Roloff		3412 N. High Cross	U	IL	61802	328-2924		jeff.roloff@att.net
John Newman		3407 N. Highcross	U	IL	61802			
JIM CORBIN		3608 E Old Church	U	IL	61802			
Bradley Urban	Champaign County Farm Bureau	801 N country Fair Dr. Champaign	C	IL	61803	352-5236		
Cathy Agler		2407 N. Cottonwood	U	IL	61802	328-5235		KGLR2407@AOL.COM
Eleuet Norma McFarland		2005 Highcross	U	IL	61802	384-5823		
Joyce Smith		4006 E Anthony	U	IL	61802	367-9880		dsmith@countyd.com
Mimi Newman		3407 N. Highcross	U	IL	61802	328-7552		maryr732@cs.com
Mark Dixon	The Atkins Group	2805 S. High Boulder	U	IL	61802	367- 1211 1211		
Nora Mainz		2709 Holloway	U	IL	61802	328-6158		mainz@uiuc.edu
Judy Rich		3014 E. OAKS	U	IL	61802	384-6868		LUCY RICH@UIUC.EDU

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

03-04-04 OPEN HOUSE

Name	Agency	Address	City	State	Zip Code	Phone	Fax	E-Mail
Den Wauthier	Berni Clancy's Assoc	405 E. Main	U	Ill				DWauthier@BerniClancy.com
James H. Hayes Jr	City of Urbana	1204 W. Dublin	U	Ill	61801	384-6374		
John R Wright		3202 E. Bruce Acres Dr.	Urb.	IL	61802	202-4368		
Allison Wright		3202 E. Bruce Acres Dr.	Urbana	IL	61802	778-2690	239-6937	allisonw@uiuc.edu
Kirk McGraw		1806 Cindy Lynn	Urbana	IL	61802	367-0965		K.mcgraw@Healthcare
Ruths. Heinhorst	Bank Illinois Ag services	3002 Windsor Rd	Champ	IL	61822	351-2767	357-2848	
PATRICIA DOEBEL		3311 E. ANTHONY	URBANA	IL	61802	367-0629		
James E Doebel		3514 E ANTHONY	URBANA	IL	61802	337-0540		
PAUL J. DOEBEL		3311 E ANTHONY	URBANA	IL	61802	367-0629		PDOEBEL@ad.com
Wendy Doebel		3514 E. Anthony	Urbana	IL	61802	337-0540		
BYLL WIESE		3604 E ANTHONY				1596 328-1075		
James E. Doebel		2012 Brownfield	Urbana	ILL	61802	367-2884		
Bill Shumate		1824 CR 1950N	Urbana	Ill	61802	469723		
Bjorn Holte		1001 N. Highway	Urbana	IL	61802	344-9245		
Janessa Faurie		2609 N. High Cross	U	IL	61802	337-6510		vfaurie@illinois.gov

IL 130/HIGH CROSS ROAD CORRIDOR STUDY 03-04-04 OPEN HOUSE

Name	Agency	Address	City	State	Zip Code	Phone	Fax	E-Mail
Jim Foster		3411 E-Airport Rd U.	U.	IL	61802	898.2637		jmfoster@earthlink.net
Joyce Phares		2508 N. Cottonwood Rd.	Urbana	IL	61802	367-5752		j-phares@staff.uuc.edu
Bill Doebel		PO Box 17007	U.	IL	61808	337 0130		

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

03-04-04 OPEN HOUSE

Name	Agency	Address	City	State	Zip Code	Phone	Fax	E-Mail
Dr. John Newman	Christio Clinic	3407 N. High Cross Rd	Urb.	IL	61802	217-328-7552	366-6111	
Marilyn Querry		2913 Rutherford	Urb	IL	61802	3841-5478		marilq@aol.com
HARRY Querry								HRQ1@aol.com
Germaine Light		2402 N. High Cross Rd	Urb	IL	61802	353-2291		glight@ms.k12.il.us
Ralph Langenheirn	Champaign County Board	401 N. Vermont	Urb	IL	61801	344-5205		rlangenheirn@aol.com
Anne Ehrlich		303 Vanree Ridge Ln.	Urb	IL	61801			

Heggtown Cross / Rt. 130 Corridor Study - Comments

- 1 - max was me to mailing this!
- ① I didn't understand by the flier invitation spacey what ~~is~~ is going on w/ the corridor or what people are trying to accomplish. The displays helped me understand what is happening, ~~but~~ ^{and} the people at the table from the Reg. Plan Comm. explained that they are collecting Commonsense opinions on how to wisely develop the Rt. 130 Corridor, protecting as many of the people's interests as possible.
 - ② Say "No" to Wal-Mart! Many people do not want them here! They move into a community, out-compete local businesses, and oppress their employees. They are anti-Union, take money from the community and ~~and~~ put nothing back into it. They pressure their employees to work "off the clock" without pay and have many court cases for this offense and other employee offenses in many states. We already have Walmarts in this community - Savoy & Champaign. Why do we need another one? We "need" like we "need" the Flu!
 - ③ I do not want commercial development on the Corridor, at all. I'm afraid it will destroy the natural ecosystems and the natural beauty of the area. It ~~may~~ ^{would} also increase traffic in the area, another bad point.
 - ④ Sidewalks and bike paths would be great North or South of ~~the~~ I-74, but please let the residents have a say as to

which side of the road, etc.

If this is done ever, ~~as~~ as much as I would enjoy it, I would be worried that it would go through my yard which I wouldn't object to ^(2402 N High Cross - East Side of Road - near Apple Dumplin') entirely, but I would prefer that it go on the West side of the road, as there is a field there. If it was on the East side and through my yard, I would hope that none of my trees would be cut and that it would be as close as possible to the road.

The road is narrow through my area, with little or no shoulder, ~~and~~ especially to the north between my house and Oaks Rd. It's a beautiful area to walk, run, or bike, or ride a horse, but ^{somewhat} dangerous, as people drive too fast and there's so little room, and it's hilly, and there's a lot of deer. Just hope that it is done right, if ever ^{done at all}.

⑤ Please, please do not cut down any forests to put in ramps on I-74, or at least keep it to a minimum.

Although this would be a convenience for myself & many others, I would rather sacrifice that to keep the beautiful forests. That's the special beauty of the area north of I-74, and I would hope that every effort to preserve the forests would be taken, no matter what occurs.

⑥ Be careful w/ the Saline Branch area, and the whole area from ^{especially}

⑦ UofI ought to give up some strips of land for bike path along Brownfield Forest and Pre-Lease.

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

Your input on the IL 130/High Cross Road Corridor Study Area is vital in determining the future vision of the transportation system for this area. Please complete this survey, sharing your thoughts about the current and future needs of transportation throughout the IL 130/High Cross Road Corridor Study Area.

Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

There is an existing north/south corridor that exists (Rt 45) with I-74

What issues are most important to you in the IL 130/High Cross Road Corridor?

- ① Preservation of the aesthetic beauty of High Cross Rd north of I-74
- ② Preservation of residential areas and trees which add to property value and desirability to live in this area
- ③ To avoid increased traffic through this area since it is residential



What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?


We do not feel change in the existing road is needed other than resurfacing long term but at present time we feel it is adequate.


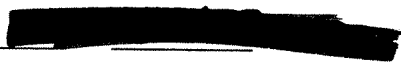
Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?


- 1) Preservation of Brownfield Woods and the adjacent Cemetery.
- 2) Old Cemetery (unmarked) just west of Highway Road ~~on~~ just north of Oak Road on Robert Piche's property
- 3) Pond (of historic ^{ecologic} value and adjacent land) just west of Highway Rd on the Thomas Gillespie property just north of Oak Rd.

Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

NAME  ORGANIZATION 

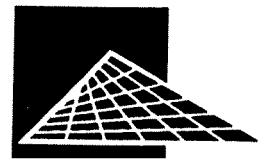
ADDRESS  D.D.

CITY   

PHONE 

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CHAMPAIGN COUNTY
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March 4th, 2004

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Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

Population projections are unrealistic! (Was present growth considered?) Projections are not FACTS-as you present them they are only opinions. 2000 figures are not accurate (I know they came from the census but I live there and can just at 100% at certain areas and know they are not accurate from personal knowledge) With your population projections and commercial development projections the present road width (no. of lanes) will be totally inadequate. Erosion, drainage conditions are not recognized nor addressed.

What issues are most important to you in the IL 130/High Cross Road Corridor?

Traffic - noise level - pollution from autos & trucks - erosion of residential land values - ruining residential & commercial, & the resulting negative impact on the aesthetics of the area - DRAINAGE, this is a mess along #150 NOW! We have standing water on the N & S sides of #150 NOW with swarming clouds of mosquitoes to the point you can not sit on your patio. There are no screens on the South side of #150 Now to protect the residents from Tatman's industrial development.

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

Buried drainage tile along 150 and 130 - open ditches do not serve the ambitious projections for the area. A ~~street~~ light into both entrances to Beringer Commons. A stop sign at High Cross and Beringer circle. No City Buses! Widen the roads to accommodate increased traffic to WalMart.

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

Yes! As stated previously - A screen along 150 for Tatum's development. Buried drainage tile along both 130 & 150. Drain those open ditches on N & S sides of 150, to eradicate mosquitoes. Traffic noise & pollution that close to residential areas is a very negative impact on quality of life.

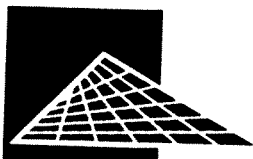
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

We do not favor taking farm land out of production. When Urbana has urban areas standing vacant. Urban sprawl is a serious issue when we address food production to feed the world. We do not need to contribute to this issue locally. Please take a long range view of this issue and rein in this type of poor planning. Had we known a Walmart or any box store was interested in this area we would not have purchased a home in this area.

I filled one of these out last year but it was disregarded - as you'd regard the citizen's input at your hearing.

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Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

- 1) ~~The population estimate for 2025 is too high in Beringer and two sections north of I-74 that are (correctly) planned rural residential.~~
- 2) The biggest problem north of I-74 currently is bike riders and joggers are in danger, especially before and after the sun is up.

What issues are most important to you in the IL 130/High Cross Road Corridor?

- 1) Preserving the rural nature north of I-74
- 2) Increasing the ability to share the area north of I-74 through bike + foot paths.
- 3) I am opposed to changing the trumpet interchange, the cottonwood exit would be better spaced and less confusing. I view this option as better long range planning.

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

- 1) Keep the speed limit 40 mph north of I-74 but widen the road to provide a bike/jogging path, note crossing I-74 bridge is dangerous.
- 2) 130 should have a bike/jogging path connected to the one on Windsor road.
- 3) I am strongly opposed to turning High Cross into a beltway. I support using Cottonwood for this purpose, it would take pressure off 130.

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

Many deer and small animals move along the Saline Ditch, representing a danger to motorists; ~~signage~~ signage could be added.

Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

I am pleased that you provided this opportunity to me, Thanks!

NAME [REDACTED] ORGANIZATION _____

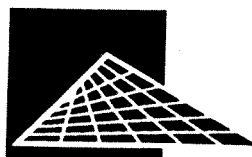
ADDRESS [REDACTED]

CITY [REDACTED] STATE IL ZIP [REDACTED]

PHONE [REDACTED] FAX _____ E-MAIL [REDACTED]

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Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

Barely handling current load
limited ability to carry traffic increase

What issues are most important to you in the IL 130/High Cross Road Corridor?

Providing access to E Urbana
Carrying through traffic N-S outside of
"built up Urbana"

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

— Limited access —
Signal at Washington
4 lane pavement 130 → Old Church
Two lane concrete 130 to Olympian Drive
Interchange at 874

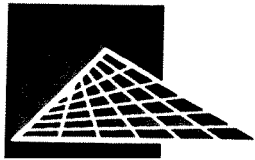
Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

NAME [REDACTED] ORGANIZATION [REDACTED]
ADDRESS [REDACTED]
CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]
PHONE [REDACTED] FAX [REDACTED] E-MAIL [REDACTED]

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CHAMPAIGN COUNTY
Regional Planning Commission

March 4th, 2009

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

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Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

thank you for sharing this with the public
& encouraging dialogue.

What issues are most important to you in the IL 130/High Cross Road Corridor?

- Preserving the Rural / Natural Character North of 74
- Developing a mixture of residential commercial & green space S. of Walmart to Old Church Rd
- Constraining flows from ~~any future interchange~~ to flow south ~~Not North~~

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

- Innovative ways to allow traffic flows while ~~pres~~ creating safe routes for pedestrians & bikes to cross 130
- Bike routes bike routes bike routes!
N. of 74 is perfect for a ride.

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

- there is significant wildlife & waterways
N of 74 about High Cross & Cottonwood
We must preserve them.

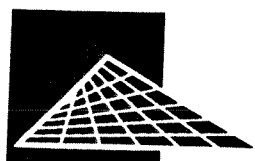
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

[Blank lined area for additional comments]

NAME [Redacted] ORGANIZATION [Redacted]
ADDRESS [Redacted]
CITY [Redacted] STATE [Redacted] ZIP [Redacted]
PHONE _____ FAX _____ E-MAIL _____

- Yes! Add my name to the mailing list [Redacted]
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CHAMPAIGN COUNTY
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March 4th, 2001

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Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

Seems to be accurate.

What issues are most important to you in the IL 130/High Cross Road Corridor?

That future land use plans are mapped out so everyone will know where commercial, industrial, and different levels of residential will be developed.


What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?


Connect it with I-74 & make it four lanes from there to Windsor
Asphalt 2-lane road for street north of that
Sidewalks not necessary for current situation - when more fully populated,
that would be possible.




Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?



Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

Going for full bike paths & sidewalks through area of High Cross that is already developed will destroy the front yards of those homes. Just go with a wide-paved 2-lane road; that will provide for bike access; pedestrians can use that, too.

NAME  ORGANIZATION _____

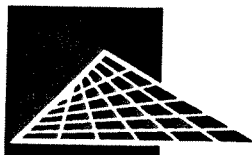
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Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

1st, thanks
all your
work!
a citizen,
a planner,
I learned
a lot!

I'd like to see posters at such events showing trailways and possible connections, bikeable and walkable connections, or transit links. Your "Key Issues" document listed these issues but I didn't see these issues fairly reflected in the posters and maps.

What issues are most important to you in the IL 130/High Cross Road Corridor?

Congestion — we should build developments with a grid of thru streets so that drivers don't need to use 130 to get between the Post Office, Savannah Green, TK Wendl's, etc.

Green Space — I'm glad we saved everything North of I-74! We also must ~~save~~ save green space and trail corridors on the South.

Sprawl — rather than pods of single-use sprawl South East of Windsor and 130, let's allow traditional neighborhood design and walkable neighborhood commercial corners.

I want Urbana to be a city of neighborhoods not of suburbs.

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

- connect to Windsor Road bike path

- use abandoned rail bed as trail S.E. of Windsor + 130.

- make 130 wide and safe but put pedestrian-friendly crossings ~~at~~

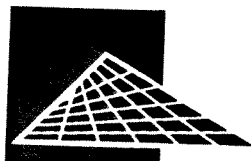
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SEE ATTACHED

What issues are most important to you in the IL 130/High Cross Road Corridor?

SEE ATTACHED

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

SEE ATTACHED

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

DRAINAGE — THE COLORS IN THE LEGEND, PAGES I-130/HIGH CROSS ROAD CORRIDOR STUDY, CCRPC 2004 — DO NOT MATCH THE SMALL SCALE MAP. MAPS AND LEGENDS THROUGH OUT PUBLICATION ARE OF LITTLE VALUE.

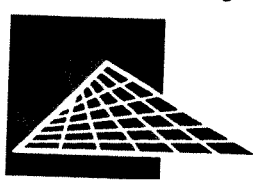
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

YOUR CONCERN FOR MICE, SHREWS, RACCOONS, FOXES, TURTLES, ETC ARE WELL FOUNDED BUT WHAT ABOUT CONCERN FOR PEOPLE WHO HAVE SPENT SIZEABLE AMOUNTS OF \$ ON THEIR HOMES AND HOPE TO LIVE OUT THEIR LAST YEARS IN PEACE AND QUIET — IF WALMART IS GOING TO DO YOUR PLANNING — WHY GO THROUGH THE MOTIONS WHEN THE DECISIONS HAVE ALREADY BEEN MADE. THE CITY OF URBANA OPERATES BEHIND THE SCENE UNTIL ALL PLAYERS HAVE THEIR ORDERS FROM WALMART. THIS ISN'T PLANNING OR GOOD CITY GOVERNMENT.

NAME [REDACTED] ORGANIZATION [REDACTED]
ADDRESS [REDACTED]
CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]
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Yes, LOSC at peak periods is just fine. Over design of roadway will increase traffic. Induced traffic is not what we want.

What issues are most important to you in the IL 130/High Cross Road Corridor?

Connectivity, bike & ped connections allowing mixed uses & higher densities.

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

Bike & ped facilities being given equal priority to vehicular infrastructure.

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

yes. Allowing residential or other uses with lots of children should not be located adjacent to the interstate. Studies show that within 500 ft. of freeways on healthy levels of heavy metals & other toxins from diesel exhaust

Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

More traditional neighborhood development should be encouraged. It reduces costs for homeowners & long term service costs for cities & other public service providers.

NAME [redacted] ORGANIZATION [redacted]
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As proposed to us, we like the idea that Highcross Rd north of Anthony Dr will not be widened. We like the idea that if needed to connect to Olympia Dr., they may make a road between Highcross and Cottonwood.

What issues are most important to you in the IL 130/High Cross Road Corridor?

Why do we need the interchange connecting to Highcross Rd? They just redid Rt 150 and it is easy access to 130. It is a waste of money.

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

The road commissioner does a great job.

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

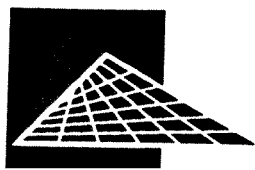
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

Highcross Rd doesn't need the extra traffic. If we have to have a Walmart we don't need an extra road to get us there.

NAME [REDACTED] ORGANIZATION [REDACTED]
ADDRESS [REDACTED]
CITY [REDACTED] STATE [REDACTED]
PHONE [REDACTED] FAX [REDACTED] E-MAIL [REDACTED]

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The existing traffic conditions on 130 & 150 are good - the light handles peak traffic ok
the Walmart will change that to congestion.
I do not approve of plan to allow Walmart to develop at that area.

What issues are most important to you in the IL 130/High Cross Road Corridor?

I want the present land use to continue. Keep business out of a quiet farm and residential area that is now an asset to Urbana. If you continue to allow businesses here rather than in downtown Urbana and at Sunnycrest, you will destroy the value of this area.

I don't like the way Walmart was allowed in)

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

Repair road - High Cross 150 North to at least Airport

there is a concern that IDOT will put a ramp from #74 at Perkins -
Please NO!

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

Drainage will be a huge problem
if you continue with development/concrete
loss of farmland along this corridor.

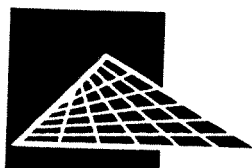
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

High cross is too narrow to safely
bike a walk - a path would be helpful.

NAME [REDACTED] ORGANIZATION _____
ADDRESS [REDACTED] _____
CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]
PHONE _____ FAX _____ E-MAIL _____

- Yes! Add my name to the mailing list
- Please DO NOT add my name to the mailing list
- Please remove my name of the mailing list

Champaign County Regional Planning Commission (CCRPC) • www.ccrpc.org • 217-328-3313 •
1776 E. Washington St., P.O. Box 17760 • Urbana, IL 61803-7760



CHAMPAIGN COUNTY
Regional Planning Commission

March 4th, 2004

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

Your input on the IL 130/High Cross Road Corridor Study Area is vital in determining the future vision of the transportation system for this area. Please complete this survey, sharing your thoughts about the current and future needs of transportation throughout the IL 130/High Cross Road Corridor Study Area.

Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

I studied the maps presented & that I had previously downloaded and observed and I was told by Rita Black that this line was an error and was crossed out on the large displays. My comments are also that your growth projections for both population & jobs in this area are inaccurate. I can discuss the detailed proof of this w/ anybody who calls me if you are interested. Also keep in mind the growth in this area will largely be a consequence of Road locations & conditions here not vice versa.

What issues are most important to you in the IL 130/High Cross Road Corridor?

that you immediately abandon any plans or proposals to build a 4 lane boulevard or any road thru my property, or adjacent neighbors property which will irreversibly ~~and~~ encourage development of the worst type on the perimeter of ~~the~~ our community.

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

Any improvements to existing Roads High Cross, included, is good - and needed but absolutely, no new roads cutting thru the countryside are useful or needed.

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

Property perm #'s 30-21-02-102-007 +
" " " 008 +
" " " 009

Are a native habitat of several ground dwelling birds, red fox and a family of over 200 deer that all use this property, between Braunfield woods + Trelease woods as a sanctuary and vital habitat. Any disturbance of this habitat absolutely cannot be permitted.

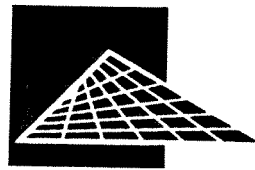
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

No matter how much pressure is on CCRPC or manantun is in place for a perimeter Road around our Community. (Such as due to Wal-mart lobbysts in Washington helping make the money for your study available) it will make ~~of~~ everyone's legacy a failure in this "Road Study Project". To encourage development on the perimeter of town rather than downtown will cause the eventual erosion of our healthy community and tax base by moving borderline business + traffic from downtown to out of town

NAME [redacted] ORGANIZATION [redacted]
ADDRESS [redacted]
CITY [redacted] STATE [redacted] ZIP [redacted]
PHONE [redacted] E-MAIL [redacted]

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Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

1

2 What issues are most important to you in the IL 130/High Cross Road Corridor?

2

3 What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

3

March 4th, 2008

My comments on IL 130/High Cross Road Corridor Study are below:

1. I would like to see High Cross Road resurfaced, but not widened to four lanes.
2. I am strongly opposed to widening the road to four lanes. This would make the road so close to my bedroom and my grandson's bedroom that I would consider it very dangerous to have cars running 50 miles an hour just a few feet from our bedroom windows. Currently it is very quiet at night but when Walmart opens (UGH!) that will change.
3. Resurfacing and widening the two lanes but not to four lanes.
4. Between my house and the Apple Dumpling restaurant, there are numerous deer crossing the road every evening. If the road is widened to four lanes, that would be very dangerous for the deer and the people in the vehicles.
5. This is a rural area. We do not need or want High Cross Road widened.

Sharon McLeod
3201 Bruce Acres Drive
Urbana, IL 61802

4. Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

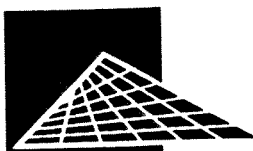
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

5

NAME [REDACTED] ORGANIZATION _____
ADDRESS [REDACTED]
CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]
PHONE [REDACTED] FAX [REDACTED] E-MAIL [REDACTED]

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CHAMPAIGN COUNTY
Regional Planning Commission

March 4th, 2004

IL 130/HIGH CROSS ROAD CORRIDOR STUDY

Your input on the IL 130/High Cross Road Corridor Study Area is vital in determining the future vision of the transportation system for this area. Please complete this survey, sharing your thoughts about the current and future needs of transportation throughout the IL 130/High Cross Road Corridor Study Area.

Do you have any comments on the Existing Conditions for the IL 130/High Cross Road Corridor Study as presented in the Open House?

We prefer that the area north of route 14150 to be left as it is now. This area is abundant in wildlife and should be something that future generations can enjoy and appreciate.

What issues are most important to you in the IL 130/High Cross Road Corridor?

Environmental stability

Farmland stability

What kind of transportation improvements would you like to see in the IL 130/High Cross Road Corridor area?

We don't see any need for improvement.

We have been residents of the N Cottonwood Road area for over 9 years and have no difficulty in traveling this area.

Are there any specific environmental issues or specific locations where there could be environmental issues we should know about within the study area?

See answer to question 1. In specifics
Brownfield Woods
Trelease Prairie
Phillips Plot
Saline Creek
Blackberry historic school

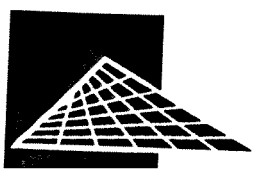
Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

We would like to see a reduction in road kill - specifically Deer. Deer warning signs should be posted along with reduced speed limits, north of IL 150.

NAME [REDACTED] ORGANIZATION [REDACTED]
ADDRESS [REDACTED]
CITY [REDACTED] STATE [REDACTED] ZIP [REDACTED]
PHONE [REDACTED] FAX [REDACTED] E-MAIL [REDACTED]

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CHAMPAIGN COUNTY
Regional Planning Commission

March 4, 2004

To: Champaign County Regional Planning Commission Members and Steering Committee

From: [REDACTED]

Subject: Il 130-High Cross Road Corridor Study

In 1995, Cathy and I moved to rural Urbana Township on the west side of Cottonwood Road just south of Airport Road, where we purchased an older home on 4-1/2 acres of land. I am retired from the Chrysler Corporation where I was an Automotive Designer. Cathy is retired from ITT Corporation where she was a Financial Analyst. We moved from Royal Oak, Michigan to the Urbana area, where I was raised and my father was a Professor of Biology at the University of Illinois. We enjoy rural living with its abundant wildlife. Numerous times, when the crop is harvested, we have observed herds of deer counting 30 or more in the fields surrounding our home.

We feel the area from Airport Road to the north, High Cross Road to the west and Anthony to the south, with the Saline creek running through this area provides a unique habitat for wildlife ranging from deer, pheasant, fox, coyote, possum, racoon, owl, hawk, pileated woodpecker and possibly, in the tall grass areas, the nearly extinct prairie chicken. Also, to the northwest lies Brownfield Woods with abundant cover for wildlife and to our southeast, Trelease Prairie and across the street from Trelease Prairie, the Phillips Tract Prairie research area. The Trelease area also contains the Blackberry School, which was the first school in this area. We think this area should be preserved as a sanctuary for the abundant wildlife and historical significance.

Of course wild life and traffic don't mix well; especially deer. As we travel Cottonwood Road we frequently see road kill including deer even though Cottonwood Road is a relatively narrow country road and the people who travel it are, for the most part, very cautious because of the danger. This is especially true at night when the animals are hard to see. We often see 15 deer on our own property at night eating our shrubbery, especially when the ground is covered with snow. This is a nuisance we are glad to put up with. Recently, during the construction on I 74 and the subsequent increase in the volume of traffic on route 150, we noticed an increase in road kill, including deer.

We wish that the Commission had interviewed residents in this areas so we could voice our concern and advice to guide you. We also wish that this area could remain pristine and a sanctuary for wildlife for our generation and future generations.

We hope that you won't be responsible for increased death and injury to the wildlife in the area and damage to vehicles and injury or death to the occupants.

Please do the right thing to preserve this unique area as a complement to the cities of Urbana and Champaign.

[REDACTED]

IL 130/High Cross Road Corridor Study

Summary of Public Comments from the March 4, 2004 Open House

The public Open House for the IL 130/High Cross Road Corridor Study was held on Thursday, March 04, 2004. The purpose of the Open House was to present the facts and issues for the area highlighted in the "Existing Conditions" report and solicit project issues from the public for consideration. Informational boards and handouts were available at the Lincoln Square Mall in Urbana. The official meeting ran from 4:00 p.m. to 7:00 p.m. with project team members available to help address questions or comments. No formal informational presentations were given. However, staff discussed with people attending the Open Houses project background information, public outreach, and project schedule. Questionnaires were distributed to the public soliciting comments. The following summary displays questions and comments received as of March 15, 2004.

Planning

- Population and employment projections are inaccurate.
- Population and employment projections are unrealistic. 2000 figures are not accurate. Using CCRPC population and commercial development projections the present road width (# of lanes) will be totally inadequate.
- Abandon any plans to build a 4-lane boulevard or any road thru the countryside.
- Developing a mixture of residential, commercial and green spaces south of Wal-Mart to Old Church Rd.
- Map out land use plans, so everyone will know where commercial, industrial and different levels of residential will be developed.
- Build development s with a grid of thru streets so that drivers do not need to uses IL 130 to get between the Post Office, savannah Green and TK Wendl, etc.
- Avoid pods of single-use sprawl southeast of Windsor and IL 130.
- Allow traditional neighborhood design and walkable neighborhood commercial corners – "I want Urbana to be a city of neighborhoods, not of suburbs".
- Do not allow Wal-Mart to be built.
- Preserve existing land uses; "keep businesses out of a quiet farm land and residential area that are now an asset to Urbana".
- Allow mixed uses and higher densities with bike and pedestrian connections.
- More traditional neighborhood development should be encouraged. It reduces cost for cities and other public service providers.
- Oppose to turning High Cross Road into a beltway. Instead use Cotton Wood Road for this purpose.

- Erosion of residential land values.
- Do not favor taking farmland out of production where Urbana has urban areas standing vacant. Urban sprawl is a serious issue when addressing food production to feed the world.
- Do not want commercial development on the Corridor, at all. It will destroy the natural ecosystems and the natural beauty of the area. It would also increase traffic in the area.

Quality of Life

- Development on the perimeter of town rather than downtown will cause the eventual erosion of “our healthy” community and tax base by moving borderline businesses and traffic from downtown to out of town.
- Area north of route IL 150 should remain as it is due to the abundance in wildlife and should be kept for enjoyment of future generations.
- Traffic noise and pollution so close to residential area have a very negative impact on quality of life.

Environmental

- Environmental stability (Brownfield Woods, Trelease Prairie, Phillips Plot, Saline Creek, Blackberry historic school)
- Farmland stability
- Preserving the rural/natural character North of I-74.
- Saved green space north of I-74.
- Save green space and trail corridors on the south of I-74.
- Preserve the rural nature north of I-74.
- Noise level and pollution from autos and trucks.
- Provide a screen along the south side of US 150 to protect the residents from Tatman’s industrial development.
- Do not cut down any forests to put ramps on I-74, or at least keep it to a minimum.
- Make every effort to preserve the forests.
- The area north of I-74 is very special and should be preserved.

Wildlife

- Some areas are a native habitat of several ground dwelling birds, red foxes and deer; disturbance to this habitat cannot be permitted.
- Preserve wildlife and waterways north of I-74 around High Cross Road and Cotton Wood Road.

Drainage

- Drainage will be a huge problem if development continues and more farmland is lost along the corridor.
- Drainage is a problem along US 150. There is standing water on the north and south sides of US 150 with proliferation of mosquitoes. Drain those open ditches to eradicate mosquitoes.
- Buried drainage tile along US 150 and IL 130 and open ditches do not serve the ambitious projections for the area.

Safety

- Concern about deer killing on roadways and request the postage of warning signs and reduced speed limit (North of IL150).
- High Cross Road is too narrow to safely bike or walk.
- Do not allow residential or other uses with lots of children to be located adjacent to the Interstate. Studies show that within 500 feet of freeways, unhealthy levels of heavy metals and other toxins from diesel exhaust occur.
- Bike riders and joggers are in danger, especially before and after the sun is up.
- Crossing I-74 bridge is dangerous.
- Provide signage to alert drivers about the danger that deer and small animals moving along the Saline Ditch represent to motorists.
- A stop sign is needed at High Cross Road and Beringer Circle.

Transportation

- Concerns about traffic, noise level and pollution from autos and trucks
- Do not widen High Cross Road, north of Anthony Drive. If IL 130 needs to connect to Olympian Drive, a roadway needs to be created between High Cross Road and Cottonwood Road.
- Repair High Cross Road between Airport Road and US 150.
- Existing traffic conditions on IL 130 and US 150 are good.
- Traffic signal at IL 130 and US 150 handles traffic well.
- There is no need for improvements.
- Improvement to existing roads and High Cross Road are good and needed.
- High Cross resurfaced, but not widened to four lanes.
- IL 130/High Cross Road is barely handling current land and it has a limited ability to carry traffic increase.
- Provide access to east Urbana carrying through traffic North-South outside of "build up" Urbana.
- Limited access.
- Install traffic signal at Washington St. and IL 130.
- Provide a 4-lane pavement from US 150 to Old Church Rd.

- Make IL 130 from I-74 to Windsor Road a 4-lane roadway.
- Make High Cross Road north of I-74 a 2-lane wide paved roadway that will provide for bike access and pedestrians (full bike paths and sidewalks through High Cross Road will destroy the front yards of the houses located there.)
- No sidewalks are necessary at this time, but when this area become more populated sidewalks would be necessary.
- Provide a 2-lane concrete pavement from US 150 to Olympian Drive.
- Provide Interchange at I-74 and IL 130.
- Constraint flows from any future interchange to flow **south**, not north.
- Look for innovative ways to allow traffic flows while creating safe routes for pedestrian and bikes to cross IL 130.
- Provide bike routes mainly North of I-74.
- Connect to Windsor Road bike path
- Use abandoned rail bed as trail south east of Windsor Road and IL 130.
- Make IL 130 wide and safe, but implement pedestrian-friendly crossings.
- Wal-Mart will generate congestion.
- A multiuse path would be helpful along High Cross Road.
- Give bike and pedestrian facilities equal priority to vehicular infrastructure.
- After improving US 150, it is easy to access to IL 130.
- Avoid increased traffic through this area since it is residential.
- Change in the existing road is needed other than resurfacing long term, but at this time it is adequate.
- Increase the ability to share the area north of I-74 through bike and foot paths.
- Keep the speed limit at 40 mph north of I-74, but widen the road to provide a bike/jogging path.
- IL 130 should have a bike/jogging path connected to the one on Windsor Road.
- **Do not provide city buses.**
- Widen the roads to accommodate increased traffic to Wal-Mart.
- Provide sidewalks and bike paths north or south of I-74, but allow residents to decide on which side of the road.

Connections

- Oppose to the trumpet interchange, the Cottonwood exit would be better spaced and less confusing.
- Connect IL 130/High Cross Road to I-74.
- Provide trailways, bikeways and walkable connections.
- Provide transit connections to trailways and bikeways.
- Do not allow a ramp from I-74 to Perkins Road.
- Provide bike and pedestrian connections.
- There is no need for a connection between the interchange at I-74 and High Cross Road.

Land Management/Aesthetics

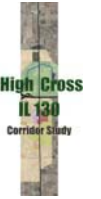
- Preservation of the aesthetic beauty of High Cross Road, north of I-74.
- Preservation of residential areas and trees, which add to property value and desirability to live in this area.
- Preservation of Brownfield Woods and the adjacent cemetery.
- Preservation of pond (of historic and ecologic value and adjacent land) just west of High Cross Road on the Thomas Gillespie property (north of Oaks Road).
- Mixing residential and commercial and the resulting negative impact on the aesthetics of the area.

Others

- The road commissioner does a great job.
- High Cross Road does not need the extra traffic.
- People coming to Wal-Mart do not need an extra road to get there.
- There is an existing north/south corridor (Route 45) with I-74.
- Street lights are needed into both entrances to Beringer Commons.
- Say "NO" to Wal-Mart.
- The University of Illinois ought to give up some strips of land for bike path along Brownfield Woods and Trelease Woods.

Each comment or question received from the public has been addressed, and is going to be considered in the evaluation of which alternative for future improvements will ultimately be chosen for the corridor study area. Responses to each question or comment and plans for minimizing identified issues will be analyzed over the next several months and will be available to the public on the project website. Another public Open House will take place in September to discuss the chosen preferred alternative and mitigation of issues.

June 2004



I.D.O.T. Meeting with R.U.R.A.L. Preservation Group
(Rural Urbana Roads and Land Preservation Group)

*High Cross
vs.
LRTP*

Tuesday, June 1st, 2004 -- 9:00 a.m. -- George Boyd's residence

AGENDA

1. Introductions:

I.D.O.T. -- David Clark and Dennis Markwell

R.U.R.A.L. Preservation Group --

Bill Bagby . .

Bjorg Holte .

\ Paul Doebel /

Bill Wiese .

Erich Kugler .

mailing lists - Joyce Phares

Mark Weckel

George Boyd - *chairman*

2. Brief history of our involvement in this process --

- a. Learning of project
- b. Difficulty in obtaining information, data, meeting dates and times
- c. Inaccuracy of their data base
- d. C.U.U.A.T.S. proposals to which we object

*H's for
populations
Report vs. Census*

3. Handouts for I.D.O.T. --

- a. Census statistics
- b. Graph of historic growth (30 years)

4. Brief overview by each R.U.R.A.L. member --

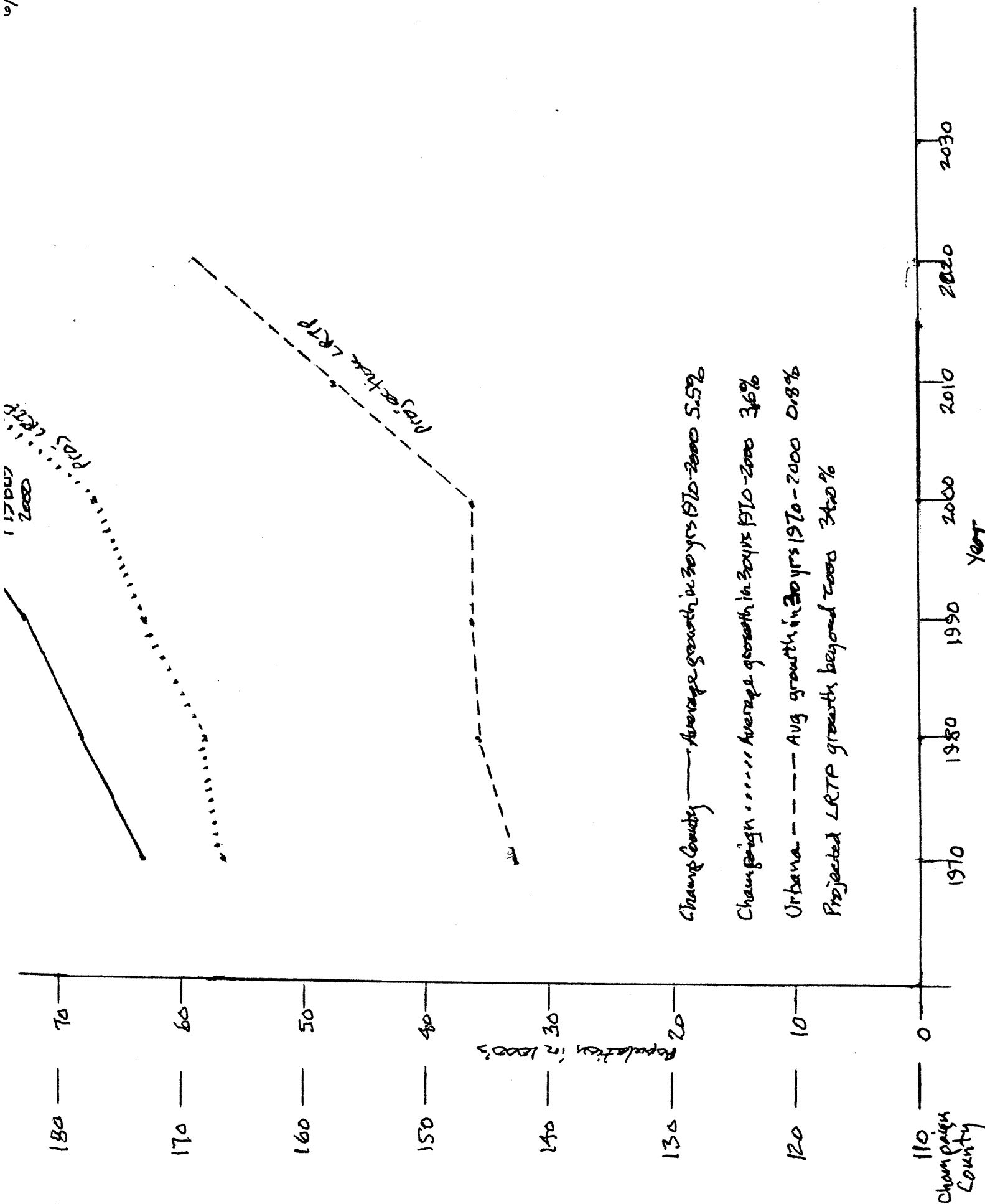
5. Our proposal of 1800 E --

- a. Handout of map
- b. Coincidence of their 20-year study boundary

6. Comments and overviews from I.D.O.T. and their recommendations for us to proceed with.

7. Drive-around tour of the study area, R.U.R.A.L. members' properties, and proposed 1800 E.

01/10/07



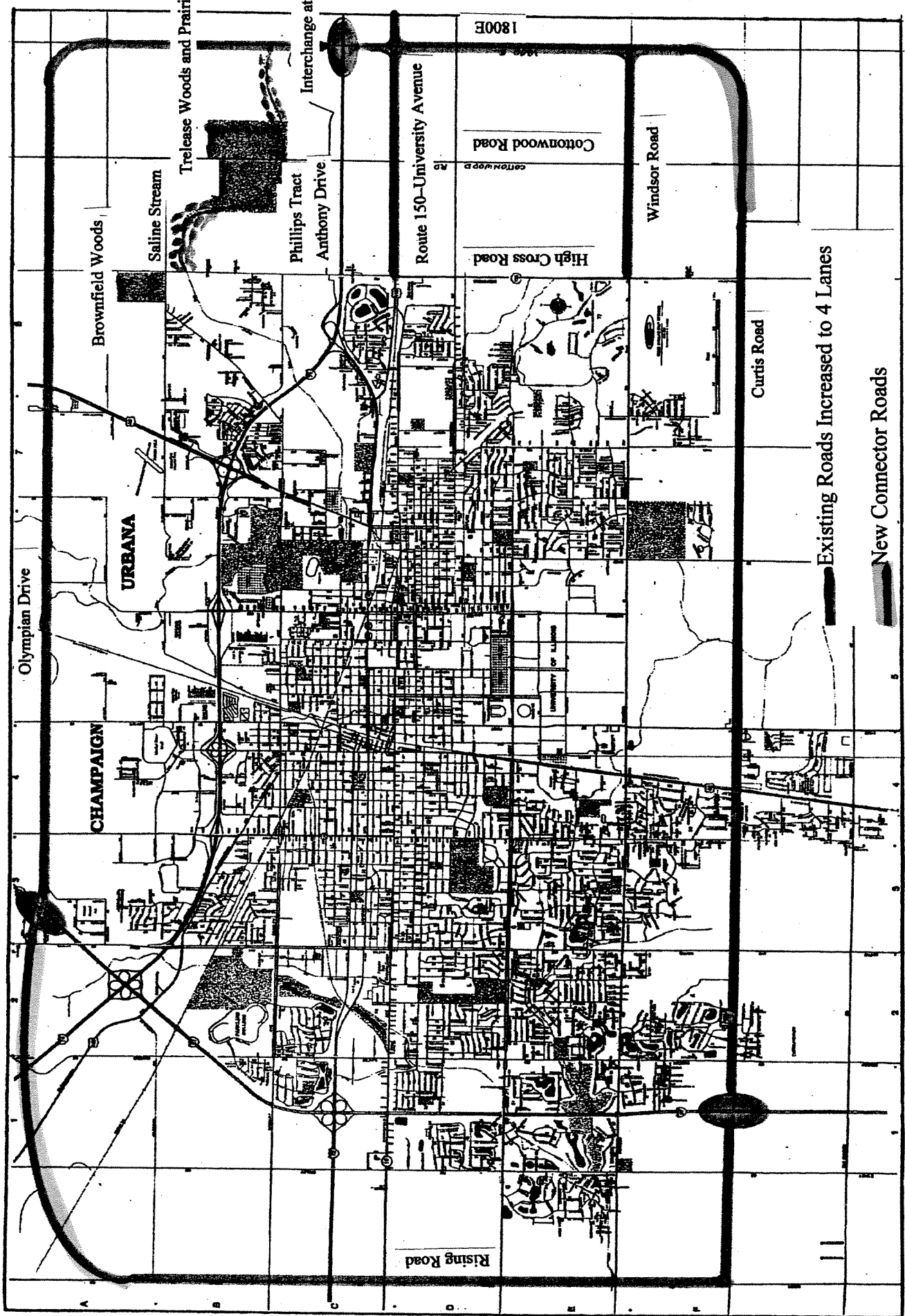
Champain
Country

United States Census Bureau Data

Year	Champaign Co.	% Change	Urbana	% Change	Champaign	% Change
1970	163,281		33,976		56,837	
		3.1%		6.0%		2.5%
1980	168,392		35,978		58,267	
		2.8%		1.0%		9.0%
1990	173,025		36,344		63,502	
		3.7%		0.0%		6.3%
2000	179,669		36,395		67,518	

Champaign + Urbana % change over 10 year period from 1990 – 2000 = 3.9%

2/1
Erich Leight
Revision



Olympian Drive

CHAMPAIGN

URBANA

Brownfield Woods

Saline Stream

Release Woods and Prairie

Phillips Tract
Anthony Drive

Interchange at 174

Rising Road

Route 150-University Avenue

High Cross Road

Cottonwood Road

Windsor Road

Curtis Road

Existing Roads Increased to 4 Lanes

New Connector Roads

1800E

June 9, 2004


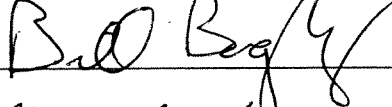

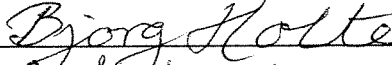
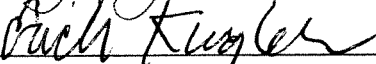

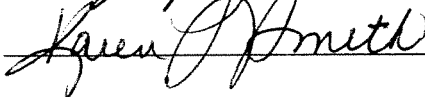
Mr. John Dimit
C.U.U.A.T.S., Division of Champaign Co.
Regional Planning Commission
1776 East Washington Street
Urbana, Illinois 61802

Dear Mr. Dimit;

Enclosed are petitions relevant to the LRTP 2025 planning. These petitions address the concerns of many citizens in the IL. 130/High Cross Road Study area, involving a proposed I-74 interchange extension to High Cross Road and a ring road or arterial road.

We are submitting these petitions at this time, to meet your comment deadline for the Draft T.I.P. 2005-2007. They apply to all future studies or road recommendations in this northeast Urbana area. Copies of these petitions are also being submitted to your member agencies.

Signed,

	(Cecilia Allen)
	(Bill Bagby)
	(Nancy Boyd)
	(Bjorg Holte)
	(Erich Kugler)
	(Joyce Phares)
	(Karen Smith)

cc: City of Champaign
City of Urbana
Village of Savoy
Champaign-Urbana Mass Transit District
University of Illinois at Urbana-Champaign
Champaign County Board
Illinois Department of Transportation (District 5 Office)

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTP** IL 130/High Cross Road Corridor Study group -- and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

1. A decrease in our property values, due to the commercialization of the area.
2. The loss of valuable farmland and the destruction of currently existing drainage systems and water wells.
3. Pollution of the air, water and land from autos and trucks and the use of chemicals for road maintenance.
4. An increase in noise pollution, created by 24-hour-a-day traffic from vehicles of all types.
5. Jeopardizing the resources of the University of Illinois' Brownfield Woods, Trelease Woods and Prairie, Phillips Tract, and trees that are hundreds of years old.
6. The bisection of the last vestige of the historic "Big Grove" and Saline Branch Creek green belt between the woods. This corridor provides transit and habitat for plants and animals -- to ensure genetic diversity and survival of endangered species in this area.
7. Compromising the safety of the residents -- because of the increase in auto and truck traffic.
8. Increasing the probability of crime in the area, due to easier access.
9. Increasing urban sprawl and development, to the detriment of residents who have chosen rural living.

* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

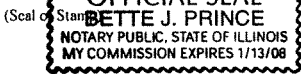
	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Linda Fritchey</i>	Linda Fritchey	3210 E University Urbana, Ill.	Champ.
2.	<i>Elmo Denniston</i>	ELMO DENNISTON	3302 E UNIVERSITY urbana IL	Champ
3.	<i>Jerry Robinson</i>	JERRY ROBINSON	3310 E Univ URBANA, ILL.	
4.	<i>Sylvian R Ray</i>	SYLVIAN R RAY	3910 E. Univ. URBANA	Cham.
5.	<i>Emily Ray</i>	EMILY B. RAY	3910 E. Univ. Urbana	Champ
6.	<i>Jeff Langendorf</i>	Jeff Langendorf	3504 E. University Urbana, IL 61802	Champ
7.	<i>Diane Langendorf</i>	Diane Langendorf	3504 E. University Urbana, IL 61802	Champaign
8.	<i>Jeri Foley</i>	JERI FOLEY	3512 E University URBANA	Ch.
9.	<i>Chris Foley</i>	Chris Foley	3512 E University URBANA	Ch
10.	<i>Michael Cain</i>	Michael Cain	3602 E University Urbana	Ch
11.	<i>Jane G. Cain</i>	Jane G. Cain	3602 E. University Urbana	Ch
12.	<i>Gayle Jackson</i>	Gayle Jackson	3710 E University Urbana	
13.	<i>Mari Lois Jackson</i>	MARI LOIS JACKSON	3710 E University Urbana, Ill	
14.	<i>Terry Jackson</i>	TERRY L. JACKSON	3710 E. UNIVERSITY Urbana, IL	
15.	<i>Robert Hauersperger</i>	Robert Hauersperger	1710 Cherokee Urbana, IL	Champaign
16.	<i>Patricia Russell</i>	Patricia Russell	3708 E UNIVERSITY Urbana, IL	Champ
17.	<i>Morris B Berendrum</i>	MORRIS B BERENDRUM	2513 E PERKINS RD URBANA, IL 61802	CHAMP
18.				
19.				
20.				

I, Cecilia Allen, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 3712 E UNIVERSITY AVE in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: *Cecilia Allen*

Signed and sworn to before me, a Notary Public,

by *Bette J. Prince* on this 9 day of June, 2004.



Signature of Notary Public: *Bette J. Prince*

Sheet Number _____

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and L RTP's** IL 130/High Cross Road Corridor Study group - and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

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4. An increase in noise pollution, created by 24-hour-a-day traffic from vehicles of all types.
5. Jeopardizing the resources of the University of Illinois' Brownfield Woods, Trelease Woods and Prairie, Phillips Tract, and trees that are hundreds of years old.
6. The bisection of the last vestige of the historic "Big Grove" and Saline Branch Creek green belt between the woods. This corridor provides transit and habitat for plants and animals -- to ensure genetic diversity and survival of endangered species in this area.
7. Compromising the safety of the residents -- because of the increase in auto and truck traffic.
8. Increasing the probability of crime in the area, due to easier access.
9. Increasing urban sprawl and development, to the detriment of residents who have chosen rural living.

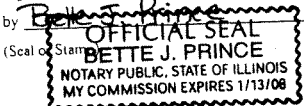
* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>[Signature]</i>	GAISE OMO-OSAGLE	2409 N. High Cross Rd Urbana - IL 61802	C
2.	<i>[Signature]</i>	Stephen J. Bond	2409 N High Cross Urbana, IL 61802	C
3.	<i>[Signature]</i>	Gene Vandenberg	2402 High Cross Rd Urbana, IL 61802	C
4.	<i>[Signature]</i>	ROBERT L. MARTIN	2011 HIGH CROSS URBANA, ILL.	e
5.	<i>[Signature]</i>	Becky Martin	2011 High Cross Rd Urbana	C
6.	<i>[Signature]</i>	P. Manner	2003 N. Highcross Rd Urbana 61802	C
7.	<i>[Signature]</i>	Tary Powers	1403 N. High Cross Rd Urbana, IL	e
8.	<i>[Signature]</i>	Vicki Bales	2602 Highcross Urbana IL	C
9.	<i>[Signature]</i>	LUCIANA R. BAGGY	2314 N HIGH CROSS RD URBANA IL 61802	C
10.	<i>[Signature]</i>	EVERETT JOHNSON	2408 N HIGH CROSS RD URBANA IL 61802	C
11.	<i>[Signature]</i>	DADA MADHUVIDYANANDA FOR GREEN ISLAND INC.	2310 N. HIGH CROSS RD URBANA, IL 61802	C
12.	<i>[Signature]</i>	CAROL M. JOHNSON	2408 N. High Cross Rd Urbana, IL 61802	C
13.	<i>[Signature]</i>	MIRIAM FOSTER	2408 N. High Cross Rd Urbana, IL 61802	C
14.				
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I, William R. Bagby Jr. certify that I am a resident of Champaign County and have circulated this petition, that I reside at 2314 N. Highcross Rd in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth

Signature of Circulator: *[Signature]*

Signed and sworn to before me, a Notary Public, by *[Signature]* on this 9th day of June, 2004



Signature of Notary Public: *[Signature]*

Sheet Number _____

PETITION

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Donald L Smith</i>	DONALD L SMITH	1211 N COTTONWOOD RD URBANA 61802	CHAMP
2.	<i>Paul Gulliford</i>	PAUL GULLIFORD	1720 CO RD 1650N URBANA, IL 61802	Chomp.
3.	<i>Janita Bradley</i>	JANITA BRADLEY	1770 City RD 1650N URBANA, IL 61802	Champ
4.	<i>Cathy Kugler</i>	CATHY KUGLER	2407 N. COTTONWOOD RD URBANA, IL 61802	CHAMP
5.	<i>Eric Kugler</i>	ERICH KUGLER	2407 N. COTTONWOOD RD URBANA IL 61802	CHAMP
6.	<i>Dale L. Raff</i>	Dale L. Raff	1604 N. Cottonwood Urbana, IL 61802	Champaign
7.	<i>Frank Phares</i>	Frank Phares	2508 N. Cottonwood Urbana IL 61802	Champaign
8.	<i>Joyce Phares</i>	Joyce Phares	2508 N. Cottonwood Rd, Urbana, IL 61802	Champ.
9.	<i>Patricia DeWalt</i>	Patricia DeWalt	3009 N. Cottonwood Rd Urbana, IL 61802	Champ
10.	<i>Joseph DeWalt</i>	JOSEPH DEWALT	3009 N. Cottonwood Rd URBANA, IL 61802	Champaign
11.	<i>Walter L. Myers</i>	Walter L. Myers	2813 N. Cottonwood Urbana, IL 61802	Champ
12.	<i>Jane L. Myers</i>	JANE L. MYERS	2213 N. Cottonwood Urbana, IL 61802	Champ.
13.	<i>Michael A. Warner</i>	Michael A. Warner	2815 N. Cottonwood Rd, Urbana, IL 61802	Champ
14.	<i>Tracey Jacques</i>	Tracey Jacques	3013 N. Cottonwood Urbana, IL 61802	Champ
15.	<i>Cindy Heck</i>	Cindy Heck	3201 N. Cottonwood Rd Urbana IL 61802	Champ
16.	<i>Bill Heck</i>	Bill Heck	3201 N. Cottonwood Rd Urbana IL 61802	Champ
17.	<i>Barry Steford</i>	BARRY STELFORD	362 N. COTTONWOOD RD URBANA IL 61802	CHAMP
18.	<i>Cecyline M. Wilder</i>	Cecyline M. Wilder	4906 N. Cottonwood Urbana, IL 61802	61802
19.				
20.				

I, ERICH KUGLER, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 2407 N. COTTONWOOD RD in Urbana, Zip Code 61802 County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: *Eric Kugler*

Signed and sworn to before me, a Notary Public,

by State of Illinois, on this 8th day of June, 2004.

(Seal or Stamp)



Signature of Notary Public: *Rose Ann Bewley*

Sheet Number _____

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTPs** IL 130/High Cross Road Corridor Study group -- and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>W. Lowry</i>	Warren Lowry	3009 E Anthony Dr Urbana, IL 61802	Champaign
2.	<i>Mary Lowry</i>	Mary Lowry	3019 E Anthony Dr URBANA, IL 61802	Champaign
3.	<i>Joyce Smith</i>	Joyce Smith	4006 E ANTHONY URBANA, IL 61802	Champaign
4.	<i>Donald L Smith</i>	DONALD L SMITH	4006 E ANTHONY DR URBANA, IL	61802
5.	<i>Walter A Smith</i>	Walter A Smith	1129 Wedgewood Ct Decatur, IL 62526	DeKalb
6.	<i>Steven J Franke</i>	Steven J Franke	3314 E Anthony Dr Urbana, IL 61802	Champaign
7.	<i>Patricia Franke</i>	PATRICIA FRANKE	3314 E Anthony Dr Urbana, IL 61802	Champaign
8.	<i>Patricia Doebel</i>	PATRICIA DOEBEL	3311 E. ANTHONY DR URBANA, IL 61802	Champaign
9.	<i>Paul J Doebel</i>	PAUL J. DOEBEL	3311 E. ANTHONY DR URBANA, IL 61802	Champaign
10.	<i>James E Doebel</i>	JAMES. E. DOEBEL	3514 E. ANTHONY DR URBANA, IL 61802	Champaign
11.	<i>William R Doebel</i>	William R Doebel	3311 E ANTHONY DR URBANA, IL 61802	Champaign
12.	<i>Karrie M Doebel</i>	KARRIE M. DOEBEL	3311 E. Anthony Dr. Urbana, IL 61802	Champaign
13.	<i>Hendy S Doebel</i>	Hendy S. Doebel	3514 E. Anthony Dr. Urbana, IL 61802	Champaign
14.	<i>Linda J Webb</i>	LINDA WEBB	4201 E Anthony Dr Urbana, IL 61802	Champaign
15.	<i>Patricia M Smith</i>	Patricia M. Smith	1713 C.R. 1650N Urbana, IL 61802	Champaign
16.	<i>Fred J Smith</i>	FRED J. SMITH	1713 C.R. 1650 N URBANA, IL 61802	Champaign
17.	<i>Gary Cochran</i>	GARY COCHRAN	4001 E. ANTHONY URBANA, IL. 61802	Champaign
18.	<i>Christy Elliott</i>	CHRISTY ELLIOTT	3711 E. ANTHONY URBANA, IL 61802	Champaign
19.	<i>Bryan Reese</i>	BRYAN REESE	1741 Co Rd 1650N Urbana, IL 61802	Champaign
20.	<i>David Webb</i>	David Webb	4201 E Anthony Dr Urbana, IL. 61802	Champaign

I, Joyce Phares, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 2508 N. Cottonwood Rd in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Joyce Phares

Signed and sworn to before me, a Notary Public,

by Bette J. Prince, on this 9th day of June, 2004.

(Seal of Notary Public)
BETTE J. PRINCE
 NOTARY PUBLIC, STATE OF ILLINOIS
 MY COMMISSION EXPIRES 1/13/08

Signature of Notary Public: Bette J Prince

Sheet Number _____

PETITION

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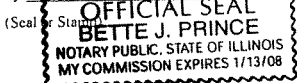
	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Thomas R. Boatright</i>	Thomas R. Boatright	2911 East Oaks Rd. Urbana, IL 61802	Champ
2.	<i>Vickie S Boatright</i>	Vickie S Boatright	2911 East Oaks Rd Urbana 61802	Champ
3.	<i>A. Joyce Reeves</i>	A Joyce Reeves	4203 E. Oak Rd Urbana, IL 61802	Ch.
4.	<i>M. J. D. Reeves</i>	M. J. D. Reeves	4203 E. Oak Rd SR Urbana IL	Champaign
5.	<i>Brian Luckensbill</i>	Brian Luckensbill	2405 E OAKS RD URBANA, IL 61802	CHAMPAIGN
6.	<i>Margaret Luckensbill</i>	MARGARET LUCKENSBILL	2405 E OAKS RD URBANA, IL 61802	CHAMP.
7.	<i>Diane Palmer</i>	DIANE PALMER	2412 E Oaks Rd Urbana IL 61802	Champ.
8.	<i>Charlotte Green</i>	Charlotte Green	4109 E. OAKS RD Urbana, IL 61802	Champaign
9.	<i>Esther Freese</i>	ESTHER FEESE	3902 E. Oak Rd. Urbana, IL 61802	Champaign
10.	<i>Elmer J. Freese</i>	Elmer Freese	2902 E. Oak Rd Urbana, IL 61802	Champ.
11.	<i>Lucy Rick</i>	LUCY RICH	3014 E. OAKS RD URBANA	Champaign
12.	<i>Darci David</i>	DARCI DAVID	3806 E. Ford Harris Urbana, IL 61802	Champaign
13.	<i>Todd David</i>	Todd David	3806 E. Ford Harris Urbana, IL 61802	Champaign
14.	<i>Harry Cl-rough</i>	Harry Cl-rough	3210 E. Ford Harris URBANA IL	Champ
15.	<i>Amy Cl-rough</i>	Amy Cl-rough	3210 E. Ford Harris URBANA IL	Champ
16.	<i>Frank C Palmer</i>	FRANK C PALMER	2413 E OAKS RD Urbana, IL 61802	Champ
17.	<i>Mark C. Weckel</i>	MARK C. WECKEL	2007 E OAKS RD URBANA IL 61802	CHAMP
18.	<i>Mack Weckel</i>	MACK WECKEL	2013 E OAKS RD URBANA IL 61802	CHAMP
19.	<i>Roy Meyer</i>	ROY MEYER	2812 E OAKS RD URBANA, IL	Champaign
20.	<i>Joyce Meyer</i>	Joyce Meyer	2812 E. OAKS RD URBANA, IL 61802	Champaign

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Signature of Circulator: Joyce Phares

Signed and sworn to before me, a Notary Public,

by Bette J. Prince, on this 9th day of June, 2004.



Signature of Notary Public: Bette J. Prince

Sheet Number _____

PETITION

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Berry J. Johnson</i>	Berry J. Johnson	3006 E. OAKS RD URBANA, IL	CHA.
2.	<i>Debra D. Messmer</i>	Debra Messmer	3011 E. OAKS Rd. URBANA, IL	Champ.
3.	<i>Mike Messmer</i>	MIKE MESSMER	3011 E. OAKS RD URBANA IL	Champ
4.	<i>Keith Crist</i>	KEITH CRIST	3103 OAKS RD URBANA, IL	CHAMPO
5.	<i>Kenneth Jarrett</i>	KENNETH JARRETT	3511 E. OAKS RD URBANA, IL	CHAMP.
6.	<i>Rebecca Jarrett</i>	Rebecca Jarrett	3711 E. OAKS RD URBANA, IL	CHAMP
7.	<i>Orval Jarrett</i>	ORVAL JARRETT	3711 E OAKS RD URBANA, IL	CHAMP
8.	<i>Phylis Jarrett</i>	Phylis JARRETT	3915 E. OAKS RD URBANA IL	CHAMP.
9.	<i>John Jarrett</i>	John Jarrett	4103 E. OAKS RD URBANA, IL	Champ
10.	<i>Shirley Robinson</i>	SHIRLEY ROBINSON	4105 E. OAKS URBANA 61802	Champ
11.	<i>Rosie Lard</i>	ROSIE LARD	4205 E OAKS URBANA 61802	CHAMP
12.	<i>Daniel S. Edwards</i>	DANIEL S. EDWARDS	4301 E. OAKS RD URBANA IL 61802	Champ
13.	<i>Brenda S. Edwards</i>	BRENDA S. EDWARDS	4301 E. OAKS RD URBANA IL 61802	Champ
14.	<i>Steve D. Edwards</i>	STEVE D. EDWARDS	3514 N. High Cross URBANA IL 61802	Champ
15.	<i>Dolores Bishop</i>	Dolores Bishop	3514 N. High Cross Rd URBANA, IL 61802	Champ
16.	<i>Richard L. Bishop</i>	Richard L. Bishop	5305 N. High Cross URBANA, IL 61802	Champ
17.	<i>Kathryn M. Stevens</i>	KATHRYN M. STEVENS	5505 N. High Cross URBANA, IL 61802	Champ
18.	<i>Mildred Stevens</i>	MILDRED STEVENS	5505 N. High Cross URBANA, IL 61802	Champ
19.	<i>Wayne Robinson</i>	Wayne Robinson	4313 N. High Cross URBANA, IL 61802	Champ
20.	<i>Maret T. Stevens</i>	MARET T. STEVENS	URBANA, IL 61802	Champ

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Signature of Circulator: Joyce Phares

Signed and sworn to before me a Notary Public,
by BETTE J. PRINCE
(Seal) **BETTE J. PRINCE**
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 1/13/08

on this 9th day of June, 2004
Signature of Notary Public: Bette Prince

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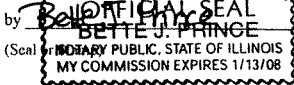
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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

1.	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
		David Crumley	1214 Cottonwood Rd Urbana IL 61802	CH
2.	David Crumley Ronald Dupart	Ronald Dupart	2901 N. Cottonwood Rd Urbana IL 61802	CH
3.	Chris Dupart	Christine Dupart	2901 N. Cottonwood Urbana IL 61802	CH
4.	Faith DeHaven	Faith DeHaven	2913 N. Cottonwood Urbana IL 61802	CH
5.	Bob Gravelly	BOB GRAVELLY	2913 N. COTTONWOOD URBANA, IL 61802	CH.
6.	Clark A Roberts	Clark Roberts	3105 N Cottonwood Rd Urbana IL 61802	CH
7.	Loeth C Martin	Loeth C Martin	2207 N. Cottonwood Urbana IL 61802	CH
8.	Daniel D Martin	DANIEL D MARTIN	2207 N. Cottonwood Urbana IL 61802	CH
9.	Alvin Christians	ALVIN CHRISTIANS	Urbana IL 61802	CH
10.	William F Wiese	WILLIAM F WIESE	1724 CARD 1900 N 3604 E ANTHONY DR URBANA IL 61802	CH
11.	Beth Wiese	BETH WIESE	3604 E ANTHONY DR URBANA IL 61802	CH
12.				
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Signed and sworn to before me, a Notary Public,



Signature of Circulator: Joyce Phares

on this 9th day of June, 2004.

Signature of Notary Public: Bette J Pringe

Sheet Number _____

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTP's** IL 130/High Cross Road Corridor Study group - and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

1. A decrease in our property values, due to the commercialization of the area.
2. The loss of valuable farmland and the destruction of currently existing drainage systems and water wells.
3. Pollution of the air, water and land from autos and trucks and the use of chemicals for road maintenance.
4. An increase in noise pollution, created by 24-hour-a-day traffic from vehicles of all types.
5. Jeopardizing the resources of the University of Illinois' Brownfield Woods, Trelease Woods and Prairie, Phillips Tract, and trees that are hundreds of years old.
6. The bisecting of the last vestige of the historic "Big Grove" and Saline Branch Creek green belt between the woods. This corridor provides transit and habitat for plants and animals -- to ensure genetic diversity and survival of endangered species in this area.
7. Compromising the safety of the residents -- because of the increase in auto and truck traffic.
8. Increasing the probability of crime in the area, due to easier access.
9. Increasing urban sprawl and development, to the detriment of residents who have chosen rural living.

* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Wayne Woller</i>	Wayne Woller	3304 N Highcross Rd Urbana IL 61802	Champaign
2.	<i>Mary Frederick</i>	Mary Frederick (Mar:an)	3008 N High Cross Rd Urbana IL 61802	Champaign
3.	<i>William N Frederick</i>	Bill Frederick	3008 N High Cross Rd Urbana, IL 61802	Champaign
4.	<i>Thomas V Gillespie</i>	Thomas V Gillespie	3413 N Highcross Urbana, IL	Champaign
5.	<i>John D. Haywood</i>	John D. Haywood	4318 E Airport Rd Urbana IL 61802	Champaign
6.	<i>Dorinda Prince</i>	Dorinda C Prince	4304 E Airport Rd Urbana IL 61802	Champaign
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I, Joyce Phares, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 2508 N. Cottonwood Rd in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Joyce Phares

Signed and sworn to before me, a Notary Public,
 by Bette J. Prince
 (Seal) NOTARY PUBLIC, STATE OF ILLINOIS
 MY COMMISSION EXPIRES 1/13/08

on this 9th day of June, 2004
 Signature of Notary Public: Bette Prince

Sheet Number _____

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTP's** IL 130/High Cross Road Corridor Study group – and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

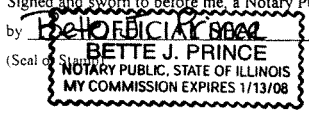
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8. Increasing the probability of crime in the area, due to easier access.
9. Increasing urban sprawl and development, to the detriment of residents who have chosen rural living.

* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

#	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Debra J. Smith</i>	Debra J. Smith	3206 E. University Urbana, IL 61802	Ch.
2.	<i>Beverly Kinberg</i>	BEVERLY KINBERG	3412 E. UNIV Urbana IL 61802	Ch
3.	<i>Roger F. Barclay</i>	ROGER F. BARLEY	3712 E. UNIVERSITY AVE URBANA IL 61802	CH
4.	<i>Cecilia Allen</i>	CECILIA ALLEN	3712 E. UNIVERSITY AVE URBANA IL 61802	CH
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Signed and sworn to before me, a Notary Public,
 by Bette J. Prince on this 9th day of June, 2004.
 Signature of Circulator: Joyce Phares
 Signature of Notary Public: Bette J. Prince
 Sheet Number _____



PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTP's** IL 130/High Cross Road Corridor Study group – and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

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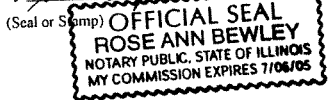
* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

#	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>J. L. Lottumore</i>	J. L. Lottumore	2803 Holcomb Dr Urbana, 61802	Champ
2.	<i>Vera R. Vogel</i>	VERA R. VOGEL	1803 N. Laurel Dr Urbana 61802	!
3.	<i>Deborah Fell</i>	Deborah Fell	1412 Raintree Way Urbana, 61802	Champ
4.	<i>HAROLD SCHUKAR</i>	HAROLD SCHUKAR	7705 ARDLAND DR Urbana, 61802	Champ
5.	<i>M. T. Full</i>	Andrew T. Full	1712 Raintree Way URBANA, IL	CHAMPAIGN
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I, Karen Smith, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 3306 Nordland Dr in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Karen J. Smith

Signed and sworn to before me, a Notary Public, by State of Illinois, on this 9th day of June, 2004.



Signature of Notary Public: Rose Ann Bewley

Sheet Number _____

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTP's** IL 130/High Cross Road Corridor Study group - and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Frank Smith</i>	Frank Smith	3306 Nordland Dr Urbana 61802	Champaign
2.	<i>Steve Hester</i>	Steve Hester	3301 Nordland Dr Urbana 61802	Champaign
3.	<i>Brenda Hester</i>	Brenda Hester	3301 Nordland Dr Urbana 61802	Champaign
4.	<i>Rebecca Payne</i>	Rebecca Payne	3304 Nordland Dr Urbana 61802	Champaign
5.	<i>Eric Payne</i>	Eric Payne	3304 Nordland Dr Urbana, IL	Champaign
6.	<i>John Walder</i>	John Walder	3302 Nordland Dr. Urbana, IL 61802	Champaign
7.	<i>Lisa Walder</i>	Lisa Walder	3302 Nordland Dr Urbana, IL 61802	Champaign
8.	<i>Betty Wshelyi</i>	Betty Wshelyi	2004 Highcross Rd Urbana, IL 61802	Champaign
9.	<i>Norma McFarland</i>	Norma McFarland	2005 Highcross Urbana, IL 61802	Champaign
10.	<i>Glewis McFarland</i>	GLEWIS MCFARLAND	2005 Highcross Urbana, IL 61802	Champaign
11.	<i>John R. Mann</i>	JOHN R MANN JR	2003 Highcross Urbana, IL	Champaign
12.	<i>Robert W. Sales</i>	ROBERT W. SALES	2002 Highcross Rd Urbana, IL 61802	Champaign
13.	<i>Sharon McLead</i>	Sharon McLead	3201 Bruce Urbana, Ill	Champaign
14.	<i>Rick Wilcoxon</i>	R Wilcoxon	3305 Bruce Urbana	Champaign
15.	<i>Debbie Wilcoxon</i>	D Wilcoxon	3305 Bruce Aves	Champaign
16.	<i>Kaley Spencer</i>	Kaley Spencer	3201 Bruce Ave Dr, Urbana, IL	Urbana
17.	<i>Oscar H. Gamble</i>	Oscar H. Gamble	3206 E. Bruce Ave Urbana, IL	Champaign
18.	<i>Tiffany M Gamble</i>	Tiffany M Gamble	3206 Bruce Ave Urbana, IL	Champaign
19.	<i>Patricia J. Tokarski-Say</i>	Patricia J. Tokarski-Say	1804 N. Concord Lane Urbana, IL 61802	Champaign
20.	<i>Armond Say</i>	Armond Say	1804 N. Concord Lane Urbana, IL 61802	Champaign

I, Karen Smith, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 3306 Nordland Dr. in Urbana, Zip Code 61802 County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Karen Smith

Signed and sworn to before me, a Notary Public,

by State of Illinois, on this 9th day of June, 2004.

(Seal or Stamp)



Signature of Notary Public: Rose Ann Bewley

Sheet Number _____

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTP's** IL 130/High Cross Road Corridor Study group -- and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>David Ehler</i>	David Ehler	4007 E Airport Urbana IL	Champaign
2.	<i>Mike Prince</i>	Mike Prince	4304 E Airport Urbana IL	Champaign
3.	<i>Danielle M Prince</i>	Danielle Prince	4304 E Airport Rd Urbana, IL	Champaign
4.	<i>Berniece Adair</i>	BERNIECE Adair	URBANA, IL 61802 4011 E. AIRPORT	Champaign
5.	<i>Steve Wagnman</i>	Steve Wagnman	3313 S. Airport Urbana, IL 61802	Champaign
6.	<i>FAY ELLIOTT</i>	FAY ELLIOTT	2609 HIGH CROSS URBANA, IL 61802	Champaign
7.	<i>Vanessa Faurie</i>	Vanessa Faurie	2009 N. High Cross Urbana, IL 61802	Champaign
8.	<i>Richard McCormick</i>	Richard McCormick	2813E Airport Rd Urbana IL 61802	Champaign
9.	<i>CHRISTINE McCormick</i>	CHRISTINE McCormick	2813 E. AIRPORT RD URBANA, IL 61802	Champaign
10.	<i>Mike Payne</i>	Mike Payne	2705 Donald Dr URBANA IL 61802	Champaign
11.	<i>Shannon Payne</i>	Shannon Payne	2705 Donald Dr Urbana, IL 61802	Champaign
12.	<i>Vicki Schomover</i>	Vicki Schomover	2704 Donald Dr Urbana IL	Champaign
13.	<i>Jennifer Johnson</i>	Jennifer Johnson	2705 Donald Dr Urbana, IL	Champaign
14.	<i>Robert Schomover</i>	Robert Schomover	2705 Donald Dr Urbana, IL	Champaign
15.	<i>Harold Juday</i>	Harold Juday	2601 Quasar Dr Urbana, IL	Champaign
16.	<i>Cheri Rapp</i>	Cheri Rapp	1604 N Cottonwood URBANA, IL	Champaign
17.	<i>Phillip E. Wise</i>	Phillip E. Wise	3703 Bridle Acres Urbana, Ill.	Champaign
18.	<i>Karen Ingersoll</i>	Karen Ingersoll	1915 Kenneth Dr Urbana, IL	Champaign
19.	<i>Laurie O'Brien</i>	Laurie O'Brien	1607 Cherokee Ln Urbana, IL	Champaign
20.	<i>Julie Ehler</i>	Julie Ehler	4007 E Airport Rd URBANA, IL 61802	Champaign

I, Nancy M. Boyd, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 2705 Donald Dr in Urbana, Zip Code 61802 County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Nancy M. Boyd

Signed and sworn to before me, a Notary Public, by State of Illinois on this 14th day of June, 2004.



Signature of Notary Public: Rose Ann Bewley

Sheet Number _____

PETITION

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
Charles Graves	Charles Graves	1804 Cindy Lynn Urbana, IL 61802	Champaign
Albert G. Williams	ALBERT G WILLIAMS	2405 N High Cross Urbana, IL 61802	Champaign
Gerald R. Phillips	GERALD R PHILLIPS	3205 BRUCE ACRES URBANA, IL 61802	Ch
Patricia Phillips	Patricia Phillips	3205 Bruce Acres Urbana, IL 61802	Ch
MARtha ALLEN	MARTHA ALLEN	1203 N High Cross URBANA, IL	Champaign
Germaine Light	Germaine Light	2402 N. High Cross Rd. Urbana, IL 61802	Champaign County
Carol A. Williams	CAROL A. WILLIAMS	2405 N High Cross Rd Urbana, IL 61802	Ch.
Helen Kaufmann	Helen Kaufmann	1807 Concord Lane Urbana 61802	Ch.
Charles McCartney	CHARLES COLE MCCARTNEY	2809 CONCORD URBANA 61802	Champ
Elaine Nicholas	JOSEPH NICHOLAS ELAINE NICHOLAS	3601 N. HIGH CROSS RD. URBANA 61802	CHAMPAIGN
Deborah Allen	Deborah Allen	1207 N High Cross Urbana, IL	Champaign
Gail McWilliams	GAIL McWILLIAMS	2707 Holcomb Dr Urbana 61802	Champaign
John McWilliams	JOHN McWILLIAMS	2707 Holcomb Dr Urbana 61802	Champ.
C. Milo Kaufmann	C. MILO KAUFMANN	1807 N Concord Urbana, IL 61802	Champaign
Karen Smith	Karen Smith	3306 Neiland Dr Urbana, IL	Champaign
William R. Bagby	William R. Bagby	2314 N High Cross Rd. Urbana, IL 61802	Champaign
James Roberts	James Roberts	4210 E Airport Rd Urbana, IL 61802	Champaign
Randy Roberts	Randy Roberts	4210 E Airport Rd Urbana, IL 61802	Champaign
Joe Nicholas	Joe Nicholas	3601 N High Cross Urbana, IL	Champaign
Marilyn A. Baast	MARILYN A. BAAST	2809 E AIRPORT RD URBANA, IL 61802	CHAMPAIGN

I, Nancy M. Boyd, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 2705 E. Airport Rd in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signed and sworn to before me, a Notary Public,
by Nancy M. Boyd, on this 9th day of June, 2004.

Signature of Circulator: Nancy M. Boyd

(Seal or Stamp)



Signature of Notary Public: Rose Ann Bewley

Sheet Number _____

PETITION

We, the undersigned property owners of northeast Urbana, Champaign County, State of Illinois, do hereby petition the CUUATS* and LRTPs** IL 130/High Cross Road Corridor Study group -- and oppose a trumpet road extension with High Cross Road (1600 E) and I-74; a four-lane ring road between High Cross Road and Cottonwood Road (1700 E); and/or any other new roads in the area bounded by their IL 130/High Cross Road Corridor Study. Any such recommendations in their study are objectionable because it would deteriorate the quality of life for the residents of the area for the following reasons:

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Phil Cooper</i>	Phil Cooper	1609 Cherokee Urbana, IL 61802	Champ
2.	<i>Cynthia G. Jackson</i>	CYNTHIA G. JACKSON	2805 Holcomb Dr. Urbana, IL 61802	Champaign
3.	<i>E. Atlee Jackson</i>	E. Atlee Jackson	2805 Holcomb Dr. Urbana, IL 61802	Champ.
4.	<i>Kenneth E. Rowe</i>	Kenneth E. Rowe	3205 E Airport Rd Urbana, IL 61802	Champ
5.	<i>Elaine M. Manino</i>	ELAINE M. MANINO	1610 Cherokee Rd URBANA, IL 61802	Champ
6.	<i>Lucille L. Scheffler</i>	LUCILLE L. SCHEFFLER	1610 Cherokee Rd Urbana, IL 61802	Champ
7.	<i>[Signature]</i>			
8.	<i>[Signature]</i>			
9.	<i>Nancy M. Boyd</i>	NANCY M. BOYD	3705 E AIRPORT RD URBANA, IL 61802	Champaign
10.	<i>George R. Boyd</i>	George R. Boyd	3705 E Airport Rd Urbana, Illinois	Champaign
11.	<i>Miriam Foster</i>	Miriam Foster	2411 E Airport Rd Urbana, IL 61802	Champaign
12.	<i>Chris Dillman</i>	Chris Dillman	3301 E Airport Rd Urbana IL 61802	Ch
13.	<i>Larry Dillman</i>	LARRY DILLMAN	3301 E Airport Rd Urbana IL 61802	Ch
14.	<i>Mary M. Rowe</i>	MARY M. ROWE	3205 E AIRPORT URBANA IL	Ch
15.	<i>Elmer Weemer</i>	ELMER WEEMER	2803 E. AIRPORT RD URBANA, IL	CH.
16.	<i>Alverda L. Boone</i>	Alverda L. Boone	2603 E AIRPORT RD Urbana IL 61802	CH.
17.	<i>FARL EDWARDS</i>	FARL EDWARDS	2605 Brownfield Rd URBANA IL 61802	CH
18.	<i>CHARLES BIALESCHI</i>	CHARLES BIALESCHI	2604 Brownfield Rd URBANA ILLINOIS	CH
19.	<i>MARIA GUMBLE</i>	MARIA GUMBLE	306 N. Beringer URBANA, IL	Ch.
20.	<i>DANIEL R. GUMBLE</i>	DANIEL R. GUMBLE	306 N Beringer URBANA, IL	Ch

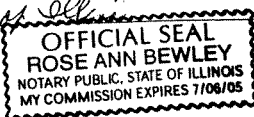
I, Nancy M. Boyd certify that I am a resident of Champaign County and have circulated this petition, that I reside at 3705 E. Airport Rd. in Urbana, Zip Code 61802 County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Nancy M. Boyd

Signed and sworn to before me, a Notary Public,

by State of Illinois on this 4th day of June, 2004.

(Seal or Stamp)



Signature of Notary Public: Rose Ann Bewley

Sheet Number _____

PETITION

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* Champaign-Urbana Urbanized Area Transportation Study ** Long Range Transportation Plan

	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Karen Knight</i>	Karen Knight	1907 Cindy Lynn Urbana IL 61802	Champaign
2.	<i>William Knight</i>	WILLIAM KNIGHT	1907 Cindy Lynn Urbana, IL 61802	Champaign
3.	<i>Eric Bruner</i>	ERIC BRUNER	301 E. Concord St Urbana, IL	Champaign
4.	<i>Martina Benser Kiener</i>	MARTINA BENSER KIENER	2402 N. Barracks Ln Urbana IL 61802	Champaign
5.	<i>Jacques Kiener</i>	Jacques Kiener	2402 N. Barracks St Urbana, IL 61802	Champaign
6.	<i>Julie Rose</i>	Julie Rose	1701 Cherokee Urbana, IL	Champaign
7.	<i>Deborah Hauerzweig</i>	Deborah Hauerzweig	1710 Cherokee Urbana IL	Champaign
8.	<i>Nancy Endress</i>	NANCY ENDRESS	2806 E. Concord Urbana, IL 61802	Champaign
9.	<i>Anton Endress</i>	ANTON ENDRESS	2806 E. Concord Urbana, IL 61802	Champaign
10.	<i>Mary Kolouratis</i>	Mary Kolouratis	2805 Concord Urbana IL 61802	Champaign
11.	<i>Michael Trout</i>	Michael Trout	2805 Concord Urbana IL 61802	Champaign
12.	<i>Gordon Baker</i>	GORDON BAKER	2802 E. Concord Urbana, IL	Champaign
13.	<i>Pete L. Jones</i>	Pete L. Jones	2702 E. Concord Urbana IL	Champaign
14.	<i>Cindy Sikes</i>	Cindy Sikes	2803 Holcomb Dr Urbana, IL	Champaign
15.	<i>Victoria Gordon</i>	Victoria Gordon	2203 Barracks Dr Urbana, IL 61802	Champaign
16.	<i>Paul Gordon</i>	Paul Gordon	2203 Barracks Dr Urbana, IL 61802	Champaign
17.	<i>Theresa O'Banion</i>	Theresa O'Banion	2204 BARRACKS DR URBANA, IL 61802	Champaign
18.	<i>Richard O'Banion</i>	Richard O'Banion	2204 BARRACKS DR URBANA IL 61802	Champaign
19.	<i>Barbara Dullies</i>	Barbara Dullies	2903 Kyle St Urbana, IL 61802	Champaign
20.	<i>William Blum</i>	WILLIAM BLUM	1916 KENNETH ST URBANA IL	Champaign

I, Bjorg Holte, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 1001 N. Highcross Rd in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Bjorg Holte

Signed and sworn to before me, a Notary Public,

by Bette J. Prince on this 9th day of June, 2004.



Signature of Notary Public: Bette J. Prince

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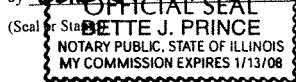
	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.	<i>Elmer M Lewis</i>	Elmer M Lewis	2402 PERKINS URBANA	Champaign
2.	<i>Frank Galk</i>	Frank Galk	1909 KENNETH URBANA	Champaign
3.	<i>Roger Williams</i>	Roger Williams	1901 N High Cross URBANA, IL	Champaign
4.	<i>Jeanine Baker</i>	JEANNINE BAKER	1608 Cindy Lynn URBANA, IL 61802	Champaign
5.	<i>Pam Olson</i>	PAM OLSON	3009 Kyle URBANA, IL 61802	Champaign
6.	<i>Kevin Pitts</i>	Kevin Pitts	2517 SHYBRO URBANA IL 61802	Champaign
7.	<i>Joanna Vaughn</i>	Joanna Vaughn	1101 N High Cross URBANA, IL 61802	Champaign
8.	<i>Mary Anne Hudson</i>	MARY ANNE HUDSON	1808 JONI LEAH URBANA, IL 61802	CHAMPAIGN
9.	<i>Barbara B. Hudson</i>	BARBARA B. HUDSON	1808 JONI LEAH URBANA, IL 61802	CHAMPAIGN
10.	<i>John & Dora Grubb</i>	JOHN & DORA GRUBB	1902 Shelley Court URBANA, IL 61802	Champaign
11.	<i>Dora Grubb</i>	DORA POPE GRUBB	1902 Shelley Ct URBANA, IL 61802	Champaign
12.	<i>William Powell</i>	William Powell	2007 Shelley Ct URBANA, IL 61802	Champaign
13.	<i>Rick Houchens</i>	Rick Houchens	2910 Kyle St. URBANA, IL 61802	CHAMPAIGN
14.	<i>Sherrill Houchens</i>	Sherrill Houchens	2910 Kyle St URBANA IL 61802	CHAMPAIGN
15.	<i>Robert A May</i>	Robert A May	1901 Kenneth St URBANA, IL 61802	Champaign
16.	<i>Barbara Smalali</i>	Barbara Smalali	1901 Kenneth URBANA, IL 61802	Champaign
17.	<i>James M. Wertz</i>	JAMES M. WERTZ	1907 KENNETH URBANA IL 61802	Champaign
18.	<i>David Sisson</i>	David Sisson	1911 Kenneth URBANA, IL	Champaign
19.	<i>Carley K. Sisson</i>	Carley K. Sisson	1911 Kenneth St URBANA, IL	Champaign
20.	<i>James Smith</i>	James Smith	3009 Kyle URBANA, IL	Champaign

I, Bjorg Holte, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 1001 N. Highcross Rd in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signature of Circulator: Bjorg Holte

Signed and sworn to before me, a Notary Public,

by Bette J. Prince on this 9th day of June, 2004.



Signature of Notary Public: Bette Prince

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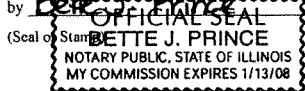
	NAME (Signed)	NAME (Printed)	STREET & CITY / ZIP CODE	COUNTY
1.		MACES MOCER	2006 CINDY LN URBANA, IL 61802	CHAMP.
2.		MAGDALENA MOCER	2006 CINDY LN URBANA IL 61802	Champ.
3.		FLORENCE L. POWELL	2007 SHelly CT URBANA, IL 61802	Champ
4.		PAULA NELSON	903 N. HIGHCROSS URBANA, ILL.	CHAMP.
5.		PHIL NELSON	903 N HIGHCROSS URBANA ILL	champ
6.		BRUCE TINSCHER	3106 E ANTHONY DR URBANA IL	Champ
7.		BOBBIE TINSCHER	3106 E ANTHONY DR URBANA IL	Champ
8.		HELEN TINSCHER	3104 E ANTHONY URBANA IL	CHAMP
9.		JUNIOR TINSCHER	3104 E ANTHONY URBANA IL	CHAMP
10.		RIK MULLIGAN	3005 E. ANTHONY DR URBANA, IL	CHAMP
11.		CAROL MULLIGAN	3005 E ANTHONY DR URBANA IL	Champ
12.		DONNA GUSTAFSON	3001 E ANTHONY URBANA, IL	CHAMP
13.		SANDRA HAMILTON	2911 E ANTHONY URBANA ILL	CHAMP
14.		TERRY HAMILTON	2911 E ANTHONY URBANA, IL 61802	Champ
15.		DEBORAH ALLEN	1207 HIGHCROSS URBANA IL 61802	Champ
16.		PERCY E. ALLO	1203 HIGHCROSS URBANA, ILL	CHAMP
17.		NORMA HEPBURN	3012 KYE URBANA, ILL	CHAMP
18.		JACK HEPBURN	3012 KYE URBANA	CHAMP
19.		M.K. WALDEN	2002 CINDY LN URBANA, IL	CHAMP
20.		KIM WALDEN	2002 CINDY LN ST URBANA ILL	CHAMP

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Signature of Circulator: Bjorg Holte

Signed and sworn to before me, a Notary Public,
by Bette J. Prince

on this 9th day of June, 2004.



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1.	<i>Gayle Gleichman</i>	GAYLE GLEICHMAN	1401 N. High Cross Urbana, IL 61802	Champaign
2.	<i>Nancy Ford</i>	NANCY FORD	3104 E PERKINS RD URBANA, IL 61802	Champaign
3.	<i>Bjorg Holte</i>	BJORG HOLTE	1001 N. HIGH CROSS URBANA, IL 61802	Champaign
4.	<i>Charles McFinney</i>	CHARLES McFINNEY	306 PERKINS RD URBANA, IL 61802	Champaign
5.	<i>Jamie Mansfield</i>	JAMIE MANSFIELD	2904 E PERKINS RD URBANA, IL 61802	Champaign
6.	<i>Allen Mansfield</i>	ALLEN MANSFIELD	URBANA, IL 61802	Champaign
7.	<i>Robert V. Head</i>	ROBERT V. HEAD	1812 JONI LEANN URBANA, ILL	Champaign
8.	<i>Mary Coyswell</i>	MARY COYSWELL	1813 JONI LEANN URBANA, ILL	Champaign
9.	<i>Charles Coyswell</i>	CHARLES COYSWELL	1813 JONI LEANN URBANA, ILL	Champaign
10.	<i>Linda K. Jones</i>	LINDA K. JONES	1807 JONI LEANN URBANA, IL	Champaign
11.	<i>Nelson R. Jones</i>	NELSON R. JONES	1807 JONI LEANN URBANA, IL	Champaign
12.	<i>Charlotte J. Young</i>	CHARLOTTE J. YOUNG	1806 JONI LEANN URBANA, IL	Champaign
13.	<i>Kick McGraw</i>	KICK MCGRAW	1806 CINDY LYNN URBANA, IL 61802	Champaign
14.	<i>Katala McGraw</i>	KATALA MCGRAW	1806 CINDY LYNN URBANA, IL	Champaign
15.	<i>David O'Rourke</i>	DAVID O'ROURKE	3005 KYLE URBANA, IL	Champaign
16.	<i>Carolyn Martin</i>	CAROLYN MARTIN	3005 KYLE URBANA, IL	Champaign
17.	<i>Charles Graves</i>	CHARLES GRAVES	1804 CINDY LYNN URBANA, IL	Champaign
18.	<i>Charoie J. Graves</i>	CHAROIE J. GRAVES	1804 CINDY LYNN URBANA, ILL	Champaign
19.	<i>Darrell Cox</i>	DARRELL COX	1801 CINDY LYNN URBANA	Champaign
20.	<i>Cory Turner</i>	CORY TURNER	3002 PERKINS RD URBANA	Champaign

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Signature of Circulator: Bjorg Holte

Signed and sworn to before me, a Notary Public,

by Bette J. Prunce, on this 9th day of June, 2004.



Signature of Notary Public: Bette J. Prunce

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1.	<i>Debra M. Blair</i>	Debra M. Blair	1916 Kenneth St. Urbana, IL 61802	Champaign
2.	<i>Nicola Millar</i>	Nicola Millar	1917 KENNETH ST URBANA, IL 61802	Champaign
3.	<i>Randy Coverstone</i>	Randy Coverstone	2007 Cindy Lane URBANA IL	Champaign
4.	<i>Shirley Willard</i>	Shirley Willard	1704 Cherokee Ln Urbana, IL 61802	Champaign
5.	<i>Robert Willard</i>	Robert Willard	1704 Cherokee Ln Urbana, IL 61802	Champaign
6.	<i>Debra Eastin</i>	Debra Eastin	2710 Parkins Urbana, IL	Champaign
7.	<i>Naomi Roberts</i>	Naomi Roberts	2702 E Parkins URBANA IL 61802	Champaign
8.	<i>David K Roberts</i>	David K Roberts	2702 E. Parkins Rd Urbana, IL 61802	Champaign
9.	<i>J.E. Barnes</i>	J.E. Barnes	2710 Parkins Urbana, IL 61802	Champaign
10.	<i>Morris B Berenbaum</i>	MORRIS B BERENBAUM	2070 Parkins Rd URBANA, IL 61802	Champaign
11.	<i>Scott Varvel</i>	Scott Varvel	1402 Raintree Woods Urbana	Champaign
12.	<i>Jennifer Varvel</i>	Jennifer Varvel	1402 Raintree Woods, Urbana	Champaign
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				

I, Bjorg Holte, certify that I am a resident of Champaign County and have circulated this petition, that I reside at 1601 N. Highcross Rd in Urbana, Zip Code 61802, County of Champaign, State of Illinois, and that the signatures on this sheet were signed in my presence and are genuine, and that to the best of my knowledge and belief that the persons so signing are property owners in Urbana, Champaign County, and that their respective residences are correctly stated as above set forth.

Signed and sworn to before me, a Notary Public,

by Bette J. Prince on this 9th day of June, 2004

(Seal or Stamp)
BETTE J. PRINCE
 NOTARY PUBLIC, STATE OF ILLINOIS
 MY COMMISSION EXPIRES 1/13/08

Signature of Circulator: Bjorg Holte

Signature of Notary Public: Bette Prince

Sheet Number _____

IDOT DIST 5	
COPIATION	
DE	
ADM	
CONST	
ENV	
INTD	
OTHER	
P. D.	X
LD ACQ	
STD/PLN	

August 5, 2004

David Clark
 IDOT, District 5
 13473 ILL. Hwy. 133
 P. O. Box 610
 Paris, Illinois 61944

Dear Mr. Clark;

Thank you for your letter of July 7th, which contained a lot of information relevant to our interest in the roads that CUUATS has proposed for this area. The 48 pages of The Metropolitan Transportation Planning Process, Key Issues were, unfortunately, truncated on the right-hand margin and so not really readable.

I believe we do understand the processes in general, described in the first section of material. I believe, however, that when lines are put on paper describing a particular course for a new road, and it is presented as the only alternative for the eastern side of a ring road (arterial road), it is becoming more than a concept. When this information is included in an LRTP, your data says this is a "defining vision for the state's transportation systems" and indicates planned improvements for the next 20 years.

CUUATS told us that public comments do count, and they count those both pro and con regarding the ring road proposal. Since these comments are stated to be a factor in their decision-making, I have requested (three times) copies of the comment sheets, but with any names or identification withheld. Rita Black said she could not release these to me without your (IDOT's) permission.

Can you please explain to me why this is an IDOT decision? I do know for a fact that we submitted petitions with 302 opposing comments by virtue of signatures. These were obtained in a four-day period, restricted to CUUATS' general corridor study area north of Route 150, and signed by property owners. Many others wanted to sign, but we restricted the criteria.

We steadfastly oppose both the arterial road and the extension from I-74 – East University Avenue to High Cross Road, for all of the reasons the petitions stated.

The decision-making information is filled with ideas for citizen input. CUUATS did not "pursue public involvement", but hindered it. We have discussed these issues.

I enclose also, copies of two letters to Libby Tyler of Urbana. Urbana is funding this LRTP study. The first letter is not addressed to her, but I personally gave it to her. The second letter I mailed to her. Please send your comments regarding the content of these letters.

Now that the budget crisis is resolved in Springfield, I would appreciate it if you can advise us of potential funding that will be made available for projects in our area. My recollection is that you had told us you could do this.

Thank you, again, for your help – and for that of Dennis Markwell. We will continue to try to make our citizen input relevant.

Enclosures

17 Jan 04

The attached map is to illustrate a better way to facilitate a new road connecting I74 to the IL 130/150 area. Your present proposal is not practical or acceptable to the citizens who reside in the High Cross Rd vicinity. This was emphasized by the recent petitions submitted to COUSATS, who is doing the IL 130/High Cross corridor study, and all of their associated agencies. The petitions speak for themselves.

The I74 University interchange is unique. In my 55 years of driving throughout the United States (more than one and one half million miles), I have never seen another like it. It was conceived more than forty years ago, and at the time it was built it was out in the countryside, as is our proposal now. To try now, forty years later, to reconfigure it for another use is impractical.

Since the 1960's, the once rural area northeast of the city of Urbana has had a lot of development. Many people who have chosen to live in this area because of a rural peaceful setting have devoted much of their time and money to establish what is for many a final homestead.

To try and now force through a new interchange connection between I74/University Ave and High Cross Rd would disrupt the entire area and hundreds of lives. We suggest instead the I74/1800 E County road connection as shown on the map. It affords an easy I74 connection with a diamond intersection with an existing overpass with I74 on established roads and IL 150 which was probably put in service in the mid to late teens. This is a logical development. To service your present needs, it avoids the confrontations in the High Cross Rd area and allows improvement of an

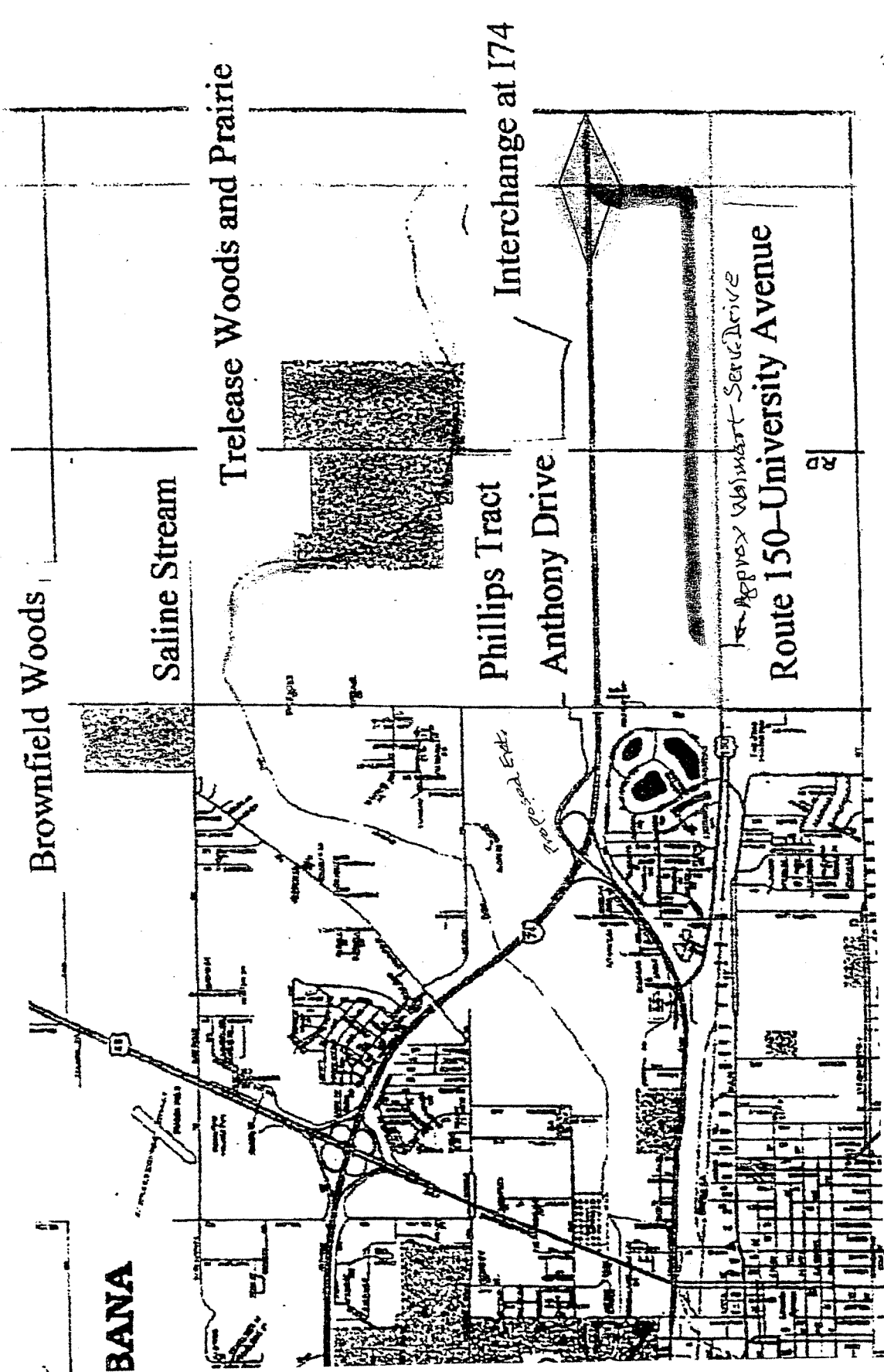
Page 2
17 Jan 04

additional 2 miles of IL 150. The additional distance to the ~~proposed~~ Walmart sight service area is less than one-half mile longer than your present proposal and more direct. The 1800 E also falls within Urbana's 20 year planning boundary. I am sure the ultimate costs would be less, as you are improving existing roadways.

While residents in our part of the county oppose ring roads as a concept for our communities, if at a later time it was felt necessary to build one, 1800 E affords a nearly undisturbed existing road system from Olympian on the north to Windsor or Curtis on the south.

Sincerely,

✓



UIDOT proposed I74/Univ connection
 and then to Walmsort service
 entrance on R 150 is slightly
 over 1 3/4 miles

Att 180E proposed diamond inter-
 section to Walmsort service
 entrance 2 1/4 miles

17 Jun 04 GKB

28 June 04

Libby Tyler
Community Development
City of Urbana, Illinois
400 So. Vine St.
Urbana, Illinois, 61801

Dear Mrs. Tyler,

I want to first thank you and Paul Lindahl for coming by my home last week to do a drive around this area regarding CUWATS proposals for a ring road and an extension of the University Ave I74 intersection to HighCross Rd through a presently settled area.

I have the further comments regarding this proposed extension from I74 to HighCross Rd. In your comments regarding this you talked about the longer distances to IL 130/150 if using County Rd 1800 E as an I74 diamond intersection to access IL 130/150. In thinking about this, it is obvious you are assuming most service vehicles and shoppers to this area would be coming from the western quadrants (NW & SW). In fact, probably 80 to 90% or more will be coming from the eastern quadrants (NE, SE). The reason is that the western quadrants are already served by WalMart in Savoy and Champaign, a SFA's in the city of Champaign, and a proposed new super WalMart on north Prospect Ave. Further, there is a major WalMart distribution center (M&L) in Danville to the east. The other major WalMart distribution center is to the south in Olney, Illinois. Therefore, the 1800 E / I74 intersection is shorter,

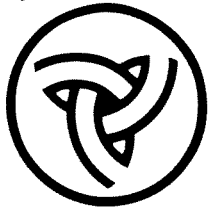
28 June 04

Page 2

Please send me your comments on this information.

Sincerely,

C



Illinois Department of Transportation

Division of Highways / District 5
Rt. 133 West / P.O. Box 610 / Paris, Illinois 61944-0610
Telephone (217) 465-4181

August 16, 2004

Mr. George Boyd
3705 East Airport Road
Urbana, Illinois 61802

Dear Mr. Boyd:

Thank you for your letter of August 5th reviewing your concerns and requested information. We appreciate your interest, as well as the opportunity to respond.

First, please accept my apology for the readability of the copy of The Metropolitan Transportation Planning Process, Key Issues we provided you. Enclosed is a hard copy of the briefing notebook for your use and reference.

As to the release of public comment sheets, they are a component of the Long Range Transportation Plan (LRTP) draft and do not require IDOT permission to be released. However, for the process to work, a consistent means of release needs to be followed for all documents that provide public input and are tied to federal funding. CUUATS will be releasing a draft LRTP, including public comments, after September 15, 2004, for public review. Within this public review period, all document comments, in their entirety, will be available for inspection in accordance with Federal requirements. CUUATS coordinates this document for the member agencies collectively to meet federal requirements; IDOT administers funding to CUUATS and is in agreement with their work plan. Overall, this metropolitan planning organization uses a comprehensive, cooperative, and continual planning process through CUUATS to obtain federal funding for local transportation projects and programs.

The IL 130 Corridor Study is in the beginning stages of a planning process that considers elements such as existing conditions and improvement options. Location identification for new interstate interchanges is a long process that includes federal approval. Federal criteria play a large role in determining interchange locations.

Your written position on the potential ring road alignment and corridor study becomes part of the public comment. Regarding comment on your letters to Libby Tyler of Urbana, you have articulately noted your suggestions and position as we understand them.

As per your request, a summary of IDOT, District Five roadway projects, listed by roadway route, is enclosed. Highlighted in yellow are proposed improvements within the Champaign-Urbana urbanized area, which reflect current estimated costs and are identified for potential funding.

Mr. George Boyd
Page Two
August 16, 2004

We would also note that plans for the public meeting to help clarify the distinctions between the LRTP and Highcross Corridor Study are well underway. Currently, dates in mid to late September are being considered. CUUATS will publicly announce the date, time, and location as they are finalized.

Thank you again for your interest and concern. The transportation planning process necessitates the involvement all stakeholders. Should we be able to assist you with anything further, please do not hesitate to contact this office.

Sincerely,



D. Clark
District Engineer

DLM:cw

Encl.

d1m65.doc

bcc: Rita Black, CUUATS w/ copy of original Boyd letter
John Dimit, RPC
Front Office
Programming
D. L. Maxwell



Community Development Services
400 South Vine Street
Urbana, IL 61801
(217)384-2444
FAX (217)384-0200

September 9, 2004

George Boyd
3705 E. Airport Road
Urbana, IL 61802

RE: Comments on Completion of I-74/High Cross Road Interchange

Dear George:

Thank you for your letters dated June 17, 2004 and June 28, 2004 regarding your opposition to the planned completion of the I-74/High Cross Road Interchange and to the designation of High Cross Road as a part of a region-serving "ring road". While we have discussed your concerns in person and over the phone, at your request I am providing a written response. Your letters advocate the construction of a new diamond interchange at County Road 1800 E and I-74 as an alternative to completion of the current trumpet interchange at I-74/High Cross Road.

Please be aware that the scope or need for any roadway improvements, be it to the existing interchange or development of a new one, or even a "do nothing" alternative, will need to be determined by an engineering study that evaluates and considers all factors, including the ones mentioned in your letters. The steps leading up to this necessary future engineering study have only just been started as a part of the Illinois Route 130 Corridor Plan. Your comments, as well as those of all other concerned parties, will become a part of that study, but will not be the sole determining factor in study's conclusions. At this early stage, assuming any particular outcome at this point is really premature.

Knowing that the corridor study has only just been initiated and that further, more detailed studies are necessary, I can only offer you my personal concerns as a planner representing the City of Urbana, without having the benefit of the additional information that these studies will bring forth. Having said this, I must say that I believe the planned completion of the trumpet interchange to be a superior alternative to construction of a new interchange at 1800E for the following reasons:

1. **A new interchange at 1800E would not provide convenient or optimal access to destination points in east Urbana.** If this location were used as an alternative to completion of the trumpet interchange, west bound travelers would have to travel an additional two miles along rural roadways to reach High Cross Road. Most travelers will simply choose to travel the additional one-mile past High Cross Road to University



Avenue and then back track on City streets to their destination, as they currently do. Therefore, there would be no improvement to the currently impaired highway access to east Urbana. The primary goal for completing the Trumpet interchange is to provide direct access to an area of Urbana (High Cross Road south of the interstate) being planned for commercial growth that is compact and contiguous to the city limits. Providing the only access opportunity at either University Avenue or 1800 East does not offer this access and in the case of 1800 East would only encourage urban sprawl.

Your June 28, 2004 letter states that most of the traffic to the proposed WalMart at High Cross Road and University Avenue would be primarily from the east, so that the 1800 E interchange would be more convenient. You state that residents of Urbana would continue to travel several miles out of their way to frequent WalMarts in Savoy or Champaign. I respectfully disagree with this assertion. Most of the population that would be served by this proposed store is located to the west, as evidenced by population and development patterns. In addition, I hear continuously from Urbana residents who are frustrated by a lack of retail outlets within the City limits of Urbana and are unhappy with having to travel to Savoy or Champaign to obtain certain basic goods or services. Future commercial development along High Cross Road will help to serve all of the residents of Urbana, as well as a smaller number of residents of unincorporated Urbana and Somer Townships, residents of St. Joseph, Philo, Sidney, and other communities in this area that are not proximate to similar shopping opportunities.

- 2. Completion of a new interchange at 1800E would likely be far more expensive and disruptive to surrounding land uses than would completion of the already existing trumpet interchange.** Completion of a new interchange as you've suggested would involve tremendous costs in the form of land acquisition, design, and construction. In addition, as you point out in your second letter, improvements to both 1800E and Route 150 would also be necessary, at additional cost and impact to surrounding land owners. It seems to me that there would be no fiscally responsible reason for IDOT to approve the funding of such a project, both due to the relatively large expense involved and due to the fact that there is no significant development that would benefit from introduction of an interchange at this location. You state in your letter that completion of the trumpet interchange would impact hundreds of properties. Having studied possible alignments, I believe completion of this interchange need only directly impact only a handful of properties, and none in such a manner as to deprive their reasonable use. But additional study is certainly needed to determine exactly where this impact would occur. By contrast, construction of a new interchange at 1800 E would result in major takings and impacts to agricultural lands in this vicinity as well as along the approaches of 1800E and Route 150. It seems that you are asking a large number of landowners in the 1800 E area to bear a large burden in order to avoid less extensive impacts upon a smaller number of property owners in the trumpet interchange area. I would also point out the landowners that would be most affected by the completion of the trumpet interchange have been aware of this potential for some time and have been able to make their plans with this

knowledge since it has been depicted on the City's comprehensive plan for several years. But property owners along 1800E have no such foreknowledge since a new interchange at 1800E is not shown on any IDOT, County, or City plans.

- 3. Completion of a new interchange at 1800E would be sprawl-inducing and would be contrary to the stated policies of the City and County to promote compact, contiguous growth patterns.** To the extent major infrastructure improvements (like highway interchanges) are made in rural areas, we are promoting the sprawl of urban development into the countryside in a pattern that has been shown to be harmful to the environment and to the sustainability of the urban community. As a rural resident, I am sure that you would not want to promote infrastructure investments that could result in the loss of agricultural lands, impairment of the rural character, and unmanaged growth east of Urbana.

While we seem to disagree about many of these points, I am hoping that we can agree on the third point and can work together to ensure that the rural areas outside of the City are protected from development that is not compact and contiguous to the municipalities. The proposed Comprehensive Plan for the City of Urbana recognizes the rural residential character of the area in which you reside and proposes a reduction in the planned intensity of future development in this area. It also promotes the preservation of agriculture outside of the City's growth boundary to the east. While the draft Comprehensive Plan shows the completion of the trumpet interchange, it recognizes that this improvement need not be accompanied by an intensification of land uses around it (north of I-74) and that design of the roadway should be respectful of the rural environment. I am hoping that you will be able to support these aspects of the Comprehensive Plan Update that have been made with the positive input from your neighbors.

Please feel free to continue to contact me with your questions and concerns about planning efforts that interest you.

Sincerely,



Elizabeth H. Tyler, Ph.D., AICP
Director

Cc: Tod Satterthwaite, Mayor
Bruce Walden, CAO
William Gray, City Engineer
Rob Kowalski, Planning Manager
John Dimit, RPC
Rita Morocoimo-Black, CUUATS
Jodi Winn-Rooney, IDOT
Dennis Markwell, IDOT

September 21, 2004 Q & A at TK Wendl's



	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
20	Sharon McLeod	Retired	3201 Bruce Ac.	Urbana	IL	61802	3670852		
21	Libby Tyler	City of Urbana	400 S. Vine	Urbana	IL	61801	3842939	384-0200	entyle@city.urbana.il.us
22	Al Williams	Retired	2405 N High Cross	Urbana	IL	61802	367-2422		
23	Carol Williams	✓	✓	✓	✓	✓	✓		
24	Charlotte Young	✓	1806 Jeni Leann Ct	Urbana	IL	61802	367-7822		
25	Carol Johnson	✓	2408 N High Cross Rd	Urbana	IL	61802	367-2559		
26	Bonnie Ruthhouse	✓	2915 Ruthhouseford	U	IL	61802	344-1707		
27	Warren Ruthhouse	✓	2915 Ruthhouseford	U	IL	61802	344-1709		
28	Dorothea Smith	Retired	2408 S. Park	U	IL	61801	367-0567		
29	Sharon White		1415 Spindree Woods	U	IL	61802	367-6765		
30	Bill Kwiatk		1907 LINDSEY LYNN	U	IL	61802	344-7499		deangrossm@aol.com
31	Kristen Dean-Griesman	Homeowner	1170 C R 1600 E	U	IL	61802	684-2114		
32	Karen Fenwick		4303 S Highcross	Urbana	IL	61802	367-2355		
33	REX FENWICK	LAND OWNER	4303 S HIGHCROSS	URBANA	IL	61802	367-2355		
34	Dean Rose	BLACKSMITH	1760 CR 1400N	U	IL	61802	277-8786		deanrose@workingmetal.com
35	Linda Lopez	✓	811 Blackwood	U	IL	61802	---		
36	LEONARD	✓	✓	✓	✓	✓	---		
37	MARILYN POLLARD		2701 MYRA RIDGE DR	Urbana	IL	61802	328-5850		
38									

ROBERT B RICE

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
39	Robert Rice	FARM OWNER	P.O. BOX 448	PHILO	IL	61864	681-2117	None	None
40	Stu Mevagt	programmer	1786 Aero Place	Urbana	IL	61802	367-0288		
41	Everett Johnson	homeowner	2408 N High Cross Rd	Urbana		61802	367-2959	none	none
42	Ann Swearingin	farmer	3410 S. High Cross Rd	Urbana	IL	61802	328-2104		
43	SANDY HAMILTON	homeowner	2911 E. Anthony Dr	Urbana	IL	61803	344-3887	none	
44	FERRY HAMILTON	"	"	"	"	"	"		
45	JIM McCALL	HOME OWNER	1907 KENNETH	URBANA	IL	61802	367-8832		mijlaccm@yahoo.com
46	Stacy bustard	HOME OWNER	3001 E ANTHONY	URBANA	IL	61802	384774		SSTHOMAS@uiuc.edu
47	Bette Wheeler	homeowner	1845 CAR 1400N	Urbana	IL	61802			
48	Elaine Wagner	homeowner	1797 Aero Place	U	IL	"	344-4415		
49	Robert Reese	farmer	1225 Car 1800E	U	IL	61802	469-7458		
50	W.C. Ackermann	OWNER	1814 WAYNE DR	C	IL	61822	359-0445		
51	Glen Mueller	owner	2408 E AIRBOR RO	U	IL	61802	328 1340		
52	Linda Mueller	owner	2408 E AIRBOR RO	U	IL	61802	3281340		
53	Margaret Olson	homeowner	214 E. Sherwin Dr	Urbana, Ill	IL	61802	314-6390		olson@shoot.net
54	John Fiscus	Home owner	1780 Co. Rd. 1650N	Urbana	IL	61802			
55	GERARD KOZLOFF	Home Owner	405 BEAUMONT CIR	URBANA	IL	61802	367-5065		
56	Jane Wright	homeowner	405 Bennett Circle	Urbana	IL	61802			
57									

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
58	Holt Summers	WERNER & FITZ	302 LINCOLN SQ	URBANA	IL	61801	307-1126		
59	Judy Miller	Urban Pub Assnct	1505 N. Broadway	U	IL	61801	384-4662		jkmlite@wkapks.us
60	Walter Myers		913 N. Cottonwood	U	IL	61809			k.myers@x4earth.net
61	Kirk McGraw		1806 Cindy Lynn	Urbana	IL	61802	367-0865		
62	Jeanie Dan		231 Appletree	Urbana	IL	61802			J.Daly@proinc.net.net
63	George Boyd			Urbana		61802			
64	Nancy Boyd			Urbana		61802			
65	John McWilliams		2701 Holcomb Dr	U		"	354-5121		
66	Bjore Holte	SELF	1001 N. HIGHWAY	URBANA	IL	61802	344-9275		
67	H. Wacheland	Self	2213 Quince U	U			367-8606		
68	C. Kagler	Self	2407 N. Cottonwood	Urbana	IL	61802	328-5235		
69	E. Kagler	"	"	"		"	"		
70	ANTHONY	"	2605 SOMERSET	URBANA	IL	61802	384-3094		
71	DEBRA	"	2609 Hill Cir	Urbana	IL	61802	384-5820		tf@ccrpf.net
72	DEBRA GRIEST	Self	1802 Cindy Lynn	Urbana	IL	61802	367-4091		Debgriest@aol.com
73	Gayle Gleichman		1401 N. HighCross Rd	Urbana	IL	61802	344-0026		gayleg@assocqg.org
74	John Cooper	CCND	1716 E Washington	"	"	61802	384-3800		
75	BARBARA ROBERTS		2609 F. Ford Haven	Urbana		61802	643-2715		
76									

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
77	V. FERRARI		48 Northwood Dr.	Urbana	IL	61802	337-5223		
78	Pam Ryan		3009 Kyle	U	IL	61802	384-4335		
79	Alicia Spangher		1803 Jami Lane U						
80	Michael Lopez		3208 Barclay St	V		61802	328-5000		
81	Tom Bems		405 East Main St.	Urbana	IL	61802	384-1144	304-3355	t.bems@bensclanys.com
82	LICK WOLLEN		2294 Cor 1600 E. W	Urbana	IL	61802	202-0985		
83	Geoffrey R. Carlisle		406 E. Green, U12	Urbana	IL	61802	367-2500		carlisle@soltec.net
84	Robert Bernal		2911 Rutheford	Jessamit	IL	61802	367-6150		rshannah@yahoo.com
85	Bill Bayley		2314 High Cross	Urbana		61802	344-0522		
86	Derek Liebert		1710 N. Willow Rd.	Urbana	IL	61801	344-7103		
87	Debra Fries		2902 E Oak Rd.	Urbana	IL	61802	328-1136		
88	Randy Gustafson		3001 E. Anthony Dr	U	IL	61802	384-7741		
89	DAVE O'Rourke		3005 Kyle	U	IL	61802	367-9094		
90	Lauren Petty	News Channel 15	250 S. County Fair Dr	Ch.	IL	61820	351-8539		lpetty@5bnet.com
91	Rita Black		CCRPC						
92	Susan Charavak		CCRPC						
93	John Dimit		CCRPC						
94	Lundh Kang		CCRPC						
95									

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
96	George E. Perkins		2917 Rutherford Dr	URBANA	IL	61802	384-3319		Ge.Perkins@mcrista.BB.com
97	Pat Dwyer		3009 N. Cottonwood	Urbana	IL	61802	337-5558		
98	BRUCE JACOBS		3102 ANTHONY	URBANA	IL	"	344-0708		
99	Roy F. Block		Box 425	SIDNEY	IL	61877	688-2521		
100	John Block		"	"	"	"	"		
101	STEVE FRANK		3314 E ANTHONY DR	URBANA	IL	61802	328-7686		s-franke@uiuc.edu
102	Warren Lowry		3009 E Anthony Dr.	Urbana	IL	61802	367-4742		
103	STEVE EASTBURN		1792 AERO PLACE	URBANA	IL	61802	344-2023		
104	Carolyn Martin		3005 Kyle St	Urbana	IL	61802	344-1457		
105	Steve Buck		409 E. Main P.O. Box 505	Sidney	IL	61877	688-2689		
106	Frank Gallo		1919 Kenneth St	Urbana	IL	61802	367-5796		
107	JUANITA BRADLEY		1770 PLYMOUTH	URBANA	IL	61802	-		
108	Joyce Phares		2508 N. Cottonwood Rd.	Urbana	IL	61802	367-5752		j-phares@staff.uiuc.edu
109	Mike Monson	News-Gazette	15 Main St	CA	IL	61820	351-3370		
110	David Stetson	UIC							
111	Wendy Noebel		3514 E. Anthony Dr.	Urbana	IL	61802	337-0540		
112	Jim Dwyer		3514 E Anthony D	"	"	"	"		
113									
114									

PLEASE PRINT

CCRPC -- IL 130/High Cross Road Corridor Study -- Public Meeting 9/21/04

Revised 9/21/04

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
115	Dwain McDaniel	CRRC	1909 S HANCOCK	UR		61802	328 1984		
116	Nancy Ford		3164 E Perkins Rd	Urbana		61802	344-4734		
117	SHIRLEY MERYMAN		2902 HERSHWOOD CT	CHAMPAIGN					
118	THOMAS ROBERTS		2609 E FORD HAVEN BLVD	URBANA		61802	643-2659		
119	ED WALSH	Self	6708 N.W. ARROWHEAD DR	URBANA		61802	643-2659		
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	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
134	Joyce DeWalt		300 S. N. Ave. (S. Duane Rd)	Urbana	IL	61802			
135	Cecilia Allen		3712 E. UNIVERSITY	Urbana	IL	61802			
136	ROGER F. BLARLEY		"	"	"	"			
137	David Entler		4001 E. Airport Rd	Urbana	IL	61802			
138	Jeff Roloff		3412 N High Cross Rd	Urbana	IL	61802	328-2974		
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Champaign County Regional Planning Commission
1776 W. Washington Street
Urbana, IL 61802

Dear CCRPC:

Thank you for the opportunity to comment on the Illinois 130/Highcross Road corridor study. I would have liked to have attended the meeting you are having at T.K. Wendells on September 21, but my wife and I will be in Seattle at that time.

My wife and I live at [REDACTED] 2606 N. Highcross Road. I appreciate the need to create an arterial road system around Champaign-Urbana. I understand that the arterial roads will be four-lane roads. If Highcross Road is widened to four lanes between I74 and Olympian, it will create severe disruption for many people. Numerous residences, including mine, and the Apple Dumpling restaurant would have to be razed.

It would be much less disruptive to site the eastern arterial road further east than Highcross, for example, by widening Cottonwood Road. When I mentioned this to a member of the CCRPC, he said that using Cottonwood would attract commercial development to the area and such commercial development was not desired. Using that argument, however, it would seem that the southern arterial road should be along Windsor Road rather than along Curtis Road, especially since much of Windsor Road is already four lanes wide.

In summary, I support the concept of creating an arterial system around Champaign-Urbana provided it is done fairly. It would seem patently unfair to force numerous people from their homes on Highcross Road when such disruption could be avoided by siting the eastern ring road further east.

Sincerely,

COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

① Insist on neighborhood lighting and landscape at Walmart area + Sunny crest area. Bright does not need to invade the neighborhood or sky. Just light.

② Think big! How will you maintain quality! Look at type of housing.

③ Look at knowledge base of people who care about debris and what it takes to make a neighborhood.

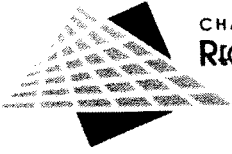
④ Think mandating constant rubbish control. Country mkt gets away with debris. Don't let this repeat at Walmart, Aldi etc!

⑤ Section 8 or low income housing is infecting Urbana. \$ need to be spent on legal fees to insist property owners clean up after their tenants.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name	-	_____
Address	-	_____
City, State Zip	-	501 _____
Phone	-	_____
Fax	-	_____
Email	-	_____

Thank you for your time and interest.



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

~~We prefer that the area north of route IL 150 along High Cross Road to be left as it is now. This area is abundant in wildlife and should be something that future generations can enjoy and appreciate. This area is home to the University of Illinois Brownfield Woods, the Saline Creek plus a Pioneer Cemetery along with a significant number of homes and businesses that would be significantly compromised if High Cross Road was disturbed. We are also against the inclusion of a trumpet interchange off of I74 to High Cross. We feel this would significantly increase traffic problems in this area. We have lived on Cottonwood Road for over 9 years and have no difficulty getting around the area.~~

~~We are concerned about the area south of route IL 150 especially in the area of the proposed new Walmart and Aldi Market. We feel these developments will lead to a decrease in our property values due to commercialization. We also are concerned about the loss of valuable farmland and the destruction of currently existing drainage systems and water wells. We note that the study predicts significant population increases in this area leading to new construction. Again, this compromises some very valuable farmland. Existing United States Census Bureau Data shows that Urbana experienced no population growth between the years 1990 and 2000. However the L RTP study indicates a population growth for the C/U area of 34% beyond 2000. We question the rationale behind this statistic given past performance.~~

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

- Name
- Address
- City, State Zip
- Phone
- Fax
- Email

Thank you for your time and interest!



COMMENT CARD

LONG RANGE TRANSPORTATION PLAN (LRTP)

Please write down your comments, questions, and/or suggestions about what you believe to be transportation issues and/or important future transportation projects below. Your input will be considered in the creation of the Long Range Transportation Plan.

Following are comments on the LRTP and CUUATS program:

REPRESENTATION - We note that CUUATS is comprised of representatives from the Cities of Urbana, Champaign and Savoy, along with IDOT, MTD, and the U of I, to name some. There are no representatives of the CU/rural community, the Farm Bureau, Historical or Environmental communities. The LRTP, as presented, encompasses both rural and urban areas, yet, there is no one to speak for the neglected areas.

PROPERTY VALUE - We live very close to the IL 130/High Cross study area. We have been told that this study will take approximately a year to complete. This uncertainty casts a shadow over our property value. This uncertainty can be said for all the LRTP area.

POPULATION STUDY - The 2000 United States Census states that Urbana had a population of 36,395 and Champaign 67,518 for a total of 103,913. Your LRTP model shows a 2000 population of 126,009, while section 2 narrative of the LRTP indicates a 2000 population of 123,885. These figures need to be reconciled. Be that the case, you state that by 2025 the population will increase to 167,796 or 33.2% over your 2000 model, 35.4% over the narrative and 61.5% over the U.S. Census date. The Census data for 1970 showed a population of 90,813 for the C/U area versus 103,913 for 2000 or a 14.4% historical increase over 30 years. This is well below the 33.2% future growth you envision for 25 years. How do you explain the major increase? How much is due to the forecast inclusion of the Villages of Tolono and Mahomet into the Champaign/Urbana urbanized area?

If you would like to be on the LRTP mailing list, please provide the following information:

- Name
- Address
- City, State Zip
- Phone
- Fax
- Email

Thank you for your time and interest!

COMMENT SHEET

IL. 130/High Cross Road Corridor Study

Neighbors in the affected area of the corridor study accumulated 302 signatures on a legal petition against the proposed changes that would adversely affect them, the farmland, and the wildlife. A long list of GOOD REASONS for our opposition was narrowed down to nine, which we felt were of primary importance. Various members of our neighborhood group, through responses on the Comment Sheets, through phone calls, personal letters, E-mails, attending CUUATS/LRTP meetings, and separate meetings with various other individuals/agencies involved, have further emphasized their concerns and opposition – but CUUATS has largely ignored our wishes and proceeded with this plan, in spite of some viable and far more suitable options being suggested to this agency. The greatest majority of these options, if not ALL of them, would save millions of dollars and many hundreds of acres of prime farmland. As far as we can see, no serious consideration has been given to these alternatives; and NO ONE involved in the IL. 130/High Cross Road study has given any of us sound justification for a ring road and trumpet road through our area!

By summarily disregarding the wishes of the residents of rural northeast Urbana; conducting the “Open Houses” and meetings in the manner we have seen; allowing mistakes and disorganization with regard to the same; misleading the residents and not being open and truthful... CUUATS and the City of Urbana has only succeeded in earning our distrust and lack of faith in the ability of these and member agencies to manage a task of this magnitude, and to make such wide-sweeping decisions that will affect the residents, farmland and wildlife for decades to come!

Although the maps still showed we were in a “study area” as of the September 21st, 2004, public meeting held at T.K.Wendl’s, CUUATS is still proceeding as though all issues have been settled – and still imposed the 30-day public comment period through October 19th. How did anyone expect most people to be able to address this aspect in their Comment Sheets, under those circumstances? We are certain there are still a number of people who do not realize the impact these ill-considered decisions will have on them!

Firstly, Champaign-Urbana is NOT Indianapolis, IN., Columbus, OH., St. Louis, MO., Fort Worth, TX., or any of the other major cities that use a ring road to allow highway traffic to travel around the outskirts of a city, rather than through it, if that is not their destination – and to give truckers and other vehicle travelers (as well as residents of those cities), a way to avoid the extreme congestion that would occur if all such traffic had to go through them. The City of Urbana professes to be concerned about the lack of large businesses being brought here, yet they fail to comprehend how a ring road would actually direct potential customers AWAY from their established business districts! There are plenty of interchanges that efficiently link our major interstates: I-72, I-74 and I-57, and plenty of main arteries throughout our cities, to make traveling between the two as direct and efficient as possible. Our area is mainly rural, and there is no real reason for the greatest majority of outside travelers to want or need to drive through it to get to a business in either downtown Urbana or the outlying areas! People residing in or near Champaign have a cornucopia of businesses there to choose from for any shopping excursion. WHY would they want to drive a round-about way through the country (and MILES out of their way), to shop at any of the recently proposed stores (like Wal-Mart, Home Depot and Aldi’s) for the IL. 130/High Cross Road area? If there are even a handful of die-hard shoppers out there that might want to waste their time and gasoline doing that, where is the real justification for spending millions upon millions of dollars on roadway construction; destroying hundreds of acres of prime farmland; taking a major toll on our natural areas and wildlife; and destroying the rural environment so many of us have moved out here to enjoy? To do so is highly unfeasible, unreasonable, irresponsible, and financially unjustifiable!

If Urbana is really concerned about bringing more business here, why don't they do a better job of supporting the businesses they have (or had)? In recent years, and even recent months, we have seen some large businesses in Urbana like Carson Pirie Scott (and others in Lincoln Square), Jerry's IGA, K-Mart, Payless Shoes, and a LONG list of others go by the wayside! Most of those buildings, which would be perfectly useable for another business, are STILL vacant! WHY??!! The agencies involved in this IL. 130/High Cross Road study do NOT have our trust and confidence because we have seen far too many planning errors, bad decisions, and lack of consideration for what the tax-paying residents and community supporters want!

The simple facts are that we DO NOT need a ring road; NEITHER do we need a trumpet road, which would displace and devastate a great many families living in that area. What does CUUATS and the City of Urbana expect them all to do... put a "For Sale" sign in all their yards??! That isn't feasible or even an option for everyone in the path of the proposed trumpet road to do! And we will ABSOLUTELY NEVER allow a road/highway to bisect the land between High Cross Road and Cottonwood; nor for any agency to make either of those roads an official main thoroughfare or widened highway to connect between Route 150 and Olympian Drive!! No one here wants an UNNECESSARY highway going by their side or back door! And we have repeatedly warned of the human and wildlife carnage that would result from cutting any such road through the migratory path of the deer herds and other wild animals that travel between the Trelease Woods, Phillips Tract, Saline Branch, Brownfield Woods, and other lesser wooded areas and properties involved!

Suggestions were made to take such plans, if it was felt they absolutely MUST have this ridiculous ring road, to use road 1800 E – where it would have the least impact on everyone and everything concerned, and at FAR LESS expense than what is planned now. Another EVEN BETTER option is to use an already existing main highway as part of your ring road, at even LESS expense!! My husband and I recently conducted our own study of feasibility and driving times, and I have included it in the report attached. On the basis of this and many other issues, we are suggesting that CUUATS make Route 45/ Cunningham Ave. to East University Ave. and on to Route 150 as part of your plan – and abandon the ring road and trumpet road concept involving IL. 130/High Cross Road, and the land between it and Cottonwood Road! To use Route 45/Cunningham Ave. would be a more direct route; it would also bring more business into that corridor (which is already commercial, but has plenty of available land), and traffic would be channeled towards existing Urbana businesses along that thoroughfare – and also towards the downtown area, not AWAY from it!! Thank you for adding these comments to the public input you are receiving on this study.

Name(s):	-	_____
	-	_____
Address:	-	_____
	-	_____
City/State/Zip:	-	_____
	-	_____
Phone:	-	_____
	-	_____
E-Mail:	-	_____

Illinois 130/High Cross Road – Personal Study of Driving Times

Date: Saturday, October 2, 2004 -- Frank and Joyce Phares conducted a personal study of driving times along 3 different routes from Olympian Dr. on the West side of Route 45, to the site of the proposed Wal-Mart on IL. 130/High Cross Rd.

1st route (using Cottonwood Rd.):

From Olympian Dr., at stop sign on the West side of Route 45, **starting at 7:35 p.m.** Crossed Route 45 during light traffic; maintained 40 mph driving speed, except as noted. Encountered 4-way stop sign at High Cross Rd. intersection (no traffic); no stop sign at Cottonwood Rd. intersection, took right turn (no traffic); 4-way stop sign at Oaks Rd. intersection (no traffic); reduced speed to 35 mph for 1-mile residential area on Cottonwood; no stop sign at Airport Rd. "T" intersection (no traffic); no stop sign at Anthony Dr. intersection (no traffic); 1-way stop sign at Route 150 intersection, took right turn (no traffic); started 50 mph on highway; had green light (oncoming traffic) at Route 150/IL. 130 intersection, and took left turn. Reached proposed Wal-Mart site, **ending at 7:45 p.m.**

Total driving time: <u>10 minutes</u>	Total number of stop signs: <u>4</u> *
Total distance: _____ miles	Total number of stop lights: <u>1</u>
Total number of turns: <u>3</u>	(<u>1</u> green; <u>0</u> red)
Total number of wildlife encountered on actual roadway: <u>none seen</u>	

* If Cottonwood Rd. became part of a ring road, this number would have to increase. Additionally, all of the real and potential problems outlined in the petition submitted by the neighbors of this area would become a factor.

2nd route (using High Cross Rd.):

Reversing route, from proposed Wal-Mart site, just before stop light at Route 150/IL. 130 intersection, **starting at 7:47 p.m.** Crossed Route 150 to proceed North on High Cross Rd., after red light (moderate traffic); maintained 40 mph driving speed; no stop sign at Anthony Dr. intersection (no traffic); 4-way stop sign at Airport Rd. intersection (no traffic); slowed to near stop for baby raccoon by Brownfield Woods; 4-way stop sign at Oaks Rd. intersection (no traffic); full stop at midway point for another baby raccoon; 4-way stop at Olympian Dr. intersection, took left turn (no traffic); resumed 40 mph driving speed; stop sign at Route 45 (moderate traffic); crossed Route 45 to West side of Olympian Dr. Reached location, **ending at 7:55 p.m.**

Total driving time: <u>8 minutes</u>	Total number of stop signs: <u>4</u> *
Total distance: _____ miles	Total number of stop lights: <u>1</u>
Total number of turns: <u>1</u>	(<u>0</u> green; <u>1</u> red)
Total number of wildlife encountered on actual roadway: <u>2 raccoons</u>	

* If High Cross Rd. became part of a ring road, this number would have to increase. Additionally, all of the real and potential problems outlined in the petition submitted by the neighbors of this area would become a factor. Further, any road cut between Cottonwood and High Cross Rds., to run North and South from Route 150 to Olympian Dr. would be highly unacceptable to the residents and signers of the petition.

3rd route (using Route 45 – North/Cunningham Ave.):

From Olympian Dr., at stop sign on the West side of Route 45, **starting at 9:15 p.m.** Turned right to go with the light traffic on Route 45; maintained 55 mph driving speed, except as noted; green light at Airport Rd. intersection; green light at O'Brien Dr. intersection; red light at Route I-74 (W) ramp; green light at Route I-74 (E) ramp; brief red light at Kenyon Rd. intersection; green light at Perkins Rd. intersection; begin 40 mph after this point; green light at Kerr Ave. intersection; green light at University Ave. intersection, and took left turn (light traffic); beginning 45 mph going East; green light at start of University Ave./ Route 150 intersection (moderate traffic); beginning 35 mph section; green light at Smith Rd. intersection (moderate traffic); beginning 45 mph on highway; red light at Route 150/IL. 130 intersection (moderate traffic), and took right turn. Reached proposed Wal-Mart site, **ending at 9:25 p.m.**

Total driving time: <u>10 minutes</u>	Total number of stop signs: <u>1</u> *
Total distance: _____ miles	Total number of stop lights: <u>11</u> *
Total number of turns: <u>4</u>	(<u>8</u> green; <u>3</u> red)
Total number of wildlife encountered on actual roadway: _____	<u>none</u>

* If Route 45 – North/Cunningham Ave. to University Ave. (East) was used as part of a ring road, these numbers would NOT have to increase – except by probably 1 stoplight at Olympian (which would have to occur, anyway). There would also be no need to spend millions of dollars on a new highway that is not needed, and there would be no need to destroy hundreds of acres of prime farmland to accommodate them and a highway if Wal-Mart located in the area of Route 45 – North/Cunningham Ave. They and their customers would also have easy access to Route I-74 and the interchanges, and any necessary designs of access roads, etc., would cost far less and create fewer problems. Additionally, this plan would direct people toward and INTO the city of Urbana – rather than try to encourage them to take an unnecessary and round-about way to a store on the outskirts of town. A Route 45 – North/Cunningham Ave. location would be just as convenient for shoppers, since this is a main artery road... and would be only 10 minutes OR LESS from the proposed location in North-East Urbana.

Of all the meetings we have attended, we have not heard anyone from any of the committees or agencies give ACTUAL JUSTIFICATION for having a ring road in or around a town of this size!

MEETING NOTES

IL 130/HIGH CROSS ROAD CORRIDOR STUDY PUBLIC MEETING

Champaign County Regional Planning Commission

DATE: Tuesday, September 21, 2004

TIME: 6:30 to 8:00 p.m.

PLACE: Meeting Room
T. K. Wendl's
1901 S. High Cross Road
Urbana, Illinois

Attendance by Sign-in Sheets – 120 in attendance

Mr. Dave Clark, IDOT District 5, welcomed everyone to this Public Meeting and introduced participants. He explained that questions for the presenters would be gathered from the question and answer cards distributed as each entered the room and signed in. These questions would be answered after all the presentations have been completed.

Mr. Clark then asked Mr. Dennis Markwell of the IDOT District 5 office to explain the role of the Illinois Department of Transportation. Following Mr. Markwell, Mr. Rob Kowalski of the City of Urbana presented the Urbana Comprehensive Plan and spoke about possible developments and future businesses.

Both Mr. Clark and Mr. Markwell explained the cooperative effort required of the member agencies of CUUATS. Also discussed was the need for an engineering study to determine the need and direction of any future improvements. The fact that public involvement such as this meeting is an important part of any engineering study was also stressed.

Mr. Clark then asked Mr. John Dimit, Executive Director of Champaign County Regional Planning Commission, to explain the role of the CCRPC and Champaign-Urbana Urbanized Area Transportation Study (CUUATS) staff. Mr. Dimit explained that transportation planning for the area is accomplished through the cooperative efforts of CUUATS and the member agencies. We are mandated to submit updates for the Long Range Transportation Plan, Transportation Improvement Plan, and the Unified Technical Work Program. He explained that the LRTP is in the final approval stages and funding is dependent on filing the LRTP by December 1, 2004 for future projects. He stated that other independent studies are performed and that CUUATS staff carries out the requests of the member agencies.

Historic aerial photographs of Champaign County were displayed from 1940 to the present. Mr. Dimit pointed out increased land usage from agriculture to residential and businesses from the past 60 years and explained that the agencies are trying to anticipate growth in the next 30 years. He emphasized that transportation systems must grow with future development. He explained that within the 1972 Long Range Transportation Plan, a "ring road-interstate highway" was shown but that with the current trend, this type of higher-speed transportation system would neither be feasible or practical.

Mr. Dimit pointed out that there are two major areas where there seems to be no solutions for limited access roads – IL 130/High Cross Road and along Curtis Road from South Race Street to First Street.

He emphasized that there are no set plans, no construction being planned, for the IL 130/High Cross Road study area and that CUUATS staff and member agencies are studying current conditions at this time. Mr. Dimit explained that Windsor Road was originally to be part of the higher speed and higher capacity roadway; however, with the development along Windsor Road in Champaign, this is no longer possible. He stated that we are planning today for future roads of tomorrow without having to invade yards, tearing out trees, structures, or disrupting the natural environment. He then deferred detailed explanations of the IL 130/High Cross Road Corridor Study to Mrs. Rita Black and Mrs. Susan Chavarria of the CUUATS staff.

Mrs. Chavarria pointed out that the main consideration is to maintain or improve quality of life for all residents. She stated that other considerations include land uses and transportation infrastructure that would be aesthetically acceptable to the residents. She then explained roadway project phases: 1) funding for scoping and engineering 1 to 5 years; 2) corridor and scoping study 1 to 2 years; 3) engineering study 3 to 5 years; 4) acquiring funding for construction, right of way, utilities, and land acquisition 1 to 10 years or more; and the final phase is construction. Many roadway projects would take anywhere from 10 to 25 years or more from the study phases to actual construction. She pointed out that the timeline for this corridor study is approximately 30% complete. She outlined the corridor study tasks and emphasized that public comments have already been gathered with common concerns being taken into consideration.

Mrs. Chavarria pointed out that among the scenarios for the transportation plans and land use development considerations, a “no change” option would be included. She explained that traffic analysis would occur as part of the corridor study for potential future conditions and the environment and drainage issues are always a consideration in major transportation and land use developments. She encouraged those with Internet access to visit the website for future information and that both she and Mrs. Black could be reached by telephone or e-mail.

Mr. Clark then opened the floor for questions.

Q - Mr. Bill Bagby – What is the status of the “ring road” concept, specifically in relation to the “study portions”? Is funding coming or earmarked for this “ring road”? What is the status of the trumpet road interstate exchange?

A - Mrs. Black stated that the “ring road” question had already been answered during the presentation and that the LRTP draft maintains the area on High Cross Road north of I-74 as a study area. The alignment and location of the “ring road” in that study area has yet to be determined. Concerning the funding question, Mr. Clark stated that no money had been earmarked. Mr. Markwell explained that there are no modifications to the interstate at Route 130 currently planned and that IDOT is looking to work with local agencies on a study of the area. He stated that the state is concerned with the current configuration. Mr. Dimit added that a request was made to do a study but nothing has been awarded as yet.

Q - Mr. Kirk McGraw – Regarding the NE Plan, what qualifies as institutional land use? When was this added to the plan and why?

A - Mr. Kowalski stated that any land owned by the University of Illinois is considered institutional and the first draft shows planned land use for residential where the University wants it used for research.

Q - Ms. Linda Lopez – Where is Wal-Mart planning to draw their customers – what roadway of use and what has been promised by developmental parties for their future business access?

A - Mr. Kowalski stated that Wal-Mart has an interest in the future population growth to the east and south of the area. He explained that Wal-Mart has not indicated the need for a trumpet interchange or interstate access.

Q - Mr. Ed Perkins – What effects will the proposed Wal-Mart and Aldi's have on the time tables and improvements on Route 130?

A - Mr. Bill Gray stated that as development occurs, traffic patterns and impact will be studied. He explained that the City of Urbana would be working closely with IDOT on the matter. He then explained that Wal-Mart is spending \$1.5M of their own funds to improve the intersection for access into their shopping area. Mr. Gray stated that the improvements made by IDOT at this intersection were designed to help with increased traffic with the wider lanes, new signals and new turn lanes.

Q - Ms. Cecilia Allen – You said “ring road” plans have not been finalized north of I-74 on High Cross Road, but what about south?

A - Mr. Dimit explained that plans are being formulated for Route 130 south from Rt. 150 to Curtis Road and then West to Race Street. He stated that there is a dispute between Urbana and the University concerning Curtis Road development from Race Street west to First Street. He further explained that funds are limited. Mr. Clark added that there are no plans for further improvements on Route 130 at this time through IDOT.

Q – Ms. Bjorg Holte – Who has made a request for a study for the trumpet extension? From Mr. Jim McCall – How is the completion of the University Avenue/I-74 interchange intended to connect with High Cross Road? What are some of the suggestions for “improvements” to High Cross Road between US 150 and Airport Road?

A - Mr. Dimit explained that the City of Urbana and the County have requested a study, but he was unsure as to its formal request. He stated that there are no suggestions from any study as of yet.

Q – Mr. Kirk McGraw – Are you aware of any other trumpet interchanges? Are they efficient for traffic flow?

A - Mr. Markwell explained that a trumpet interchange looks like a trumpet from the air and they are very efficient and directional. He stated that the conversion at I-74 would be tricky and would come with constraints and that a diamond interchange might be constructed instead. Mr. Markwell emphasized that nothing is set in stone and a study would determine what direction would be best.

Q – Ms. Kalah McGraw – Is there a plan once Wal-Mart comes to prevent this area to not becoming another North Prospect Avenue mess?

A - Mr. Kowalski stated that in order to prevent the area around the new Wal-Mart in becoming similar to North Prospect Avenue in Champaign, Urbana would be planning for the future, which would include access management. He stated that now is the opportunity to do stringent access management controls before major construction takes place.

Q – Mr. Frank Gallo – Do your plans include or consider the Philo Road / Sunnycrest problem? Why does Urbana want Wal-Mart? What are the benefits?

A - Ms. Tyler stated that a study would be taking place to reuse the commercial area around Sunnycrest and South Philo Road. She announced that surveys had been distributed to residents and business group meetings are being planned. Ms. Tyler stated that Philo Road would be resurfaced and improved in 2006 and should help with the vitality of the area.

Mr. Kowalski stated that Urbana is interested in Wal-Mart for additional retail opportunities in Urbana for the residents and for revenue purposes.

Q – Mr. Bill Bagby – If the “sole purpose” of the proposed trumpet interchange is to serve the area south of the Interstate, then why is it being planned to be north of the Interstate?

A - Mr. Gray stated that a study would need to be done regarding the development to the south. Absent a study, it appears the most direct route to High Cross Road is north of I-74.

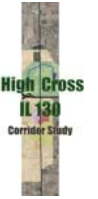
Mr. Clark clarified that there have been some suggestions for improvements but none are planned at this time. Mrs. Black stated that CUUATS has received comments concerning bicycle paths improvements and safety for pedestrians. Mr. Clark added, however, that there are no plans as to what the intersection might look like.

Q – Ms. Pam Olson – Normally when a business like Wal-Mart moves into an area, property values decrease. How can you promise this will not occur? How many Wal-Mart stores do we need within 10 miles? Concerned with bright lights at night shining onto our properties.

A – Ms. Tyler stated that there is a real economic concern in Urbana and that we don't have a healthy mix of land use. There is no Wal-Mart in Urbana and they are all in Champaign. She explained that plans are to provide a mixture of land uses next to residential areas.

Mr. Clark thanked everyone for their input and invited anyone to fill out and mail a comment sheet found on the tables at the entrance to the room. He then adjourned this public meeting at 8:00 p.m.

2005 Correspondence (study on hiatus)



MONDAY-CUOATS

From:
Sent:
To:
Subject:

I received the copy of the Noise study produced for the Rt. 130 Corridor study. Thank you. I've been working in Vermilion County the last three days and haven't had time to talk with May Berenbaum about it yet. It doesn't seem like there's much to go on as far as noise as they seem to class our areas as within "normal" ranges. Since all mammals and birds, as well as many insects (that also feel vibration) hear, noise will indeed impact our sites. Research works at a very different level from that of the average citizen. The effect of lights will be another area that would greatly influence us. May should have a bunch of information on how that affects insects and research.

They didn't include the Aeronomy Station area in the noise affect portion of the study. Particularly since they are looking at moving the Olympian extension further north, so that it will now "T" right into the Aeronomy Station property, it should be included in the noise impacts as well as the light impacts. ECE will need information if they are going to have to plan to move away from that area.

I am gong to meet with Jeannette Beck, ECE, this week and pass on a copy of the noise statement to her. Can you get the Aeronomy Station included in the light impact segment and have the Rt. 130 study also take a look at the noise factor in that area?



UNIVERSITY OF ILLINOIS
AT URBANA-CHAMPAIGN

Department of Electrical and Computer Engineering

1100 West Green Street
Urbana, IL 61801-2100
Phone: 217/244-2100



MEMO

To: April Getchius
Associate Director, PCM

From: Jeannette Beck
Assistant to the Head, ECE

Cc: Prof. Steven Franke, ECE
Prof. Gary Swenson, ECE
Prof. & ECE Department Head Richard Blahut
Bradley Hatfield, UI Foundation

RE: Route 130 Corridor Studies and impact on ECE's Urbana Atmospheric Observatory

Note: The Urbana Atmospheric Observatory, also referred to as the Aeronomy Field Station, is located in the NW $\frac{1}{4}$ of Section 26, Somer Township, Champaign County, IL. The street location is approximately 1975N and 1600E (High Cross Road). The property is owned by the University of Illinois Foundation.

The purpose of this note is to summarize potential impacts of road development on High Cross Road and/or Cottonwood Road on research activities carried out by the Department of Electrical and Computer Engineering at the Urbana Atmospheric Observatory, located just east of High Cross Road.

The Department of Electrical and Computer Engineering uses this site for research programs focused on remote sensing of the middle and upper atmosphere. The research instrumentation in use and in development at this site includes lidars, all-sky cameras and spectrometers, and radars. A brief description of requirements for each of these types of instruments follows:

Lidar - a powerful laser is used to send short pulses of light into the upper atmosphere. Some of the light is scattered back by atoms and molecules in the upper atmosphere (80-100 km above the ground) and collected by one or more large telescopes. The backscattered signal is extremely weak - so weak that the individual photons can actually be counted. In order to detect the weak backscattered signal, it is essential that the sky be dark and that the environment close to the telescope be dark. Light from car headlights can completely swamp the sensitive detectors used in this instrument. In addition, the lidar system entails a complex system of lenses, filters, etc. which must be mounted on an optical bench to minimize the influence of vibrations. Ground vibrations from cars and trucks could render this site useless for this application, or at least could dramatically increase the amount of effort and the cost required to isolate the optical instrumentation from ground movements.

All-sky cameras - these instruments use sensitive cameras with fisheye lenses pointed upward. They view the entire overhead sky, taking images of low-level natural light emissions (called "airglow") from the upper atmosphere at near infrared and visible wavelengths. These instruments take many photographs, at intervals of tens of seconds, or minutes, allowing researchers to track the movements of patches and clouds of enhanced or diminished optical emission. These instruments can tolerate the few existing lights on the horizon, because they are not very bright and they do not move. The fixed bright points can be removed in software, or disappear in the difference between two consecutive photographs. Streetlights on High Cross Road and/or Cottonwood road and/or lights from cars on these roads could completely overwhelm the very faint light emission from the upper atmosphere, and render the site useless for this research.

Radars - the radar systems employed at this site use long wavelength radio waves (at frequencies ranging from a few MHz to 50 MHz) to probe the upper atmosphere. Light pollution will not impact these systems, however they will be impacted by electromagnetic emissions (radio noise) from car and truck ignition systems. It should be noted that these radars are very different from common, and familiar, radar systems, such as police radar guns, weather radars, and air traffic control radars. The difference is that these remote sensing radars operate at low frequencies where radio emissions from cars and trucks is relatively intense.

In summary, an assessment of the impact of future road development on research at the Urbana Atmospheric Observatory should include careful and detailed consideration of light pollution, including the location, intensity, and spectrum of the light sources that will be visible at the Observatory. The impact study should include an assessment of ground movement at the site, including the amplitude and frequency spectrum of such movements, and the effort/cost required to isolate sensitive optical instrumentation from such movements. It should also include an assessment of the electromagnetic noise spectral density that will be detected by the extremely sensitive radar receivers in use at the site.

From: Steve Buck, UIUC Committee on Natural Areas (CNA)

To: April Getchius

Re: Rt. 130 Corridor Study, Impacts of increased road noise and artificial light at CNA research sites.

Date: June 29, 2005

The Committee on Natural Areas manages four research areas within or adjacent to the current Rt. 130 Corridor study area. Brownfield Woods, a 65 acre (26.1 ha) prairie grove remnant forest, is located in the SE ¼ of section 34, Somer Township, Champaign County. Airport Road (Augersville Road) runs along the south edge of the Woods and High Cross Road runs along the east side of the Woods. The 130 acre (52.6 ha) Phillips Tract Research Area, a mix of crop ground, oldfield, prairie, successional woods, and a stretch of the Saline Ditch stream, is located in the SE ¼ of Section 2, Urbana Township, Champaign County. Cottonwood Road runs along the east side of the site. Trelease Woods and buffers, is a 70 acre (28.8 ha) prairie grove forest remnant with prairie/oldfield buffers, located in the SW ¼ of section 1, Urbana Township, Champaign County. Cottonwood Road runs along its west boundary and separates it from the Phillips Tract site. Trelease Prairie is a 20 acre (8.1 ha) reconstructed prairie that abuts the south side of Trelease Woods. Cottonwood Road also runs along its west edge.

These four sites provide irreplaceable, high quality, and diverse ecological resources for the University research and teaching communities. The sites also benefit researchers from the Illinois Department of Natural Resources, Illinois Natural History Survey and Water Survey, Parkland College and other Colleges and Universities. Further, the sites represent a long history and significant investment by the University to preserve the integrity of these ecological communities. These are all restricted access sites, and with the exception of the Phillips Tract site that allows manipulative studies and farming, all research and teaching uses are managed under a minimal human impact policy.

The investment in preserving the few remaining prairie and woodland sites around the Champaign-Urbana area began with efforts by Professors Forbes and Burrell in the 1880's. Unfortunately, it wasn't until 1917 and 1918 that the University was finally able to purchase what is now called Trelease Woods, and the purchase of Brownfield Woods was delayed until 1939. By that time, these two groves were essentially all that was left of what is frequently referred to as the "Big Grove", the original 10 – 13 sq. mile prairie grove that was present at settlement times. Although Busey Woods and some smaller private parcels with old trees still exist, Trelease and Brownfield Woods are the only examples of functioning woodland communities left from the Big Grove era. That is an incredibly important distinction from the perspective of researchers, and I would hope, the perspective of local historians and civic leaders.

The Trelease Prairie site was an agricultural field when purchased in 1943. Due to missed opportunities at the turn of the century, there were essentially no natural native prairie remnants left locally to purchase for research and preservation. The University had to start from scratch to construct a prairie, and to the best of my knowledge, Trelease Prairie is the oldest recreated prairie in the State.

The Phillips Tract Research Area was purchased by the University in 1968. A former farm, primarily in row crops, much of the area was immediately set aside from farming

practices to allow for study on vegetative succession and provide habitat for wildlife and invertebrate species. The addition of this crop ground/oldfield/prairie/successional woods area added to adjacent habitats of Trelease Woods and Prairie to create a diverse ecological habitat greater than its parts. The presence of Cottonwood Road dissecting the area, even with its current rural two-lane traffic pressure, presents some problems for the flow of species between these sites. A transition to a major roadway artery would have a significant impact on the connectivity among the ecological communities established at these sites.

In 2001, the University committed the funds to purchase an additional 10.7 acres around the north and northeast sides of Trelease Woods to serve as buffers to the forest from human disturbances. In addition to distancing the Woods from agricultural activity, the "Buffers" have been put into an oldfield/prairie management regime to expand forest edge/prairie habitat and to serve as a reserve for the local genotype of prairie plants. Seeds from over 40 species of prairie plants harvested from local, native remnant prairie populations have been added to the Buffers. The preservation and protection of the soil, plant, vertebrate and invertebrate heritage of central Illinois is a continuing commitment by the University in this area.

In the past 10 years alone, instructional usage of the sites has resulted in 23,886 student visits to these four sites. A total of 771 annual research permits have been issued to faculty, staff, graduate students, and other scientists. Types of research vary widely. From insect/plant chemical defense evolution, to small mammal population dynamics, to predator/prey relationships, to plant succession, to nutrient cycling, to insect, bird, and animal behavior, to snowfall accumulation and melt patterns, to soil microbe associations, someone has probably studied it.

The one thing that connects all these research projects is the goal to study life forms interacting within their natural habitat, adapting and surviving within a functioning ecological community. The vast majority of the species that live within the forest, prairie, and oldfield habitats do not prosper or even survive 10' outside our fences in agricultural fields, manicured lawns or roadways. For many species, these areas are essentially islands within an inhospitable landscape.

We refer to the edges of these habitats as hard edges for those species whose life cycles revolve around a particular habitat type. Any stimulus that draws them outside these edges, be it the artificial light of headlights, street lights or residential lighting, the heat given off by a roadway, roadside trash, or other byproduct of human activity, reduces their chance of survival. Any human stimulus that enters into these habitats be it light, sound, vibrations, air or water borne chemicals and pollutants that reduces their ability to communicate, mate, navigate, feed, or avoid predation, also reduces their chances of survival or can cause them to abandon the area. Each loss of species reduces the diversity of the habitat and affects the overall health and intricate interactions within the whole community.

The longevity of stable management principles on these sites by the University has resulted in their increased value for research. Trelease Woods alone has over an 85 year history of data collection that is used to determine trends and tease out significant factors of change. Even with our incomplete list, the CNA files show that over 500 scientific publications and papers have resulted from work done at these four sites. In 2004, Trelease Woods was among the first sites in the State to be designated as an "Important

Bird Area" by the Audubon Society, primarily based upon its 80 plus years of continuous avian research, one of the longest running studies in the country. Tree census data collected over 80 years at Trelease Woods and 60 years at Brownfield Woods provide benchmark data for changes in forest composition in the upper Midwest. The Phillips Tract site name is probably recognized worldwide by small mammal behaviorists and ecologists as a result of 30 years of continuous research and the careers and labs of two respected U of I professors. Over 30 years of continuous monitoring and study of mosquito species at Trelease Woods & Prairie (as well as lesser work in Brownfield and Phillips Tract) took on a new level of appreciation when the West Nile Virus appeared in Illinois three years ago. Currently, all four sites are actively being used for the study of this disease. These are only a few examples illustrating how long-term protection of the sites pays dividends to the University and the public that benefits from this research.

The area northeast of Urbana contains what little natural habitat is left within central Champaign County. The Saline Ditch, although channelized and degraded, does offer water, a narrow band of vegetation, and provides a wildlife corridor through an otherwise agricultural dominated landscape. Private residential properties contain some remnant vegetation and plantings and offer pockets of habitat. The University's four research sites protect the last remnants of prairie grove forest and allow for the preservation of a functioning, adapting, ecological community. Placing a major roadway through this area would cause a deleterious effect on the ecological communities present, detract from its current aesthetic appeal to human residents, and alter the way researchers currently use the University's Natural Area research sites.

The University Natural Areas are not parks. They are spaces within the landscape that allow researchers an opportunity briefly enter into to study systems and species role's within systems to better understand and manage the natural resources within our State. The ecological communities within these sites have adapted to the constant changes in human usage of the surrounding areas. These sites have not been immune to the changes in agricultural practices, to roadway use and to expanding residential housing in the area. If a major roadway were to be placed next to one of these sites, the ecological community would react to, and adapt over time, to the light and road noise. Species diversity would certainly be reduced and the integrity of many systems would be challenged, and I'm not even considering all the other negative affects of roadways and vehicles (collisions with wildlife, road salt, trash, surface water hydrology, etc.). These sites should be accepted as sensitive, high value areas, and given special consideration for protection from increased human activity, including roadway improvements.

There is not a threshold decibel level number to plug in to model the potential affects of road noise on wildlife. There are a number of publications that correlate disturbance to birds with road noise, based upon distance from roadways and vehicles per day. Variables, however, such as frequency, volume, and constancy of sound, which are influenced by traffic patterns, vehicle speed, road surface material, or landform/vegetation buffering affects, all appear to be important factors in predicting adverse affects to bird species, and probably any species, vertebrate or invertebrate that relies upon hearing for mate communication, food capture, or predator avoidance. Roadway produced sound and vibration does alter the biological environment. Based upon the cursory literature search that I've done, and the few pieces of data provided in

the Rt. 130 Corridor Study's "Noise Impact Analysis for Existing Conditions" report, I cannot predict specific impacts to the natural communities at our research sites or to the research that takes place on them, only that there will be impacts.

Artificial light sources from vehicle headlights or streetlights also affect wildlife, probably most directly insects. The type of light source seems to be the most critical factor. Recommendations for the use of low pressure sodium lights to reduce the "capture effect" on insects seems to be a recurring theme in a number of articles. The disruptive effect of light on insect behavior is cited as a concern for different species of insects, most notably large moths and may threaten populations, particularly in a fragmented landscape. The area within the Rt. 130 Committee Study area can certainly be described as a fragmented landscape. Artificial light may also be linked to disturbing the photoperiod sensitive functions in plants. Consideration of the types of lighting in current use, or predicted to be used within the study area, should be noted in any report if its consequences are to be considered.

I am including URLs to a few web sites that will provide some insight into the literature that is available on artificial light and roadway noise. There are many specific journal articles available but I hesitate to clutter the list of references given when I don't know who will use this information. These sites are generally bibliographic in nature.

<http://www.urbanwildlands.org/abstracts.html>

www.urbanwildlands.org/nightlightbiblio.html

www.urbanwildlands.org/lightnoiseroads.pdf

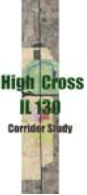
www.harvardmagazine.com/on-line/050529.html

www.Blackwell-synergy.com/links/doi/10.1046/j.1523-1739.2000.99088.x

www.Blackwell-synergy.com/links/doi/10.1046/j.1523-1739.2000.99299.x/abs?cookieSet=1

An additional abstract and article that correlated the effects of daily vehicle volume and distance from roadways to grassland bird species activity might also be worth listing here but I have been unable to find a reliable URL. However, if you do a google search under "www.springerlink.com" and then follow the links to their current publications, then search for the publication title "Environmental Management". Access the June 2002, volume 29, number 6 edition, pp. 782-800. Title "Road traffic and nearby grassland bird patterns in a suburbanizing Landscape". There is a brief abstract that gives a summary of findings.

February 4, 2006 Public Workshop at Kennedy's



IL Rt 130/High Cross Rd Corridor Study
 Alphabetical Order w/Reservations

Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
1	Vera Mainz	& Greg Girolami		2709 Holcomb	Urbana	IL	61802	
	Will	Abbott	City of Urbana	706 S Glover Ave	Urbana	IL	61802	
1	Phil	Abruzzi		1501 Raintree Woods	Urbana	IL	61802	344-9946
1	William	Ackermann		1814 Maynard Dr.	Champaign	IL	61822	
	Eddie	Adair	Chief, Urbana Police	400 S Vine St	Urbana	IL	61801	
	Bill	Adams		1498 CR 1800E	Urbana	IL	61802	
	David	Alagna		1490 CR 1800E	Urbana	IL	61802	
	Christopher	Alix		301 E. Goerge Huff Dr.	Urbana	IL	61801	
	Roger Blakely & Cecilia	Allen		3712 East University Avenue	Urbana	IL	61801	
	Eugene	Amber	Superintendent, Urbana School Dist.	205 N. Race St.	Urbana	IL	61801	
	Janet	Anderson	7-Champaign County Board	1911 McDonald Dr.	Champaign	IL	61821	
	Andrea	Antelov		810 North Busey	Urbana	IL	61801	
2	Richard & Barbara	Antisdell		2011 E. Perkins Rd.	Urbana	IL	61802	239-7808
1	Marianne	Armstrong		411 Berringer Circle	Urbana	IL	61802	367-2708
	Troy	Armstrong		3308 East University Avenue	Urbana	IL	61802	
	Jackson	Atlee		2805 Holcomb Dr.	Urbana	IL	61802	
	Patricia	Avery	6-Champaign County Board	1308 W. Clark St.,	Champaign	IL	61820	
	Bill	Bagby		2314 N. Higheross Rd	Urbana	IL	61802	
	Carol	Baker	Urbana Schools 116	205 N. Race, POB 3039	Urbana	IL	61803-3039	
	Forest	Baker		1859 CR 1200 N	Sidney	IL	61877	
	Stanley	Balbach	Chamber of Commerce	P.O. Box 217	Urbana	IL	61803	
	David L.	Barcus		1758 CR 2200 E	St. Joseph	IL	61873	
	James and Maria	Barger		3202 East University Avenue	Urbana	IL	61802	
	Lynne	Barnes	Carle Foundation Hospital	611 W. Park St.	Urbana	IL	61801	
	Lynne C.	Barnes	Urbana Alderperson-7	506 Sunnycrest Ct. E.	Urbana	IL	61801	
	Ron	Barr		3101 N. Cottonwood Rd.	Urbana	IL	61802	
	U of I Foundation/	Bartell	BankOne Farm Management	PO BOX 19266	Springfield	IL	62794-9266	
	Tim	Bartlett	Urbana Park District	303 W University Ave	Urbana	IL	61801	
	Rick	Beasley		1726 CR 1850 N	Urbana	IL	61802	
	Brooks	Beck		4113 E. Oaks Rd. N.	Urbana	IL	61802	
	John	Beck		3002 Oaks Rd.	Urbana	IL	61802	
	Steve	Beckett	9-Champaign County Board	1794 Aero Place	Urbana	IL	61802	
	Stephen	Beckman		1895 CR 2100 N	Urbana	IL	61802	
	Alfred	Beharelle	Trustee	3704 N Bigelow St	PEORIA	IL	61614	
	Ray	Benekohal	UTUC Civil Engineering	205 N Mathews Ave	Urbana	IL	61801	
	Ron	Bensyl	2-Champaign County Board	304 W. Main St.	Royal	IL	61871	
	Thomas	Berns	Berns Clancy & Associates	405 E Main St	Urbana	IL	61803	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Tom	Betz	8-Champaign County Board	707 W. Oregon	Urbana	IL	61801	
	Gary	Biehl	UIUC-PC&M	1501 S. Oak St. MC-821	Champaign	IL	61820	
	Chris	Billing	Berns Clancy & Associates	405 E Main St	Urbana	IL	61801	
	Mrs. Gordon	Binkerd	1705 N. Highcross Road	RR 2 Box 1705	Urbana	IL	61802	
	Richard	Bishop	Sierra Club, Prairie Group	3514 N High Cross Rd	Urbana	IL	61802	
	Glen & Lynn	Black		3008 Perkins Rd.	Urbana	IL	61802	
	Rita	Black	CCRPC-CUUATS	1776 E. Washington St.	Urbana	IL	61802-	
	David	Bland		1903 CR 1900 E	Urbana	IL	61802	
	Catherine & Dennis	Blandford		1405 E. Perkins Rd.	Urbana	IL	61802	
	Richard	Biazier		1302 E Olympian Rd	Urbana	IL	61802	
	Jeff	Blue	County Highway Engineer	1776 E. Washington St.	Urbana	IL	61802	
	Thomas	Boatright		2911 E. Oaks Rd. N.	Urbana	IL	61802	
	Christopher	Boley		3512 East University Avenue	Urbana	IL	61802	
	M. Neal	Bollman		1098 CR 1500 E	Philo	IL	61864	
	Laurie	Bonnett	Urbana Business Association	111 W Main St	Urbana	IL	61801	
	Brandon	Bowersox	Urbana Alderperson-4	506 W. Florida Ave.	Urbana	IL	61801	
2	George	Boyd		3705 E. Airport Rd.	Urbana	IL	61802	367-2999
NS 1	Lisa	Braits-Kelly	(for Stuart Tarr)		Urbana			
	Frank	Brenner		4007 E. Washington St.	Urbana	IL	61802	
	Sarah	Brenner		704 Evergreen Circle	Urbana	IL	61801	
1	Robert	Bridgewater	Peoria Charter		Urbana	IL	61802	402-5022
	Ricky	Brown		3310 East University Avenue	Urbana	IL	61802	
	Robert	Brunner		4001 E. Washington St.	Urbana	IL	61802	
	Robert W	Brunner		RR 3 Box 124	Urbana	IL	61801	
	David & Rebecca	Bruns		2206 E. Amber Ln.	Urbana	IL	61802	714-1342
	Paul	Bruns		1763 CR 1900 E	Urbana	IL	61802	
1	Steven	Buck, Site Manag	CNA-Cmte on Natural Resources	116 Vivarium-606 E. Healy St.	Champaign	IL	61820	333-6458
	Clark	Bullard		509 W Washington St	Urbana	IL	61801	
	C.	Burgess		4304 E. Oaks Rd. N.	Urbana	IL	61802	
	Gary	Burgett		102-A West Main St.	Urbana	IL	61801	
	Andy	Burnett		1485 CR 1800 E	Urbana	IL	61802	
	Chad	Burnett		1878 CR 2100 N	Urbana	IL	61802	
	Robert	Burnett		1489 CR 1800 E	Urbana	IL	61802	
	Terri	Burnett	PACE, Inc.	1317 E Florida Ave	Urbana	IL	61801	
1	Kathy	Burr, Postmaster	US Postal Service-Urbana	3100 E Tatman Ct	Urbana	IL	61802	
	Alice	Burton		1407 W Beardsley	Urbana	IL	61801	
	Patty	Busboom	2-Champaign County Board	5909 N. High Cross Rd.	Urbana	IL	61802	
	U of I Foundation/	BUSBOOM	BankOne Farm Management	PO BOX 19266	Springfield	IL	62794-9266	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Wayne	Busboom		5909 N. High Cross Rd.	Urbana	IL	61802	
	John	Buss		1727 CR 2100 N	Urbana	IL	61802	
	Joseph & Joyce	Butsch		2701 Coddington Cir.	Urbana	IL	61802	
	Michael & Jane	Cain		3606 East University Avenue	Urbana	IL	61802	
	Liz	Cardman	WUNA	708 W. California St.	Urbana	IL	61801	
	George	Carlisle		406 E. Green St.	Urbana	IL	61802	
	T.	Carmichael		1836 CR 1250 N	Urbana	IL	61802	
	Gary	Carnien	Stanton Township	1972 CR 1850 N	Urbana	IL	61802	
	Lloyd	Carter, Jr.	5-Champaign County Board	810 W. Fairview	Urbana	IL	61801	
	Dirya	Chandrasekhar		909 W. Main St.	Urbana	IL	61801	
	Beth	Chato		714 W Vermont	Urbana	IL	61801	
	Joanne M.	Chester	Cunningham Tshp Assessor	205-1/2 W. Green St.	Urbana	IL	61801	
	Alvin	Christian		1724 CR 2900 N	Urbana	IL	61802	
	Danielle	Chynoweth	Urbana Alderperson-2	412 W. Illinois St.	Urbana	IL	61801	
	Danielle	Chynoweth	Urbana City Council	412 W. Illinois St.	Urbana	IL	61801	
	Doug	Clark		1310 E. Olympian Rd.	Urbana	IL	61802	
	John	Clark		1168 CR 1500 E	Urbana	IL	61802	
	Phyllis	Clark	Clerk - City of Urbana	400 S Vine St	Urbana	IL	61801	
	Wilson	Clem		1012 CR 1500 E	Philo	IL	61864	
	Joseph F. & Jane	Goble	& Dr. Sue Crammer	2412 N High Cross Rd	Urbana	IL	61802	
	Gary	Cochran		4001 E. Anthony Dr.	Urbana	IL	61802	
	Chris	Conerty		1916 CR 1800 E	Urbana	IL	61802	
	James	Conerty		1761 CR 1550 N	Urbana	IL	61802	
	Mike	Conerty		5204 N. Cottonwood R.	Urbana	IL	61802	
	John	Cooper	Champaign Cnty Hwy Dept	1776 E Washington St	Urbana	IL	61802	
	John	Cooper	UCAP President	1405 W. Beardsley Ave.	Urbana	IL	61801	
	Carl	Corbin		3608 E. Old Church Rd.	Urbana	IL	61802	
	James	Corbin		3608 E. Old Church Rd.	Urbana	IL	61802	
	Robert	Cortelyou		3014 N. High Cross Rd.	Urbana	IL	61802	
	Clyde	Corzine		1312 E Olympian Rd	Urbana	IL	61802	
	Tom	Costello	CU MTD	1101 E University Ave	Urbana	IL	61801	
	Lorraine	Cowart	5-Champaign County Board	601 E. Bradley	Champaign	IL	61820	
	Brian	Cramer		3708 East University Avenue	Urbana	IL	61802	
1	Nolan	Craver, Jr.		1708 Benbrook Dr	Champaign	IL	61821	352-2418
	John	Cribbet		101 W Windsor Rd	Urbana	IL	61802	
	S. K.	Crist		3103 E. Oaks Rd. N.	Urbana	IL	61802	
	Cathy	Cunningham		801 N. Coler Ave.	Urbana	IL	61801	
	Carol	Curtiss		3201 Fawnhill Ct	Urbana	IL	61801	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Charles B.	Daly		1731 CR 1400 N	Urbana	IL	61802	
	Charles M.	Daly		1701 CR 1400 N	Urbana	IL	61802	
	Hugh	Daly		598 CR 1700 E	Philo	IL	61864	
	Chuck	Danner	Aerial Mapping Services	405 E Main St	Urbana	IL	61801	
	Dan	Davis		1727 CR 1550 N	Urbana	IL	61802	
	E. L.	Davis		508 W. Old Church Rd.	Urbana	IL	61802	
	Elizabeth	Davis	City of Urbana	400 S Vine St	Urbana	IL	61801	
	Don	Day		1796 Aero Place	Urbana	IL	61802	
	Alvin	Decker		924 CR 1700 E	Philo	IL	61864	
	James E.	DeHaven		2012 Brownfield Rd	Urbana	IL	61802	367-8844
	Fred & Nancy	Delcomyn		3201 S High Cross Rd	Urbana	IL	61802	
	Jack D.	Dempsey	UIUC-Director-O&M	1501 S. Oak - MC 838	Champaign	IL	61820	
	Elmo and Lucy	Denniston		3302 East University Avenue	Urbana	IL	61802	
	Barry	Dickerson	UIUC - 125 Mumford Hall	1301 West Gregory Dr	Urbana	IL	61801	
	Willard R	Diener		351E CR 400 N	Arcola	IL	61910	
	Mark	Dixon		2605 S. Muirfield	Urbana	IL	61802	
1	Bill & Karrie	Doebel		PO Box 17007	Urbana	IL	61803	337-0130
2	James & Wendy	Doebel		3514 E. Anthony Dr.	Urbana	IL	61802	337-0540
2	Paul & Patricia	Doebel		3311 E. Anthony Dr.	Urbana	IL	61802	367-0629
	Chris	Doenitz	1-Champaign County Board	125 CR 2300N	Mahomet	IL	61853	
	Charles N.	Dold		708 S Busey Ave	Urbana	IL	61801	
	Scott	Dossett		501 E. High Street	Urbana	IL	61801	
	Alan	Douglas		817 Fairview Drive	Urbana	IL	61801	
	Helen L	Douglas	Douglas F Trustee	129 Castle Dr	Dunlap	IL	61525	
	Kenneth & Ione S	Douglas		3408 S High Cross Rd	Urbana	IL	61802	
	Roy C.	Douglas		4512 S. Philo Road	Urbana	IL	61802	
	Sylvia	Douglas	Trust	PO Box 17542	Urbana	IL	61803	
	Raymond	Douglas, Jr.		4514 S. Race St.	Urbana	IL	61801	
	Fritz	Drasgow		3508 N. High Cross Rd.	Urbana	IL	61802	
	Don	Dunlap		2151 CR 1800 E	Urbana	IL	61802	
	Bette & Frank	Durso		1814 S. Anderson	Urbana	IL	61801	
	Robert	Duvall		3708 E. Curtis Rd.	Urbana	IL	61802	
	Bill & Betty	Earle		2705 Willow Rd.	Urbana	IL	61802	
	Steve	Eastburn		1792 Aero Place	Urbana	IL	61802	
	Cathy	Eastman	North Broadway Neighbors	1311 N. Berkley Ave.	Urbana	IL	61801	
NS 1	Patricia A	Ebeling		3212 Red Bud Lane	Urbana	IL	61801	344-1980
	J.	Echternkamp		3805 N. High Cross Rd.	Urbana	IL	61802	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Anne	Ehrlich		303 Yankee Ridge Lane	Urbana	IL	61801	
	C. E.	Elliott		3711 E. Anthony Dr.	Urbana	IL	61802	
	Carol A.	Elliott	Cunningham Township Supervisor	205 W. Green St.	Urbana	IL	61801	
	Mr. & Mrs. Ray	Elliott		2609 N. High Cross Rd	Urbana	IL	61802	
	Tony	Endress	Grand Prairie Friends	PO Box 36	Urbana	IL	61803	
	Rupert	Evans		101 W Windsor Rd	Urbana	IL	61801	
	Tony	Fabri	6-Champaign County Board	308 N. Edwin St.	Champaign	IL	61820	
	Vanessa	Faurie		2609 N. High Cross Rd	Urbana	IL	61802	337-6510
	Victor	Fein		4904 N. Cunningham Ave.	Urbana	IL	61802	
	Deborah Frank	Feinen	3-Champaign County Board	1202 Mayfair Rd.	Champaign	IL	61821	
	Rex A & Karen J	Fenwick		4303 S High Cross Rd	Urbana	IL	61801	
	Donald	Flessner	Urbana Township Supervisor	2015 Brownfield Rd.	Urbana	IL	61802	
	Katie	Flessner		663 CR 1800 E	Sidney	IL	61877	
	Michael	Flynn		1564 CR 1000 N	Philo	IL	61864	
	Jennifer	Forbes		306 S. State St. #2A	Champaign	IL	61820	
2	Nancy & William	Ford		3104 E. Perkins Rd.	Urbana	IL	61802	344-4134
	Chris	Foster	Urbana Public TV	400 S Vine St	Urbana	IL	61801	
	Jim	Foster		3411 E. Airport Rd	Urbana	IL	61801	898-2637
1	Steve	Franke		3314 E. Anthony Dr.	Urbana	IL	61802	
	William	Frederick		3008 N. High Cross Rd.	Urbana	IL	61802	
	Randall	Freeman		1467 CR 1800 E	Urbana	IL	61802	
	Esther	Freese		2902 E. Oaks Rd.	Urbana	IL	61802	
	Tom	Frichtl		3005 E. Oaks Rd. N.	Urbana	IL	61802	
	H. George	Friedman	President-CUMTD Board	1115 Newbury	Champaign	IL	61821	
	Linda	Fritchey		3210 East University Avenue	Urbana	IL	61802	
	James	Gabbard, Jr.		1848 CR 1700 N	Urbana	IL	61802	
	Hugh	Gallivan	University Construction	PO Box 848	Urbana	IL	61803	
	Frank	Gallo		1919 Kenneth St.	Urbana	IL	61802	
	Charles	Gamble		1762 CR 2000 N	Urbana	IL	61802	
	Harry	Garrett		1208 South Cottage Grove	Urbana	IL	61801	
	Mark	Garrett		1604 E Curtis Rd	Urbana	IL	61802	
	Rita J.	Gentry		208 E. Sherwin Circle	Urbana	IL	61802	
	April	Getchius	UIUC-Project Planning & Facilities	1501 S. Oak St. - MC-800	Champaign	IL	61820	
	Jay	Getts	City of Urbana	400 S Vine St	Urbana	IL	61801	
	Thomas V	Gillespie		3413 N High Cross Rd	Urbana	IL	61802	
	Betsy	Gillies		2204 Boudreau Circle	Urbana	IL	61801	
	Gayle	Gleichman		1401 N. High Cross Rd	Urbana	IL	61802	
1	Carroll	Goering		2606 N High Cross Rd	Urbana	IL	61801	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Hina	Golani		602 E. Stoughton St.	Champaign	IL	61820	
	Laurie	Goscha		612 West Iowa	Urbana	IL	61801	
	Lyle	Grace		2002 E. Leverett Rd.	Urbana	IL	61802	
	William	Gray		706 S Glover Ave	Urbana	IL	61802	
	Nancy	Greenwalt		505 W. Green St.	Champaign	IL	61820	
✓	Debra	Greist		1802 Cindy Lynn (Ray)	Urbana	IL	61802	367-4091
	Thomas	Grindley		1898 CR 2100 N	Urbana	IL	61802	
	Claudia	Gross		3 Flora Court	Champaign	IL	61821	
	Brent	Grossman		1170 CR 1600 E	Urbana	IL	61802	
	Lyle	Grove		1470 CR 1100 N	Urbana	IL	61802	
	Alleean	Hale		305 G.H. Baker Dr.	Urbana	IL	61801	
	Robin	Hall		303 W University Ave	Urbana	IL	61801-	
	Sandy	Hannum		603 W Illinois	Urbana	IL	61801	
	Richard	Hart		1482 CR 1800 E	Urbana	IL	61802	
✓	Ted	Hartke		1902 Galena St.	Urbana	IL	61802	840-1612
	Robert V.	Head		1812 Joni Leanne Ct.	Urbana	IL	61801	
	J. Elmer	Heater		3903 E. Curtis Rd.	Urbana	IL	61802	
	Steve	Heater		1753 CR 1550 N	Urbana	IL	61802	
	R. Thomas	Heinhorst		3002 W. Windsor Rd	Champaign	IL	61822	351-2767
	Michael	Helregel		2508 E. Oaks Rd. N.	Urbana	IL	61802	
	Dick	Helton		PO Box 256 Village of Savoy	Savoy	IL	61874	
	Ron	Henderson		1082 CR 1500 E	Philo	IL	61864	
✓	Michael	Herbert		1092 CR 1500 E	Philo	IL	61864	
	Charles	Hershbarger		1913 CR 1525 N	Urbana	IL	61802	
	Lois	Hershbarger		1714 E Leverette Rd.	Champaign	IL	61821	
	Max	Hershbarger		2163 CR 1200 E	Champaign	IL	61822	
	Gene	Hill		2320 CR 1800 N	St. Joseph	IL	61873	
	James C.	Hill		1832 Venetian Point	Clearwater	FL	34615	
	Terry	Hill		2375 CR 1500 N	St. Joseph	IL	61873	
	Arlan	Himrichs		1830 CR 2000 N	Urbana	IL	61802	
	Lina	Himrichs		1982 CR 2100 N	Urbana	IL	61802	
	Martin	Himrichs		1852 CR 2000 N	Urbana	IL	61802	
	Rod	Himrichs		1764 CR 1800 E	Urbana	IL	61802	
	Catherine	Hogue		210 E. Park	Champaign	IL	61820	
✓	Bjorg	Holte		1001 N. High Cross Rd.	Urbana	IL	61802	344-9245
	Steve	Holz		400 S Vine St	Urbana	IL	61801	
✓	Lew	Hopkins		107 W Mumford Dr.	Urbana	IL	61801	333-1661
	Les	Hovel		1842 CR 1850 N	Urbana	IL	61802	

*IL Rt 130/High Cross Rd Corridor Study
Alphabetical Order w/Reservations*

Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Cynthia	Hoyle	CU MTD	1101 E. University Ave.	Urbana	IL	61801	
	Cecil L.	Hudson		1341 CR 1800 E	Urbana	IL	61802	
	Ray	Hudson		1343 CR 1800 E	Urbana	IL	61802	
	Ronald B.	Hudson		1808 Joni Leanne Ct.	Urbana	IL	61802	
	Glenn	Huff		1507 S. Cottonwood Rd.	Urbana	IL	61802	
	Charles	Hughes		1804 CR 1000 N	Urbana	IL	61802	
	Scott	Hughes		1004 CR 1800 E	Urbana	IL	61802	
	Dennis	Huls		1846 CR 2100 N	Urbana	IL	61802	
	Katherine	Huls		2199 CR 1800 E	Urbana	IL	61802	
	Nark D & Debra S.	Hummel		2103 N. High Cross Rd.	Urbana	IL	61802	
	Kevin	Hunsinger	Hunsinger Enterprises, Inc.	2004 Linview Ave.	Urbana	IL	61801	
	E. Atlee	Jackson		2805 Holcomb Dr	Urbana	IL	61802	384-1197
	Marlois & Terry	Jackson		3710 East University Avenue	Urbana	IL	61802	
	William L.	Jackson		409 E. Sherwin Dr.	Urbana	IL	61801	
	Tom	Jacobs		1703 CR 1800 E	Urbana	IL	61802	
	Stanley	James	2-Champaign County Board	1310 E CR 2900N	Rantoul	IL	61866	
	Gale L.	Jamison	City of Urbana-Public Works	706 S. Glover	Urbana	IL	61802	
	John	Jarrett		3513 E. Oaks Rd. N.	Urbana	IL	61802	
	Kenneth	Jarrett		3511 E. Oaks Rd. N.	Urbana	IL	61802	
	Morris	Jarrett		3314 E. Oaks Rd. N.	Urbana	IL	61802	
	Orval	Jarrett		3711 E. Oaks Rd	Urbana	IL	61802	
	John D.	Jay	1-Champaign County Board	302 W. Main St.	Mahomet	IL	61853	
	Roger	Jenkins		2302 E. Leverett Rd.	Champaign	IL	61822	
	Aimee	Johansen Almet	UIUC-Cntr for African Studies	707 S. Mathews-4088 FLB-MC-1	Urbana	IL	61801	
	Tom	John		406 Sunnycrest Ct W	Urbana	IL	61801	
	Carol & Everett	Johnson		2408 N. High Cross Rd.-R R 2 B	Urbana	IL	61802	
	Jim	Johnson		1149 B CR 1600 E	Urbana	IL	61802	
	Jim	Johnson		1204 N. Cottonwood Rd.	Urbana	IL	61802	
	John	Johnson		2099 CR 1900 E	Urbana	IL	61802	
	Kenneth L.	Johnson		1751 CR 1850 N	Urbana	IL	61802	
	Margaret	Johnson		38W625 HWY 64	St. Charles	IL	60175	
	Lolita	McDonald		208 E. Sherwin Dr.	Urbana	IL	61801	
	Sue	Jones		608 S. Race St.	Urbana	IL	61801	
	Fred	Kallmayer		402 Elliot Dr	Urbana	IL	61801	
	Rick	Kallmayer	UI Police	1110 W Springfield Ave-MC240	Urbana	IL	61801	
	Eunah	Kang	CCRPC-CUUATS	1776 E Washington St	Urbana	IL	61802	
	Randy	Kangas		804 West Main St.	Urbana	IL	61801	
	Anthony D.	Kaufman		405 Pond Ridge Rd.	Urbana	IL	61801	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Robert	Kerr		1709 CR 1800 E	Urbana	IL	61802	
	Keith	Kesler		2195 CR 1900 E	Urbana	IL	61802	
	Scott	Kesler		2912 N. Prospect Ave.	Champaign	IL	61822	
	Hye Young	Kim		2316 W. John St. #D	Champaign	IL	61820	
	Beverly	Kingery		3412 East University Avenue	Urbana	IL	61802	
	Richard	Kirby		1908 CR 2000 N	Urbana	IL	61802	
	Scott	Kirby		1569 CR 1900 E	Urbana	IL	61802	
	Doug	Knapp		2028 CR 1800 E	Urbana	IL	61802	
	Bruce	Knight	Champaign Planning Dept	102 N Neil St	Champaign	IL	61820	
	Bill	Knight		1907 Cindy Lynn	Urbana	IL	61802	344-7494
	Gregory	Knott	4-Champaign County Board	1377 CR 2275 E	St. Joseph	IL	61873	
	Jean	Korder		1903 Silver Hill Drive	Urbana	IL	61801	
	Marie D.	Krumm		611 E. Colorado	Urbana	IL	61801	
	Rick	Kubetz		907 Sunnycrest	Urbana	IL	61801	
	Erich & Cathy	Kugler		2407 N. Cottonwood	Urbana	IL	61802	328-5235
	Jason	Lakey		1951 CR 2100 N	Urbana	IL	61802	
	Robert	Lakey		1214 E. Olympian Dr.	Urbana	IL	61802	
	Mary	Landa		3702 East University Avenue	Urbana	IL	61802	
	Jeffrey	Langendorf		3504 East University Avenue	Urbana	IL	61802	
	Ralph	Langenheim	8-Champaign County Board	401 W Vermont	Urbana	IL	61801	344-5205
	Joe	Lard		4105 E. Oaks Rd. N.	Urbana	IL	61802	
	Bruce	Larson		506 E Pennsylvania	Urbana	IL	61801	
	Morris	Leighton		302 Sherwin Drive	Urbana	IL	61801	
	Richard	Lekosky		1505 Raintree Woods	Urbana	IL	61802	
	Rena	Lenz	CU Mass Transit District	1101 E University Ave	Urbana	IL	61801	
	Patrick	Lewis		1816 CR 1100 N	Urbana	IL	61802	
	Robert	Lewis	Urbana Alderperson-3	803 N. Goodwin	Urbana	IL	61801	
	Robert	Lewis		803 N. Goodwin	Urbana	IL	61801	
	Germaine	Light		2402 N High Cross Rd	Urbana	IL	61802	328-2295
	Paul	Lindahl	City of Urbana-Planning Dept.	400 S Vine St	Urbana	IL	61801	
	Bruce	Litchfield		1056 CR 1700 E	Urbana	IL	61802	
	Adolph	Lo		906 W. Curtis Rd.	Champaign	IL	61822	
	Lloyd	Longenbaugh		2602 Landis Farm Rd.	Urbana	IL	61802	
	Linda	Lopez		801 Burkwood Dr	Urbana	IL	61801	
	Benjamin	Louis		404 Pond Ridge Lane	Urbana	IL	61801	
	Orval	Maddock		1945 CR 2200 E	St. Joseph	IL	61873	
	John & Patricia	Mannen, Jr.		2003 N. High Cross Rd.	Urbana	IL	61802	
	Ray	Manselle		1845 CR 1700 N	Urbana	IL	61802	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Dennis	Markwell	IDOT District 5	PO Box 610	Paris	IL	61944	
	D. R.	Marriott		1815 CR 2000 N	Urbana	IL	61802	
	David	Marsh		1791 CR 2200 E	St. Joseph	IL	61873	
	Edwin	Martin		2802 E. Oaks Rd. N.	Urbana	IL	61802	
	Robert & Becky	Martin		2011 N. High Cross Rd.	Urbana	IL	61802	
	Chuck & Nellie	Martine		2501 Willow Rd.	Urbana	IL	61802	
	John	Marty		2138 CR 3000 N	Rantoul	IL	61866	
	Ben	Mason		507 W. Church St.	Champaign	IL	61820	
	Ken	Mathis	Somer Township Supervisor	1869 S. Forty Dr.	Urbana	IL	61802	
	Rick	Mathis		2903 E. Oaks Rd. N.	Urbana	IL	61802	
	Thomas	Mathis		2412 S. Cottonwood Rd.	Urbana	IL	61802	
	Barry	Maury		2132 CR 1800 E	Urbana	IL	61802	
	Gary	Maury		2195 CR 1800 E	Urbana	IL	61802	
	Ann	Maxwell	APT 102	7050 Barrington Cir.	Naples	FL	34108	
	Scott	McAdam, Exec.	First Busey Trust	502 W. Windsor	Champaign	IL	61820	
	Jerry	McArthur		3506 E. Marriott Rd.	Urbana	IL	61802	
	Robert	McCartney		5008 S. Cottonwood Rd.	Urbana	IL	61802	
	Robert	McCleary	Village of Savoy	PO Box 256	Savoy	IL	61874	
	Maureen	McCord		104 E Sherwin	Urbana	IL	61801	
	Mike	McCulley	UIUC-404 Architecture Bldg.	611 Taft Drive	Champaign	IL	61820	
2	Glenn A. & Norma	McFarland		2005 N. High Cross Rd.	Urbana	IL	61801	
	Brendan	McGinty	9-Champaign County Board	805 E. Shurts St.	Urbana	IL	61802	367-0865
	Kirk	McGraw		1806 Cindy Lynn	Urbana	IL	61802	
	Kenneth	McKenry		4201 E. Windsor Rd.	Urbana	IL	61802	
	Dan	McKenzie		1790 Aero Place	Urbana	IL	61802	
	Sharon	McLeod		3201 Brucelee	Urbana	IL	61802	
	Dennis L.	McTaggart	Farmers AG Service	PO BOX 10	Gifford	IL	61847	
	Maurice	Mehling		1643 CR 1900 E	Urbana	IL	61802	
	Thomas A.	Merlo		RR 2 High Cross Rd	Urbana	IL	61802	
	Anna	Merritt		715 W Indiana	Urbana	IL	61801	
2	Betty & Roy	Messman		2007 Burwell	Urbana	IL	61802	367-4083
	Paul	Messman		2456 CR 1150 N	Homer	IL	61849	
	Mike	Messmer		3011 E. Oaks Rd. N.	Urbana	IL	61802	
	Ron	Meyer		2812 E. Oaks Rd. N.	Urbana	IL	61802	
	Doug	Miller	City of Urbana-Public Works	706 S. Glover	Urbana	IL	61802	
	Jay	Miller		1596 CR 1000 N	Philo	IL	61864	
	Judy	Miller	Urbana Park District	1505 N Broadway	Urbana	IL	61801	
	Michael	Miller		2183 CR 1600 E	Urbana	IL	61802	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Mike	Miller		387 CR 1800 E	Philo	IL	61864	
	Steve	Miller	Urbana Township Assessor	2708 E. Perkins Rd	Urbana	IL	61802	
	Doug	Mills	Busey Bank	201 W Main St	Urbana	IL	61801	
	Allen	Mohr		1639 CR 1100 N	Urbana	IL	61802	
NS 1	Stu	Moment		1786 Aero Place	Urbana	IL	61802	367-0288
	David	Monk		115 N. Market St.	Champaign	IL	61820	
	Mike	Monson	15 Main Street	PO Box 677	Champaign	IL	61824-0677	
	Jerry	Moreland	UCAN	703 N. Matthews	Urbana	IL	61801	
	Steve	Moser		1860 CR 1400 N	Urbana	IL	61802	
	Steven	Moser		1374 CR 1900 E	Urbana	IL	61801	
	W. Stephen	Moser	4-Champaign County Board	1860 CR 1400 N	Urbana	IL	61802	
	Glenn	Mueller		2408 Airport Rd.	Urbana	IL	61802	
	Judy	Mullen	PACE, Inc.	1317 E. Florida Ave	Urbana	IL	61801	
	Annie	Mullins		1504 S. Cottage Grove	Urbana	IL	61801	
	Rex	Mundt	Urbana Fire Department	402 S Vine St	Urbana	IL	61801	
NS 1	Robert	Myers	City of Urbana-Planning Div. Mgr.	400 S Vine St	Urbana	IL	61801	
NS 2	Walter & Jane	Myers		2213 N. Cottonwood Rd.	Urbana	IL	61802	
	Pete	Nast	Prairie Cycle Club	PO Box 115	Urbana	IL	61801	
	Nancy	Newlon		3104 Perkins Road	Urbana	IL	61801	
NS 2	John & Mary	Newman		3407 N High Cross Rd	Urbana	IL	61801	328-7552
	Joseph C	Nicholas		3601 High Cross Rd	Urbana	IL	61802	
	David	Nickelson		506 Beeson Rd.	Urbana	IL	61802	
	Alice	Novak		601 W. Delaware Ave.	Urbana	IL	61801	
	S. "Steve"	O'Connor	4-Champaign County Board	1151 CR 1800 E	Urbana	IL	61802	
	Stanley	O'Connor		1151 CR 1800 E	Urbana	IL	61802	
	STATE BANK	OF ARTHUR	TRUST # 311	PO BOX 375	Arthur	IL	61911	
	L.	Olson		2316 CR 1950 N	St. Joseph	IL	61873	
	Margaret	Olson		214 E. Sherwin Dr.	Urbana	IL	61801	
	Oscar	Olson		2084 CR 2000 N	St. Joseph	IL	61873	
	Francis	Osterbur		1483 CR 1900 E	Urbana	IL	61802	
	EARL	PALMBERG	UNIV OF ILLINOIS	258 ADM BLDG	Urbana	IL	61801	
	Frank	Palmer		2413 E. Oaks Rd. N.	Urbana	IL	61802	
	Paul	Palmgren		1788 Aero Place	Urbana	IL	61802	
	Gary	Panko		1761 CR 2000 N	Urbana	IL	61802	
	Phil	Parker		1888 CR 1700 N	Urbana	IL	61802	
	Robb	Patton	CU MTD	1101 E University Ave	Urbana	IL	61801	
NS 1	Jim	Payne		103 S Lincoln (w) 684-2120	Urbana	IL	61801	344-7840
	Richard	Percival		1201 Grant Place	Urbana	IL	61801	

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Alphabetical Order w/Reservations*

Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Joyce & Frank	Phares		2508 N. Cottonwood Rd	Urbana	IL	61802	367-5752
	Darius	Phebus		136 W Main	Urbana	IL	61801	
	Claude	Pinaire		2050 CR 1800 E	Urbana	IL	61802	
	Michael	Pollock	Urbana Plan Commission	710 S Broadway	Urbana	IL	61801	
	Jim	Porter		1768 CR 1800 E	Urbana	IL	61802	
	Joe	Potts	Urbana Park District	901 N Broadway	Urbana	IL	61801	
	B. J.	Prather		3808 E. Windsor Rd.	Urbana	IL	61802	
	Jesse	Prather		3604 E. Windsor Rd.	Urbana	IL	61802	
	Jim	Prather	Urbana Township	2312 E. Perkins Rd	Urbana	IL	61802	367-5669
	Ann	Preisel		210 N Broadway Ave	Urbana	IL	61801	
	Leonard	Price		206 E. Sherwin Circle	Urbana	IL	61801	
	Barb	Pritchard	PACE, Inc.	1317 E. Florida Ave	Urbana	IL	61801	
1	Laurel	Prussing	Mayor, City of Urbana	400 S Vine St	Urbana	IL	61801	384-2456
	Jennifer	Putman	8-Champaign County Board	402 W. Delaware	Urbana	IL	61801	
	Manilyn & Harry	Querry		2913 Rutherford	Urbana	IL	61802	384-5473
1	Dale	Rapp		1604 N. Cottonwood Rd.	Urbana	IL	61802	344-0069
	Hadley	Ravencroft	PACE, Inc.	1317 E Florida Ave	Urbana	IL	61801	
	Sylvian & Emily	Ray		3410 East University Avenue	Urbana	IL	61802	
	Shipping/	Receiving Manag	Farm & Fleet	2501 N Cunningham Ave	Urbana	IL	61802	
	William	Redenbaugh		5306 N. High Cross Rd.	Urbana	IL	61802	
	Buren	Reese		1741 CR 1650 N	Urbana	IL	61802	
	Robert	Reese		1625 CR 1800 N	Urbana	IL	61802	
	John	Regetz	City of Urbana-Econ Dev Coord.	400 S Vine St	Urbana	IL	61801	
	Frank	Rentschler	Village of Savoy	PO Box 256	Savoy	IL	61874	
	Darrell	Rice		768 CR 1800 E	Philo	IL	61864	
	Dirk	Rice		1752 CR 800 N	Philo	IL	61864	
	Robert B.	Rice		PO BOX 448	Philo	IL	61864	
	Lucy	Rich		3014 E. Oaks	Urbana	IL	61802	384-6868
	Ivan	Richardson		1606 North Willowview Road	Urbana	IL	61801	
	Danielle	Rideout	City of Champaign	102 N. Neil St.	Champaign	IL	61820	
	Richard	Rifle		3502 S. Vine St.	Urbana	IL	61801	
	Warren L.	Rittenhouse	out of town	2918 Rutherford	Urbana	IL	61801	
	C. N.	Roberts		1979 CR 1100 N	Sidney	IL	61877	
	Clark	Roberts		3105 N. Cottonwood Rd.	Urbana	IL	61802	
1	Dennis	Roberts	Urbana Alderperson-5	507 E. Green Street	Urbana	IL	61801	
	T. D.	Roberts		2609 E. Ford Harris Rd.	Urbana	IL	61802	
	Shirley E.	Robinson		4103 E. Oaks Rd. N	Urbana	IL	61802	

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 Alphabetical Order w/Reservations*

Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Curtis	Rollins		1603 N. Cottonwood Rd.	Urbana	IL	61802	
	Jeffrey J & Susan E	Roloff	TrusteeS	3412 N High Cross Rd	Urbana	IL	61801	
	Ed	Romack		4317 E. Curtis Rd.	Urbana	IL	61802	
	Jodi	Rooney	IDOT District 5	PO Box 610	Paris	IL	61944	
	Scott	Rose	CCRPC	1776 E. Washington St.	Urbana	IL	61802	
	Marty	Rosenberg		2006 Country Squire Dr.	Urbana	IL	61802	
	Brenda	Ross		410 Beeson Rd.	Urbana	IL	61802	
	Craig	Rost	Dit-PW-Champaign Engineering	702 Edgebrook	Champaign	IL	61820	
	Susan K.	Roth		201 E. Sherwin Dr.	Urbana	IL	61801	
	Ginni	Rothrock	PACE, Inc.	1317 E. Florida Ave	Urbana	IL	61801	
	Bill	Rountree		1634 CR 500 E	Champaign	IL	61822	
	Robert	Routh		2226 CR 1700 N	St. Joseph	IL	61873	
	Mark	Ruebke		1865 S. Forty Dr.	Urbana	IL	61802	
	Marya	Ryan		1 Buena Vista Ct	Urbana	IL	61801	
	Gary	Rypski		2010 Brownfield Rd.	Urbana	IL	61802	
	Grace C.	Samford		1014 W Park Avenue	Champaign	IL	61821-3334	
MS 1	Larry	Sapp	1-Champaign County Board	311 Ridge Rd.	Mahomet	IL	61853	
	Larry	Sapp	Arrow Carle Ambulance	210 E University Ave	Champaign	IL	61820	Also
	Alex	Sawyer		4109 E. Oaks Rd. N.	Urbana	IL	61802	
	Sue & Bob	Scaggs		2410 Sharlyn Dr.	Urbana	IL	61802	
	John	Schacht		1762 A CR 2000 N	Urbana	IL	61802	
	Larry	Schlorff		2905 Rutherford Drive	Urbana	IL	61802	
	Dennis	Schmidt	U-C Sanitary District	1100 E University Ave	Urbana	IL	61802	
	Thomas	Schmidt		401 S. Coler Ave.	Urbana	IL	61801	
	Jonathan	Schroeder	3-Champaign County Board	684 CR 400N	Sadorus	IL	61872	
	Duane	Schwartz		1501 E. Old Church Rd.	Urbana	IL	61802	
	Gerald	Schweighart	Mayor, City of Champaign	102 N Neil St	Champaign	IL	61820	
	Calvin	Seaton		1499 CR 1900 E	Urbana	IL	61802	
	Md. Rumi	Shammin		2104 Orchard St.	Urbana	IL	61801	
	David	Shoemaker		1128 CR 1500 E	Urbana	IL	61802	
	Bill	Shumate		1824 CR 1950N	Urbana	IL	61802	469-7233
	William A	Shumate		1824 CR 1950 N	Urbana	IL	61802	
	William T	Shumate		1858 CR 1950 N	Urbana	IL	61802	
	John	Siemens		207 E Sherwin Dr	Urbana	IL	61801	
	Duane	Silver		1633 A CR 1100 N	Urbana	IL	61802	
	Harold	Silver, Jr.		1902 CR 2100 N	Urbana	IL	61802	
	Cliff	Singer		412 W Iowa	Urbana	IL	61801	
	E.	Sinnot		906 Harmon	Urbana	IL	61801	

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Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Joseph	Sleeter		3504 E. Marriott Rd.	Urbana	IL	61802	
	Alan	Smith		1058 CR 1500 E	Philo	IL	61802	
	Donald L.	Smith		4006 E. Anthony Dr.	Urbana	IL	61802	
✓	Dorothea	Smith		2408 S. Pond St.	Urbana	IL	61801	367-0567
	E. A.	Smith		1211 N. Cottonwood Rd.	Urbana	IL	61802	
	Fred	Smith		1713 CR 1650 N	Urbana	IL	61802	
	I.P.	Smith		3808 S. Philo Rd.	Urbana	IL	61802	
	Joe	Smith	Urbana Public Works	706 S Glover Ave	Urbana	IL	61802	
	Joyce	Smith		4006 E. Anthony Dr	Urbana	IL	61802	
	M. L.	Smith		1602 E. Curtis Rd.	Urbana	IL	61802	
	Stephen	Smith		122 CR 2150 N	Mahomet	IL	61853	
	Charles	Smyth	Urbana Alderperson-1	805 S. Coler - Apt. 3	Urbana	IL	61801	
	Dennis	Spencer	AMEREN	PO Box 17070	Urbana	IL	61803	
	Ralph	Squire		3910 N. Willow Rd.	Urbana	IL	61802	
	G. R.	Stahl		1529 CR 900 N	Tolono	IL	61880	
1 ✓	Bernadine	Stake		304 W. Iowa St.	Urbana	IL	61801	
	Timothy	Steen		2102 E. Ford Harris Rd.	Urbana	IL	61802	
	George	Stevens		5505 N. High Cross Rd.	Urbana	IL	61802	
	Marc	Stevens		4313 N. High Cross Rd.	Urbana	IL	61802	
	William G.	Stevens	Trustee	PO BOX 2157	Julian	CA	92036	
	Heather	Stevenson	Urbana Alderperson-6	413 Berringer Cir.	Urbana	IL	61802	
	David & Marian	Stone		803 E. Olympian Rd.	Urbana	IL	61802	
	Mike	Stubbe	CU MTD	1101 E. University Ave.	Urbana	IL	61801	
	D	Stumborg		1633 CR 1100 N	Urbana	IL	61802	
	Brian	Swearingen		3410 S Highcross Rd	Urbana	IL	61801	
	Richard	Swearingen		3410 S Highcross Rd	Urbana	IL	61801	
	Jim	Talley		1748 CR 1850 N	Urbana	IL	61802	
	Scott	Tapley	3-Champaign County Board	4405 Crossgate Dr.	Champaign	IL	61822	
AS1	Stuart	Tarr		3605 S. Philo Rd.	Urbana	IL	61802	
AS1	Paul	Tatman	Urbana Business Association	111 W Main St	Urbana	IL	61801	
	John	Taylor		1971 CR 1200 N	Sidney	IL	61877	
	John	Taylor		2105 Zuppke Dr	Urbana	IL	61801	
AS1	Susan	Taylor	League of Women Voters	606 W Michigan Ave	Urbana	IL	61801	
	Liz	Thorstensen		1108 S. First St.	Champaign	IL	61820	
	Elden	Torbeck		406 Evergreen Crt W	Urbana	IL	61801	
	Robert	Townsend		P.O. Box 150	Philo	IL	61864	
	Elizabeth	Tracy	IDOT-Bureau Urban. Program Plan	2300 S Dirksen Pkwy	Springfield	IL	62764	
	Peter	Tracy		1776 E Washington St	Urbana	IL	61802	

*IL Rt 130/High Cross Rd Corridor Study
Alphabetical Order w/Reservations*

Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	SYLVIA DOUGLAS	TRUST		PO BOX 17542	Urbana	IL	61803	
	STEVENS THERESA	Trustee	STEVENS WILLIAM G Trustee	PO BOX 2157	Julian	CA	92036	
	Thomas R.	Turino		2902 N High Cross Rd	Urbana	IL	61802	
	Bob	Turnbull	Prairie Cycle Club	603 Sunnycrest Court	Urbana	IL	61802	
	Elizabeth	Tyler	City of Urbana-CD Director	400 S Vine St	Urbana	IL	61801	
	Elizabeth S.	Ujhelyii		2004 N High Cross Rd	Urbana	IL	61801	
	Bradley	Uken	Champaign County Farm Bureau	801 N. Country Fair Dr	Champaign	IL	61821	
	Marilyn	Upah-Bant		801 W. Pennsylvania Ave.	Urbana	IL	61801	
	Robert	Vaiden		2006 E Main St	Urbana	IL	61801	
	Joanna	Vaughn		1101 N. High Cross Rd	Urbana	IL	61802	417-4694
	William	Volk	CU MTD	1101 E University Ave	Urbana	IL	61801	
	Jack	Waalder	Special Counsel, City of Urbana	400 S Vine St	Urbana	IL	61801	
	Werner	Wagner		1797 Aero Place	Urbana	IL	61802	
	Howard	Wakeland		2213 Combes Street	Urbana	IL	61801	
	Bruce	Walden	City of Urbana	400 S Vine St	Urbana	IL	61801	
	Francis	Walden		1845 CR 1250 N	Urbana	IL	61802	
	Rex	Walden		3601 E. Curtis Rd.	Urbana	IL	61802	
	Michael	Walker		511 W High	Urbana	IL	61801	
	Pete	Waller		113 N. Webber St.	Urbana	IL	61802	
	S.	Waller		1498 CR 1950 E	Urbana	IL	61802	
	Troy	Waller		1476 CR 1950 E	Urbana	IL	61802	
	David	Ward		1307 Fairlawn, Urbana	Urbana	IL	61801	
	Kevin	Ward	Fed Highway Admin.-IL Div	3250 Executive Park Dr	Springfield	IL	62703	
	Don	Wauthier	Berns Clancy & Associates	405 E Main St	Urbana	IL	61801	
	Barbara	Weaver		3614 E. Anthony Dr.	Urbana	IL	61802	384-7347
	Sherry	Weaver		2002 E Curtis Road	Urbana	IL	61801	
	Red	Webber		2134 CR 3000 N	Rantoul	IL	61866	
	Mack	Weckel		2013 E. Oaks Rd. N.	Urbana	IL	61802	
	Mark	Weckel		2007 E. Oaks Rd. N.	Urbana	IL	61802	
	Steve	Wegman	Champaign Engineering	702 Edgebrook	Champaign	IL	61820	
	C. Pius	Weibel	7-Champaign County Board	709 W. Green St.	Champaign	IL	61820	
	Curt	Weidert		2011 N. Cottonwood Rd.	Urbana	IL	61802	
	Ron	Weidner		1776 CR 1850 N	Urbana	IL	61802	
	Roger	Welch		1811 CR 1525 N	Urbana	IL	61802	
	Steve	Welch		1860 CR 1525 N	Urbana	IL	61802	
	Chad	Wendling		499 CR 2200 E	Broadlands	IL	61816	
	Jeffrey	Wendling		1901 S. High Cross Rd	Urbana	IL	61802	
	C.	Werts		1135 CR 1800 E	Urbana	IL	61802	

IL Rt 130/High Cross Rd Corridor Study
 Alphabetical Order w/Reservations

Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Charlene	Werts		2608 S. High Cross Rd	Urbana	IL	61802	
	Thomas	Werts		3822 E. Curtis Rd.	Urbana	IL	61802	
	Thomas	Werts		3822 E Curtis Rd	Urbana	IL	61802	
	Linda	Wessel	Pres., ECI Council of the Blind	902 Shurts St	Urbana	IL	61801	
2	Verle	Wessel	Treasurer, ECI Council of the Blind	902 Shurts St	Urbana	IL	61801	
	Don & Sharon	White		1415 Raintree Woods	Urbana	IL	61802	
	Bill	Wiese		3604 E. Anthony Dr.	Urbana	IL	61802	328-1575
	Jane	Wiles		907 N Busey	Urbana	IL	61801	
	Jim	Wilkerson		1813 CR 1200 N	Urbana	IL	61802	
	Albert	Williams		2405 N. High Cross Rd.	Urbana	IL	61802	
	B.	Williams		424 CR 1100 N	Seymour	IL	61875	
	Edward	Williams		2710 E. Washington St.	Urbana	IL	61802	
	Preston	Williams	Urbana Schools	205 N Race St	Urbana	IL	61801	
	Raymond	Wilson		2454 CR 1600 N	St. Joseph	IL	61873	
	William	Wilson		2467 CR 1600 N	St. Joseph	IL	61873	
	Kyle	Windler		4913 N. Cottonwood Rd.	Urbana	IL	61802	
	Roy	Windler		4906 N. Cottonwood Rd.	Urbana	IL	61802	
	Robert H.	Wingler		2014 High Cross Rd	Urbana	IL	61801	
	Tracy	Wingler		2000 N Highcross Rd	Urbana	IL	61801	
2	Rose & Dean Rose	Winifred	Winifred Rose	1760 CR 1400 N	Urbana	IL	61802	367-8467
	Rick	Winkel		1717 Philo Rd - Suite 27	Urbana	IL	61802	
	H. Willis	Winston		3325 Stoneybrook Dr.	Champaign	IL	61821	
	Rick	Wolken	Somer Township	2294 CR 1600 E	Urbana	IL	61802	
	Bertha	Woller	Marilyn A Bramhall	216 N 20TH ST	Richmond	IN	47374	
	Earl	Woller		1847 CR 2100 N	Urbana	IL	61802	
	Ernest	Woller		2201 CR 1800 E	Urbana	IL	61802	
	Robert	Woller		1608 E. Olympian Dr.	Urbana	IL	61802	
	Wayne	Woller		1847 CR 2100 N	Urbana	IL	61802	
	Wayne	Woller		3304 N. High Cross Rd.	Urbana	IL	61802	
2	Bruce & Susanne	Wood		PO Box 437	Philo	IL	61864	684-2908
	Michael & Lynda	Worner		2001 High Cross Rd	Urbana	IL	61801	
	Barbara	Wright		103 E Sherwin Dr	Urbana	IL	61801	
	John & Allison	Wright		3202 Bruce Acres Dr.	Urbana	IL	61801	
	Jeanne-Marie	Wyld		2011 S. Anderson	Urbana	IL	61801	
1	Barbara	Wysocki	9-Champaign County Board-Chairperson	108 W. Holmes	Urbana	IL	61801	
	Yuo	Xiao		307 E. Armory - Apt. 201	Champaign	IL	61820-6711	

IL Rt 130/High Cross Rd Corridor Study
Alphabetical Order w/Reservations

Reserve	Fname	Lname	Org	Address	City	ST	Zip	Phone
	Howard	Yearsley		3804 E. Leverett Rd.	Urbana	IL	61802	
	J.	Yearsley		2221 CR 1700 E	Urbana	IL	61802	
	Charles R/Charlotte	Young	(will be out of town)	1806 Joni Leann Ct	Urbana	IL	61802	367-7952
	Kathryn	Zimmerman		412 W Nevada	Urbana	IL	61801	
	Dina	Zinnes		3204 Red Bud Lane	Urbana	IL	61802	
	Airport Manager		Frasca Airport	1402 E Airport Rd	Urbana	IL	61802	
	Crown Castle GT Co., LLC		PMB 353 - 817428	4017 WASHINGTON RD	McMurray	PA	15317	
	Director		ESDA	1905 E Main St	Urbana	IL	61802	
	Distribution Manager		Federal Express	2007 Federal Way	Urbana	IL	61802	
	Distribution Manager		Solo Cup	1505 E Main St	Urbana	IL	61802	
	Distribution Manager		Supervalu Distribution	2611 N Lincoln Ave	Urbana	IL	61802	
	Division Manager		Illinois Central Railroad	2905 N Oak	Urbana	IL	61802	
			Apostolic Life UPC, Inc.	PO BOX 3332	Urbana	IL	61803	
			Christian Brothers Farms	1724 CR 1900N	Urbana	IL	61801	
			HOOT OWL HOLLER TR	2805 E MAIN	Urbana	IL	61801	
			NOEL FARMS	PO BOX 625	Champaign	IL	61824	
			Tymar Holdings Inc.	314 West Kirby Avenue	Champaign	IL	61820	
			UCAN	44 E. Main St. - Suite 208	Champaign	IL	61820	
	Jane	Walsh	Urbana Park District	303 W. University Ave.	Urbana	IL	61801	384-8111
	Paul		Kennedy's Restaurant	2560 S. Stone Creek Blvd	Urbana	IL	61802	
			Ongren??? From voice message					
			TOTAL RESERV.					

LG Gregory Stanton 284 Cherry Hill Dr. C 61802 - Map -
 (4109 E. Oak) Savage -

CCRPC/CUUATS
ILO130/High Cross Road Corridor Study
1776 E. Washington Street
P.O. Box 17760
Urbana, IL 61803-7760

13 February, 2006

RE: Public Workshop, 4 February, 2006

To Whom It May Concern:

I would like to thank you for the opportunity to participate in the workshop and be a part of the communication regarding the future of the area. I have some general comments about the workshop and issues pertaining to the corridor study.

General comments:

The introductory briefing was very informative and helped address many of the issues involved. I found it very useful, yet it only helped emphasize my ignorance of critical aspects of the planning and development process. For example; projected traffic congestion areas and traffic volume are important, but I realized that without knowing where those people are coming from, going to and how their driving patterns might be affected by future changes in the corridor, you don't have the whole picture.

The only real issue I had with the exercise was that money was used as the constraint. Your goals of the study as listed do not address budgetary concerns (although I realize that it is a given), yet it was the only real "constraint" in the exercise. Unfortunately, I have no suggestion of how to alter the exercise to incorporate some other constraints such as: "must improve traffic flow 20% in this area", "must address safety issues in these areas", etc.

I have one other general comment. I would recommend you consider a change in the prioritization of your goals, by making "improve safety" your top priority. With that I would like to address my safety concerns in the area:

1. High Cross Road and Anthony Drive

Traffic turning either direction onto High Cross from Anthony Drive is hampered by poor visibility due to a rise in the road just north of the intersection.

Short term solution-slow traffic

Long term solution-regrade north of intersection to reduce/eliminate rise.

2. High Cross Road and Perkins Road

Traffic turning either direction onto High Cross from Perkins is hampered by brush along to the north along the west side of High Cross, and a power pole immediately at the SW corner of the intersection. Vehicles must nearly enter the intersection to see if traffic is clear, and must cross over both lanes to complete a right hand (south) turn.

Short term solution- clear additional brush north of intersection, move power pole further away from intersection.

Long term solution- Widen approaches to the intersection on Perkins.

3. **Airport Road and Brownfield Road**

Two of the three approaches to the intersection have stop signs, the third does not. This is confusing and forces everyone to wait regardless of right-of-way, over uncertainty of other driver actions.

Long term solution- Three way stop.

4. **Perkins Road / Brownfield Road** intersections and overpass

The Interstate overpass forced the diversion of Perkins Road and "merger" with Brownfield Road to utilize the same overpass. On the SW, side the road makes a sharp curve right at the intersection and multiple entrances to the roadway from the trailer court. Additionally, this is an MTD and school bus stop. The area is not serviced by sidewalks.

No recommendation: Close the eastern most entrance to the trailer court?

5. **MTD bus stops on rural road ways**

With growth of businesses south of US-150 on IL-130, I would expect an increase in MTD usage in rural areas with narrow unimproved roads that do not have sidewalks. Many of the small group projects addressed addition of sidewalks along with road improvements.

Additionally, I have two other ideas to present:

1. **Florida Avenue extension**

I understand this project is already planned or being planned. I have an idea that may be worth considering. I would expect that extending Florida Avenue to IL-130 would significantly increase traffic. The recent extension is in a residential subdivision with numerous driveways. Would it be possible to "divert" Florida Avenue (with limited access) immediately south of these new homes starting just east of Thomas Paine School and continuing along the north edge of Stone Creek to IL-130?

2. **Tatman Court**

The Post Office and new businesses will increase traffic in the area. Customers from the immediate Urbana area are forced to come out Washington Street or Main/University.

Long term solution: Improve Pfeffer Road between Main and Washington. Extend Tatman court west to Pfeffer allowing traffic to access Main Street or Washington Street without exiting onto IL-130. This would reduce pressure on the 150/130 and Tatman/130 intersections. This would probably require closing the Main Street Spur and having traffic interface between Main and University Avenue at Smith Road.

I realize some of these issues may already have been/are being addressed, and there may be other problems associated with these suggestions that would make them impractical. Again, I thank you for the opportunity to participate in this process and voice my ideas and concerns. I look forward to future meetings and discussions on these issues.

Sincerely,



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

Seemed very good but a bit biased + biased interchange at High Cross by 1st Presentation - the groups all decided that an interchange should not be located at Highcross. Pay attention to them - Don't spend the money - don't spoil the natural area don't destroy the homes

2. What issues are you particularly concerned about or wish to see addressed?

Residential - preservation
Bike Paths - mass transit + Rail for the future
Get Cosco rebuilt is much better than Waldo. -
Small shops at Sunnycrest -

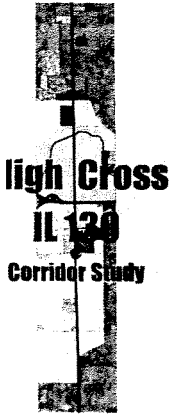
Please don't spend one cent on a study of an interchange at Highcross

3. Why are you interested in this project?

- I live nearby - I care about Urbana & the people who live here -
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): Interested in Preservation & all environmental issues regarding development

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

The future should be to preserve the best of Urbana-Champaign and surrounding areas - Development should be within the cities - Emphasis should be put on mass transit especially a train which are the least polluting & least expensive mode of transportation. - Save trees - plant trees - save homes - save the history of our cities - Don't put an access at Highcross road. Save the history & the natural



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1. Do you have any comments on the information presented at this Workshop?

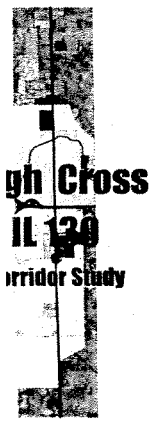
I WAS SOMEWHAT AMAZED THAT THE GROUP OF ATTENDEES
WAS SO STRONGLY LEANING TOWARDS THE NON-BUSINESS
INTEREST — NOT ONE GROUP SUGGESTED THE
UNIVERSITY AVENUE INTERCHANGE. "HEAD IN SAND"

2. What issues are you particularly concerned about or wish to see addressed?

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



ORANGE

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1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

Keep traffic away from RT 130 N of Rt 150
- protect the environment
Create means for traffic to go elsewhere

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

What ever is done - don't skimp on \$ -
allow for enhanced roads with amenities
wherever possible



ORANGE

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1. Do you have any comments on the information presented at this Workshop?

Good Basic Info presented at the beginning -
Options were clear & well presented

2. What issues are you particularly concerned about or wish to see addressed?

① Encourage com. development S of 150, not north
* ② Discourage traffic N of 150 on Highcross
③ Improve Airport Rd fr Brownfield to
Rt 45 for local traffic & safety issues

3. Why are you interested in this project?

I live nearby
 I work nearby
 My business is located nearby - ARMSTRONG LUMBER
 I own property in the vicinity
 Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

* Current heavy traffic on 150 (E University)
* Very difficult to Exit Alld L onto 150 - (Timing of
current lights?)

ORANGE

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1. Do you have any comments on the information presented at this Workshop?

Info well presented

2. What issues are you particularly concerned about or wish to see addressed?

Safety - low maintenance cost - Shoulder could be used for potential traffic - pick trucks, etc.

3. Why are you interested in this project?

I live nearby

I work nearby

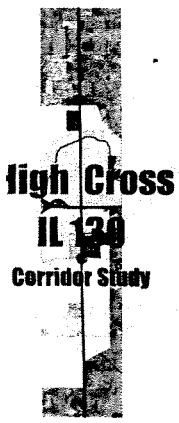
My business is located nearby

I own property in the vicinity

Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

I consider mass transit important but not as promptly operated. Needed service if free but we must control MTP and its empire building - Running empty bus over entire area is not to be allowed -



Dave BLUE

IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

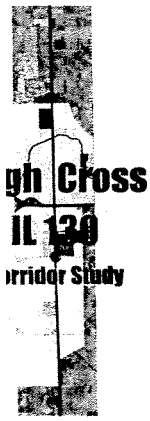
2. What issues are you particularly concerned about or wish to see addressed?

Traffic Safety. People Drive too fast.

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



(PINK)

IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

It's hard to plan completely for 130 if we
choose to make Cottonwood a major N-S road,
but we know S. 130 needs thoughtful planning
& I advocate 4 lane divided road with
a ped./bike path its length (West Side)
& Major ~~to~~ 1-74 interchange @ Cottonwood

2. What issues are you particularly concerned about or wish to see addressed?

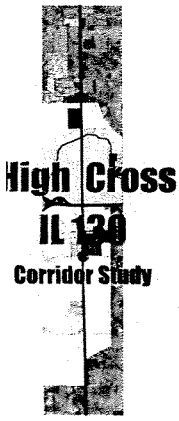
preservation of the wild areas & Saline
but making them somewhat available to
the public with designated picnic features
& limited parking, & nature trails.

3. Why are you interested in this project?

I live nearby
 I work nearby
 My business is located nearby
 I own property in the vicinity
 Other (please explain): on City Council & I care.

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

1-30 N-S corridor =
Thoughtful planning so our development
is full of amenities and is beautiful. In
reference - Woodward Avenue in Detroit
between 8 mile and Pontiac is an excellent
example of a good 4 lane Divided Highway
which serves both business & parkway &
through traffic.



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1. Do you have any comments on the information presented at this Workshop?

USEFUL INFORMATION

GREAT PROCESS

2. What issues are you particularly concerned about or wish to see addressed?

MINIMIZING HIGHWAY DEVELOPMENT THROUGH ATTRACTIVE
RURAL-RESIDENTIAL AND NATURAL AREAS WHILE FACILITATING
NECESSARY AND INEVITABLE TRAFFIC

3. Why are you interested in this project?

I live nearby

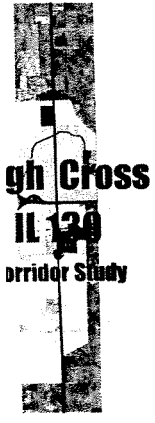
I work nearby

My business is located nearby

I own property in the vicinity

Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



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1. Do you have any comments on the information presented at this Workshop?

Interchange at 1500 E and I-74 need
appropriate location

2. What issues are you particularly concerned about or wish to see addressed?

Preservation of land north of I-74 involving
Bronnfield woods saline branch & Trelease
woods important for ecology and
residential considerations

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



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1. Do you have any comments on the information presented at this Workshop?

Stakeholder
Are we also going to do a similar study of Cottonwood and 1800 E & since they are solutions for a corridor in the New Comprehensive Plan of Urbana:

2. What issues are you particularly concerned about or wish to see addressed?

Protect the environment North of I-74, commercial development S and E of 150

3. Why are you interested in this project?

I live nearby

I work nearby

My business is located nearby

I own property in the vicinity

Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

Please stay away from ^{the} saline detech



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1. Do you have any comments on the information presented at this Workshop?

*Good workshop.
Presented many viewpoints*

2. What issues are you particularly concerned about or wish to see addressed?

*Safety
Environment
Need commercial development in Urbana - but
planned for - not like N. Prospect*

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

Listen to the residents. Many have good ideas



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1. Do you have any comments on the information presented at this Workshop?

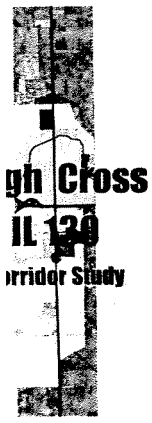
2. What issues are you particularly concerned about or wish to see addressed?

- PRESERVING THE RURAL SCENIC CHARACTER OF HI-CROSS N. OF I-74 TO OAKS RD
- DRAWING TRAFFIC AWAY FROM BROWNFIELD - TRELEASE WOODS

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): WANT TO HELP PLAN

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



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1. Do you have any comments on the information presented at this Workshop?

Good exercise in community dialogue
Power point presentation!

2. What issues are you particularly concerned about or wish to see addressed?

Environmental Preservation
Commercial Development

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): Elected Official

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

No



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

Well done

2. What issues are you particularly concerned about or wish to see addressed?

Environmental protection of N. High Cross Rd.
Beautification of High Cross south of I-74
by use of Boulevard, 4-lane with trees in
median
Improve safety, allow for bike and pedestrian
traffic

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): Mayor of Urbana

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

THIS WAS A GOOD EXERCISE TO JUDGE THE DESIRES OF THE RESIDENTS RELATING TO ALLOCATION OF FUNDS FOR INFRASTRUCTURE IMPROVEMENT WHILE PRESERVING NATURAL & HISTORICAL ELEMENTS OF THE AREA.

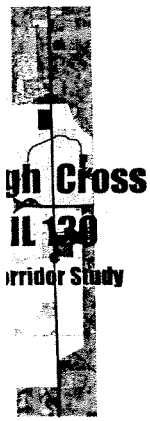
2. What issues are you particularly concerned about or wish to see addressed?

DEVELOPER'S, POLITICIAN'S AND CONTRACTOR'S INFLUENCE ON IDOT'S DECISIONS REGARDING THE I74 INTERCHANGE EAST OF URBANA

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

Stop light at Washington and 130.

Timing of stop light at Tatman Court.

Turn lights not long enough.

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

This workshop was well planned and prepared for, very professionally done!

2. What issues are you particularly concerned about or wish to see addressed?

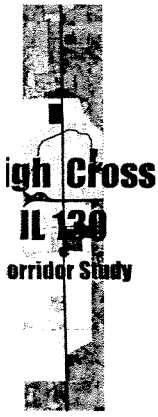
Cottonwood seems more undesirable than either 1800E or High Cross, because of drainage + environmental issues. High Cross to the north of I-74 is undesirable for same reasons.

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

I live on Windsor Rd East of 130. We get a lot of bike traffic. I'd prefer not to see the road widened, but adding paved shoulders would improve bike safety.



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

PEDWALKING + BIKE PATHS

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

Light Blue Group

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

Presentation did a good job of laying out the options for this project and the limits on availability of funding.

2. What issues are you particularly concerned about or wish to see addressed?

That the rural residential areas north of Route 150 not be impacted by the intrusion of high volume roads

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

We must do everything to prevent the north prospect mess. Make sound plans before the mass development starts



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

Good background info!

2. What issues are you particularly concerned about or wish to see addressed?

No more mass transit.

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

No Mass Transit



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

If funded I am concerned that the I-74 Interchange study referred to would have its scope limited to High Cross. As most of those living in NE Urbana have indicated in previous meetings, the limitations of the present corridor study (in previous meetings we were told not to look outside the study area for solutions,

2. What issues are you particularly concerned about or wish to see addressed?

It is necessary to recognize the limitations of road improvement on High Cross (Brownfield Woods, Cemetery) & Cottonwood (Tulase Woods) due to environmental issues. ~~7/2/0~~

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

have more time and process information put in this.



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

*Very good opportunity...
Workshop was very well organized &
Susan did an excellent job presenting.*

2. What issues are you particularly concerned about or wish to see addressed?

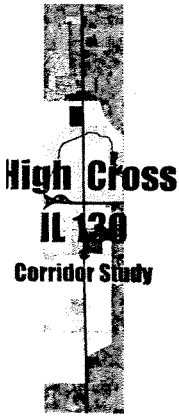
*How to pay for this improvement will
be the largest hurdle.*

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): *interested in public participation*

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

*I believe there may be need, (for safety,) that
the proposed widening / traffic counts for High Cross N. of
Rt 150 should include center turn lanes for the # of
church, business, residential driveways along here... make this
3-lane curb & gutter start @ Beringer Commons, go north to
Airport Rd... then continue 3-lane w/ center turn lanes
Rt 150 - 150 - 150 - 150 - 150 - 150 - 150 - 150 - 150 - 150*



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

Having cost, time + aerial photo for participants to take home to show neighbors.

2. What issues are you particularly concerned about or wish to see addressed?

Avoid any disruption to Brownfield woods, Trelease Woods + Prairie, and the Phillips Tract sites. Ecologically + historically valuable. Any major road improvements within 1/4 mile would be very destructive. Loop road around NE Urbana is not important.

3. Why are you interested in this project?

I live nearby

I work nearby

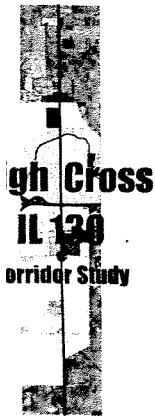
My business is located nearby

I own property in the vicinity

Other (please explain): *Manage the U of I Natural Areas*

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

The NE area of Urbana is the one area that has any semblance of an environmentally friendly region - or the potential to expand it. Urbana, the "Tree City" should try to incorporate one area that retains some natural character.



IL 130 High Cross Road Corridor Study Comment Card

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1. Do you have any comments on the information presented at this Workshop?

Good information & process

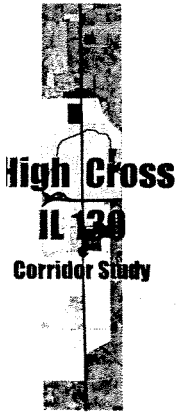
2. What issues are you particularly concerned about or wish to see addressed?

Accommodating the growth on IL 130 between 150 and Windsor Road. Preserving the environmentally sensitive areas north of 150 on High Cross Road

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



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1. Do you have any comments on the information presented at this Workshop?

Suggestion of traffic light @ Washington and 130 is good
Happy that there is a fair amount of consensus between the groups

2. What issues are you particularly concerned about or wish to see addressed?

Protection of natural preserve areas bordering High Cross road north of University
Location of interstate exchange east of the present University Ave exchange - maybe 1800 road is good

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): I live farther down 130 but have to travel the corridor area every day

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



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1. Do you have any comments on the information presented at this Workshop?

VERY GOOD

2. What issues are you particularly concerned about or wish to see addressed?

3. Why are you interested in this project?

I live nearby

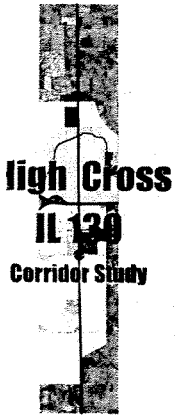
I work nearby

My business is located nearby

I own property in the vicinity

Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



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1. Do you have any comments on the information presented at this Workshop?

Very well presented
Excellent working aids: maps, ribbons, etc.
→ Pls send copy of ^{charts} potential project table

2. What issues are you particularly concerned about or wish to see addressed?

- Safety for drivers, pedestrians, cyclists.
- Preservation of agricultural areas
- Preservation of Fenleese & Brownfield Woods
(not having heavy traffic)
- Potential highway interchange (within 1/2 mile)

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

@ 1800E (east of Cottonwood)

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

Most any aspect of Any loop road should be strictly a bypass road - no developments, no driveways. Run it south of 150 - partial ring road.



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1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

Traffic flow on Rt. 130 past Wal-mart. As now configured the substantial commuter traffic from the south will begin to back up during peak traffic hours esp. if traffic signals added at junctions with Florida and Washington Sts stay away from U. of I. ecological & research tracts

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): I commute Rt. 130 on regular basis.

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

More attention to Rt 150 east of Rt 130 - Rt. 150 intersection. Wal-mart needs an ^{entrance} exit from the rear of its property onto Rt 150. This would accommodate traffic to & from St. Joseph without funneling it through the Rt. 130 - Rt. 150 intersection.



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1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

Protecting North Highcross - residential
Neighborhood. Woods Cemetery

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

WASHINGTON + 130

FLORIDA + 130

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

INTERCHANGE AT 1800 E

1800 E AS THE EASTERN LEG OF THE RING ROAD.

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

Washington & High Cross
Florida & High Cross

- Public Transit lines

As needed

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

DROWNFIELD & AIRPORT

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)
Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

Washington & #130
Florida & #130
Beringer & 150

- Public Transit lines

Do Not Extend them!
We follow those buses all the time empty or near empty!
Public Transit is the biggest rip off of the tax payer
that was ever instituted! They are an empire
unto themselves.

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

None! Until they prove their use! Just followed
& buses going to Wal-Mart EMPTY! This only contributes
to congestion and air pollution.

- Frontage Roads (please list parallel road and start/end locations)

None needed under present conditions. Almost a total ~~was~~ ~~was~~

- Any other suggestions, including those falling outside the study area

Focusing on road improvements south of #150
would enhance the development of Urbana as opposed
to improvements north of #150. The north improvements

Part 5: Presentations

aid the development of the N. Prospect
area for Champaign! Also would enhance the
commercial development S of #150.

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

WASHINGTON + 130
FLORIDA + 130

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

VERY GOOD

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

Traffic Signals (please list intersection)

Public Transit lines

Run light rail or commuter buses as far as Philo.

Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

Frontage Roads (please list parallel road and start/end locations)

Any other suggestions, including those falling outside the study area

1. Wal-mart needs an additional parking lot exit-entrance from the rear (east ^{side} of the property) onto Rt. 150. This would keep west moving traffic destined for Wal-mart from clogging the Rt 130 - Rt. 150 intersection.
2. Extend bike path as far south along Rt. 130 as Philo.

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

Washington @ 130

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

Washington + 130

Florida + 130

Curtis + 130

- Public Transit lines

yes

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

yes

yes

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

*Any loop road should be strictly
a ring road - no development, no driveway.
Strictly a ~~bypass~~ road. Keep it partial,
only south of 150.*

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (*continued from front*)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Recreation Area similar to Meadowbrook Park, playground, walking & bike paths North of I 74 and between Redtree area and High cross accessible from Perkins and Highcross Rd.

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

R130 & Florida

R130 & Washington

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

Both sides of R130 between Washington & South

- Any other suggestions, including those falling outside the study area

Improve App Rd. for width & drainage

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

LT. BLUE

Light Blue

Roadway Projects

1) High Cross to E. Airport 7.5 M

High Cross
to Airport
from Airport
to High Cross
IL 130
from University
to Windsor

E. Airport to Cunningham
2 lanes w/ shoulders

2) IL 130/High Cross to Windsor 7.7 M

4 lanes w/ shoulders
w/ bikepath

3) IL 130/High Cross to Dodson

4 lane curb & gutter
bikepath

3.5 M
0.3 M

4) Widen bridge on Saline at
High Cross (40 shoulders)

1 M

Widen I-74 bridge on High Cross
w/ shoulders

4.8 M
5 M

5) I-74 Interchange
at 1800N

25 M



Instructions for Strings and Ribbons

Lt. Blue Group

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

Washington & 130 (center)

- Public Transit lines

High Cross from Perkins to University
Washington

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

2 Lane w/ shoulders from E. Airport to University, then around corners on to E. Airport to University has

Light Blue

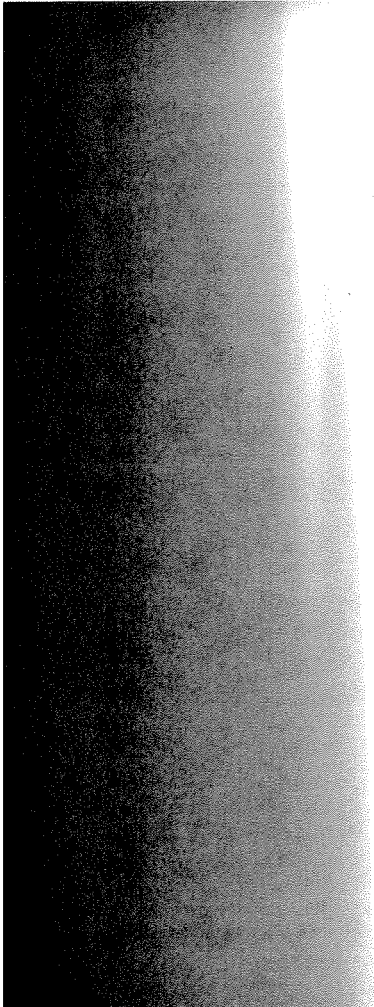
Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? <i>only to E. Airport</i>	no yes no X	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea? <i>University to E. Airport</i>	no yes no no	\$0 \$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	yes no no no	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	IL 130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders <i>only to Windsor</i> 4 lane with curb and gutter Do you have a different idea? <i>Take up to Windsor</i>	yes no no no	\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb	yes	\$0 \$8 million \$1.75 million per lane, per mile
	Washington	IL 130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?	yes no no	\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?	yes no	\$0 \$3 million \$1.75 million per lane, per mile
	-74 Interchange *			at High Cross/IL 130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea? <i>IL 130 E</i>	no no no yes	\$25 million \$25 million \$25 million \$1 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?	yes no no no	\$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of IL 130/High Cross	yes	\$700,000 (0.7 million) \$700,000 (0.7 million)
Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood		\$1.05 million \$1.05 million	
Shared Use Path (Pedestrian/Bicycle)	University	Perkins	west side of High Cross east side of High Cross		\$300,000 (0.3 million) \$300,000 (0.3 million)	
Do you have other locations for shared use paths?		Leirman 130	<i># shoulder North side of Washington</i>		\$300,000 per path, per mile	

? 4.8M ?? 4.8M

* Widen I-74 Overpass on High Cross

POTENTIAL PROJECTS TABLE

PINK



PINK TEAM

MODERATOR:

TREASURER:

SPEAKER:

SECRETARY:

6 mil ROUTE 45 TWO-LANE SHOULDER
OLYMPIAN DRIVE TO COTTONWOOD
8.75 mil OLYMPIAN TO ROUTE 150 CURB +
350,000 BRIDGE OVER I-74 GUTTER
25 mil INTERCHANGE I-74

~~8.75~~ → ~~0.75~~ mil → I-74 TO WINDSOR TWO-LANE CURB
GUTTER

3.5 mil → COTTONWOOD

700,000 → BIKE PATH 2 miles

~~ROAD~~ ~~ROAD~~ TO

1.05 mil PERKINS RD TO OLYMPIAN DRIVE

300,000 UNIVERSITY AVE TO PERKINS ROAD
HIGH CROSS ROAD

7.5 mil TWO-LANE ROUTE 150 TO OLYMPIAN
700,000 BRIDGE OVER SALINE DITCH

~~ROAD~~

63.05 mil TOTAL

OUT OF 64.0

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

□ Traffic Signals (please list intersection) Airport + Brownfield, Airport + High Cross Rd. S. 130 @ Washington, + Cottonwood at various 'main crossroads

□ Public Transit lines along the length of 130 south from University to Windsor, + connecting back on Windsor to Lierman or Philo Rd. in a loop. up Philo to University. would well serve the community.

□ Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

3-4 Bus shelters along the bus routes along S. 130, including opportunities for public art incorporated into these in a 1% for the arts program

□ Frontage Roads (please list parallel road and start/end locations)

We thought this was useful off Cottonwood because we selected that as a 2 lane limited highway.

□ Any other suggestions, including those falling outside the study area

My group wanted to keep High Cross south from 1-74 to Windsor 2 lane. I advocated a tree-lined 4 lane divided highway which would allow both for landscaping, left turns into service drives, and safe crossing of pedestrians since residential construction ~~is~~ development is planned as well as commercial.

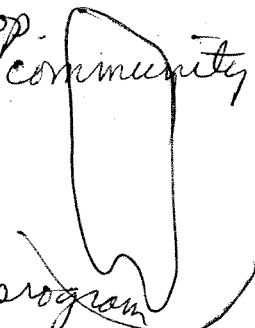
Part 5: Presentations

I would strongly advocate a tree lined boulevard style road on south 130

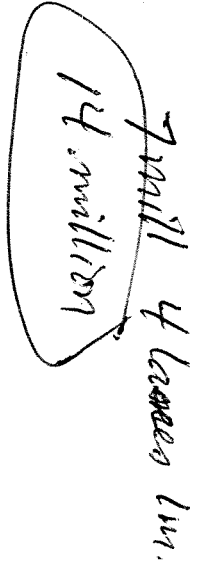
IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

1.75



4 lane x 2 =



1.75 x 2 = 3.58
 7.00
 14 million
 7 million 4 lanes in.

Park Group

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	✓	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile \$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile \$0
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile \$0
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	✓	\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile \$0
	IL 130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?	<i>Z. K...</i>	\$0 \$8 million \$1.75 million per lane, per mile \$0
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb Do you have a different idea?	<i>Stop light brownfield of High Cross</i>	\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile \$0
	Washington	IL 130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?		\$0 \$3 million \$1.75 million per lane, per mile \$0
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?	✓	\$25 million \$25 million \$25 million \$25 million \$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile \$700,000 (0.7 million) \$700,000 (0.7 million)
	-74 Interchange			at High Cross/IL 130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea?	✓	\$25 million \$25 million \$25 million \$25 million \$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile \$700,000 (0.7 million) \$700,000 (0.7 million)
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?	✓	\$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile \$700,000 (0.7 million) \$700,000 (0.7 million)
	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of IL 130/High Cross west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood west side of High Cross east side of High Cross	✓	\$1.05 million \$1.05 million \$300,000 (0.3 million) \$300,000 (0.3 million)
	Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian		✓	\$300,000 (0.3 million) \$300,000 (0.3 million)
	Shared Use Path (Pedestrian/Bicycle)	University	Perkins			\$300,000 (0.3 million) \$300,000 (0.3 million)
	Do you have other locations for shared use paths?			<i>Washington St. to 130 S.</i>		\$300,000 per path, per mile

P O T E N T I A L P R O J E C T S T A B L E

BROWN

~~High Cross Univ → Airport~~
~~2 lane improved w/ ~~shoulder~~ pad~~
7.5 mil

~~Airport → Olympic~~
~~2 lane improved w/ ~~shoulder~~~~

~~High Cross Univ → Olympic~~
~~2 lane improved w/ shoulder~~

7.5 mil	+ 750,000 bridge
1 mil	bridge improvement

Shared used Path on High Cross
Widened to Airport

1.7 mil

Sep. bridge I14 - No Chg
Same bridge - no chg

~~130 - Widened - Univ.~~

4 lane Parkway

$15.75 - 3.5 =$

12.5 mil

Improve Cotton Wound

Olypin to 150

2 lane shoulder

7.5 ml
1.5 ml

150 to Windsor → 130

3.5 x 3.5

2 lane shoulder

12.25 ml

61.25

Aspen Rd

High Cross to 45 2 lane shoulder

~~1.5~~ 1.5 x 1.75

Shared use

~~shared use~~

2.5 mil
.5 mil

Olympia Dr

High Cross to 45 2 lane shoulder

7 mil

Washburn

Dadson - 130

4 lane curb & gutter

3.5

9.5

? Perkins Rd

2 lane shoulder

shared use

3.5 mil
.3 mil

Brown Group

High Cross from 150 to airport 2
lane with shoulder with separate
bike & ped path. Sep. ped / bike bridge over
74

High Cross airport to Olympian
2 lane improved with shoulders

Windsor to 150 - 150 to airport - bike / ped
path

4 lane parking between Windsor & 150

Saline bridge widen to 2 lanes on
High Cross with bike / ped path

Airport Rd off High Cross to 4545
2 lane improved with shoulder
with bike & ped path

Olympian off Cottonwood to 4545
2 lane improved with shoulder

(over)

Washington Street from 130 to Dodson
4 lane curb & gutter with sidewalk

Perkins from Brownfield to High Cross
2 lane improved with shoulder &
bike/ped path

Cottonwood Almyian to 150 2 lane
improved with shoulder Bridge
over Saline

Brown Group

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea?		\$0 \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	IL 130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?		\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb Do you have a different idea?		\$0 \$8 million \$1.75 million per lane, per mile
	Washington	IL 130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?		\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?		\$0 \$3 million \$1.75 million per lane, per mile
	-74 Interchange			at High Cross/IL 130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea?		\$25 million \$25 million \$25 million \$25 million \$1 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?		\$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Interchange/Bridge Projects	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of IL 130/High Cross	
Shared Use Path (Pedestrian/Bicycle)		Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood		\$1.05 million \$1.05 million
Shared Use Path (Pedestrian/Bicycle)		University	Perkins	west side of High Cross east side of High Cross		\$300,000 (0.3 million) \$300,000 (0.3 million)
Do you have other locations for shared use paths?						\$300,000 per path, per mile
Pedestrian and Bicycle Facilities						

P O T E N T I A L P R O J E C T S T A B L E

GREEN

Green Group

- 13.5 130 from 150 to Old Church 4 lane
- 3.5 Washington - Dodson to 130 4 lane
- 13 130 - Windsor Airport Shared Use path
- .6 > Washington - Dodson to 130 " " "
- > Florida - Dodson to 130 "
- 2.5 Interchange at Cottonwood and 150
- .75 Bridge at Saline
- 19.25 > Cottonwood - Olympian to Interchange 2 lane
- 75.6 > Cottonwood - Interchange to 150 4 lane
- University - Cottonwood to 130 4 lane
- Olympian - Cottonwood to Rt 45 2 lane

GREEN GROUP

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

Washington - 130

Florida - 130

Route 150 at Cottonwood.

- Public Transit lines

Re Route The Public Transit Lines
Look for Bus stops/Shelters

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

Yes

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

GREEN TABLE

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea?		\$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	3	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	IL 130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?	2	\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb Do you have a different idea?		\$0 \$8 million \$1.75 million per lane, per mile
	Washington	IL 130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?	1	\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?		\$0 \$3 million \$1.75 million per lane, per mile
	-74 Interchange			at High Cross/IL 130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea?		\$1.75 million per lane, per mile \$25 million \$25 million \$25 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?		\$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of IL 130/High Cross		\$700,000 (0.7 million) \$700,000 (0.7 million)
Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood		\$1.05 million \$1.05 million	
Shared Use Path (Pedestrian/Bicycle)	University	Perkins	west side of High Cross east side of High Cross		\$300,000 (0.3 million) \$300,000 (0.3 million)	
Do you have other locations for shared use paths?						
Interchange/Bridge Projects						\$300,000 per path, per mile
Pedestrian and Bicycle Facilities						

POTENTIAL PROJECTS TABLE

ORANGE

ORANGE

25 - in need } I24 + Cottonwood
3 - } improve Cottonwood South

EACH OF OUR 7 MEMBERS ALLOCATED \$8 mm

RECOMMEND - Interchange I74 at COTTONWOOD

3.5 - EXTEND TATMAN DR EAST TO COTTONWOOD - 4 LANES
4 ~~LANES~~ (NEW INTERCHANGE AT I-74 + COTTONWOOD)
Enhanced Blvd w- Amenities

4 - IL 130 BETWEEN UNIVERSITY AND OLD CHURCH
4 LANES ENHANCED BLVD

8 - AIRPORT RD FROM BROWNFIELD RD TO US 45
3 LANE / CURB

1 - BIKE / PED PATH FROM US 150 TO OAKS RD
Buffered from Roadways

- BIKE / PED PATH FROM BROWNFIELD RD TO HIGH CROSS
Buffered from Roadways

5.25 ^{US 130} widening ^{and} EXIT of ~~EXIT~~ ^{+ I24.} 150/130 to HIGH CROSS
by one lane ^{at 130.}

- CORRIDOR 2 NARROW - INTERCHANGE AT COTTONWOOD NOT
POSSIBLE USING THESE RULES

Harry

64 million -

Rd-

Extend
Tatman Dr
to Cottonwood

MA

3 2

1.75

4

7.00

Expense

ORANGE

Assuming interchange at Cottonwood

3.5 million (1/2 mile road to extend Tatman 4 lanes to Cottonwood)

14 million Rd. - Blvd. Fr. University to Old Church Rd. 4 lane wide shoulders

8 million Airport Rd - Brownfield to 45 3 lane with curb

1 million 150 N to Oaks Rd - Ped/Bike Walkway 8' buffered fr. roadway

Airport Rd - S. Brownfield to Highcross
Ped/Bike Walkway 8' buffered fr. roadway

5.25 mil - Widen by 1 lane E. University Ave from I74 exit (185) to Lt. 130 Highcross

300 per mile

Instructions for Strings and Ribbons

8,000,000

Part 4: Make Other Recommendations (continued from front)
Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

As needed - check traffic patterns

Extending Tutman Rd to Cottman Rd 3.5 miles

4 lanes - Blvd. Enhanced Blvd W. Amended 14 miles

- Public Transit lines

As needed - Have to think about workers getting to businesses - more that use public transportation - better for community

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)
Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

As needed

- Public Transit lines

As needed

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

As needed

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

2
1.75

5.25

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

CRANGE

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea?		\$10.5 million \$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	IL 130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?	✓	\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb to Burrupfield + bike path Do you have a different idea?	✓	\$0 \$8 million \$1.75 million per lane, per mile
	Washington	IL 130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?	stoplight at IL 130	\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?		\$0 \$3 million \$1.75 million per lane, per mile
	-74 Interchange			at High Cross/IL 130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea?	✓	\$25 million \$25 million \$25 million \$25 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?		\$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Interchange/Bridge Projects	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of New Road between High Cross and Cottonwood	
Shared Use Path (Pedestrian/Bicycle)		Perkins	Olympian	east side of New Road between High Cross and Cottonwood		\$1.05 million \$1.05 million
Shared Use Path (Pedestrian/Bicycle)		University	Perkins	west side of High Cross east side of High Cross	✓	\$300,000 (0.3 million) \$300,000 (0.3 million)
Do you have other locations for shared use paths?				Along rd from 45 to Burrupfield	✓	\$300,000 per path, per mile

Attached by Tatum + Widen - S of Walnut E to Cottonwood Rd
 Also Cottonwood + Widen S of I 74 to Tatum Rd

POTENTIAL PROJECTS TABLE

YELLOW

Yellow Group.

RT, 130 Airport Road to Windsor first
RT, 150 to Airport Road 2 lane with gutter ~5.8 million
bridge at Saline ditch 1 million
RT 150 South to Windsor 7.9 million 4 lane
Windsor to Curtis 4 lane 5.25 million

Total = 5.8 million + 1 million + 7.9 million + 5.25 million
Bike Trails 700,000 1,050,000 150,000 = 1,900,000

Airport Road RT 45 to High Cross 3 lane sidewalk 8 million

Interchange between High Cross + Cottonwood 2.5 million
or at 1800 E

Washington Ave. from Dodson Dr to RT, 130 4 lane + gutters 3.5 million
E Washington East 2 miles to 1800 E then N to J74 9 million

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	IL130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$8 million \$1.75 million per lane, per mile
	Washington	IL130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$3 million \$1.75 million per lane, per mile
	-74 Interchange			at High Cross/IL130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea? @ 1800 E	<input checked="" type="checkbox"/>	\$25 million \$25 million \$25 million \$25 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?	<input checked="" type="checkbox"/>	\$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Interchange/Bridge Projects	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of IL 130/High Cross	<input checked="" type="checkbox"/>
Shared Use Path (Pedestrian/Bicycle)		Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood	<input checked="" type="checkbox"/>	\$1.05 million \$1.05 million
Shared Use Path (Pedestrian/Bicycle)		University	Perkins	west side of High Cross east side of High Cross	<input checked="" type="checkbox"/>	\$300,000 (0.3 million) \$300,000 (0.3 million)
Do you have other locations for shared use paths?		Windsor	Perkins	west side of R+130/HIGH CROSS	<input checked="" type="checkbox"/>	\$300,000 per path, per mile
Pedestrian and Bicycle Facilities						

P O T E N T I A L P R O J E C T S T A B L E

VIOLET

Violet

1) I-130 / High Cross - 1
start University to Windsor
4 Lane w/ Shoulders
Shared Use Path on East side

2) Olympian
start ~~High Cross~~ 1800 East
US 45
2 lane w/ Shoulders

3) High Cross
Airport to University
improve 2 Lane
Shared Use Path - east side

4) Airport Road
High Cross to US 45
Improve 2 Lane
Shared Use Path

5) I-74 Interchange
@ 1800 East

6) Rte 150
1800 E to 130
Improve 2 Lane

Violet Group
Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)
Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)
High cross / IL 130 + Florida Ave

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Vidlet Group

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? 2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea? Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile \$10.5 million \$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile \$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New Road between High Cross and Cottonwood	Olympian	Perkins	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?		\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile \$0
	Cottonwood	Olympian	University	Do Nothing 3 lane with curb Do you have a different idea? <i>widen E side of road (combination)</i> Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?		\$8 million \$1.75 million per lane, per mile \$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile \$0
	IL130/High Cross	University	Windsor Olympian	Do Nothing 2 lane with shoulders Do you have a different idea?		\$3 million \$1.75 million per lane, per mile \$0
	Airport Road	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?		\$3 million \$1.75 million per lane, per mile \$0
	Washington	IL130/High Cross	Dodson	Do Nothing 2 lane with shoulders Do you have a different idea?		\$3 million \$1.75 million per lane, per mile \$0
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?		\$3 million \$1.75 million per lane, per mile \$0
	I-74 Interchange			at High Cross/IL130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea?		\$25 million \$25 million \$25 million \$25 million \$1 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?		\$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile \$700,000 (0.7 million)
	Interchange/Bridge Projects	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of IL 130/High Cross	
Shared Use Path (Pedestrian/Bicycle)		Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood		\$300,000 (0.3 million) \$300,000 (0.3 million)
Shared Use Path (Pedestrian/Bicycle)		University	Perkins	west side of High Cross east side of High Cross		\$300,000 per path, per mile
Pedestrian and Bicycle Facilities	Do you have other locations for shared use paths?					

POTENTIAL PROJECTS TABLE

BLUE

Dark Blue Group

Widen Washington from Dalsen → 130
1/2 mile 3 1/2 mil

Stop light at Washington + Rte. 130.

Perhaps make Perkins Rd 4-lane

Widen + improve Univ. Ave (150) from
Smith Rd to Cottonwood 14 million
4 lanes w curb and gutter

Frontage Rds along 130 to a limit
access to businesses along 130
probably to Windsor.

Bike path from Cottonwood south to
Washington St then west to 150.

~~go up to Walnut~~

Bike path on west side
of 130 → south to Windsor

1.75 million
bike path

Make High Cross 4 lanes from
Rt 150 ^{south} ~~Curtiss Rd~~ Old Church Rd.
15.75 million

High Cross to Olympian Rd. Two lanes 7.5 million
All L. 245 - B2 m

Instructions for Strings and Ribbons

BLUE

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

- Traffic Signals (please list intersection)

- Public Transit lines

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)

- Frontage Roads (please list parallel road and start/end locations)

- Any other suggestions, including those falling outside the study area

Bike Lane starting @ Windsor/130 going north to Washington,
turning east to Cottonwood, Thence North to 150, to the 101
with proposed RR bike trail project

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Dark blue \$70 Million total

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea?		\$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	IL 130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb Do you have a different idea?		\$0 \$8 million \$1.75 million per lane, per mile
	Washington	IL 130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?	<input checked="" type="checkbox"/>	\$0 \$3 million \$1.75 million per lane, per mile
	-74 Interchange			at High Cross/IL 130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea? (2 lanes) (1000 E)	<input checked="" type="checkbox"/>	\$25 million \$25 million \$25 million \$25 million \$1 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?	<input checked="" type="checkbox"/>	\$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL 130/High Cross east side of IL 130/High Cross Do you have a different idea?	<input checked="" type="checkbox"/>	\$700,000 (0.7 million) \$700,000 (0.7 million)
	Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood		\$1.05 million \$1.05 million
	Shared Use Path (Pedestrian/Bicycle)	University	Perkins	west side of High Cross east side of High Cross		\$300,000 (0.3 million) \$300,000 (0.3 million)
	Do you have other locations for shared use paths?	University	Cottonwood		<input checked="" type="checkbox"/>	\$300,000 per path, per mile

University 1800G 4 lane w/ curb (curbs paid) \$14 million

POTENTIAL PROJECTS TABLE

02-04-06 Strings Ribbons Workshop
Projects Preference Summary

Road	Start	End	Options	Cost	Orange	Yellow	LT Blue	Dk Blue	Brown	Violet	Green	Pink	Sum
Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL130/High Cross	700000		1	1	1	1		1	1	6
Washington	IL130/High Cross	Dodson	4 lane with curb and gutter at 1800 E	3500000		1	1	1	1		1		5
-74 Interchange				25000000		1	1	1		1			4
Olympian	IL130/High Cross	US45	2 lane with shoulders	3000000					1	1	1	1	4
Olympian	IL130/High Cross	Cottonwood	2 lane with shoulders at High Cross (widen to 2 full lanes)	3000000					1	1	1	1	4
Saline Ditch Bridge				1000000	1				1		1	1	4
Stop light	Washington	IL130/High Cross						1			1	1	4
Airport Road	IL130/High Cross	US45	2 lane with shoulders	5250000			1		1	1			3
High Cross	Olympian	University	2 lane with shoulders at Cottonwood	7500000				1	1			1	3
-74 Interchange				25000000	1					1	1	1	3
L130/High Cross	University	Old Church	4 lane with shoulders at Cottonwood	15750000	1				1	1	1	1	3
Saline Ditch Bridge				750000					1		1	1	3
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Lierman	along Washington	450000			1						2
Airport Road	IL130/High Cross	US45	3 lane with curb and gutter	8000000	1								2
High Cross	University	Airport	2 lane with gutter	7000000		1				1			2
IL130/High Cross	University	Windsor	4 lane	7000000			1		1				2
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	US45	along Airport Road	450000					1	1			2
Shared Use Path (Pedestrian/Bicycle)	University	Airport	along IL130/High Cross	600,000				1		1	1		2
Stop light	IL130/High Cross	Florida								1	1		2
1800 East	Olympian	University	2 lane with curb and gutter	10500000		1							1
Cottonwood	I-74	University	4 lane improved	3500000							1		1
Cottonwood	I-74	Tatman	widen (add lanes as warranted)	2625000	1								1
Cottonwood	Olympian	University	2 lane with shoulders	7500000					1				1
Cottonwood	Olympian	University	2 lane with curb and gutter	8750000							1	1	1
Cottonwood	Olympian	I-74	2 lane improved	8750000									1
Frontage roads			along IL130/High Cross							1			1
High Cross	Olympian	University	2 lane with curb and gutter	8750000		1							1
High Cross	University	Airport	2 lane with shoulders	7000000			1						1
I-74 existing bridge	IL130/High Cross		widen										1
IL130/High Cross	University	Curtis	4 lane	10500000		1							1
IL130/High Cross	University	Windsor	2 lane w curb and gutter	3500000								1	1
Perkins	Brownfield	IL130/High Cross	2 lane with shoulders	1750000					1				1

02-04-06 Strings Ribbons Workshop
Projects Preference Summary

Road	Start	End	Options	Cost	Orange	Yellow	Li Blue	Dk Blue	Brown	Violet	Green	Pink	Sum
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Brownfield	along Airport Road	150,000	1								1
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Brownfield	along Perkins	450,000					1				1
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Cottonwood	along 150	300,000			1						1
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Smith	along Florida	150,000							1		1
Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	west side of IL130/High Cross	1050,000								1	1
Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	east side of IL130/High Cross	1050,000						1			1
Shared Use Path (Pedestrian/Bicycle)	University	Perkins	west side of IL130/High Cross	300,000								1	1
Shared Use Path (Pedestrian/Bicycle)	University	Perkins	east side of IL130/High Cross	300,000						1			1
Shared Use Path (Pedestrian/Bicycle)	University	Oaks	east side of IL130/High Cross	750,000	1								1
Shared Use Path (Pedestrian/Bicycle)	University	University	along east side of IL130/High Cross	700,000						1			1
Shared Use Path (Pedestrian/Bicycle)	Windsor	University	east side of IL130/High Cross	1000,000		1							1
Shared Use Path (Pedestrian/Bicycle)	Windsor	Deers	west side of IL130/High Cross									1	1
Stop light	Brownfield	Airport										1	1
Stop light	Cottonwood	University									1		1
Stop light	IL130/High Cross	Airport										1	1
Tatman Court east	IL130/High Cross	Cottonwood	improve to 4 lanes	350,000	1								1
Tatman Court east	IL130/High Cross	1800 E	improve	525,000		1							1
University Ave	IL130/High Cross	I-74 exit 185	widen by one lane	175,000	1								1
University Ave	IL130/High Cross	1800 E	2 lane improved	175,000						1			1
University Ave	IL130/High Cross	Cottonwood	4 lane improved	350,000							1		1
University Ave	Smith	Cottonwood	4 lanes with curb and gutter	350,000				1					1
Washington	IL130/High Cross	Cottonwood	4 lane	700,000				1					1
1800 East	Olympian	University	2 lane with shoulders										0
I-74 Interchange			at High Cross/IL130										0
I-74 Interchange			at New Road between High Cross and Cottonwood										0
IL130/High Cross	University	Old Church	4 lane with curb and gutter										0
New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders										0
New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders and landscaped median										0
New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with curb and gutter										0
New Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with curb and gutter and landscaped median										0
Pfeifer Road	Main	Washington	2 lane improved										0
Saline Ditch Bridge			at New Road between High Cross and Cottonwood										0
Stop light	Beringer	University											0
Stop light	Curtis	IL130/High Cross											0
Tatman Court west	IL130/High Cross	Pfeifer Road	extend road from current terminus near Post Office										0
Washington	IL130/High Cross	Dodson	2 lane with curb and gutter		9	11	9	10	13	12	16	15	0

IL130 Public Workshop Comments: February 4, 2006

Do you have any comments on the information presented at this Workshop?

- Seemed very good but a bit biased toward interchange at High Cross by 1st presentation; the groups all decided that an interchange should not be located at High Cross. Pay attention to them—don't spend the money—don't spoil the natural area—don't destroy the homes.
- The introductory briefing was very informative and helped address many of the issues involved. I found it very useful, yet it only helped emphasize my ignorance of critical aspects of the planning and development process. The only real issue I had with the exercise was that money was used as the constraint.
- I was somewhat amazed that the group of attendees was so strongly leaning towards the non-business interest—not one group suggested the University Avenue interchange. "Head in Sand".
- Good basic info presented at the beginning—options were clear and well presented.
- Info well presented.
- It's hard to plan completely for 130 if we choose to make Cottonwood a major N-S road, but we know south 130 needs thoughtful planning.
- Useful information, great process.
- Are we also going to do a similar study of Cottonwood and 1800 E since they are solutions for a corridor in the new Urbana Comprehensive Plan?
- Good workshop. Presented many viewpoints.
- Good exercise in community dialogue/PowerPoint presentation.
- Well done.
- This was a good exercise to judge the desires of the residents relating to allocation of funds for infrastructure improvement while preserving natural and historical elements of the area.
- This workshop was well planned and prepared for, very professionally done.
- Presentation did a good job of laying out the options for this project and the limits on availability of funding.
- Good background info.
- Very good opportunity...workshop was very well organized & the presentation was excellent.
- Having cost items and aerial photo for participants to take home to show neighbors.
- Good information and process.
- Happy that there is a fair amount of consensus between the groups
- Very good
- Very well presented; excellent working aids: maps, ribbons, etc.

What issues are you particularly concerned about or wish to see addressed?

Environment

- Protect the environment
- Preservation of the wild areas and Saline, but making them somewhat available to the public with designated picnic features, limited parking, and nature trails
- Preservation of land north of I-74 involving Brownfield Woods, Saline Branch and Trelease Woods is important for ecology and residential consideration
- Protect the environment north of I-74
- Environment
- Preserving the rural scenic character of High Cross north of I-74 to Oaks Road
- Environmental preservation
- Environmental protection of north High Cross
- Preserving the environmentally sensitive areas north of US150 on High Cross Road
- Protection of natural preserve areas bordering High Cross Road north of US150

IL130 Public Workshop Comments: February 4, 2006

- Preservation of agricultural areas
- Preservation of Trelease and Brownfield Woods (not having heavy traffic within ¼ mile)
- Stay away from UI ecological research tracts

Pedestrian/Bicycle

- Bike paths
- Shoulder could be used for pedestrian and bike traffic
- Allow for bike and pedestrian traffic
- Pedestrian and bike paths
- Extend bike path as far south along IL130 as Philo.

Development

- Get Cosco which is much better than WalMart
- Small shops at Sunnycrest
- Encourage commercial development south of US150, not north
- Commercial development south and east of US150
- Need commercial development in Urbana, but planned for—not like North Prospect
- Commercial Development
- Accommodating the growth on IL130 between US150 and Windsor Road

Residential areas

- Residential preservation
- Protecting north High Cross Road—residential neighborhood, woods, cemetery

Public Transit

- Mass transit and rail for the future
- No more mass transit

Interchange

- Please don't spend one cent on a study of an interchange at High Cross
- I advocate an interchange at Cottonwood
- Interchange at 1800 E isn't appropriate location
- Developers, politicians and contractors influence on IDOT'S decisions regarding the I-74 interchange east of Urbana
- Cottonwood seems more undesirable than either 1800 E or Highcross (for an interchange) because of drainage and environmental issues. High Cross to the north of I-74 is undesirable for some reasons
- If funded I am concerned that the I-74 interchange study referred to would have its scope limited to High Cross. As most of those living in NE Urbana have indicated in previous meetings, (in previous meetings we were told not to look outside the study area for solutions) the limitations of the present corridor study have made this process frustrating at times.
- Location of interstate exchange east of the present University Avenue exchange—maybe 1800 E is good
- Potential highway interchange at 1800 E

Traffic

- Keep traffic away from IL130 north of US150
- Create means for traffic to go elsewhere
- Discourage traffic north of US150 on High Cross

IL130 Public Workshop Comments: February 4, 2006

- Drawing traffic away from Brownfield and Trelease Woods
- Stop light at Washington & 130
- Timing of stop light at Tatman Court—turn lights not long enough
- Traffic flow on IL130 past Wal-Mart. As now configured, the substantial commuter traffic from the south will begin to back up during peak traffic hours, especially if traffic signals added at junctions with Florida and Washington

Roadway Improvements

- Improve Airport Road from Brownfield to US45 for local traffic and safety issues
- I advocate a 4-lane divided road with a pedestrian/bicycle path along the west side of south IL130
- Minimize highway development through attractive rural-residential and natural areas while facilitating necessary and inevitable traffic
- It is necessary to recognize the limitations of road improvement on High Cross (e.g. Brownfield Woods, Cemetery) and Cottonwood (Trelease Woods) due to environmental issues
- Beautification of High Cross south of I-74 by use of Boulevard, 4-lane with trees in median
- That the rural residential areas north of US150 not be impacted by the intrusion of high volume roads
- Avoid any disruption to Brownfield Woods, Trelease Woods and Prairie, and the Phillips Tract sites. Ecologically and historically valuable. Any major road improvements within ¼ mile would be very destructive. Loop road around NE Urbana is not important.

Safety

- Safety (3)
- Traffic safety; people drive too fast.
- Safety for drivers, pedestrians, cyclists

Economic

- Low maintenance costs
- How to pay for this improvement will be the largest hurdle

Why are you interested in this project?

- 18 live nearby
- 6 work nearby
- 8 have a business is located nearby
- 11 own property in the vicinity
- 9 Other:
 - Interested in preservation and all environmental issues regarding development
 - On City Council and I care
 - Want to help plan
 - Elected official
 - Mayor of Urbana
 - Interested in public participation
 - Manage the UI natural areas
 - I live farther down IL130 but have to travel the corridor every day
 - I commute IL130 on a regular basis

IL130 Public Workshop Comments: February 4, 2006

Are there any other issues, concerns, or suggestions you would like to bring to our attention about conditions in the corridor or about this project?

Environment

- Please stay away from Saline Ditch
- The NE area of Urbana is the one area that has any semblance of an environmentally friendly region—or the potential to expand on it. Urbana, the “Tree City” should try to incorporate one area that retains some natural character.
- Recreation areas similar to Meadowbrook Park. Playground, walking, and bike paths north of I-74 and between Raintree around High Cross accessible from Perkins and High Cross Road

Development

- The future should be to preserve the best of Urbana-Champaign and surrounding areas. Development should be within the cities. Emphasis should be put on mass transit, especially trains which are the least polluting and least expensive mode of transportation. Save trees—plant trees. Save homes. Save the history of our cities. Don't put an access (*interchange?*) at High Cross Road. Save the history and the natural areas.
- We must do everything to prevent the North Prospect mess. Make sound plans before the mass development starts.

Roadway Improvements

- At High Cross Road and Anthony Drive, traffic turning either direction onto High Cross from Anthony Drive is hampered by poor visibility due to a rise in the road just north of the intersection. Short term solution: slow traffic. Long term solution: regard north of intersection to reduce/eliminate rise.
- At High Cross Road and Perkins Road, traffic turning either direction onto High Cross from Perkins is hampered by brush along to the north along the west side of High Cross, and a power pole immediately at the SW corner of the intersection. Vehicles must nearly enter the intersection to see if traffic is clear, and must cross over both lanes to complete a right hand (south) turn. Short term solution: clear additional brush north of intersection, move power pole further away from intersection. Long term solution: widen approaches to the intersection on Perkins.
- At Airport Road and Brownfield Road, two of the three approaches to the intersection, the third does not. This is confusing and forces everyone to wait regardless of right-of-way, over uncertainty of other driver actions. Long term solution: three way stop.
- At the Perkins Road/Brownfield Road intersections and overpass: The Interstate overpass forced the diversion of Perkins Road and “merger” with Brownfield Road to utilize the same overpass. On the SW side the road makes a sharp curve right at the intersection and multiple entrances to the roadway from the trailer court. Additionally, this is an MTD and school bus stop. The area is not serviced by sidewalks. Close the eastern most entrance to the trailer court?
- At MTD bus stops on rural roadways: With growth of businesses south of US150 on IL130, I would expect an increase in MTD usage in rural areas with narrow unimproved roads that do not have sidewalks. Many of the small group projects addressed addition of sidewalks along with road improvements.
- Florida Avenue extension: I would expect that extending Florida Avenue to IL130 would significantly increase traffic. The recent extension is in a residential subdivision with numerous driveways. Would it be possible to “divert” Florida Avenue (with limited access) immediately

IL130 Public Workshop Comments: February 4, 2006

south of these new homes starting just east of Thomas Paine School and continuing along the north edge of Stone Creek to IL130?

- Tatman Court: The Post Office and new businesses will increase traffic in the area. Customers from the immediate Urbana area are forced to come out Washington Street or Main/University. Long term solution: Improve Pfeffer Road between Main and Washington. Extend Tatman Court west to Pfeffer allowing traffic to access Main Street or Washington Street without exiting onto IL130. This would reduce pressure on the 150/130 and Tatman/130 intersections. This would probably require closing the Main Street spur and having traffic interface between Main and University at Smith Road.
- Whatever is done—don't skimp on \$--allow for enhanced roads with amenities wherever possible.
- Regarding IL130 corridor: Thoughtful planning so our development is full of amenities and is beautiful. In reference—Woodward Avenue in Detroit between 8 mile and Pontiac is an excellent example of a good 4-lane divided highway which serves both business and parkway and through traffic.
- I live on Windsor Road east of IL130. We get a lot of bike traffic. I'd prefer not to see the road widened, but adding paved shoulders would improve bike safety.
- I believe there may be need, (for safety) that the proposed widening/traffic counts for High Cross north of US150 should include center turn lanes for the # of church, business, residential driveways along here...make this 3-lane curb & gutter start at Beringer Commons, go north to Airport Road...then continue 3-lane with center turn lanes to US 45. I am afraid the 2-lane width will be unsafe.
- Any loop road should be strictly bypass road, not an access road—no development, no driveways. Keep it south of 150—partial ring road.
- More attention to US150 east of IL130/US150 intersection. Wal-Mart needs an access from the rear of its property onto US150. This would accommodate traffic to and from St. Joseph without funneling through the IL 130/US150 intersection.
- Improve Airport Road for width and drainage.
- Focusing on road improvements south of US150 would enhance the development of Urbana as opposed to improvements north of US150. The north improvements aid the development of the North Prospect area for Champaign. Also would enhance the commercial developments south of US150.

Traffic

- Current heavy traffic on US150 (E University)
- Very difficult to exit Aldi left onto US150 (timing of current lights?)

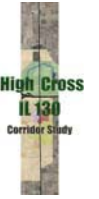
Public Transit

- I consider mass transit important but not as presently operated. Needed service is fine but we must control MTD and its empire building. Running empty buses over entire area is not to be allowed.
- No mass transit.
- Need a line on High Cross from Perkins to University, Washington
- Run light rail or commuter buses as far as Philo.

Other

- Listen to the residents. Many have good ideas.

April 4, 2006 Business/Developer Workshop



IL130/High Cross Road Corridor Study -- Developers Workshop April 4, 2006

PLEASE PRINT

NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
TODD PECK	URBANA PARK DISTRICT	901 N. BROADWAY	URBANA	IL	61801	344-9583	344-9585	jtreck@urbana.parkes.org
Garrett Coffee	Mendocino	4777 Mendocino Drive	Essex	VT		75-376-2550		gcoffee@mendocino-inc.com
Matt Wempe	City of Urbana	405 Vine	Urbana	IL	61801			Mhwempe@cityofurbana.org
Jeff Marino	City of Champaign	102 N. Neil	Champaign	IL	61820	403-4422		jeff.marino@cityofchampaign.org
LOUIE FICHTENS	FLEX-WASTE	1300E UNIVERSITY AVE	URBANA	IL	61802	278 Rm		louis@flex-waste.com
Wesley Keeney	CCRC							
Kathryn Lawlor	City of Urbana	400 S. Vine	U	IL	61801	384-1144		tlawlor@urbana.org
Ryan Brault	City of Urbana	400 S. Vine	U	IL	61801			
Tom Davis	BEVUS, CLAWSON & ASSOCIATES	405E. MAIN ST.	U	IL	61801	384-1144		tdavis@bevusclawson.com
Maell Dennis	URA	111 W. MAIN ST	U	IL	61801	344-3872	344-8224	MADENIS@URBANURBANBUSINESS.COM
JEFF JOHNSON	FIELD ARCHITECTS	204 W. GREENFIELD	CH	IL	61821	344-7006	344-3861	JEFF.JOHNSON@FIELDARCH.COM
BROADWAY	CCRC							

IL130/High Cross Road Corridor Study -- Developers Workshop April 4, 2006

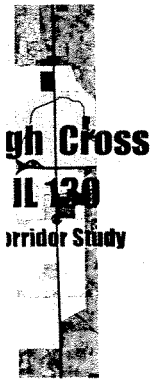
PLEASE PRINT

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
13	Robert Myers	City of Urbana							
14	Stephanie Fromm	City of Urbana	410 S. Poplar	Urbana		61802	367-8242		1s clock repair@yahoo.com
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									

IL130/High Cross Road Corridor Study -- Developers Workshop April 4, 2006

PLEASE PRINT

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
25	Todd Lee	DCEO	28 W. N. Jk St.	Deerfield	IL	61832	260-9844		TLee@ILDCEO.NET
26	Pat Stone	CC Chamber Commerce	1817 S West Street	C.	IL	61820	359-1791		PatS@chamberofcommerce.org
27	WILLIAM S Tiger Williams		1401 W Ash Cross	Urbana	IL	61802	384-0006		
28	Ahmed Mohideen	CCRPC	1776, E. Washington St. Urbana	Urbana	IL	61802	328-3313		ahmed-mohideen@ccrpc.org
29	Eunah Kang	CCRPC	same	urbana	IL	61802	328-7313		eunah@ccrpc.org
30	Rita Black								
31	Susan Chavarria								
32									
33									
34									
35									
36									



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

Well run workshop! I'm glad these workshops are being done to gather stakeholder input. I look forward to seeing the traffic models based on our project ideas & recommendations.

2. What issues are you particularly concerned about or wish to see addressed?

Traffic alleviations along High Cross, 150, Washington Intersection near High Cross or Cottonwood
Multi-modal access to High Cross commercial areas

3. Why are you interested in this project?

I live nearby

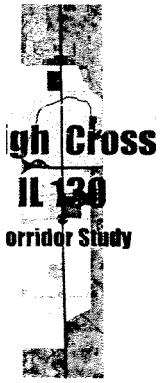
I work nearby

My business is located nearby

I own property in the vicinity

Other (please explain): I work for City of Urbana

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

Greenways and Trails to link + encompass retail areas

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): *Work for the Urbana Park District*

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

It all seemed pretty good.

2. What issues are you particularly concerned about or wish to see addressed?

Pedestrian Activity. Obviously everyone wants to reduce congestion and waiting in traffic. I would like to see additional active parks.

3. Why are you interested in this project?

I live nearby

I work nearby

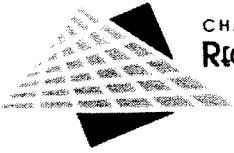
My business is located nearby

I own property in the vicinity

Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

*Create a town center type development to increase pedestrian activity
If Big Box Stores have to locate out there make them do under ground parking with upper story residential. I would also like to see landscaping requirements increased with businesses being required to plant shade trees with 50' foot canopies, and not those little ornamental trees.*



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

From a land use perspective, I would like to see more mixed use development with increased landscaping requirements. I would like to see businesses be required to put in more shade trees consistent with the rest of Urbana. If Big Box stores are going to locate in these areas, they should be required to be developed as part of mixed use developments, with upper story office or residential. They should also be required to do underground parking to reduce the effect of massive, sterile parking lots like North Prospect.

I would also like to see increased pedestrian accessibility in this corridor. I believe mixed use development will help contribute to this. Densities in this area should be increased to reduce Urban Sprawl increasing pedestrian accessibility. Mass Transit should be increased out there with increased design and materials for bus stops in the area. They should have well designed ornamental, bus stops made from brick in the area.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____

Address _____

City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

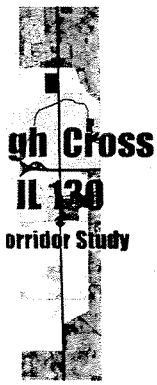
2. What issues are you particularly concerned about or wish to see addressed?

Protecting residential by providing transportation options to avoid congestion in area while enabling customers to get to area & grow businesses

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

very clear + thorough

2. What issues are you particularly concerned about or wish to see addressed?

Commercial development should be encouraged.

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): Represent businesses in Urbana

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

I appreciate the opportunity to work on this project.

Dark Blue (Business & Developers)

Potential Projects

- * I 74 Interchange at High Cross / 130
\$25 million
- * High Cross 1:1 74 + 150
2 lane from Perkins to Interchange
4 lane from Interchange to University
- * Shared Use Path
Stonecreek Blvd to H.C.
Windsor to Stonecreek Blvd
- H.C. * - 4 Lanes University to Windsor on H.C.
- * Washington 1:1 130 to Cottonwood
- * 150 1:1 Cottonwood + H.C.
- * Bike path ^{from Smith Rd} Weaver Park to link
up to Walmart path along
~~the~~ ~~the~~ University
- * Bike Path on Washington from
H.C. to Cottonwood
- * Windsor from H.C. to Cottonwood
plus bike path

Outside Study Area Projects

- Interchange at Cottonwood \$25 mill
- * - Cottonwood I/I Olympian + ~~University~~ Washington
- Biky Path from edge of study area to Cottonwood and North from Cottonwood to 150
- * Cottonwood from 150 to Windsor

Blue Group

Stephanie

Mary

Ryan

Todd

Instructions for Strings and Ribbons

Part 4: Make Other Recommendations (continued from front)

Please list your other recommendations in the spaces provided.

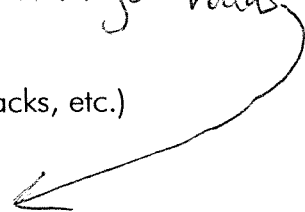
- Traffic Signals (please list intersection)

I-74 / High Cross interchange; Cottonwood / 74 interchange;
Florida / 130; Washington / 130; Washington / Cottonwood; Windsor / Cottonwood

- Public Transit lines

Windsor E. to 130; 130 N. to 150 (nodes at major dropoffs/shelters along commercial frontage roads commercial areas)

- Transit Amenities (stop locations, bus pull-out lanes, bike racks, etc.)



- Frontage Roads (please list parallel road and start/end locations)

Tatum Dr. to Washington; E. of 130
" " " " W. of 130

Washington to Florida; W. of 130

- Any other suggestions, including those falling outside the study area

Leave 130 N. of Perkins rural X-section

Part 5: Presentations

IL130 Corridor Study Goals (for your reference)

- Improve Mobility
- Improve Safety
- Improve Accessibility
- Preserve the Environment
- Preserve Residential Communities
- Foster Commercial Growth south of US150

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost	
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? 2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea? Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?	8.5 million 4 lane / 4 miles	\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile \$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile \$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile \$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile \$0 \$8 million \$1.75 million per lane, per mile \$0 \$1.75 million \$3 million \$3.5 million \$1.75 million per lane, per mile \$0 \$3 million \$25 million \$25 million \$25 million \$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile \$700,000 (0.7 million) \$700,000 (0.7 million) \$1.05 million \$1.05 million \$300,000 (0.3 million) \$300,000 (0.3 million) \$300,000 per path, per mile	
	New North-South Road between High Cross and Cottonwood	Olympian	Perkins	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?	2 lane with curb and gutter		
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?	Nothing		
	IL130/High Cross	University	Old Church	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?	IL to High Cross 4 lane End Windsor 4 lane	14,000,000	
	Airport Road	High Cross	US45	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?			
	Washington	IL130/High Cross	Dodson	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?			
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?			
	I-74 Interchange			Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?	IL 130 / High Cross at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea? at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea? west side of IL 130/High Cross east side of IL 130/High Cross west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood west side of High Cross east side of High Cross	\$25 million \$25 million \$25 million \$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile \$700,000 (0.7 million) \$700,000 (0.7 million) \$1.05 million \$1.05 million \$300,000 (0.3 million) \$300,000 (0.3 million) \$300,000 per path, per mile	
	Saline Ditch Bridge			Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?			
	Shared Use Path (Pedestrian/Bicycle)		Windsor	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?	from University to Saline Ditch \$200,000	
Shared Use Path (Pedestrian/Bicycle)		Perkins	Olympian	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?			
Shared Use Path (Pedestrian/Bicycle)		University	Perkins	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?			
Do you have other locations for shared use paths?				Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea? Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea? Do Nothing 3 lane with curb Do you have a different idea? Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea? Do Nothing 2 lane with shoulders Do you have a different idea?	Windsor from 150 to Cottonwood 4 lane Shared use path SAH		

150 between Cottonwood + High Cross
7 lane
13.5 million

Windsor from 150 to Cottonwood 4 lane
Shared use path SAH
\$5 million
\$300,000

P O T E N T I A L P R O J E C T S T A B L E

TINX - DEVELOPER

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
Roadway Projects	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	New North-South Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and gutter and landscaped median Do you have a different idea?		\$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million \$1.75 million per lane, per mile
	IL130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?		\$0 \$15.75 million \$13.5 million \$1.75 million per lane, per mile
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb Do you have a different idea?		\$0 \$8 million \$1.75 million per lane, per mile
	Washington	IL130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?		\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?		\$0 \$3 million \$1.75 million per lane, per mile
	-74 Interchange			at High Cross/IL130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea?		\$25 million \$25 million \$25 million \$1 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?		\$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Interchange/Bridge Projects	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL130/High Cross east side of IL130/High Cross	
Shared Use Path (Pedestrian/Bicycle)		Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood		\$1.05 million \$1.05 million
Shared Use Path (Pedestrian/Bicycle)		University	Perkins	west side of High Cross east side of High Cross		\$300,000 (0.3 million) \$300,000 (0.3 million)
Pedestrian and Bicycle Facilities	Do you have other locations for shared use paths?					\$300,000 per path, per mile

P O T E N T I A L P R O J E C T S T A B L E

Also: University between IL130 and Cottonwood improved 4 lanes
 Washington between Indian and Cottonwood improved 4 lanes
 Windsor between Philo and Cottonwood improved 4 lanes
 Perkins between Grounds and Cottonwood improved 4 lanes

UNIVERSITY

Z LANE

3.5

3.5

Below developed

Legend	Road	Start	End	Options	Your projects (mark each used)	Cost
	High Cross	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?	7,500,000	\$0 \$7.5 million \$8.75 million \$10.5 million
	New North-South Road between High Cross and Cottonwood	Olympian	Perkins	2 lane with shoulders 2 lane with shoulders and landscaped median 2 lane with curb and gutter 2 lane with curb and landscaped median Do you have a different idea?		\$10.5 million \$9 million \$9 million \$1.75 million per lane, per mile
	Cottonwood	Olympian	University	Do Nothing 2 lane with shoulders 2 lane with curb and gutter Do you have a different idea?		\$0 \$7.5 million \$8.75 million
	IL130/High Cross	University	Old Church	Do Nothing 4 lane with shoulders 4 lane with curb and gutter Do you have a different idea?	7,500,000	\$0 \$15.75 million \$13.5 million
	Airport Road	High Cross	US45	Do Nothing 3 lane with curb Do you have a different idea?	8,000,000	\$0 \$8 million
	Washington	IL130/High Cross	Dodson	Do Nothing 2 lane with curb and gutter 4 lane with curb and gutter Do you have a different idea?	3.5 3.5	\$0 \$1.75 million \$3.5 million \$1.75 million per lane, per mile
	Olympian	High Cross	US45	Do Nothing 2 lane with shoulders Do you have a different idea?		\$0 \$3 million \$1.75 million per lane, per mile
	I-74 Interchange			at High Cross/IL130 at Cottonwood at New Road between High Cross and Cottonwood Do you have a different idea?		\$25 million \$25 million \$25 million \$25 million
	Saline Ditch Bridge			at High Cross (widen to 2 full lanes) at New Road between High Cross and Cottonwood at Cottonwood Do you have a different idea?		\$1 million \$750,000 (0.75 million) \$750,000 (0.75 million) \$1.75 million per lane, per mile
	Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL130/High Cross east side of IL130/High Cross	700,000	\$700,000 (0.7 million) \$700,000 (0.7 million)
	Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	west side of New Road between High Cross and Cottonwood east side of New Road between High Cross and Cottonwood	1,050,000	\$1.05 million \$1.05 million
	Shared Use Path (Pedestrian/Bicycle)	University	Perkins	west side of High Cross east side of High Cross	300,000	\$300,000 (0.3 million) \$300,000 (0.3 million)
	Do you have other locations for shared use paths?				450,000 300,000	\$300,000 per path, per mile

WINDSOR 3,500,000
 \$ 4,800,000

POTENTIAL PROJECTS TABLE

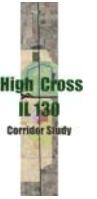
04-04-06 Strings Ribbons Workshop
 Business and Developers
 Project Preference Summary

Road	Start	End	Options	Cost	Pink	Yellow	Dk Blue	Gray	Beige	Sum
Cottonwood	I-74	Tatman	widen (add lanes as warranted)	2625000						0
Cottonwood	I-74	University	4 lane improved	3500000						0
Cottonwood	I-74	University	2 lane with curb and gutter							0
Cottonwood	I-74	University	2 lane with curb and gutter and landscaped median							0
Cottonwood	Olympian	University	2 lane with curb and gutter	8750000						0
Frontage roads			along IL130/High Cross							0
High Cross	I-74	Olympian	2 lane improved	8750000						0
High Cross	Olympian	University	2 lane with curb and gutter	8750000						0
High Cross	University	Airport	2 lane with gutter	7000000						0
High Cross	University	Airport	2 lane with shoulders	7000000						0
I-74 existing bridge	IL130/High Cross		widen							0
I-74 Interchange			at New Road between High Cross and Cottonwood							0
I-74 Interchange			at 1800 E	25000000						0
IL130/High Cross	University	Old Church	4 lane with shoulders	15750000						0
IL130/High Cross	University	Old Church	4 lane with curb and gutter							0
IL130/High Cross	University	Windsor	2 lane w curb and gutter	3500000						0
IL130/High Cross	University	Windsor	2 lane with shoulders and landscaped median							0
Olympian	IL130/High Cross	Cottonwood	2 lane with shoulders	3000000						0
Pfeffer Road		Washington	2 lane improved							0
Saline Ditch Bridge	Main		at High Cross (widen to 2 full lanes)	1000000						0
Saline Ditch Bridge			at New Road between High Cross and Cottonwood							0
Saline Ditch Bridge			at Cottonwood	750000						0
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Brownfield	along Airport Road	150,000						0
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Brownfield	along Perkins	450000						0
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	US45	along Airport Road	450000						0
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Smith	along Florida	150000						0
Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	east side of New Road between High Cross and Cottonwood	1050000						0
Shared Use Path (Pedestrian/Bicycle)	University	Perkins	east side of IL 130/High Cross	300000						0
Shared Use Path (Pedestrian/Bicycle)	University	Oaks	along east side of IL130/High Cross	750000						0
Shared Use Path (Pedestrian/Bicycle)	University	Airport	along IL130/High Cross	600,000						0
Shared Use Path (Pedestrian/Bicycle)	Windsor	Deers	west side of IL130/High Cross	1000000						0
Stop light	Beringer	University								0
Stop light	Brownfield	Airport								0
Stop light	IL130/High Cross	Airport								0
Tatman Court east	IL130/High Cross	1800 E	improve	5250000						0
Tatman Court east	IL130/High Cross	Cottonwood	improve to 4 lanes	3500000						0
Tatman Court west	IL130/High Cross	Pfeffer Road	extend road from current terminus near Post Office							0
University Ave	IL130/High Cross	1800 E	2 lane improved	1750000						0
University Ave	IL130/High Cross	I-74 exit 185	widen by one lane	1750000						0
University Ave	Smith	Cottonwood	4 lanes with curb and gutter	7000000						0
Washington	IL130/High Cross	Dodson	2 lane with curb and gutter		5	5	11	1	0	0

04-04-06 Strings Ribbons Workshop
 Business and Developers .
 Project Preference Summary

Road	Start	End	Options	Cost	Pink	Yellow	Dk Blue	Gray	Beige	Sum
High Cross	Olympian	University	2 lane with shoulders	7500000	1	1		1	1	4
IL130/High Cross	University	Curtis	4 lane	10500000	1	1		1	1	4
Shared Use Path (Pedestrian/Bicycle)	Windsor	University	west side of IL130/High Cross	700000	1	1		1	1	4
I-74 Interchange			at Cottonwood	25000000	1	1	1			3
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Smith	along 150	300,000	1	1	1			3
Stop light	Washington	IL130/High Cross			1	1	1			3
University Ave	IL130/High Cross	Cottonwood	4 lane improved	7000000	1	1	1			3
I-74 Interchange			at High Cross/IL130				1	1		2
New Road between High Cross and Cottonwood			2 lane with shoulders	10500000				1	1	2
Olympian	Olympian	Perkins	2 lane with shoulders	3000000				1	1	2
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	US45	along Windsor	300,000		1	1			2
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Cottonwood	along 150	300,000	1		1			2
Stop light	IL130/High Cross	Olympian			1	1				2
Washington	IL130/High Cross	Dodson	4 lane with curb and gutter	3500000				1	1	2
Washington	IL130/High Cross	Cottonwood	4 lane	7000000		1	1			2
Airport Road	IL130/High Cross	US45	3 lane with curb and gutter	8000000		1				1
Cottonwood	Olympian	University	2 lane with shoulders	7500000	1		1			1
Cottonwood	Olympian	University	4 lane with curb and gutter	17500000						1
High Cross	I-74	Perkins	2 lane with shoulders	3500000			1			1
IL130/High Cross	Philo (town)	Cottonwood	4 lane improved	17500000		1				1
IL130/High Cross	University	I-74	4 lane	3500000			1			1
IL130/High Cross	University	Windsor	4 lane	7000000			1			1
Olympian	University	Windsor	2 lane improved	7000000			1			1
Perkins	Brownfield	IL130/High Cross	2 lane with shoulders	1750000		1				1
Shared Use Path (Pedestrian/Bicycle)	Curtis	University	west side of IL130/High Cross	1000000	1					1
Shared Use Path (Pedestrian/Bicycle)	Curtis	University	east side of IL130/High Cross	1000000	1					1
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Lierman	along Washington	450,000				1		1
Shared Use Path (Pedestrian/Bicycle)	IL130/High Cross	Cottonwood	along Washington	300,000			1			1
Shared Use Path (Pedestrian/Bicycle)	Perkins	Olympian	west side of IL130/High Cross	1050000		1				1
Shared Use Path (Pedestrian/Bicycle)	University	Perkins	west side of IL130/High Cross	300000		1				1
Shared Use Path (Pedestrian/Bicycle)	Washington	University	along Cottonwood	150000			1			1
Shared Use Path (Pedestrian/Bicycle)	Washington	Windsor	along Cottonwood	450000			1			1
Shared Use Path (Pedestrian/Bicycle)	Windsor	University	east side of IL130/High Cross	700000	1					1
Stop light	Cottonwood	University			1					1
Stop light	Cottonwood	Windsor					1			1
Stop light	Cottonwood	Washington					1			1
Stop light	Curtis	IL130/High Cross				1				1
Stop light	IL130/High Cross	Florida								1
Windsor Road	IL130/High Cross	Cottonwood	4 lane improved	7000000			1			1
1800 East	Olympian	University	2 lane with shoulders							0
1800 East	Olympian	University	2 lane with curb and gutter	10500000						0
1800 East	Olympian	University	2 lane with shoulders	5250000						0

June 7, 2006 Public Workshop at Stone Creek



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IL130/High Cross Road Corridor Study -- Public Workshop June 7, 2006

Revised 6/7/2006

NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
GALE JAMILSON	CITY OF URBANA	706 S. GLOVER AVE	URBANA	IL	61802	217-334 2343	217-387 2400	gjamilson@cityurbana.il.us
Michael Herbert	IBEW 601	3301 BOARDWALK	CHAMPAIGN	IL	61864	684 2691	352 9210	mherbert@ibew601.org
BOY MESSMANN		2407 BURWEL	URBANA	IL	61802	217 3670843		
BETTY MESSMANN								
JIM PAYNE		103 S LINCOLN			61801	344-7840	684-2120	joyneshout.net
EARL CHARSTEIN	ADG, LP	201 W. SPRINGFIELD SUE. 201	Champaign	IL	61820	355-290355	2956	EJC@adg-llc.com
Bill Doebel		3311 E. Anthony Urbana, IL			61802	537 0130		
Tom Carrino	City of Urbana	205 Pell Cir. Urbana 61801	Urbana	IL	61801	384- 2442		tcarrino@cityurbana.il.us
Walter Myers		9813 N Cottonwood RD Urbana 61803	Urbana	IL	61809	307-0630		
Jan Myer		"	"	"	"	"		
Dorothy Smith		2408 S. Pond	Urbana	IL	61801	367-0567		
ERICH & CATHY KUGLER	URBANA-RURAL	2407 N. COTTONWOOD RD	URBANA	IL	61802	328-5223		

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IL130/High Cross Road Corridor Study -- Public Workshop June 7, 2006

Revised 6/7/2006

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
13	Bernadine State	Urban Plan Commission	304 W Iowa St.	Urbana	IL	61801	217-528-2487		bstakee@pruincemat.ang.
14	Libby Tyler	City of Urbana	400 S Vine	Urbana	IL	61801	384-2439	384-0200	eh Tyler@cityurbana.il.us
15	Jim Hayes		1204 W. Doble	Urbana	IL	61801	384-4334		
16	Robert Myers	City of Urbana							
17	Kyan Braub	City of Urbana	400 S. Vine	Urbana	IL	61801	328-8265		
18	Sharon White		1415 Paintree Woods	Urbana	IL	61802	367-6765		swHITE1415@insight60.com
19	Jim Voitik	MUC	1501 S. Oak, E	Champaign					
20	Ron Marusarz	Green Island	2310 Highcross Marusarz Rd.	Urbana	IL	61802	377-2343		Woods w/Big Bay by 7 or 8 mph marusarz@engr.siu.edu
21	DEBRA GREST		1802 Cindy Lyon	Urbana	IL	61802	367-4091		grest@issg.uic.edu
22	De's Williams	MUC	2302 Nugent Circle	Urbana	IL	61802	337-6957		ogw.11@uic.edu
23	ROBIN HALL		405 N. ARBET RD	URBANA	IL	61802	367-8530		
24	Lin Wachover		8102 Hawthorn			61802			

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IL130/High Cross Road Corridor Study -- Public Workshop June 7, 2006

Revised 6/7/2006

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
25	Janet Altaman		2225 W. Hawkins Kankakee, IL 60901	K ³	IL	60901	815-433-9452		(James)
26	Lew Hopkins		107 West Hunted Urban		IL	61801			L-Hopkins@uiuc.edu
27	George Berg			country NE side	IL	61802			
28	Kenny Berg			"	IL	61802			
29	MARK WICKEL		2007 E OAKS RD	URBANA	IL	61802			
30	Joyce Phares		2508 N. Cottonwood Road	Urbana	IL	61802	361-5752		j-phares@uiuc.edu
31	Sara WATSON		2067 Oak 1250 N Stgoc. (Subst from Kennedy)				384-8111		
32	Dennis Mortwell		IDOT-5	Paris			466-7204		
33	Stephanie Frankhauser		410 S. Poplar	Urbana					
34	Fred Dillinger		7201 S. High Cross	"		61802	367-1894		
35	Pat ELLIOT		2609 N. High Cross	"		61802	351-6566		
36	Pat SHAE	Chamber of Commerce					359-1791		pats@champancounty.org

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IL130/High Cross Road Corridor Study -- Public Workshop June 7, 2006

Revised 6/7/2006

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
✓ 37	Blake Weaver		414 Highcross	Urb.	IL	61802	384-0000	384-2862	blawave@novak-law.com
✓ 38	Joyce Marsos		2310 S N High Cross	Urb.	IL	61802	377-2543		JoyceMARSOS@hotmail.com
✓ 39	Helen Weckel		2013 E. Oaks Rd	Urb.	IL	61802	367-9790		
✓ 40	Mack Weckel		2013 E. Oaks Rd	Urb.	IL	61802	367-9790		
✓ 41	Peggy Pennell		1701 E. Michigan	U.	IL	61802	244-7636		ppennell@uiuc.edu
✓ 42	Jamie Pennell		"	"	"	"	"		
✓ 43	Patricia Binkub		1212 Kent 1705 Indiana	Urb.	IL	61801	361-3386		Retired
✓ 44	Marilyn Perry		2913 Ridgelyford Dr	"	"	"	384-5473		Retired
✓ 45	Harry R. Quarry		"	"	"	"	"		"
✓ 46	Germaine Light		2402 N. High Cross Rd. Northland Dr.	"	IL	"	328-2295		germaine.light@sbcglobal.net
✓ 47	Jaren Smith		3306 Highcross U	U	IL	61802	328-3106		
48	BILL GRAY								

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IL130/High Cross Road Corridor Study -- Public Workshop June 7, 2006

Revised 6/7/2006

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
49	D. Menth	Headland Pathway	115 N Market	C		61820	351194		dmmenth@pennwest.org
50	Ralph Langenheimer	City Board	400 W Vermont	V		61801	3445283		Rlangen@hickamail.com
51	RICHARD LESKOSKY		1001 RAJAWATT WOODS	U		61802	332-6975		RLSKOSK@UVA.EDU
52									
53									
54									
55									
56									
57									
58									
59									
60									



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

NAME: -

ADDRESS: -

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 2 Cottonwood 1 Interchange Scenario
- 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Please select the plan that affects the least amount of homes of property owners which is 1800 E interchange. If IL 130 is selected it would affect many homes & farms not to mention the loss of wooded areas which is the home for many animals & plants.

We strongly oppose the IL 130 interchange scenario as it affects some property owners and takes away farmland. This interchange would also destroy the wooded acreage and the area.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____
 Address _____
 City, State Zip _____
 Phone _____
 Fax _____
 Email _____

Thank you for your time and interest!



IL 130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME:

ADDRESS:

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL 130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

My husband and I worked in life time to save our dream home & property. We enjoy the wild life and one of the natural groves in the area. We only want 1800 E interchange - least destructive to the area!

6/10/06



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Don't want road down the grass area. I want 1800 E as an option for preservation of natural area.

If you would like to be on the IL 130 mailing list for future public meetings, please provide the following information:

Name _____
 Address _____
 City, State Zip _____
 Phone _____
 Fax _____
 Email _____

Thank you for your time and interest!

Urana must equalize the utility tax with
Champaign if they are going to attract
business.

IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



NAME:

ADDRESS:

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

4 IL130 Interchange Scenario

1 1800 E Interchange Scenario

2 Cottonwood 1 Interchange Scenario

3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

The drainage along 150 needs to be addressed! The
State should make a pond along 150 just west
of 130 and the mosquito population is atrocious!
This is a health hazard! I'll be out the drainage
pipe for Champaign's residents which could present
a huge problem for basement in that area in
the future. Urana engineers need to protect present
residents with greater care and attention.
Please do something about these MTD buses causing
HIV, city smoke or near smoke all day long. Urana forward!



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME:
ADDRESS:

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 2 Cottonwood 1 Interchange Scenario
- 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Select the plan that affects the least amount of land and property owners which is 1800 E Interchange. I oppose the IL130 Interchange Scenario as it would take farm land out of production and eliminate wooded areas.



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

I strongly oppose the IL130 Interchange Scenario. Select the plan that affects the least amount of land and property owners which is 1800 E Interchange.

I oppose the IL130 Interchange Scenario as it would take farm land out of production and eliminate wooded areas.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____
Address _____
City, State Zip _____
Phone _____
Fax _____
Email _____

Thank you for your time and interest!

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Please ask staff to read my confidential comments on the other page.
I would like to receive a copy of each of the four proposals.

done 6-7-06 SC



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- _____ 2 _____ IL130 Interchange Scenario
- _____ 1 _____ 1800 E Interchange Scenario
- _____ 3 _____ Cottonwood 1 Interchange Scenario
- _____ 4 _____ Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Only the 1800 E Interchange is a viable plan, if you are not to impact seriously research capabilities of the University biology group. An enlarged High Cross Road would impact into Brownfield Woods, an ecologically unique site. Brownfield Woods, along with Trelease Woods (below) are the only remnants of a large presettlement forest. As a result, it provides an opportunity for research requiring comparisons with conditions as existed in relatively undisturbed ecosystems. Enlargement of the road will cut into the woods, most likely requiring destruction several presettlement trees, as well as loss of part of the tract. In addition, increased traffic alongside the road, as would

occur, would disrupt significantly the fauna of the site, rendering the woods unsuitable for most research.

Similar impacts would occur to Trelease Woods in respect to either of the Cottonwood Interchange plans. Trelease Woods has served as the site of research resulting in more scientific papers than any other site in the world. Its value for continued research would be almost completely lost, if Cottonwood Lane were widened, with the ensuing increase in traffic. Increased traffic would also degrade the effectiveness of Phillips Tract for ecological research. Further, loss of land from both Trelease Woods and adjacent Phillips Tract would reduce research potential of the two sites.

Given the University of Illinois has been at the forefront of the development of the field of ecology in North America and that the above sites have been instrumental in achieving this stature, it is imperative that we do not have the effectiveness of these sites for the conduct of research degraded. These sites have been one of the main reasons the university has been able to recruit and retain prominent ecologists and other field biologists. Although located within the sea of corn and soybeans, the nearness of these sites and their uniqueness has been one of the major recruiting tools available to us. The University needs the continuing availability of these sites in order to retain its prominence in the field of ecology.

**Lowell L. Getz
Professor Emeritus of Ecology, Ethology, and Evolution**

Fold Here

SUSAN CHAVARRIA
CUUATS TRANSPORTATION PLANNER
1776 EAST WASHINGTON STREET
URBANA, IL 61802



Fold Here

IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

*or 4-lane highway on 1800 E will impact fewer
business with homes - the development cost
will be lower - business, etc should think
of long term - a belt-line as other cities
have done is always out*

IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 1 IL130 Interchange Scenario
- 4 1800 E Interchange Scenario
- 3 Cottonwood 1 Interchange Scenario
- 2 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.



IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 3/4 Cottonwood 1 Interchange Scenario
- 2/4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.



IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 2 Cottonwood 1 Interchange Scenario
- 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 3 1800 E Interchange Scenario
- 1 Cottonwood 1 Interchange Scenario
- 2 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- ~~1~~ NO 4 IL130 Interchange Scenario
- 1 ~~2~~ 1800 E Interchange Scenario
- ~~3~~ NO 2 Cottonwood 1 Interchange Scenario
- ~~4~~ NO 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

we do NOT want a ring road, extension road or any roads!



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 3 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Would John Doe developer is on retention near the equinox. An interchange will generally handle the traffic in & out of the corridor.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

There does not seem to be any ideal solution to this problem. The 1800 E interchange scenario would seem to have the least impact on sensitive university research areas and historic sites.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME:

ADDRESS:

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

No need on SOG be nothing to be done 1800 E
make the most sense. If either three are not
possible resolution is an exchange necessary.
An exchange of Cottonwood would be the fair
dealment that would go to New Zealand
Company just white of the ground in the bay.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME:

ADDRESS:

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario *The interchange between high cross & cottonwood is unnecessary*
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

The IL130 interchange goes through
Beautiful land. This land needs
to be saved for future generations
there is the 1800 E interchange
keeps development in already developed
area



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 1130 Interchange Scenario NO!!!
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario NO!!!
- 4 Cottonwood 2 Interchange Scenario NO!!!

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

We absolutely do NOT want or need any extension road, ring road, or any other type of new road in any direction whatsoever, or near or between High Cross and Cottonwood Roads.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 1130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

The only preferred road is 1800 E no other road is satisfactory



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

No Way! No New Road!!

↙ ↘

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL 130 interchange is too close to University interchange. It also involves a new road thru pristine area between 2 woods.

- 1800 E interchange would be closer to St. Joseph which is expanding.

1400 goes straight N to Olympian Rd the Ring Road.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Rural Petition in 2004 says it all. 300+ people signed this petition against interchange at High Cross / I-74.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

I strongly oppose the IL130 Interchange Scenario. It adds a new highway which disrupts a beautiful rural residential area and provides access to area requiring None.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME:
ADDRESS:

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 2 Cottonwood 1 Interchange Scenario
- 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Serving natural areas is very important. Illinois is a state with only 3% of land left to natural areas. We need to think to the future in terms of alternative mode of travel - not just highways & cars. If possible, inter-trails, walk ways - railroads and public transportation.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 1 IL130 Interchange Scenario
- 4 1800 E Interchange Scenario
- 2 Cottonwood 1 Interchange Scenario
- 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

*Arranged in order of
 limiting speed and also in
 order of convenience -*



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____

Twenty year plan

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario *South to Windsor North to Olympan & Benford Brownfield Phillips & Trillium*
- 4 Cottonwood 1 Interchange Scenario *Calam only past Mt Olive*
- 4 Cottonwood 2 Interchange Scenario *then 4 to Olympan*

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

*Three close interchanges not advised. As ST to
 creeps east toward Falls & Mayview there
 should be an interchange to serve to the
 east, straight south to Windsor &
 Crestis (if the University agrees)*

IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet

NAME:

ADDRESS:

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

4 IL130 Interchange Scenario

1 1800 E Interchange Scenario

4 Cottonwood 1 Interchange Scenario

4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

1800 E. is the least disruptive location
 It may seem far away now but not
 many years ago, Highcross Rd seemed far
 away from downtown Urbana!

significantly increased noise levels - if this scenario is the only one likely to surpass acceptable noise levels, and has by far the most residences, why is it even being considered?

Exactly where would the "right of way" for the "IL 130 Scenario" be? Is this a new name for what used to be called "the trumpet interchange"? Of course, "a significant amount of right of way would be required" for each of the proposed interchange locations.

But you really have to get more specific - exactly where?
 - exactly how much?

- and exactly how much, in each case, of the various types of prime farmland? (Be specific - all the soil types are mapped.) To just state "more" or "less" prime farmland is vague, and potentially misleading.

* In Appendix D in the 2005 Comprehensive Plan it states "Projects identified as needing additional study, to determine necessity, design, location, etc... and include the 3 blue star alternatives - and says that "consideration of interchange alternatives... include: Rural Residential development area" - So, is the Rural Residential designation seen on Appendix "A" just going to be ignored whenever it is convenient (or inconvenient)?

I see that Urbana's ETS does go all the way to 1800 E, and again on Appendix D of the Comprehensive Plan, both Cottonwood Rd + 1800 E, are designated as "Minor Arterial", whereas High Cross north of Rt 150 is designated as "major collector", i.e. a less-traffic road. This was ADOPTED, it says, April 11, 2005 - so, again, why is the IL 130 Interchange Scenario even being considered?

IL 130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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1800 E. is the least disruptive location
 It may seem far away now, but not
 many years ago, Hyman's Rd. seemed far
 away from downtown Udoana!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

I understand that this study was done with funding from a grant. Unless a similar study is done for the Cottonwood and 1800 E. possible I-74 interchange options, comparisons are likely to be vague, and as much opinion-based as fact-based. *

In the "Advantages" column for the IL 130 Interchange scenario, it stated "most cost-effective location for construction". Yet in the charts displayed at the June 7th meeting at Kennel's, and on the website, this option actually appears to have the highest prorate. In the same column, it states that there would be "minimal physical changes to High Cross Road north of I-74". This is not only vague, I believe it is misleading and inaccurate.

In the "Disadvantages" column the 1st item is very vague: there are MANY residences at this proposed interchange, and few at the other 2 proposed locations. Not only would MANY residences be affected, any which remained would suffer from →

If you would like to be on the IL 130 mailing list for future public meetings, please provide the following information:

Name _____
 Address _____
 City, State Zip _____
 Phone _____
 Fax _____
 Email _____

Thank you for your time and interest!

IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



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1800 E would cause less disruption to the environment and provide sufficient long-term ~~space~~ development "space" and provide a possible corridor north to Ard Park Road.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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*Brownfield Woods
Inlee Woods
Saline
Wildlife
Trees over 100 yrs old
Prairie*

UNIVERSITY RESEARCH

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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Why choose just 3 scenarios on possible basis for the grant on excessive length grant? - Rio park now in place grant program cannot take better since - Urban must change it either on business to quality spending planning & development. Urban should upgrade with the w/longer - The main road - the main waste in MD town showing around airport -

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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IL130 INTERCHANGE NORTH OF AIRPORT ROAD -
PROPERTY ON WEST IS V.E.F.I PROPERTY (BROWNFIELD
WOODS) PROPERTY TO EAST IS A CEMETARY.
COTTONWOOD INTERCHANGE NORTH OF SALINE DITCH -
PROPERTY ON BOTH SIDES IS V.E.F.I PROPERTY (TREELAND
WOODS)
NEITHER ROAD NORTH BOUND IS SUITABLE FOR
BY PASS ROAD.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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We and many other neighbors in the IL130/ High Cross Road and Cottonwood Road corridor between Olympian Drive and Anthony Drive have stated repeatedly that we DO NOT want or need any new roads, interchanges, trumpet roads or widened roads in this area!!! If any such work is done (though we feel that NONE of it is justified), it should go farther East to 1800 E. Absolutely NOT in any of the other areas!!!



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Place this perimeter interchange far enough away from existing development to keep from destroying present community, and allow for development in an organized fashion.

Dale L. Papp

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None of these are needed. Stop allowing developers to dictate policy. Cottonwood is one of very few scenic roads in the area. This committee is showing a level of awareness equal to the Mass Transit



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STAY OFF OF COTTONWOOD RD.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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I moved out here because I like the peace and quiet. Changing interchanges from 1800 E to 1800 E Interchange, I like that. I don't have any other comments. I like that it's nice and quiet here. Please do not disturb this. It's all I have.

IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



NAME:

ADDRESS:

R.D.

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5,

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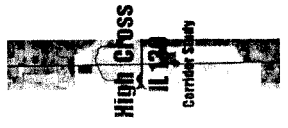
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99
Please refer to link
June 14th

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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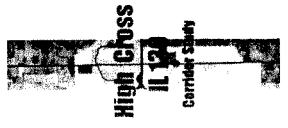
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June 14th deadline

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

10/16



NAME:
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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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Some notes



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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This is what I asked me to write for her, as she is out of town and wants her preferences to be included in the tally.

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This is the only exit that is an option
Wade Adams

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



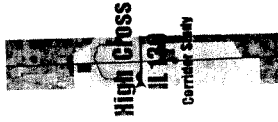
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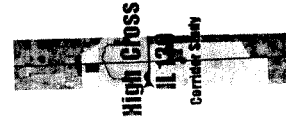
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I THINK THE "COTTONWOOD 2" INTERCHANGE
WOULD ALLOW FOR FUTURE GROWTH AROUND
THE NEW WAREHART BETTER THAN ANY OF
THE OTHER PROPOSALS.

IL130/High Cross Road Corridor Study
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1800 E is the best solution



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This is the only scenario that could work for everyone.



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I see no reason for having a 4 lane road TRAVELING NORTH FROM 74. As of right now it takes 10-12 minutes to go from NE Urbana all the way to SW cheap. It takes 5 min to get from Cottonwood Highcross to the mall area. Cheap-ur bank is not truly in any way shape or form and will never be. We don't need a by-pass to go around all are local businesses to gain 2 minutes

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1800 E can easily become a higher speed limited access corridor to SE Olympia because there exists very few curb cuts. It also disturbs the least number of property owners. If you claim to be looking into the future travel needs why can't you leave existing property use undisturbed - look to where future development will actually be. It is also the only logical choice for the protection of fragile ecosystems



IL130/High Cross Road Corridor Study
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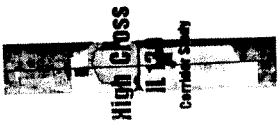
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PLEASE ADD ME TO THE MAILING LIST
NEW OWNER

du
6-20-06



IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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Lee

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Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

The best plan is clearly the 1800 E interchange to avoid for future growth and expansion.

Carol A. Stearns



IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet

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*The ring road can provide the extra road
and provide the most room for growth without
engulfing the new ring road.*



IL130/High Cross Road Corridor Study
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I think this is the best choice

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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Today I chose Olympian / Cottonwood, Olympian / 1800 to Lindross
just to count lanes along each and then I chose it again.
Cottonwood has 34 lanes on the shot or near it. The 1800 Rd
has 10. For that reason alone, the 1800 Road is the preferable
choice. The cost would certainly seem low.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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1800E INTERCHANGE AND BETTER
will be much SAFER AND COST LESS
TO BUILD THAN THE OTHER CHOICES

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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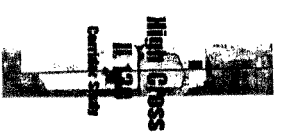
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Proposed ranking does not consider impact south of the community and we will be revisiting this same situation 10 years from now.

In addition proposed ranking will require significant flood plain development efforts.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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ADDRESS: _____

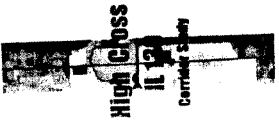
Signed: _____

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1. Allow more space for development

2. Does not cut Prughfield - Trelease greenbelt

3. Avoids conflict with lot 4

4. Disrupts few fewer families 5



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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1800 E is the only option we
feel is equitable for everyone
involved!



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This is one of the best ones around
where we'd wildlife and natural
habitat. Changes as proposed, would
destroy this

6/10/06

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1800 E is the only option we see is equitable for everyone involved.
Linda J. [Signature]

85 June 14th deadline

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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IT'S TIME TO REALIZE THAT THE 'BACKROAD' WILL NEVER HAPPEN BECAUSE THE PEOPLE DON'T WANT IT. GOVERNMENT SHOULD SHOW THE PEOPLE, NOT BUSINESS ENTITIES. ANOTHER GOOD MOUTH OF RT130 IS A WASTE AND GOES ANYWHERE. WE DESIRE THE PRICE TO BUILT AND FUND WORKS WE WANT OUR HOMES HERE. THIS IS A BETA PROCESS NOT SPANISH. JUST A WASTE.

84 June 14th deadline

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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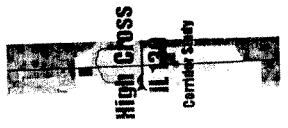
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Please don't disturb our quiet neighbor- hood with more traffic and noise. We don't want our area to become another "North Prosper".

June 14th deadline

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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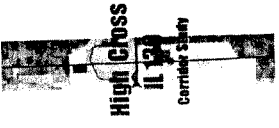
1111802

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June 14th deadline



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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8



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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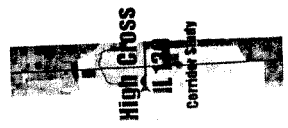
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7/ June 14th deadline

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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For this subject being dead (as told by local Government) It seems alive. We can no longer TRUST the people some picks. Why is it Urbana City Government can dictate what happens with us in the County. We in the County didn't (can't) vote for City.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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None at all please

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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ADDRESS: _____

W/O

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*Comments had to be only
scenarios -*

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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*IL 130 and Cottonwood North both have U+I and/or
Cemeteries that would block those bypass roads.*

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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DE

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

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1800 E road can be widened without affecting existing homes and wooded areas. To connect with Olympia Dr. Also gives access to St. Joseph area which is continuing to expand.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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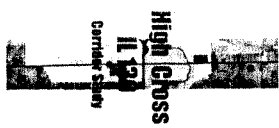
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105 June 14th deadline



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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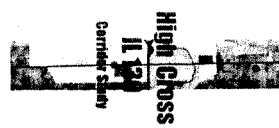
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If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

I don't want any one to lose their chance I myself have lived here all my life in this area and would not want to be disturbed

104 June 14th deadline



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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- 2 IL130 Interchange Scenario
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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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If email will suffice, I'll cast my vote ranking the 1800E Interchange scenario #1 (most preferred) and ranking the remaining three all at #4 (least, or basically NOT, preferred). Thank you! Is there anything else I need to do?

In response to Susan stating "Thanks for your input. If you would like to comment on your selected scenario in terms of transportation projects listed that you wouldn't like included, or any other comments, I can still take them.", May wrote in another email:

I'm not quite sure I understand what you're asking, but my general comment is that the natural areas that have defied the odds and managed to survive agriculture and urbanization in northeast Urbana (Raintree Woods, Holcomb Woods, Brownfield Woods, Trelease Woods, Phillips Tract and Trelease Prairie) constitute an invaluable area resource and should be left as undisturbed as possible. Any increase in traffic in those areas jeopardizes the integrity of these ecological communities (which contribute to the character of the surrounding neighborhoods and enrich the lives of the residents) and risks inflicting irreparable damage. Accordingly, I favor the plan that places the development as far east of these areas as possible (hence my support of 1800E). Is this the kind of comment you're looking for?

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

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Destroying too much farm land and natural habitats. This seems to make it more convenient for traffic. Unnecessarily cut off a 1/4 mile up. Not a good idea.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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I was not notified of this meeting
not acceptable!



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4 IL130 Interchange Scenario

1 1800 E Interchange Scenario

4 Cottonwood 1 Interchange Scenario

4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME:

ADDRESS:

2/21

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME:

ADDRESS:

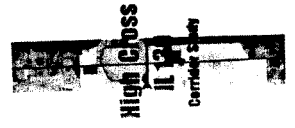
2/5

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
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If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



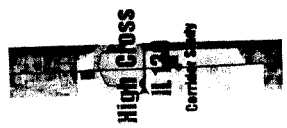
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- 4 IL130 Interchange Scenario
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- 4 Cottonwood 1 Interchange Scenario
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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 2 Cottonwood 1 Interchange Scenario
- 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Please select the plan that affects the least amount of farmland. Farmers who live in 1800 E interchange, the solution of IL 130 will affect the most jobs + farmland. It also destroyes world access

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME:

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Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

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- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
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If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 2 Cottonwood 1 Interchange Scenario
- 3 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Select the plan that affects the least amount of land and property owners which is 1800 E Interchange. I oppose the IL130 Interchange scenario as it would take farm land out of production and eliminate wooded areas.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

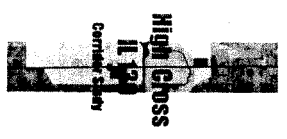


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- 4 IL130 Interchange Scenario
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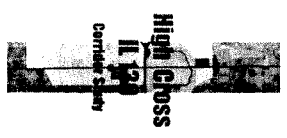
IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME:
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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: -

ADDRESS: -

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 3 Cottonwood 1 Interchange Scenario
- 2 Cottonwood 2 Interchange Scenario

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME:

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- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- X^{#1} 1130 Interchange Scenario
- 4 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

(#1)
 This scenario presents an acceptable compromise between area residents and business development. Rt 130 will open and to ignore this continuity is to plan highways into our future.
 The 130 interchange scenario also protects residential property owners. Making the interchange further east would squeeze current residential areas between the square around to new interchange further east and the Rt. 130 development.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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ADDRESS: _____

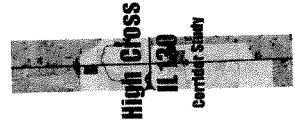
Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 1 1130 Interchange Scenario
- 4 1800 E Interchange Scenario
- ~~2~~ Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

plan to add interchange at cottonwood.

6/12/06



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 2 _____ IL130 Interchange Scenario
- 1 _____ 1800 E Interchange Scenario
- 4 _____ Cottonwood 1 Interchange Scenario
- 3 _____ Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

My research and teaching sites occur in Brownfield Woods, Trelease Woods, and Phillips Tract. Highway expansion is totally incompatible with the maintenance of these natural areas. We have such a limited amount of natural area in this region. It is inconceivable that we would sacrifice sites of historical importance, sites that have been studied for so many years.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 2 _____ IL130 Interchange Scenario
- 1 _____ 1800 E Interchange Scenario
- 3 _____ Cottonwood 1 Interchange Scenario
- 4 _____ Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Preservation of sensitive research areas: Brownfield Woods, Trelease Woods and Prairie, and Phillips Tract Biological Research Area is paramount.

Date: iuc.edu >
 From:
 To:
 Copy:
 Subject:

Dear Ms. Chavarría,
 I'd like to register my preference for the 1800 E interchange scenario. I've been using the University Research areas for 23 years to conduct my research. These areas have vast numbers of scientific studies associated with them, going back in some cases almost a hundred years. Major highways running alongside (as on High Cross Rd) any of them or running through them, as the Cottonwood options would indicate, would be disastrous.
 Sincerely,

website <http://www.life.uiuc.edu/beenbaum>



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- _____ IL130 Interchange Scenario
- _____ 1 _____ 1800 E Interchange Scenario
- _____ Cottonwood 1 Interchange Scenario
- _____ Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

I don't like any of the other 3 alternatives as they seem likely to interfere with established residences, natural areas, and research areas of the University of Illinois.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____

ADDRESS: _____
Property owner

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

2 IL130 Interchange Scenario

1 1800 E Interchange Scenario

4 Cottonwood 1 Interchange Scenario

4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

I manage the Uof I Natural Areas research sites. Trelease Woods, Trelease Prairie, and Phillips Tract are on Cottonwood Road and Brownfield woods is on High Cross Road. All four of these sites would be negatively affected by any increased road expansion at High Cross or Cottonwood Road. Only the 1800 E Interchange plan would effectively protect these sites. Brownfield, Trelease Woods (owned & protected by the Uof I since 1939/1977 respectively) are among exceptionally valuable and historic remnants of the original Big Grass prairie grove woods in Champaign County, and the only two remaining high quality woodland communities. The University has assured me that protecting these sites will be viewed as a priority. Please do not discount the importance of these sites. Also, Trelease Prairie, purchased in 1942 is the oldest constructed prairie area in the State. The Phillips Tract research area has a 38 year history of ecological research. They are not areas that can withstand human disturbance.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____

ADDRESS: _____
Property owner

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

4 IL130 Interchange Scenario

1 1800 E Interchange Scenario

2 Cottonwood 1 Interchange Scenario

3 Cottonwood 2 Interchange Scenario

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

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- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 3 Cottonwood 1 Interchange Scenario
- 2 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Thank you for asking

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

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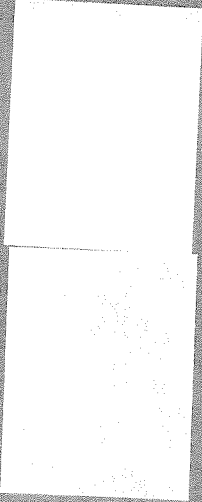
- 4 IL130 Interchange Scenario
- 1 1800 E Interchange Scenario
- 4 Cottonwood 1 Interchange Scenario
- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

I can't believe you are pushing this again. Did you even read the petition signed by almost all the residents and how?



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____

ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

- 4 A. IL130 Interchange Scenario
- 1 B. 1800 E Interchange Scenario
- C. Cottonwood 1 Interchange Scenario
- D. Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Item B provides the best long term planning potential with least impact on residents. It can also be developed to reduce pressure on 130/150 Int. as well as a "by pass" with limited access for 130 → US 45.

Item A increased pressure 130/150 Int. Significant impact on local residents no significant improvement for business access to 74.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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- 4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

I see no need for anymore Interchanges this close to University Ave interchange. If you think you need another one put it down around Mayview on either side so you will not have a need to destroy anyone's home. Use some common sense.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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- 4 Cottonwood 2 Interchange Scenario

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There isn't a need for another interchange this close to Urbana.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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4 IL130 Interchange Scenario

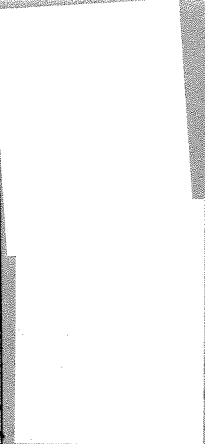
1 1800 E Interchange Scenario

4 Cottonwood 1 Interchange Scenario

4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

*I don't appreciate your sending to me
at the above address a list of
the steering committee members and
"other local decision makers".*



NAME: _____

ADDRESS: _____

1774 1600 E

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

4 IL130 Interchange Scenario

1 1800 E Interchange Scenario

4 Cottonwood 1 Interchange Scenario

4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

PLEASE LINE THIS COMMENT TO RITA BACK ← added to Advantages/Disadvantages that will be on website SMC 6-8-06

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



NAME: _____
ADDRESS: _____

Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

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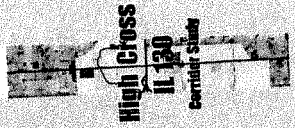
IN ADDITION TO THE DISADVANTAGES LISTED FOR COTTONWOOD 1+2 CONSIDERATION SHOULD BE GIVEN TO AREAS JOHN DEERE DEALERSHIP WHICH IS LOCATED ON THE EAST SIDE OF COTTONWOOD BETWEEN 150 + 174 LARGE FARM EQUIP + TRACTOR ON TOP OF THE INTERSTATE SHOULD NOT BE MIXED THIS IS A NEW DEALERSHIP AND SHOULD BE AROUND FOR THE NEXT 20-25 YEARS

Date: 6/13/2006 7:37 AM
From: Rita Black <rblack@ccrpc.org>
To: chavarrria@ccrpc.org
Copy: _____
Subject: Fwd: corridor study

Could you please answer to...
Thanks,
Rita
***** BEGIN FORWARD
On 6/12/2006 at 6:30 PM I

- > Hi, Thank you for your care and contact information. I have looked at the four proposed interchanges and still have difficulty in seeing the difference between Cottonwood 1 and Cottonwood 2. The maps on the computer screen are small and I cannot find the wording that differentiates the approaches.
- > Unless I better understand Cottonwood 1, I believe that the 1800 is the one of choice. It allows for the obvious growth of Urbano and lands to the ring road of Champoin/Urbano.
- > I have spoken to a family in Massachusetts where Wal-Mart was placed on the Cape with no roads to take the heavy trucks. Wal-Mart agreed to pay \$\$\$\$ for the new road--not MA. Have we approached them? I know that Urbano wants the business but asking might prove them to be an interesting partner.
- > As far as leaping development, I feel that you have said this will take more farmland--we have all watched the farmers as the \$5 look better in hand sale to sell to developers. Therefore, I do not hesitate to buy land for this project nor do I hesitate to suggest or in some manner ask the county to help with leaping rules to prevent piecemeal growth.
- > Yes, I wish to consider sensitive research areas, and historical sites.
- > I obviously, do not know the details but believe that this can be approached with an ample knowledge base.
- > Thank you for any further explanations.
- > _____
- >

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

It would be helpful to know the number of properties with homes and/or businesses that would be significantly impacted by each scenario. It is my fear that that number might be high that causes us to fight IL 130 interchange. Scenario or Scenario 4 rather than 1. In any scenario loss of ag land in field is involved as most dispersed fields of existing property will be removed (homes and businesses) to make difficult of operations now used for agriculture. Personal and economic impacts on the likely to be affected are important issues to us.

IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet



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Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

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IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



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If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

Even a monetary, traffic and development perspective, I believe an intersection at IL130 makes the most sense. Cottonwood would be the next best option from a planning perspective. An interchange at 1800 E is a very long term solution and for it to happen within the next 20 years would be a waste of taxpayer money because of the low level of use compared to the high investment involved. An interchange at 1800 E would encourage sprawl and leapfrog development, and strain utilities.

IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



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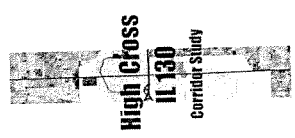
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Four Scenarios Ranking Sheet

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IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet

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IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

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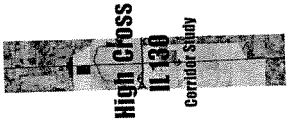
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IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



IL130/High Cross Road Corridor Study
Four Scenarios Ranking Sheet



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- 3 Cottonwood 1 Interchange Scenario
- 2 Cottonwood 2 Interchange Scenario

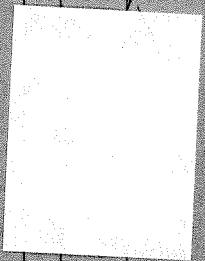
If you have any comments or questions, please write them below.



IL130/High Cross Road Corridor Study Four Scenarios Ranking Sheet

NAME: _____

ADDRESS: _____



Please rank the following scenarios 1-4 (1 being most preferred, 4 being least preferred) based on the analyses done to date and local knowledge.

4 IL130 Interchange Scenario

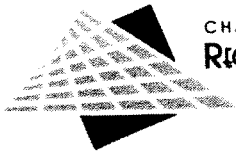
1 1800 E Interchange Scenario

4 Cottonwood 1 Interchange Scenario

4 Cottonwood 2 Interchange Scenario

If you have any comments or questions, please write them below. Your comments will be communicated to the Steering Committee and other local decision makers.

*1800 - they got me - but in the long run
it provides me more growth & more \$ to pay
for it - that provides & grows in all
forms the proposal - all and the large retention
areas, historical etc. in place for the future -
bring the traffic away & allow for expansion*



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

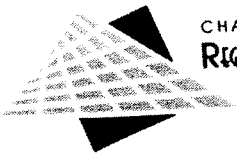
Urbana's Comprehensive Plan says we must do a thorough study on Cottonwood road, 1800 East before any decision is made on when to put an access road, an interchange.

We don't need a ring road - We need a study to find out for sure why we need ^{or think we need} a ring road.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

- Name
- Address
- City, State Zip
- Phone
- Fax
- Email

Thank you for your time and interest!



CHAMPAIGN COUNTY
REGIONAL PLANNING COMMISSION

COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____

Address _____

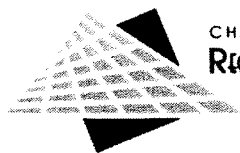
City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

You have had a super process for involving citizens in your study! It has been very comprehensive. However, you can plan & plan until you are blue in the face and Urbana has little chance of growing in a competitive manner with Champaign until you equalize the ability with that side of Wright Street

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Address _____

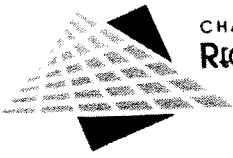
City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

No - Brownfield / Cemetery

X - open housing - clustering style of housing
interesting planning with open space

Sth to Windsor will get congested

118 Allows north south without cutting
in area between section roads.

Feeder traffic can go west to Walmart
area

Drainage better because Salt Fork moves
north. Further by a little.

Avoids cutting into Brownfield Phillips Tract
Trelcase

North Rd hits the slab going east to Flatville

If you would like to be on the IL130 mailing list for future public meetings,
please provide the following information:

Name _____

Address _____

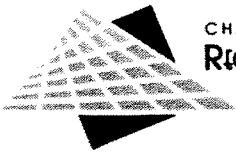
City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

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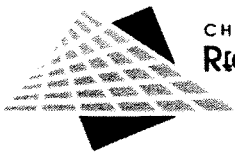
~~#~~ Confidential Comments to staff

I am disappointed in your intentional or inadvertent attempt to influence the audience choice by your order of presentation on both the ranking sheet and the stapled hand-outs. A random draw and individually stapled packets would have provided more credibility to your efforts. You are qualified professionals. Please don't be short sighted or sell yourself short.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name	_____
Address	_____
City, State Zip	_____
Phone	_____
Fax	_____
Email	_____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Again, I would like to thank you for the opportunity to participate in this process. Yours is not an easy task as there is no easy way to allow informed input. I would like to make some recommendations:

Don't consider these as the "4 scenarios". It has too much of a "package deal".

Treat the projects as separate issues with multiple "package options"

The process should include not only the vote for each project, but a priority rating.

For example

IT 4 Interchange: Opt 1 High Cross Opt 2 Cottonwood Opt 3/18

Wash Ave. 2 lane w/ curb, gutter sidewalk High Priority

Salm Bridge Cottonwood - low priority

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____

Address _____

City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!



CHAMPAIGN COUNTY
Regional Planning Commission

COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.



What's wrong with you
 people?
 I have lived here for
 30 years.
 I was not notified

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

- Name -
- Address -
- City, State Zip -
- Phone -
- Fax -
- Email -

Thank you for your time and interest!

CCRPC • 1776 East Washington Street • Urbana, IL 61802 • Phone: (217) 328-3313 • Fax: (217) 328-2426
www.ccrpc.org

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

- Urbana's Comprehensive Plan says we must do a thorough study on Cottonwood and 1800 East before any decision is made on where to put an access road or interchange. We don't need a ring road—we need a study to find out for sure why we need or think we need a ring road.
- Good series of meetings. Let's use as much as we can of existing roads, right of ways, etc. Plan for expansion with least disruption.
- Appreciate all the time and hard work your commission has spent to carry this project this far. Stop running bike path every place in the county. Equalize utility tax with Champaign – pressure on Urbana council to stop retarding your hard work. No need to plan if city councils stop dictating if a business can operate here (smoking ban)
- Excellent statistical analysis (thank you!) Thank you for letting us participate!
- Well presented and informative.
- You have had a super process for involving citizens in your study! It has been very comprehensive. However, you can plan and plan until you are blue in the face and Urbana has little chance of growing in a competitive manner with Champaign until you equalize the utility tax with that side of Wright Street.
- No – Brownfield/Cemetery
X – open housing – clustering style of housing
Interesting planning with open space
5th to Windsor will get congested
1800 allows north south without cutting an area between section roads; feeder traffic can go west to Wal-Mart area; drainage better because Salt Fork moves north further by a little; avoids cutting into Brownfield, Phillips Tract, Trelease; North Road hits the slab going east to Flatville
- I understand that this study was done with funding from a grant. Unless a similar study is done for the Cottonwood and 1800E possible I-74 interchange options, comparisons are likely to be vague, and as much opinion-based as fact-based.

In the advantages column for the IL130 interchange scenario, it states “most cost-effective location (for construction)” Yet in the charts displayed at the June 7th meeting at Kennedy's, and on the website, this option actually appears to have the highest price tag. In the same column, it states that there would be “minimal physical changes to High Cross Road north of I-74”. This is not only vague, I believe it is misleading and inaccurate.

In the disadvantages column, the first item is very vague: there are many residences at this proposed interchange, and few at the other 2 proposed locations. Not only would many residences be affected, any which remained would suffer from significantly increased

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

noise levels—if this scenario is the only one likely to surpass acceptable noise levels, and has by far the most residences, why is it even being considered?

Exactly where would the “right of way” for the IL130 interchange scenario be? Is this a new name for what used to be called the trumpet interchange? Of course, a significant amount of right of way would be required for each of the proposed interchange locations. But you really have to get more specific—exactly where, exactly how much, and exactly how much, in each case, of the various types of prime farmland (be specific, all the soil types are mapped). To just state “more” or “less” prime farmland is vague, and potentially misleading.

In Appendix D in the 2005 City of Urbana Comprehensive plan it states “projects identified as needing additional study, to determine necessity, design, location, etc...” and includes the 3 blue star alternatives, says that “consideration of interchange alternatives...include: Rural Residential development area”. So is the Rural Residential designation seen on Appendix A just going to be ignored whenever it is convenient (or inconvenient)?

I see that Urbana’s ETJ does go all the way to 1800E, and again in Appendix D of the Comprehensive Plan, both Cottonwood Road and 1800E are designated as “minor arterial”, whereas High Cross north of Rt. 150 is designated as “major collector”, i.e. a less-traffic road. This was adopted, it says, April 11, 2005—so again, why is the IL130 interchange scenario even being considered?

- Don’t want road down High Cross corridor. Want 1800E as an option for preservation of natural area.
- We strongly oppose the IL130 interchange scenario as it affects several property owners and takes away farmland. This interchange would also destroy wooded acreage in the area.
- Your process is great. Your printing on handouts is too small for us older folks. Thanks for all your great efforts.
- I would like to thank you for the opportunity to participate in this process. Yours is not an easy task as there is no easy way to allow informed input. I would like to make some recommendations:
 - Don’t consider these as the “4 scenarios”. It has too much of a “package deal”.
 - Treat the projects as separate issues with multiple “package options”.
 - The process should include not only the vote for each project, but a priority rating.
- What’s wrong with you people? I have lived here for 30 years. I was not notified.
- The possibility of a Honda plant that could employ 1,500 people near Fithian could utilize an interchange. (*staff note: Fithian is 18 miles from Cunningham Avenue on I-74, and they have an interchange*)

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

Comments from Ranking Sheets:

- 5: A 4-lane highway on 1800E will impact fewer humans with homes. The development cost will be lower. Business, etc. should think of long term. A belt-line as other cities have done is always out.
- 6: The drainage along 150 needs to be addressed! The state caused water to pond along 150 just west of 130 and the mosquito population is atrocious! This is a health hazard. Aldi cut the drainage pipe for Berenger's residents which could present a huge problem for basements in that area in the future. Urbana engineers need to protect present residents with greater care and attention. Please do something about these MTD buses cruising this city empty or near empty all day long. This is a travesty! Urbana must equalize the utility tax with Champaign if they are going to attract business.
- 8: There does not seem to be any ideal solution to this problem. The 1800E interchange scenario would seem to have the least impact on sensitive university research areas and historic sites.
- 9: Arends John Deere dealership is on Cottonwood near the expressway. An interchange will seriously hinder the traffic in and out of the dealership.
- 11: We do not want a ring road, extension road, or any roads!
- 12: The only preferred road is 1800E. No other road is satisfactory.
- 13: We absolutely do not want or need any extension road, ring road, or any other type of new road in any location, whatsoever, or near or between High Cross and Cottonwood Roads.
- 14: So much as I'd like nothing to be done, 1800E makes the most sense. The other three are not reasonable solutions, if an exchange is necessary. An exchange at Cottonwood would have the farm implement traffic that goes to Arends Implement Company just south of the proposed interchange.
- 15: The interchange between High Cross and Cottonwood is unneeded. The IL130 interchange goes through beautiful land that needs to be saved for future generations. The 1800E interchange keeps development in already developed areas.
- 16: I strongly oppose the IL130 interchange scenario. It adds a new highway which disrupts a beautiful rural/residential area and provides access to area requiring none.
- 17: Rural petition in 2004 says it all. 300+ people signed this and voted against interchange at High Cross/I-74.
- 19: IL130 interchange is too close to University interchange. It also involves a new road through pristine area between two woods. 1800E interchange would be closer to St. Joseph which is expanding. 1800 goes straight north to Olympian Road the Ring Road.
- 24: Three close interchanges not advised. As St. Joseph creeps east toward Fulls and Mayview there should be an interchange to service to the east, straight south to Windsor and Curtis (if the University agrees).
- 25: Priorities of limiting sprawl and in order of convenience (order of preference: IL130, Cottonwood 1, 2, 1800E)
- 27: Saving natural areas is very important. Illinois is a state with only 3% of land left to natural areas. We need to think of the future in terms of alternative modes of

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

tran __, not just highways and cars. Promote bike trails, walkways, railroads, and public transportation.

- 29: 1800E would cause less disruption to the environment and provide sufficient long-term development "space"...and provide a possible corridor north to Ford Harris Road.
- 30: Why should federal excise tax on gasoline/diesel fuel be spent on excessive bicycle paths? Bike paths now in place past Berenger Commons/Aldi __ used. Urbana must change its attitude on business to justify spending __ _ development ___. Urbana should equalize utility tax with Champaign. The more roads, the more waste in MTD buses driving around empty.
- 31: University research: Brownfield Woods, Trelease Woods, Saline, wildlife, trees over 100 years old, prairie
- 34: IL130 interchange north of Airport Road: property on west is UI property (Brownfield Woods), property to east is a cemetery. Cottonwood interchange north of Saline Ditch: Property on both sides is UI property (Trelease Woods). Neither road northbound is suitable for bypass road.
- 36: Place this perimeter interchange far enough away from existing development to keep from destroying present community, and allow for development in an organized fashion.
- 37: We and many other neighbors in the IL130/High Cross Road and Cottonwood Road corridor between Olympian and Anthony Drive have stated repeatedly that we do not want or need any new roads, interchanges, trumpet roads or widened roads in this area!!! If any such work is done (though we feel that none of it is justified), it should go farther east to 1800E. Absolutely not in any of the other areas!!!
- 38: None of these are needed. Stop allowing developers to dictate policy. Cottonwood is one of very few scenic roads in the area. This committee is showing a level of arrogance equal to the Mass Transit District.
- 40: Stay off of Cottonwood Road.
- 42: I moved out here because I like the peace and quiet, Champaign/Urbana has plenty of interchanges, I like it out here and do not need another one to get me to my nice and quiet home. Please do not disturb this, it's all I have!
- 53: 1800E is the least disruptive location. It may seem far away now, but not many years ago, High Cross Road seemed far away from downtown Urbana!
- 56: 1800E is the only exit that is an option.
- 58: I think that the Cottonwood 2 interchange would allow for future growth around the new Wal-Mart better than any of the other proposals.
- 59: 1800E is the only scenario that could work for everyone.
- 60: 1800E is the best solution.
- 61: I see no reason for having a 4-lane road traveling north from I-74. As of right now it takes 10-12 minutes to go from NE Urbana all the way to SW Champaign. It takes 5 minutes to get from Cottonwood High Cross to the mall area. Champaign-Urbana is not Indy in any way shape or form and will never be. We don't need a bypass to go around all our local businesses to gain 2 minutes.
- 63: 1800E can easily become a higher speed limited access corridor to SE Urbana because there exists very few curb cuts. It also disturbs the least number of property

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

owners. If you claim to be looking into the future travel needs why can't you leave existing property use undisturbed and look to where future development will actually be. It is also the only logical choice for the protection of fragile ecosystems.

- 68: The best plan is clearly the 1800E interchange to allow for future growth and expansion.
- 69: The ring road on 1800E avoids Trelease Woods and provides the most room for growth without engulfing the new ring road.
- 70: I think 1800E is the only choice.
- 73: Proposed routing does not consider target growth of the community and we will be revisiting this same situation 10 years from now. In addition, proposed routing will require significant floodplain development efforts.
- 75: 1800E interchange and beltway will be much safer and cost less to build than the other choices.
- 76: Today I drove Olympian/Cottonwood; Olympian/1800 to Windsor just to count homes along each, and then I drove it again. Cottonwood has 34 homes on the street or near it. The 1800 Road has 10. For that reason alone, the 1800 road is the preferable choice. The cost would certainly seem less.
- 77: 1800E allows more space for development, does not cut Brownfield-Trelease greenbelt, avoids conflict with U of I, and disrupts far fewer families.
- 79: This is one of the last areas around Urbana with wildlife and natural habitat. Changes as proposed would destroy this.
- 80: My husband and I worked a lifetime to own our dream home and property. We enjoy the wildlife and one of the natural groves in the area. We only want 1800E interchange—least destructive to this area!
- 81: 1800E is the only option we feel is equitable for everyone involved!
- 82: 1800E is the only option we feel is equitable for everyone involved!
- 84: Please, don't disturb our quiet neighborhood with more traffic and noise. We don't want our area to become another "North Prospect".
- 85: It's time to realize that the "ring road" will never happen because the people don't want it. Government should serve the people, not business interests. Anything going north of Rt. 150 is a waste and goes nowhere. We deserve the peace and quiet we found when we made our homes here. This is neither progress nor expansion. Just a waste.
- 90: Leave us alone.
- 91: For this subject being dead (so told by local government) it seems alive. We can no longer trust the people some picks. Why is it Urbana City government can dictate what happens with us in the county. We in the county didn't (can't) vote for city.
- 93: Cemetery road is the only logical option.
- 95: IL130 and Cottonwood north both have UI and/or cemeteries that would block those bypass roads.
- 103: 1800E road can be widened without affecting existing homes and wooded areas to connect with Olympian Drive. Also gives access to St. Joseph area which is continuing to expand.

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

- 105: I don't want anyone to lose their home. I myself have lived here all my life in this area and wouldn't want to be disturbed.
- 106: Destroying too much farmland and natural habitats. Plus homes to make it more convenient for traffic. University cut off a ¼ mile up. Not a good idea.
- 107: The natural areas that have defied the odds and managed to survive agriculture and urbanization in northeast Urbana (Raintree Woods, Holcomb Woods, Brownfield Woods, Trelease Woods, Phillips Tract and Trelease Prairie) constitute an invaluable area resource and should be left as undisturbed as possible. Any increase in traffic in those areas jeopardizes the integrity of these ecological communities (which contribute to the character of the surrounding neighborhoods and enrich the lives of the residents) and risks inflicting irreparable damage. Accordingly, I favor the plan that places the development as far east of these areas as possible.
- 125: Please select the plan that affects the least amount of homes and property owners, which is 1800E interchange. If IL130 is selected it would affect many homes and farms, not to mention the loss of wooded acres which is the home for many animals and plants.
- 126: Please select the plan that affects the least amount of homes and property owners and farmers (property owners), which is 1800E interchange. The selection of IL130 would affect the most homes and farmland. It also destroys wooded acres.
- 127: Select the plan that affects the least amount of land and property owners, which is 1800E interchange. I oppose the IL130 interchange scenario as it would take farmland out of production and eliminate wooded acres.
- 128: Select the plan that affects the least amount of land and property owners, which is 1800E interchange. I oppose the IL130 interchange scenario as it would take farmland out of production and eliminate wooded acres.
- 139: The IL130 scenario presents an acceptable compromise between area residents and business development. IL130 will grow and to ignore this certainty is to plan problems into our future. The IL130 interchange scenario also protects residential property owners. Moving the interchange further east would squeeze current residential owners between the sprawl around a new interchange further east and the IL130 development.
- 140: Preservation of sensitive research areas (Brownfield Woods, Trelease Woods and Prairie, and Phillips Tract Biological Research Area is paramount).
- 141: My research and teaching sites occur in Brownfield Woods, Trelease Woods, and Phillips Tract. Highway expansion is totally incompatible with the maintenance of these natural areas. We have such a limited amount of natural area in this region. It is inconceivable that we would sacrifice sites of historical importance, sites that have been studied for so many years.
- 142: I don't like any of the other 3 alternatives (other than 1800E) as they seem likely to interfere with established residences, natural areas, and research areas of the University of Illinois.
- 143: I've been using the University Research areas for 23 years to conduct my research. These areas have vast numbers of scientific studies associated with them, going back in some cases almost a hundred years. Major highways running

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

alongside (as on High Cross Road) any of them or running through them, as the Cottonwood options would indicated, would be disastrous.

- 145: I manage the U of I Natural Areas research sites. Trelease Woods, Trelease Prairie, and Phillips Tract are on Cottonwood Road and Brownfield Woods is on High Cross Road. All four of these sites would be negatively affected by any increased road expansion of High Cross or Cottonwood Road. Only the 1800E interchange plan would effectively protect these sites. Brownfield and Trelease Woods (owned and protected by the U of I since 1939 and 1917 respectively) are exceptionally valuable and historic remnants of the original Big Grove prairie grove woods in Champaign County, and the only two remaining high quality woodland communities. The University has assured me that protecting these sites will be viewed as a priority. Please do not discount the importance of these sites. Also, Trelease Prairie, purchased in 1942 is the oldest constructed prairie area in the state. The Phillips Tract research area has a 38 year history of ecological research. They are not areas that can withstand human disturbance.
- 146: I can't believe you are pushing this again. Did you even read the petition signed by almost all the residents out here?
- 149: 1800E provides the best long term planning potential with least impact on residents. It can also be developed to reduce pressure on 130/150, as well as a "bypass" with limited access for 130 to US45. IL130 interchange scenario increased pressure on 130/150 intersection. Significant impact on local residents, no significant improvement for business access to I-74.
- 150: There isn't a need for another interchange this close to Urbana.
- 151: I see no need for any more interchanges this close to University Avenue interchange. If you think you need another one put it down around Mayview on either side so you will not have a need to destroy anyone's home. Use some common sense.
- 154: Unless I better understand the Cottonwood scenarios, I believe that 1800E is the one of choice. It allows for the obvious growth of Urbana and lends to the "ring" road of Champaign-Urbana. I have spoken to a family in Massachusetts where Wal-Mart was placed on the Cape with no roads to take the heavy trucks. Wal-Mart agreed to pay \$\$\$\$ for the new road—not MA. Have we approached them? I know that Urbana wants the business but asking might prove them to be an interesting partner. As for leapfrog development, I feel that you have said this will take more farmland—we have all watched the farmers as the \$\$ look better in land sale to sell to developers. Therefore, I do not hesitate to buy land for this project nor do I hesitate to "suggest" or in some manner ask the county to help with leapfrog rules to prevent piecemeal growth. Yes, I wish to consider sensitive research areas, and historical sites. I obviously do not know the details but believe that this can be approached with an ample knowledge base.
- 155: Only the 1800 E Interchange is a viable plan, if you are not to impact seriously research capabilities of the University biology group. An enlarged High Cross Road would impact into Brownfield Woods, an ecologically unique site. Brownfield Woods, along with Trelease Woods (below) are the only remnants of a large presettlement forest. As a result, it provides an opportunity for research requiring comparisons with

Comments Received from June 7, 2006 IL130 Corridor Study Public Workshop

conditions as existed in relatively undisturbed ecosystems. Enlargement of the road will cut into the woods, most likely requiring destruction several presettlement trees, as well as loss of part of the tract. In addition, increased traffic alongside the road, as would occur, would disrupt significantly the fauna of the site, rendering the woods unsuitable for most research.

Similar impacts would occur to Trelease Woods in respect to either of the Cottonwood Interchange plans. Trelease Woods has served as the site of research resulting in more scientific papers than only one other site in the world. Its value for continued research would be almost completely lost, if Cottonwood Lane were widened, with the ensuing increase in traffic. Increased traffic would also degrade the effectiveness of Phillips Tract for ecological research. Further, loss of land from both Trelease Woods and adjacent Phillips Tract would reduce research potential of the two sites.

Given the University of Illinois has been at the forefront of the development of the field of ecology in North America and that the above sites have been instrumental in achieving this stature, it is imperative that we do not have the effectiveness of these sites for the conduct of research degraded. These sites have been one of the main reasons the university has been able to recruit and retain prominent ecologists and other field biologists. Although located within the sea of corn and soybeans, the nearness of these sites and their uniqueness has been one of the major recruiting tools available to us. The University needs the continuing availability of these sites in order to retain its prominence in the field of ecology.

- 156: In addition to the disadvantages listed for Cottonwood 1 & 2 consideration should be given to Arends John Deere dealership which is located on the east side of Cottonwood between 150 and I-75. Large farm equipment and traffic on and off the interstate should not be mixed. This is a new dealership and should be around for the next 20-25 years.
- 157: It would be helpful to know the number of properties with homes and/or businesses that would be significantly impacted by each scenario. It is my fear that the number might be high that causes us to rank IL130 interchange scenario as number 4 rather than 1. In any scenario loss of agricultural land is likely to be involved as most displaced uses of existing property will be moved out (homes and businesses) to more distant locations now used for agriculture. Personal and economic impacts on those likely to be affected are important issues to us.

June 7, 2006 Public Workshop
Comments Tally

70 of 157 participants that filled out ranking sheets provided comments.
The following is a very general summary of those comments.

Paraphrased comment	No. of Times Commented
Avoid research areas/woods/other natural areas	29
Avoid as many residences as possible	21
Avoid historic sites	8
Expanding St. Joseph could use an interchange closer to them	4
No bypass road (ring road)	4
Arends John Deer on Cottonwood hindered with interchange	3
Anti-mass transit	2
Equalize utility tax with Champaign	2
No new roads	2
No ring road on IL130	2
No new roads between IL130 and Cottonwood	2
Deterring sprawl is a priority	2
Balance logical growth patterns with avoiding residences	2
Avoid Cottonwood	2
No more interchanges needed	2
Address drainage issues on US150	1
Convenience is a priority	1
Pro-alternative transportation modes	1
Anti-bike facilities	1
Urbana needs to change its attitude about business	1
Stop allowing developers to dictate policy	1

Summary of Voting Exercise
IL130 Corridor Study
June 2006

By Number of Votes

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside Urbana limits	3	0	1	11	0	15
Outside Urbana limits	3	2	1	134	2	142
Total	6	2	2	145	2	157

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside study area	0	1	1	103	0	105
Outside study area	6	1	1	42	2	52
Total	6	2	2	145	2	157

By Percentage of Total Votes

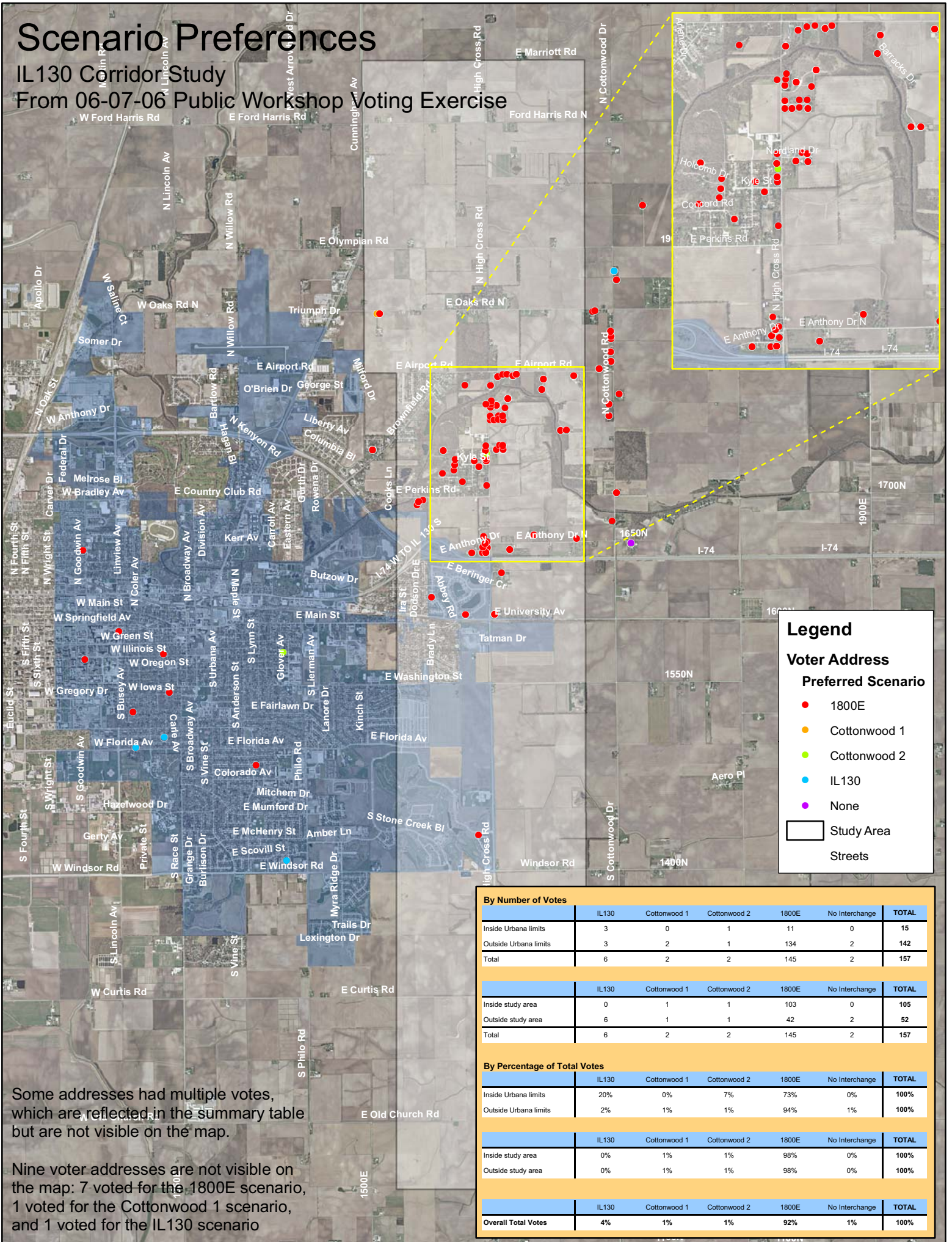
	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside Urbana limits	20%	0%	7%	73%	0%	100%
Outside Urbana limits	2%	1%	1%	94%	1%	100%

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside study area	0%	1%	1%	98%	0%	100%
Outside study area	0%	1%	1%	98%	0%	100%

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Overall Total Votes	4%	1%	1%	92%	1%	100%

Scenario Preferences

IL130 Corridor Study
From 06-07-06 Public Workshop Voting Exercise



Legend

Voter Address Preferred Scenario

- 1800E
- Cottonwood 1
- Cottonwood 2
- IL130
- None
- Study Area
- Streets

By Number of Votes

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside Urbana limits	3	0	1	11	0	15
Outside Urbana limits	3	2	1	134	2	142
Total	6	2	2	145	2	157

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside study area	0	1	1	103	0	105
Outside study area	6	1	1	42	2	52
Total	6	2	2	145	2	157

By Percentage of Total Votes

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside Urbana limits	20%	0%	7%	73%	0%	100%
Outside Urbana limits	2%	1%	1%	94%	1%	100%

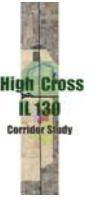
	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Inside study area	0%	1%	1%	98%	0%	100%
Outside study area	0%	1%	1%	98%	0%	100%

	IL130	Cottonwood 1	Cottonwood 2	1800E	No Interchange	TOTAL
Overall Total Votes	4%	1%	1%	92%	1%	100%

Some addresses had multiple votes, which are reflected in the summary table but are not visible on the map.

Nine voter addresses are not visible on the map: 7 voted for the 1800E scenario, 1 voted for the Cottonwood 1 scenario, and 1 voted for the IL130 scenario

October 17, 2006 Public Workshop at Stone Creek



	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
1	Robert Myers	City of Urbana							
2	Math Lampe	City of Urbana							
3	Paul Pflueger	AERO PL	1788 AERO PL	URBANA	IL	61802	217 328 3542		
4	DAN McKENZIE	AERO PL URBANA	1780 AERO PL	URBANA	IL	61802			
5	Bill Ackermann	CMI resident							
6	Grace Jamison	City of Urbana							
7	Pam Voitik	UI							
8	David Mack	ERES C.	115 N Market C 61820				357 1911		amranch@princeofvalley.org
9	Bill Hara	Resident	3301 N. Central	URBANA	IL	61802			
10	Betty Messmann		2007 Barwell	Urbana		61802	367-6843		
11	Roy Messmann		2007 Barwell	Urbana		61802	367-6843		
12	Linda Taylor	City of Urbana	400 S. Vine	Urbana	IL	61801	389-2454		?

IL130/High Cross Road Corridor Study -- Public Workshop October 17, 2006

PLEASE PRINT

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
13	Dennis Marshall	IDOT		Paris					
14	Cindy Heck		3361 N. Cottonwood Rd	Urbana					
15	Ron HARTKE	IL AMERICAN WATER	201 DEVOU DRIVE	Chg.					
16	Pam Hartke		1906 Ridge Park Rd.	Urbana					
17	Tom Cassin	City of Urbana	800 S. Vine St.	Urbana					
18	Cornel Goering		2406 N. Hickman St						
19	Perlene Sykes		2701 E. Concord	Urbana					
20	Steve Buck	U of I	P.O. Box 585	Sidney					
21	Summers Stokes	Plan Commission	304 W. Sava	Urbana					
22	Susan Taylor	LWVCC	606 W Michigan Ave	Urbana		61801	344-4726		Taylorst@uioo.edu
23	CESARIA LAUGASTER BOIRG		1817 CANDY AVE	URBANA		61802	384-7798		
24	BJORG HOLZE								

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
25	KENNETH HOLMES		2001 CINDY LYNN	URBANA		61802	715 876 2550	715 876 2460	KENNETH.HOLMES@MSN.COM
26	Garrett Coffee	Menards	4777 Menard Drive	Emm Claire	WI	54703			gcoffee@menard-inc.com
27	Le Boys		2701 E Canal	U		61802			
28	Eunah Kang	CUVATS							
29	George R Carlisle	HEUNA	406 E Ginn	U	IL	61802	367-2306		carlisle@earthlink.net
30	David Ehler		4007 E Airport	Urbana	IL	61802	367-4453		
31	STEVE FRANKE		3314 E ANTHONY	URBANA	IL	61802	3287684		s-franke@uiuc.edu
32	Dale Raff		1604 N. Cottonwood	U		"	367-5961		
33	Nancy Boyd		3705 E Airport Rd	U		61802	217 367-2990		
34	Niela Miller		1917 Kenneth	Urb.	IL	61802	367-6424		
35	Jeanne-Marie Wjld		2011 S. Anderson	Urb.	IL	61801	367-7349		
36	Edie Erdman		267 Muirfield Pl	Urb		61802	384-5044		

IL130/High Cross Road Corridor Study -- Public Workshop October 17, 2006

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	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
37	Peggy Fennell	on file							
38	Toma Bevis	BCA							
39									
40	Gerardo Kruith								
41	Lorena Rodriguez								
42	Blake Watson								
43	Charles Gonzalez								
44	Susan Chavarria								
45	Ahmed Hobeiden								
46	Rita Black								
47									
48									

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
49	STAN HANSEN	CRAWFORD, MURPHY & TILLY, LLC	2750 W. WASHINGTON	SPRINGFIELD	IL	62762	787-8050	787-4183	SHANSEN@CMT.EDGE.COM
50	George Bogard		RR2	Urbana	IL	61802			
51	David Millar		1917 Kennett St.	Urbana	IL	61802	367-6474		
52	PAUL ABRUZZI		1501 BUSINESS WOODS	"	"	"	344-9946		PAULABRUZZI@GANDY.COM
53	Walter Myers		3813 N Cottonwood	"	"	"	367-6630		wjmyers@email.com
54	Joyce MARUWAR		2310 C-W Highcross Rd	Urbana	IL	61802	377-3343		JoyceMAR@Hotmail.com
55	Mike Monson	NEWS-GAZETTE	15 Main St	Urbana CA	IL	61820	351-5370		
56	AM HANZBICKER								
57	LUC GUZMAL								
58	Lee Lierman		Po Box 106	Champaign	IL	61824			
59	Dennis Roberts		507 E Urbana	U.		61802	344 0069		
60	Lew HOPKINS								L-HOPKINS@UIUC.EDU

IL130/High Cross Road Corridor Study -- Public Workshop October 17, 2006

PLEASE PRINT

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
61	ECKH KUGLER		2407 N. COTTONWOOD						
62	CATHY KUGLER								
63	Charlie Smyth	City of Urbana	805 S. Coler						rsmyth@saic.gov.net
64	Brandon Powers	City of Urbana	506 W Florida	U.	IL	61801			bowersun@prairienet.org
65	Bill Bagby	citizen	2314 High Cross	U.		61802			william.bagby@Tune.com
66	JANE WAREH	BUSINESS	2560 STONE CREEK						
67	Mike Martin	The Atkins Group	2005 S. Boulder	U	IL	61802			
68	Dorothy Smith	Self	2408 S. Parcel	U	IL	61801			
69	Joyce Phares	Self	2508 N. Cottonwood Road	U	IL	61802	367-5752		j-phares@uiuc.edu
70	DEB GRIEST	citizen	1802 Cindy Lynn	U	IL	61802	367-4091		dgriest@uiuc.edu

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

The right questions are being asked. I like the focus on landscaping. But the practicalities about maintenance, interfering with snow removal etc., lighting effects on plants + wildlife could be addressed more.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: _____

Bicycle/Pedestrian Paths: _____

Road. Improv. with Add. Lanes: _____

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning **Lunch** **Afternoon/Evening**

Illinois 130: 3

_____ _____ X

High Cross Rd.: 3

_____ _____ X

US150: 3

_____ _____ X

Washington St.: 3

_____ _____ X

Airport Rd.: _____

_____ _____ _____

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

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1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

needed
More attention on non-automobile transport.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: Outrigger for bicycle use, rather than bridge widening

Bicycle/Pedestrian Paths: 1

Road. Improv. with Add. Lanes: _____

Other: Please heed the comments of Gary Cziko

very well-informed
and other conscientious bicyclists who would like to help make C-U-Savoy a model bicycle-

3. How many days per week do you use...

Mark at what time of the day you use it: *friendly community- and safe!*

	Morning	Lunch	Afternoon/Evening
Illinois 130:	—	—	—
High Cross Rd.:	<u>1</u>	—	<u>1</u>
US150:	<u>1</u>	—	<u>1</u>
Washington St.:	—	—	—
Airport Rd.:	—	—	—

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

High Cross
IL 130
Corridor Study

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

No road between Washington and 150 east of Walmart. This disrupts bike and bikeway activity that everyone seems to want.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: Frontage roads allow thru traffic

Bridge Projects: Needed on north across Salt Fork.

Bicycle/Pedestrian Paths: Go for small segments rather than over all through city.

Road. Improv. with Add. Lanes: Keep lanes as are have good

Other: Retain natural state north of city. run off.

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

N/A

Illinois 130:

High Cross Rd.:

US150:

Washington St.:

Airport Rd.:

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

Keep attention on access plans which relate to the area. No widening of N. 130 north of city.

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

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1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

I think that it's a reasonable proposal.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: ++

Bridge Projects: +

Bicycle/Pedestrian Paths: +

Road. Improv. with Add. Lanes: +++

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: 5

✓

✓

✓

High Cross Rd.: 5

✓

✓

✓

US150: 6

✓

✓

✓

Washington St.: 2

✓

✓

Airport Rd.: 4

✓

✓

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

I like it.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: widening Washington Street out to Hwy 130, or beyond to the new road.

Bridge Projects: _____

Bicycle/Pedestrian Paths: _____

Road. Improv. with Add. Lanes: _____

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130:	<u>7</u>	<u>✓</u>	<u>✓</u>	<u>—</u>
High Cross Rd.:	<u>7</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>
US150:	<u>6</u>	<u>✓</u>	<u>—</u>	<u>—</u>
Washington St.:	<u>6</u>	<u>✓</u>	<u>✓</u>	<u>—</u>
Airport Rd.:	<u>6</u>	<u>—</u>	<u>—</u>	<u>✓</u>

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

If N Highcross is widened to provide 2 lanes plus shoulder, it may be difficult to find the necessary land where Highcross goes between Brownfield woods and a cemetery.

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

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1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

COMPLETE THE/A LIMITED ACCESS "Ring"
FIRST TO ELIMINATE/REDUCE THE
TRAFFIC ON 130

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: _____

Bicycle/Pedestrian Paths: _____

Road. Improv. with Add. Lanes: _____

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: 4

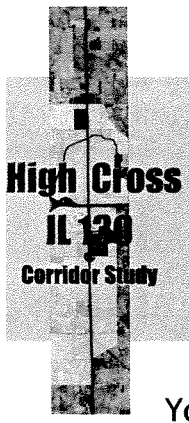
High Cross Rd.: 4

US150: 1

Washington St.: 2

Airport Rd.: 1

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?



IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

The preferred alternative analysis reflects only sensitivity to citizen's needs and desires, but also the expertise ^{+ knowledge} of the professional planners.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: _____

1 Bicycle/Pedestrian Paths: *This is excellent!! We have a lot of walkers + bikes,*

Road. Improv. with Add. Lanes: _____

Other: _____ *and this project could be completed fairly fast.*

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: *2x*

— — *X*

High Cross Rd.: *rarely*

— — —

US150: _____

— — —

Washington St.: *2x*

— — *X*

Airport Rd.: _____

— — —

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

Your hard work + sensitivity are appreciated greatly. Keep up the good work.

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

We should rethink bike Access in all this area with respect to the "complete Streets" concept advocated for proper bike/vehicle movement + safety

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: _____

Bicycle/Pedestrian Paths: _____

Road. Improv. with Add. Lanes: _____

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: 1

—

—

+

High Cross Rd.: —

—

—

—

US150: 1

—

—

X

Washington St.: 1

—

—

X

Airport Rd.: —

—

—

—

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

I would like to see all roads north of I-74 be bike accessible. This is currently an area that's heavily used by bikers now and if traffic increases, bike safety will suffer if shoulders or width is not sufficient.

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

Please consider changing the paved shoulders into official AASHTO bike lanes. Perhaps this is appropriate on frontage roads, on High Cross north of I-74, or on 130 itself.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: Lights Signalization, paved shoulders

Bridge Projects: Saline

Bicycle/Pedestrian Paths: Rt. 130 shared-use path is great!

Road. Improv. with Add. Lanes: 130 widening

Other: MTD access critical

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: 1

— X X

High Cross Rd.: 0

— — —

US150: 1

— X X

Washington St.: 1

— X X

Airport Rd.: 0

— — —

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

Please consider both on-street and off-street bike facilities so we achieve "COMPLETE Streets".

Thank You for your environmental & context sensitive considerations, such as NOT adding lanes north of I-74, NOT adding a ring-road

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

ITS OK

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: _____

Bicycle/Pedestrian Paths: THIS SAFETY ON 130

Road. Improv. with Add. Lanes: _____

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: 2

10:45

12:45

High Cross Rd.: 3

9:00

12:45

4:00

US150: 1

9:00

Washington St.: 1

9:00

Airport Rd.: 4

10:00

11:30

6:00-7:00

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

NO

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

High Cross
IL 130
Corridor Study

Your input is vital in determining the future vision for the development of the study area. Please let us know your thoughts on the Preferred Alternative (transportation system improvements) proposed for the IL130/High Cross Road Corridor, and submit the form in the box provided or send it to CCRPC offices.

1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

It's questionable - Too expensive for a few stores. The stores should contribute to the expense of the roads.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: no

Bridge Projects: make a bicycle lane out rigger

Bicycle/Pedestrian Paths: We need these

Road. Improv. with Add. Lanes: no

Other: _____

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: 2 ✓ ✓ ✓

High Cross Rd.: 1 ✓ ✓ —

US150: 1 ✓ ✓ —

Washington St.: 20 ✓ ✓ ✓

Airport Rd.: 0 0 0 0

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

We should be spending money on light rail & public transportation.

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

High Cross
IL 130
Corridor Study

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1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

More 4 lanes by Wal-Mart. If still in business
by then - Maybe convert existing Exit 185
on I-74, similar to changes off Bowman Ave
Exit 216 at Danville (see back)

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: Better bridge over Saline Ditch

Bicycle/Pedestrian Paths: Needed from Wal-Mart to Truman to

Road. Improv. with Add. Lanes: University to Washington, Windsor

Other: Light at Washington maybe to Windsor

3. How many days per week do you use...

Mark at what time of the day you use it:

	Morning	Lunch	Afternoon/Evening
Illinois 130: <u>1 or 2</u>	—	—	<u>2</u>
High Cross Rd.: <u>1 or 2</u>	—	—	<u>2</u>
US150: <u>1 or 2</u>	—	—	<u>2</u>
Washington St.: <u>5 - parts in town</u>	<u>x</u>	—	<u>2</u>
Airport Rd.: <u>once in a while</u>	<u>x</u>	—	—

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

We need better Mass Transit, if a shopping area is developed

IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

High Cross
IL 130
Corridor Study

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1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

I was pleased to see the obvious respect you hold for areas North of I74.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: *It appears there ^{is} would be space to walk along the*

Bridge Projects: _____

Bicycle/Pedestrian Paths: *Divided by Net Growth from Roadways.*

Road. Improv. with Add. Lanes: *Frontage Roads Sound Very Safe*

Other: *Excellent Presentation - Very Clear Reason*

3. How many days per week do you use...

Mark at what time of the day you use it:
Morning Lunch Afternoon/Evening

Illinois 130: 6

✓ ✓ ✓

High Cross Rd.: 6

✓ ✓ ✓

US150: 6

✓ ✓ ✓

Washington St.: 2

— ✓ ✓

Airport Rd.: 1

✓ — ✓

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?



IL 130 High Cross Road Corridor Study Preferred Alternative Comment Card

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1. What do you think of the preferred alternative? Are there refinements that will improve the alternative?

Taking the major road improvements N. of I-74 off the board at this time is a positive turn of events, as same with I-74 interchange. 130+150 are the two major routes I use to + from work AM + PM + during day for work. I'm concerned any new roadway improvements will be cancelled out by potential stop light systems. Too much "stack'em and pack'em" stoplight use just forces more traffic further out onto the unimproved roadways.

2. In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

Road. Improv.: _____

Bridge Projects: _____

Bicycle/Pedestrian Paths: _____

Road. Improv. with Add. Lanes: _____

Other: *frontage road to commercial areas along 130 - reduce need for stoplight configurations*

3. How many days per week do you use...

	Mark at what time of the day you use it:		
	Morning	Lunch	Afternoon/Evening
Illinois 130:	<u>6</u>	<u>X</u>	<u>X</u>
High Cross Rd.:	<u>2</u>	<u>X</u>	<u>X</u>
US150:	<u>6</u>	<u>X</u>	<u>X</u>
Washington St.:	<u>1-2</u>	<u>X</u>	<u> </u>
Airport Rd.:	<u>2</u>	<u>X</u>	<u>X</u>

4. Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

My greatest concerns are based on maintaining the integrity of the U of I's ecological research areas NE of Urbana. The proposed plan as of today either cuts those areas out of this plan or show at least some deference. This is good. Airport Road, planned as just an improved 2 lane will still impact the south side of Brownfield woods. I hope that the impact on Brownfield woods will continue to be a consideration.

IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

You should be commended for the professional presentation. Much time and thought was put into it. I like the direction the plan is going. Your plan favors preservation of wild life habitats and pedestrian safety.

2. What issues are you particularly concerned about or wish to see addressed?

Most people in the audience were 50+. Many will be gone when this project is completed. I still stop face to face. My daughter uses the internet. I am concerned about flexible uses of buildings as the world changes.

3. Why are you interested in this project?

I live nearby

I work nearby

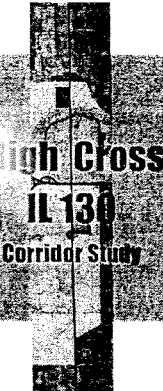
My business is located nearby

I own property in the vicinity

Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

I mainly use the route of 130 to 150 to 74. I am concerned if the route gets too cut up with traffic lights. Frontage roads is an interesting possibility. Sidewalk areas from parking lots to stores & between stores is a great idea.



IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

Strongly agree with widening Highcross north of 74. Incorporate a left turn lane on Kyle.

2. What issues are you particularly concerned about or wish to see addressed?

Development on Highcross north of 74

3. Why are you interested in this project?

- I live nearby
- I work nearby
- My business is located nearby
- I own property in the vicinity
- Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

IL 130 High Cross Road Corridor Study Comment Card

Your input on the Corridor Study is vital in determining the future vision for the development of the study area. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

- Would like to have known more about the commercial + residential development plans + extent.

- Would like to have explanations of questions on the survey before asking our opinions. Think the survey was a waste of time w/o explanations.

2. What issues are you particularly concerned about or wish to see addressed?

that the area be landscaped properly + not look like a concrete forest

islands in parking lots are bad when it snows; so don't have too many.

3. Why are you interested in this project?

I live nearby

I work nearby

My business is located nearby

I own property in the vicinity

Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like bring to our attention about conditions in the corridor or about this project?

- Do not try to put too many restrictions on businesses

- Do not spend a lot on bike paths

IL130 Preferred Alternative Comments Received

October 17, 2006 Public Workshop

Each number corresponds to one respondent. The same number is used in each of the questions so that a better understanding can be gained of the full context of their responses. This ID does not correspond to the participant ID used in other comment documents.

What do you think of the preferred alternative? Are there refinements that will improve the alternative?

1. The right questions are being asked. I like the focus on landscaping. But the practicalities about maintenance, interfering with snow removal, etc., lighting efforts on plants and wildlife could be addressed more.
2. More attention needed on non-automobile transport.
3. No road between Washington and 150 east of Wal-Mart. This disrupts hike and bikeway activity that everyone seems to want.
4. I think that it's a reasonable proposal.
5. I like it.
6. Complete a limited access "ring" first to eliminate/reduce the traffic on IL130.
7. The preferred alternative analysis reflects not only sensitivity to citizen's needs and desires, but also the expertise and knowledge of the professional planners.
8. We should rethink bike access in all this area with respect to the "complete streets" concept advocated for proper bike/vehicle movement and safety
9. Please consider changing the paved shoulders into official AASHTO bike lanes. Perhaps this is appropriate on frontage roads, on High Cross north of I-74, and on IL130 itself.
10. Was disappointed to see the lack of expansion of Airport Rd while the land is still available. Really need a wider road and bike paths.
11. It's ok.
12. It's questionable—too expensive for a few stores. The stores should contribute to the expense of the roads.
13. Make 4 lane by Wal-Mart (if still in business by then). Maybe convert existing exit 185 on I-74, similar to changes of Bowman Ave exit 216 at Danville (see images drawn)
14. I was pleased to see the obvious respect you hold for areas north of I-74.
15. Taking the major road improvements N of I-74 off the board at this time is a positive turn of events, same with I-74 interchange. 130 & 150 are the two major routes I use to and from work AM and PM and during day for work. I'm concerned any new roadway improvements will be cancelled out by potential stop light systems. Too much "stack 'em and pack 'em" stoplight use just forces more traffic farther out on to the unimproved roadways.

In your opinion what is the most important transportation improvement proposed on the IL130/High Cross Road Corridor?

- Road Improvement
 - 3. Frontage roads allow through traffic
 - 5. Widening Washington Street out to IL130 , or beyond to the new road.
 - 9. signalization, paved shoulders
 - 10. signal lights
 - 14. It appears there would be space to walk along the rd; this is needed.

- Bridge Projects:
 - 2. Outrigger for bicycle use, rather than bridge widening
 - 3. Needed on north, across Salt Fork
 - 9. Saline
 - 12. Make a bicycle lane outrigger
 - 13. Better bridge over Saline Ditch

- Bicycle/Pedestrian Paths:
 - 3. Go for small segments rather than over all through city.
 - 7. This is excellent! We have a lot of walkers and bikers and this project could be completed fairly fast.
 - 9. IL130 shared use path is great!
 - 10. bike/pedestrian paths
 - 11. The safety on 130
 - 12. We need these
 - 13. Needed from Wal-Mart, Tatman to Windsor
 - 14. divided by nat. growth from roadways

- Road. Improv. with Add. Lanes:
 - 3. Keep lanes as are; have good runoffs
 - 9. IL130 widening
 - 13. University to Washington
 - 14. Frontage roads sound very safe

- Other:
 - 3. Retain natural state north of I-74
 - 9. MTD access critical
 - 13. Light at Washington
 - 15. Frontage road to commercial areas along 130—reduce need for stoplight configurations

How many days per week do you use/what time of day do you use...

Partic. ID	IL130			High Cross			US150			Washington			Airport			TOTAL
	Morning	Lunch	Aft/Eve	Morning	Lunch	Aft/Eve	Morning	Lunch	Aft/Eve	Morning	Lunch	Aft/Eve	Morning	Lunch	Aft/Eve	
1	0	0	3	0	0	3	0	0	3	0	0	3	0	0	0	12
2	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	5	0	5	5	5	5	6	6	6	2	0	2	4	0	4	55
5	7	7	0	7	7	7	6	0	0	0	6	0	0	0	6	53
6	4	0	4	4	0	4	1	0	1	2	0	2	1	0	1	24
7	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	4
8	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	3
9	0	1	1	0	0	0	0	1	1	0	1	1	0	0	0	6
10	0	2	0	3	0	0	0	0	1	1	0	0	4	0	4	15
11	2	2	0	3	3	3	1	0	0	1	0	0	4	4	4	27
12	2	2	2	1	1	0	1	1	0	3	3	3	0	0	0	19
13	0	0	1	0	0	1	0	0	1	5	0	5	0	0	0	13
14	6	6	6	6	6	6	6	6	6	0	2	2	1	0	1	60
15	6	0	6	2	2	2	6	6	6	1	0	0	2	2	2	43
TOTAL	32	20	31	32	24	32	28	20	27	15	12	20	16	6	23	338
Rd Tot	83			88			75			47			45			

Do you have any other comments regarding the corridor study or related transportation needs in the IL130/High Cross Road Corridor?

- 2—Please heed the very well-informed comments of Gary Cziko and other conscientious bicyclists who would like to help make C-U-S a model bicycle-friendly community—and safe!
- 3—Keep attention on access plans which relate to the area. No widening of N 130 north of I-74.
- 5—If N High Cross is widened to provide 2 lanes plus shoulders, it may be difficult to find the necessary land where High Cross goes between Brownfield Woods and a cemetery.
- 7—Your hard work and sensitivity are appreciated greatly. Keep up the good work!
- 8—I would like to see all roads north of I-74 be bike accessible. This is currently an area that’s heavily used by bikes now and if traffic increases, bike safety will suffer if shoulders or width is not sufficient.
- 9—Please consider both on-street and off-street bike facilities so we can achieve “complete streets”. Thank you for your environmental and context sensitive considerations, such as NOT adding lanes north of I-74, NOT adding a ring road.
- 10—Watch the height of plant material in median strips. Obscures the view of traffic.
- 12—We should be spending money on light rail or public transportation.
- 13—We need better mass transit if a shopping area is developed.
- 14—Excellent presentation—very clear reasoning
- 15—My greatest concerns are based on maintaining the integrity of the U of I’s ecological research areas NE of Urbana. The proposed plan as of today either cuts those areas out of the plan or show at least some deference. This is good. Airport Road, planned as just an improved 2 lane, will still impact the south side of Brownfield Woods. I hope that the impact on Brownfield Woods will continue to be a consideration.

General Comments Received

IL130 Corridor Study Public Workshop
10-17-06

1 (lives nearby)

You should be commended for the professional presentation. Much time and thought was put into it. I like the direction the plan is going. Your plan favors preservation of wildlife habitats and pedestrian safety.

Issues: Most people in the audience were 50+. Many will be gone when this project is completed. I still shop face to face. My daughter uses the internet. I am concerned about flexible uses of buildings as the world changes.

I mainly use the route of 130 to 150 to 74. I am concerned if the route gets too cut up with traffic lights. Frontage roads is an interesting possibility. Sidewalk areas from parking lots to stores and between stores is a great idea.

2 (lives nearby)

Strongly agree with widening High Cross north of I-74. Incorporate a left turn lane on Kyle. *Richardson Stales*

Issues: development on High Cross north of I-74.

3 (lives nearby)

Would like to have known more about the commercial and residential development plans and extent. Would like to have explanations of questions on the survey before asking our opinions. Think the survey was a waste of time without explanations.

Issues: That the area be landscaped properly and not look like a concrete forest. Islands in parking lots are bad when it snows' so don't have too many.

Do not try to put too many restrictions on businesses. Do not spend a lot on bike paths.

High Cross/IL130 Corridor Design Preferences Survey

CODE	PARTIC. ID	SURVEY RESPONSE	COMMENT
1	Natural Resources North of I-74		
1A	Future roadway improvements		
1A1 ¹	Fencing and crossing points to direct animals safely across road		
	2-1	BAD	<i>waste of money</i>
	3-1	BAD	<i>no natural low spots</i>
	3-6	BAD	<i>won't use</i>
	5-3	NEUTRAL	<i>expensive</i>
	6-2	BAD	<i>wildlife will do according to habit</i>
	6-3	NEUTRAL	<i>deer and animals will cross where they want</i>
	6-6	NONE	<i>depends on road cross section and alignment at specific location</i>
	7-1	BAD	<i>need educated deer</i>
	7-5	NEUTRAL	<i>worried it makes barriers for pedestrians</i>
1A2 ¹	Signage for motorists to be vigilant of animals		
	2-9	GOOD	<i>deer crossing sign needed for Brownfield Woods</i>
	6-6	NONE	<i>depends on road cross section and alignment at specific location</i>
1B	Future roadway improvements to reduce habitat fragmentation		
1B1 ¹	Bridges for animal crossings		
	1-3	BAD	<i>use Boneyard Bridge</i>
	2-9	BAD	<i>probably cost prohibitive</i>
	3-1	BAD	<i>no natural low spots</i>
	5-1	BAD	<i>too expensive</i>
	5-3	GOOD	<i>Already planned at Saline Ditch at High Cross</i>
	6-2	BAD	<i>wildlife will do according to habit</i>
	6-6	NONE	<i>depends on road cross section and alignment at specific location</i>
	7-5	NEUTRAL	<i>I worry that elevation changes serve as barriers for pedestrians and people who live nearby</i>
1B2 ¹	Under-road culverts for animal crossings		
	1-3	BAD	<i>use Boneyard Bridge</i>
	2-9	BAD	<i>probably cost prohibitive</i>
	3-1	BAD	<i>no natural low spots</i>
	5-3	NEUTRAL	<i>maintenance issue</i>
	6-2	NEUTRAL	<i>wildlife will do according to habit</i>
	6-6	NONE	<i>depends on road cross section and alignment at specific location</i>
	7-5	NEUTRAL	<i>I worry that elevation changes serve as barriers for pedestrians and people who live nearby</i>
1B3	Minimize lighting		
	5-1	BAD	<i>compromises safety</i>
	5-3	BAD	<i>light intersections, safety</i>
	6-2	NEUTRAL	<i>unclear of meaning</i>
	6-3	GOOD	<i>traffic speeds are going to increase with road improvements</i>
	6-6	NONE	<i>depends on road cross section and alignment at specific location</i>
	7-3	BAD	<i>As a motorist, I want suitable lighting</i>
	7-6	NEUTRAL	<i>Depends upon location; some good, some bad.</i>

High Cross/IL130 Corridor Design Preferences Survey

CODE	PARTIC. ID	SURVEY RESPONSE	COMMENT
2	Landscape Character North of I-74		
2A	New residential development		
2A1		Preserve area along Saline Ditch (natural protection area)	
	5-1	GOOD	<i>natureway</i>
	5-3	GOOD	<i>define area</i>
	7-5	GOOD	<i>Yes! Please buffer this sensitive area.</i>
	7-6	NEUTRAL	<i>Depends upon width and restrictions.</i>
2A2 ²		Clustered residential development (one access point for a number of homes versus having individual accesses for each residence)	
	5-4	GOOD	<i>runoff from development can be reduced with more gradual slopes</i>
	6-2	GOOD	<i>but depends on situation for each area</i>
	6-3	GOOD	<i>can't dictate how landowner will divide his/her land</i>
	6-4	GOOD	<i>not enough info--some reservations</i>
	6-6	GOOD	<i>but should be loops not cul-de-sacs</i>
3	Landscape Character South of I-74		
3A	New residential development		
3A1		Make bicycle and pedestrian connections within residential areas	
	4-1	GOOD	<i>using "Complete Streets" concept</i>
	6-2	NEUTRAL	<i>depends entirely on area</i>
3A2		Use landscaping to help guide pedestrians and bicyclists to and from different parts of the corridor	
	6-2	NEUTRAL	<i>depends entirely on area</i>
	7-2	GOOD	<i>ped & bike pathways clearly marked would be a more direct way to achieve this</i>
3A4		Use landscape buffers to reduce land use conflicts, but not be permanent barriers to logical pedestrian movement	
	5-1	GOOD	<i>where appropriate</i>
	6-4	GOOD	<i>and provide clear view for security/safety</i>
3A5		Construct residential roads that calm through traffic and facilitate all traffic modes while reducing conflicts with other travelers (bicycles, pedestrians, other motorists)	
	5-4	GOOD	<i>more curves to naturally limit speed</i>
	6-3	GOOD	<i>what does this mean?</i>
	6-4	GOOD	<i>depends on what type</i>
	7-3	GOOD	<i>calm but do not prevent through traffic</i>
3A6		Make road widths within residential areas the minimum width possible according to emergency access needs	
	2-3	GOOD	<i>make sure buses can get through</i>
	4-1	BAD	<i>streets need to be wide enough for bike access</i>
	5-1	NEUTRAL	<i>but not too narrow</i>
	7-2	NEUTRAL	<i>a road 2 feet wider than the absolute minimum seems safer for traffic</i>
	7-5	GOOD	<i>Skinny streets!</i>
	7-6	BAD	<i>Really bad idea.</i>

High Cross/IL130 Corridor Design Preferences Survey

CODE	PARTIC. ID	SURVEY RESPONSE	COMMENT
3B			New commercial development
3B1			Make bicycle and pedestrian connections between residential and commercial areas
	1-3	NEUTRAL	<i>yes to sidewalk, no to bicycle</i>
	6-2	BAD	<i>useless and waste of funds</i>
	7-5	GOOD	<i>Complete streets!</i>
3B2			Make bicycle and pedestrian connections between commercial buildings
	1-3	NEUTRAL	<i>yes to sidewalk</i>
	5-1	GOOD	<i>yes!</i>
	7-2	GOOD	<i>wide parking lots will somewhat defeat pedestrian travel from commercial sites</i>
3B3 ³			Assuming that transit service exists, provide transit stops that link to sidewalk systems, and do not conflict with bicycle or road systems
	1-3	NONE	<i>no confidence, 20 mil over budget</i>
	2-9	GOOD	<i>need more MTD service in area</i>
	6-2	GOOD	<i>only if there are transit stops</i>
3B4			Use landscaping to help guide pedestrians and bicyclists to and from different parts of the corridor
3B5			Use landscape buffers to reduce land use conflicts, but not be permanent barriers to logical pedestrian movement
	6-3	GOOD	<i>preserve safety</i>
3B6 ³			Use landscaping to create distinct travel areas for motorists, bicyclists, and pedestrians within parking lots and adjacent to establishments
	6-3	BAD	<i>too expensive, impractical</i>
	6-4	GOOD	<i>limiting and costs more</i>
3B7 ³			Make entrances and paved walkways lead directly to a bus stop where transit is available
	2-9	GOOD	<i>need more MTD service in area</i>
	6-2	NEUTRAL	<i>depends on areas</i>

4 Building Design South of I-74

4A			New Commercial Development
4A1 ⁴			Encourage building design that looks "complex and engaging" rather than a flat, one-color brick wall. Use architectural distinctions between different parts of the building (i.e. garden center, automotive, grocery, etc.)
	6-2	BAD	<i>do not want it looking like a circus!</i>
	6-3	GOOD	<i>I think there is entirely too much preoccupation with encouraging commercial development</i>
	6-4	GOOD	<i>yes, however not totally dictated</i>
	7-5	GOOD	<i>However, don't let stores build their own "shaped" buildings which will not be reused later by another store. See big box model ordinances.</i>
4A2 ⁴			Encourage multiple, distinct entrances to different parts of the building
	1-3	BAD	<i>costly for owners and customers</i>
	5-1	GOOD	<i>where appropriate</i>
	6-2	BAD	<i>do not want it looking like a circus!</i>
4A3 ⁴			Facade Materials: Use materials that are consistent with City of Urbana design guidelines, such as brick
	1-3	BAD	<i>costly for owners and customers</i>
	3-7	GOOD	<i>stand up cement, walls decorative</i>
	5-1	GOOD	<i>where appropriate as accents</i>
	6-4	GOOD	<i>concerned about limitations, nervous about dictating so much</i>
	7-6	NEUTRAL	<i>might discourage development, increases costs</i>

High Cross/IL130 Corridor Design Preferences Survey

CODE	PARTIC. ID	SURVEY RESPONSE	COMMENT
4A4 ⁴		Encourage the use of windows or faux openings to avoid blank, uninterrupted walls	
	1-3	BAD	<i>costly for owners and customers</i>
	2-3	GOOD	<i>windows to look out</i>
	2-8	GOOD	<i>windows to look out of!</i>
	3-7	GOOD	<i>stand up cement, walls decorative</i>
	5-1	GOOD	<i>where appropriate as accents</i>
	7-2	GOOD	<i>vary gables and roof lines for break up of facades</i>
4A5 ⁴		Use the building to frame any wall signs to naturally draw attention rather than extensive lighting	
4A6		Encourage building design that can be converted to easily meet changing market demands	
	2-8	GOOD	<i>outstanding idea--Yes! To avoid abandoned buildings.</i>
	5-1	NEUTRAL	<i>not necessary</i>

5 Parking Lot Design South of I-74

CODE	PARTIC. ID	SURVEY RESPONSE	COMMENT
5A		Visual appearance	
5A1 ⁵		Parking provision should be minimized and take advantage of different operating hours and parking demand of multiple businesses (i.e. restaurants and retail stores have different "peak" business hours and parking needs)	
	2-9	GOOD	<i>might need less land to parking lots</i>
	3-7	GOOD	<i>restrict lot use as shopper volume varies</i>
	5-1	GOOD	<i>where appropriate</i>
	5-3	GOOD	<i>if truly different hours</i>
	5-5	BAD	<i>parking needs will always grow as business grows</i>
	7-5	GOOD	<i>really like Todd Litman's Parking Management Best Practices</i>
5A2 ⁵		Create landscaped parking islands to guide traffic flow, provide some infiltration and reduce runoff, and to enhance aesthetics of the development	
5A3		Place parking away from the street and behind businesses to enhance the overall appearance of the building and make pedestrian access easier	
	5-1	NEUTRAL	<i>where it makes sense</i>
	5-3	BAD	<i>example? 2 fronts? Expensive</i>
	6-3	BAD	<i>shoppers want easy access from cars to shops</i>
	7-6	NEUTRAL	<i>inhibits development, increases costs</i>
5A4		Provide landscaping around the building and parking perimeter to provide a visual buffer	
	2-8	GOOD	<i>bioswales--yes!</i>
	5-3	GOOD	<i>retailers want visibility</i>
5A5		When practicable, utilize paving materials that reduce runoff	
	2-9	GOOD	<i>storm water a problem</i>
	5-1	GOOD	<i>bioswale!</i>
	5-3	BAD	<i>maintenance, snow removal</i>
	5-4	GOOD	<i>grass block for most areas including parking lots</i>
	6-3	GOOD	<i>if flat and firm. Can't walk on gravel or mulch or push a cart</i>
	6-4	GOOD	<i>if cost effective</i>
	7-2	GOOD	<i>avoid loose gravel except in peripheral landscaping</i>
	7-5	GOOD	<i>porous paving--yes!</i>

High Cross/IL130 Corridor Design Preferences Survey

CODE	PARTIC. ID	SURVEY RESPONSE	COMMENT
5B			Bicyclists and Pedestrians
5B1 ⁶			Provide access from handicap parking spaces to internal sidewalks, with appropriate curb cuts if necessary
	7-5	GOOD	<i>Also, the Rt130 and frontage roads need "complete street" design including consideration of on-street facilities for areas where appropriate.</i>
5B2 ⁶			Landscape sidewalks in front of the store to channel customers to safer crosswalk areas
	7-5	GOOD	<i>Also, the Rt130 and frontage roads need "complete street" design including consideration of on-street facilities for areas where appropriate.</i>
5B3			Provide bicycle racks near store entrances
	2-3	GOOD	<i>not too close</i>
	2-9	GOOD	<i>encourage alternative transportation</i>
	3-7	GOOD	<i>vertical racks</i>
	5-3	BAD	<i>away from entrances</i>
	6-3	GOOD	<i>not congestion at front of store</i>
	6-4	NEUTRAL	<i>not too near but handy for some</i>
	7-5	GOOD	<i>Also, the Rt130 and frontage roads need "complete street" design including consideration of on-street facilities for areas where appropriate.</i>
	7-6	GOOD	<i>Not too near, not every entrance</i>
5B4			Narrow access drive widths near entrances to slow traffic and allow easier pedestrian crossing
	5-1	GOOD	<i>only if safe</i>
	5-5	BAD	<i>paint them as crosswalks</i>
	6-6	NONE	<i>detail design problem that must for traffic movement</i>
	7-2	GOOD	<i>an excellent example of what not to do is the entrance at the Farm and Fleet store--4 lanes separate parking spaces from store entrance</i>
	7-5	GOOD	<i>Also, the Rt130 and frontage roads need "complete street" design including consideration of on-street facilities for areas where appropriate.</i>
5B5			Ensure the parking lot and internal sidewalk circulation take multiple entrances into consideration
	7-5	GOOD	<i>Also, the Rt130 and frontage roads need "complete street" design including consideration of on-street facilities for areas where appropriate.</i>
5C			Signage
5C1 ⁷			Permit attractive, context-sensitive signs that are adequate to serve the needs of businesses
	2-9	GOOD	<i>we need to get rid of major ugly signs, such as billboard at Main & Vine</i>
	5-1	GOOD	<i>monument signs</i>
	6-2	GOOD	<i>should be non-obtrusive</i>
	6-3	BAD	<i>follow strict sign ordinance</i>
	6-4	GOOD	<i>more than "permit"</i>
5C2			Place landscaping to visually link signs to the site and building
5C3 ⁷			Group signage to minimize scattered, independent signs
	2-8	NEUTRAL	<i>depends on how big the parking lot is</i>
	5-3	GOOD	<i>where practicable</i>
	6-3	NONE	<i>independent stores want independent signs</i>
5C4			Place signs near access drives
	6-3	BAD	<i>put signs on buildings</i>
5C5			Encourage external sign lighting
	3-4	GOOD	<i>monument lighting good</i>
	6-4	NEUTRAL	<i>need more info</i>
	7-2	BAD	<i>I'd prefer internally lit signs</i>
	7-5	GOOD	<i>suggest monument signs not pole signs</i>
	7-6	BAD	<i>why?</i>

High Cross/IL130 Corridor Design Preferences Survey

CODE	PARTIC. ID	SURVEY RESPONSE	COMMENT
5D			Lighting
5D1 ⁷			Place lighting on landscaped islands in the parking lot or on the corner of parking spaces
	2-8	NEUTRAL	<i>natural landscaping more important than</i>
	3-7	GOOD	<i>security lighting for shopper safety</i>
	5-4	BAD	<i>will limit choices for plants in the beds if lighted or 24/7</i>
5D2			Provide pedestrian scale lighting along pedestrian walkways to increase pedestrian safety; this is in addition to lighting provided for motorist safety
	4-1	NEUTRAL	<i>We don't want too much light</i>
5D3 ⁷			In order to minimize spillover lighting to future residential areas, use downward facing lighting
5D4			Dim/turn off lights after business hours or past 10pm for "24-hour" stores
	2-1	BAD	<i>Unsafe--robbers love it</i>
	2-9	GOOD	<i>dim for 24 hours, off for others</i>
	3-7	NEUTRAL	<i>in areas based on shopper volume</i>
	5-1	GOOD	<i>only if safe</i>
	5-5	BAD	<i>crime</i>
	7-6	GOOD	<i>really like dim concept</i>
5D5 ⁷			Direct building lights away from adjacent residential properties or adequately screen them with landscaping or a fence
	2-1	GOOD	<i>Prefer 5D3</i>
	2-9	GOOD	<i>Residents insist. There were complaints against Wal-Mart</i>

6 Multi-modal Transportation South of I-74

6A			Commercial areas
6A1 ⁸			Provide bus pullouts with shelters along a commercial corridor or on frontage roads
	2-9	GOOD	<i>Needed for more pedestrians and cyclists</i>
	5-1	GOOD	<i>where appropriate</i>
6A2 ⁸			Make pedestrian connections through parking lots between roadway sidewalks and building entrances
	2-9	GOOD	<i>Needed for more pedestrians and cyclists</i>
	6-3	BAD	<i>not reasonable</i>
	6-4	GOOD	<i>expensive?</i>
6A3 ⁸			Provide bike racks next to bus shelters and entrances to buildings
	2-9	GOOD	<i>Needed for more pedestrians and cyclists</i>
	5-1	GOOD	<i>not right next to entrance</i>
	5-3	GOOD	<i>away from entrances</i>
6B			Roadway crossings
6B1 ⁸			Include countdown signals at pedestrian crossings
	2-8	BAD	<i>not effective on campus</i>
	5-1	GOOD	<i>where volumes are high</i>
	7-2	NEUTRAL	<i>not all-only major ones</i>
	7-6	GOOD	<i>high traffic only</i>
6B2 ⁸			Create safe mid-block crossings when there is considerable distance between intersection crossings
	7-6	NEUTRAL	<i>risky</i>
6B3			Provide exclusive bicycle crosswalks that are visually distinct from adjacent pedestrian crosswalks if the crosswalks are uniting two off street shared use or bicycle paths
	5-1	BAD	<i>too complicated</i>
	5-3	BAD	<i>confusing</i>
	6-3	NEUTRAL	<i>why? If they're already sharing?</i>
	6-6	NEUTRAL	<i>what does research say on whether this works?</i>
	7-5	GOOD	<i>Let's try this. Also, we need signs to identify shared-use path as such.</i>

High Cross/IL130 Corridor Design Preferences Survey

Your Ideas

PARTIC. ID	COMMENT
1. Natural Resources North of I-74	
2-2	This should be a heritage issue for the City of Urbana. These few remaining high quality areas and moderate to badly degraded resources still constitute the "best" remaining wildlife ecology within 10 miles of CU. This area should be considered a plus to the community and be enhanced rather than fragmented. The prairie is gone with tiny exceptions, the forest area is nearly gone (just trees don't count), the rivers and streams have been straightened and dredged. Build on what little is left, look at Central Park in New York, it takes effort to create green spaces.
2-3	Please save the natural resources by not making High Cross Road a major street and certainly not an access to I-74
2-8	This area is unique in Champaign County: historically, geologically, culturally and with regard to natural habitat of plants and animals. We must recognize and protect irreplaceable assets that are found only here!
2-9	Preserve Brownfield Woods and Saline Branch areas. Do not widen road.
3-3	Protect the environment north of I-74. Reduce speed north of I-74.
3-5	No ring road!
3-6	This area is a natural treasure that the city of Urbana should cherish and protect.
4-1	Important to preserve this unique area. Need to be careful to provide proper access to all and minimize development.
5-1	Not worth too much wildlife control--but add signs. Do a natureway along Saline.
5-2	How about nature trails. Flood control improvements along E Airport and High Cross
5-4	Must be protected and left roadless to ensure biodiversity. Any further parceling or division will not allow sufficient area for continued breeding and genetic diversity.
7-1	No outlet from Washington to 150 east of Wal-Mart. It conflicts with habitat and bikeway. In the future this may be an interurban line from St. Joe to Mahomet.

2. Landscape Character North of I-74

2-2	Improve upon what's there. Improve Saline Ditch stream. Include park areas. Make it an "area", not just another chopped up residential area. Add ponds to reduce need for old ag tile systems. Cars and streets only benefit one living species--people. Think about the other 5000+ species that live in the area.
2-3	Save the natural areas we have--they are a treasure
2-9	Keep natural, like Brownfield Woods
3-3	Keep the landscape character the way it is.
3-6	When landscaping is necessary, keep it as close to natural as possible.
4-1	Important to preserve this unique area. Need to be careful to provide proper access to all and minimize development.
5-1	Limit access points
5-2	Bike paths all the way up High Cross
5-4	Maintain rural residential with any new developments laid out as "cluster" homes
7-1	Retain existing terrain including moraine and eska

High Cross/IL130 Corridor Design Preferences Survey

3. Landscape Character South of I-74

- This was originally a flat, wet area, particularly east of IL130. Changing the character from agricultural with its sterile water ditch and ag tiles to business/residential where water plays a role in aesthetics, filtering, and wildlife should be considered. The remnant prairie species along the abandoned RR line could be a real asset if/when CCDC takes over the line for a bike trail. These remnant prairie plant and insect species are valuable at many levels.
- | | |
|-----|---|
| 2-2 | |
| 2-3 | Keep the natural areas we have |
| 2-9 | Keep in character with neighborhood--plantings to cover sanitary sewer lift station north of Brickhouse |
| 4-1 | Don't want the congested, sprawl feel of North Prospect |
| 5-1 | Integrate commercial/residential with different modes |
| 5-2 | More bike paths |
| 5-4 | Too late, it is already a fast thoroughfare |
| 7-1 | Watch drainage |

4. Building Design South of I-74

- This is not a real issue to me. I'm a poor shopper and consumer, I just want to get in and out for what I need. Efficiency energy and access is most important.
- | | |
|-----|--|
| 2-2 | |
| 2-3 | Since we have little landscaping we need much more...need trees |
| 2-9 | Keep in character with Stone Creek clubhouse and houses in subdivision |
| 4-1 | Esthetically appropriate |
| 4-2 | Good architecture--not look like North Prospect |
| 5-1 | Depends on project |
| 5-2 | Variable fronts |
| 7-1 | Clustering along naturalistic landscaping |

5. Parking Lot Design South of I-74

- | | |
|-----|--|
| 2-2 | Not a big concern. |
| 2-3 | There should be trees in every parking lot--lots of trees. |
| 2-9 | Not too major or ugly |
| 4-1 | Natural design |
| 5-1 | Good ideas, but only where appropriate |
| 5-4 | Grass block lots |
| 7-1 | Make them interesting |

6. Multi-modal Transportation South of I-74

- | | |
|-----|--|
| 2-2 | Generally a positive idea. |
| 2-3 | Separate trails for bikes and pedestrians--don't have the bikes and walking on the same track. |
| 2-9 | Need better bus service, shelters, sidewalks, and bike facilities |
| 3-7 | Traffic circles rather than traffic lights. |
| 5-1 | Integrate different modes |
| 5-4 | Yes please (buses, bikes, peds, etc.) |
| 7-1 | Do it. |
| 7-5 | Please consider "complete streets" and whether on-street bike lanes, wide outside lanes, "sharrows", or other facilities are safe and appropriate. |

High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	TOTAL GOOD			TOTAL NEUT			TOTAL BAD			TOTAL OTHER			TOTAL	% GOOD	% NEUT	% BAD	% OTHER
		GOOD	NEUT	BAD	OTHER	GOOD	NEUT	BAD	OTHER	GOOD	NEUT	BAD	OTHER					
1	Natural Resources North of I-74																	
1A	Future roadway improvements																	
1A1 ¹	Fencing and crossing points to direct animals safely across road	18	15	17	2									52	35%	29%	33%	4%
1A2 ¹	Signage for motorists to be vigilant of animals	43	6	1	2									52	83%	12%	2%	4%
1B	Future roadway improvements to reduce habitat fragmentation																	
1B1 ¹	Bridges for animal crossings	11	15	24	2									52	21%	29%	46%	4%
1B2 ¹	Under-road culverts for animal crossings	22	15	14	1									52	42%	29%	27%	2%
1B3	Minimize lighting	32	12	6	2									52	62%	23%	12%	4%
2	Landscape Character North of I-74																	
2A	New residential development																	
2A1	Preserve area along Saline Ditch (natural protection area)	46	6	0	0									52	88%	12%	0%	0%
2A2 ²	Clustered residential development (one access point for a number of homes versus having individual accesses for each residence)	48	4	0	0									52	92%	8%	0%	0%
3	Landscape Character South of I-74																	
3A	New residential development																	
3A1	Make bicycle and pedestrian connections within residential areas	45	7	0	0									52	87%	13%	0%	0%
3A2	Use landscaping to help guide pedestrians and bicyclists to and from different parts of the corridor	39	12	1	0									52	75%	23%	2%	0%

The raised number next to some of the codes corresponds to the page number in the "Guide to Potential Design Ideas" where an example can be found for that element.

High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	TOTAL GOOD		TOTAL NEUT		TOTAL BAD		TOTAL OTHER		TOTAL	% GOOD	% NEUT	% BAD	% OTHER
3	Landscape Character South of I-74 (continued)													
3A	New residential development (continued)													
3A4	Use landscape buffers to reduce land use conflicts, but not be permanent barriers to logical pedestrian movement	46	6	0	0	0	0	0	0	52	88%	12%	0%	0%
3A5	Construct residential roads that calm through traffic and facilitate all traffic modes while reducing conflicts with other travelers (bicycles, pedestrians, other motorists)	47	5	0	0	0	0	0	0	52	90%	10%	0%	0%
3A6	Make road widths within residential areas the minimum width possible according to emergency access needs	30	14	8	0	0	0	0	0	52	58%	27%	15%	0%
3B	New commercial development													
3B1	Make bicycle and pedestrian connections between residential and commercial areas	39	11	2	0	0	0	0	0	52	75%	21%	4%	0%
3B2	Make bicycle and pedestrian connections between commercial buildings	37	12	2	1	1	0	0	0	52	71%	23%	4%	2%
3B3 ³	Assuming that transit service exists, provide transit stops that link to sidewalk systems, and do not conflict with bicycle or road systems	47	4	0	1	1	0	0	0	52	90%	8%	0%	2%
3B4	Use landscaping to help guide pedestrians and bicyclists to and from different parts of the corridor	44	8	0	0	0	0	0	0	52	85%	15%	0%	0%
3B5	Use landscape buffers to reduce land use conflicts, but not be permanent barriers to logical pedestrian movement	42	9	0	1	1	0	0	0	52	81%	17%	0%	2%
3B6 ³	Use landscaping to create distinct travel areas for motorists, bicyclists, and pedestrians within parking lots and adjacent to establishments	44	6	2	0	0	0	0	0	52	85%	12%	4%	0%
3B7 ³	Make entrances and paved walkways lead directly to a bus stop where transit is available	43	8	1	0	0	0	0	0	52	83%	15%	2%	0%

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High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	TOTAL GOOD			TOTAL NEUT			TOTAL BAD			TOTAL OTHER		
		%	%	%	%	%	%	%	%	%	%	%	
4	Building Design South of I-74												
4A	New Commercial Development												
4A1 ⁴	Encourage building design that looks "complex and engaging" rather than a flat, one-color brick wall. Use architectural distinctions between different parts of the building (i.e. garden center, automotive, grocery, etc.)	35	14	2	1	52	67%	27%	4%	2%			
4A2 ⁴	Encourage multiple, distinct entrances to different parts of the building	33	17	2	0	52	63%	33%	4%	0%			
4A3 ⁴	Façade Materials: Use materials that are consistent with City of Urbana design guidelines, such as brick	33	17	2	0	52	63%	33%	4%	0%			
4A4 ⁴	Encourage the use of windows or faux openings to avoid blank, uninterrupted walls	33	16	3	0	52	63%	31%	6%	0%			
4A5 ⁴	Use the building to frame any wall signs to naturally draw attention rather than extensive lighting	39	13	0	0	52	75%	25%	0%	0%			
4A6	Encourage building design that can be converted to easily meet changing market demands	40	12	0	0	52	77%	23%	0%	0%			
5	Parking Lot Design South of I-74												
5A	Visual appearance												
5A1 ⁵	Parking provision should be minimized and take advantage of different operating hours and parking demand of multiple businesses (i.e. restaurants and retail stores have different "peak" business hours and parking needs)	38	11	3	0	52	73%	21%	6%	0%			
5A2 ⁵	Create landscaped parking islands to guide traffic flow, provide some infiltration and reduce runoff, and to enhance aesthetics of the development	42	10	0	0	52	81%	19%	0%	0%			

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High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	TOTAL GOOD			TOTAL NEUT			TOTAL BAD			TOTAL OTHER		
		%	%	%	%	%	%	%	%	%	%	%	
5	Parking Lot Design South of I-74 (continued)												
5A	Visual appearance (continued)												
5A3	Place parking away from the street and behind businesses to enhance the overall appearance of the building and make pedestrian access easier	27	19	5	1	52	37	10	2				
5A4	Provide landscaping around the building and parking perimeter to provide a visual buffer	39	11	1	1	75	21	2	2				
5A5	When practicable, utilize paving materials that reduce runoff	47	3	1	1	90	6	2	2				
5B	Bicyclists and Pedestrians												
5B1 ⁶	Provide access from handicap parking spaces to internal sidewalks, with appropriate curb cuts if necessary	51	1	0	0	98	2	0	0				
5B2 ⁶	Landscaping sidewalks in front of the store to channel customers to safer crosswalk areas	43	9	0	0	83	17	0	0				
5B3	Provide bicycle racks near store entrances	43	8	1	0	83	15	2	0				
5B4	Narrow access drive widths near entrances to slow traffic and allow easier pedestrian crossing	29	18	5	0	56	35	10	0				
5B5	Ensure the parking lot and internal sidewalk circulation take multiple entrances into consideration	41	10	0	1	79	19	0	2				
5C	Signage												
5C1 ⁷	Permit attractive, context-sensitive signs that are adequate to serve the needs of businesses	42	7	2	1	81	13	4	2				
5C2	Place landscaping to visually link signs to the site and building	40	12	0	0	77	23	0	0				
5C3 ⁷	Group signage to minimize scattered, independent signs	38	11	2	1	73	21	4	2				
5C4	Place signs near access drives	40	10	2	0	77	19	4	0				
5C5	Encourage external sign lighting	20	24	8	0	38	46	15	0				

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High Cross/IL130 Corridor Design Preferences Survey

CODE	THEME	TOTAL GOOD		TOTAL NEUT		TOTAL BAD		TOTAL OTHER		% GOOD		% NEUT		% BAD		% OTHER		
5	Parking Lot Design South of I-74 (continued)																	
5D	Lighting																	
5D1 ⁷	Place lighting on landscaped islands in the parking lot or on the corner of parking spaces	37	13	2	0	0	0	0	0	52	71%	25%	4%	0%				
5D2	Provide pedestrian scale lighting along pedestrian walkways to increase pedestrian safety; this is in addition to lighting provided for motorist safety	40	12	0	0	0	0	0	0	52	77%	23%	0%	0%				
5D3 ⁷	In order to minimize spillover lighting to future residential areas, use downward facing lighting	49	3	0	0	0	0	0	0	52	94%	6%	0%	0%				
5D4	Dim/turn off lights after business hours or past 10pm for "24-hour" stores	40	7	5	0	0	0	0	0	52	77%	13%	10%	0%				
5D5 ⁷	Direct building lights away from adjacent residential properties or adequately screen them with landscaping or a fence	51	1	0	0	0	0	0	0	52	98%	2%	0%	0%				
6	Multi-modal Transportation South of I-74																	
6A	Commercial areas																	
6A1 ⁸	Provide bus pullouts with shelters along a commercial corridor or on frontage roads	46	6	0	0	0	0	0	0	52	88%	12%	0%	0%				
6A2 ⁸	Make pedestrian connections through parking lots between roadway sidewalks and building entrances	43	8	1	0	0	0	0	0	52	83%	15%	2%	0%				
6A3 ⁸	Provide bike racks next to bus shelters and entrances to buildings	45	7	0	0	0	0	0	0	52	87%	13%	0%	0%				
6B	Roadway crossings																	
6B1 ⁸	Include countdown signals at pedestrian crossings	41	10	1	0	0	0	0	0	52	79%	19%	2%	0%				
6B2 ⁸	Create safe mid-block crossings when there is considerable distance between intersection crossings	34	14	4	0	0	0	0	0	52	65%	27%	8%	0%				
6B3	Provide exclusive bicycle crosswalks that are visually distinct from adjacent pedestrian crosswalks if the crosswalks are uniting two off street shared use or bicycle paths	28	15	9	0	0	0	0	0	52	54%	29%	17%	0%				

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Comments Summary

October 17, 2006 IL130 Workshop

PREFERRED ALTERNATIVE

The preferred alternative was generally well received. Many people commented on appreciating our sensitivity to the area north of I-74.

Proposed changes (from written comments):

- More attention to non-automobile transport
- Do not build the extra road between US150 and Washington
- Where practicable, make all shoulders in to AASHTO approved bike lanes
- Want Airport Road expanded
- Don't put too many stop lights in area, which just forces traffic farther out onto unimproved roads.

Most important projects as inferred from the comments from question 2 were related to bicycle and pedestrian path provision. Two people suggested a bicycle outrigger for crossing the Saline.

DESIGN PREFERENCES

All design preference ideas were thought to be good by a majority of the 52 respondents with the exception of 2 themes:

- 1B1: Bridges for animal crossings to reduce habitat fragmentation north of I-74 was considered to be a bad idea by 24 respondents, neutral by 15, and good by 11. For those that thought it was a bad idea, comments included:
 - Too expensive
 - Should use the Boneyard bridge
 - No natural low spots
 - Wildlife will do according to habit.
- 5C5: Encourage external sign lighting in parking lots south of I-74 was considered to be a good idea by 20 respondents, neutral by 24, and bad by 8. There seemed to be a lack of understanding about what this concept exactly meant, which was answered at some tables but not at all tables. For those that thought it was a bad idea, comments were:
 - Why?
 - I'd prefer internally lit signs

For those that thought it was a good idea, comments were:

- Monument lighting good
- Suggest monument signs not pole signs

For those that were neutral, the comment was "need more info"

There were a few themes that were "close calls":

- 1A1: Fencing and crossing points to direct animals safely across road: G18/N15/B17
- 1B2: Under-road culverts for animal crossings: G22/N15/B14
- 3A6: Make road widths within residential areas the minimum width possible according to emergency access needs: G30/N14/B8
- 5A3: Place parking away from the street and behind businesses to enhance the overall appearance of the building and make pedestrian access easier: G27/N19/B5
- 5B4: Narrow access drive widths near entrances to slow traffic and allow easier pedestrian crossing: G29/N18/B5
- 6B3: Provide exclusive bicycle crosswalks: G28/N15/B9

December 14, 2006 Open House at Urbana Library



NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
1 Sharon D. Michalove		307 S. McKinley	Champaign	IL	61821			
2 Bill Ackermann		1814 MAYNARD DR	"	"	61822			
3 George R. Carlisle	HEUNA	406 E Green 102	Urbana	IL	61802	367-2506		carlisk@sohce.net
4 Steve Martin		304 W Meyer	Thomashow	IL	61878	337-4800		
5 Row Haerke	IL AMERICAN WATER	201 DEVONSHIRE	Chp	IL	61820	373-5534		Rowald.Haerke@AMWATER.COM
6 Pat Phillips		3025 Bruce Acres	U	IL	61802	367-7562		
7 Libby Tyler	City of Urbana	400 S Vine St	U	IL	61801	325-4926	384-0200	city@city.urbana.il.us
8 STAN HANSEL	GRANFORD MANUFACTURING	2750 W WASHINGTON	SPFLD	IL	62702	217-787-8050	787-4183	SHANSEL@CENTENER.COM
9 Jim Proctor	URBANUS TUGS	2317 E PARKS RD	URBANA	IL	61802			
10 Cathy Kugler		2407 N. Cottonwood	URBANA	IL	61802	217-328-5037		Kylic 2407@AOL.COM
11 Christine Nugent	CCB	507 W. Pennsylvania Ave	Urbana	IL	61801	405-343-4833		
12 Susan Taylor	LWVCC	606 W Michigan	Urbana	IL	61801	344-4736		Taylorst@uiuc.edu
13 Holly Mirell		1831 E Prairie Blv	"	IL	61802	328-0210		mirell@sohce.net
14 Phil Mundell		"	"	"	"	"		"
15 Sharon White		1415 Raintree Woods	Urbana	IL	61802	367-6765		
16 Gary Cziko	UIUC	506 W Vermont St	U	IL	61801	344-7471		g-cziko@uiuc.edu
17 DWIGHT REDDING	ME	2315 EMERALD ST	U	IL	61802	367-9520		
18 Gale Jamison	City of Urbana-PW							
19 Jeanne Charvonn	CLWATS/CCRPC							
20 Ahmed	CLWATS/CCRPC							

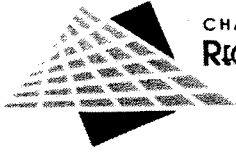
	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
21	Edward R. Phelps		3205 Brimbleton	Urbana		61802	36775521		
22	Tom Carrigan	City of Urbana	400 S Vine St	Urbana		61801			
23	Math Wompa	"	"	"		"			
24	ERIKH RUGLER		2407 N. COTTONWOOD RD	URBANA		61802	328-5235		
25	PHYL+PAT DOEBEL		3311 E. ANTHONY DR	URBANA		61802	367-0629		
26	BILL DOEBEL		3311 E. ANTHONY DR	URBANA		61802	337-0130		
27	STEVE LAWRENCE	Co. Bd. Dist. B	1151 Co. Rd. 1800E	URBANA		61802	688-2210		
28	Debbie Insaun		1104 Oak Creek Rd	Madison		61853	588-7475		
29	Michael Webb		208 S. Poplar	Urbana		61802	344-3440		
30	Carrie Melin	Champaign County Bikes	713 Arlington Ct	Champaign		61820	359-1053		
31	Rick Langlois	Champaign County Bikes.org	1412 Macfarlane Rd.			61821	356-6526		
32	Theresa Schubert		2013 Silver-GW	Urbana		61801	344-4078		
33	Charlie Smyth	City of Urbana	805 S. Calver	Urbana		61801			
34	Roberta Banner	none	4001 E. Washington	Urbana		61802	334-8899		
35	MARK WECKEL		2007 E OAKS RD	URB		61802	337-6998		
36	Steve Buck	U of I Urbana							
37	Bill Gray	City of Urbana							
38	Rita Black	CUVATS							
39	Sharif Ullah	CUVATS							
40	Eunah Kang	CUVATS							

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
41	Margaret Stanton		4109 E. Oaks Rd	Urbana	IL	61802	(301) 801-4589		margaret.stanton@gmail.com gms@stans.org
42	Gregory Stanton								
43	Gail Williams		2707 Holcomb Dr.	Urbana	IL	61802	384-5104		
44	Bjorn Holte		1001 N. Highway	Urbana	IL	61802	344-2245		
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IL 130/High Cross Road Corridor Study -- Public Open House 12/14/06

PLEASE PRINT

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
61	Jim Parker		3411 E. Airport Rd	U	IL	61802	898-8627		
62	Joyce McWilliams		2701 HOLMES DR	U	IL	61802	384-5121		
63	Barry Zindler		305 W. Park St #1	Urb	IL	61801	357-0884		
64	Nancy & George Boyd			Urbane		61802	367-2999		
65	Steve Herold		2004 Cindy Lynn	Urb		61802	344-0302		shurst@uiuc.edu
66	Jim Payne		103 S LINCOLN	U		61801	344-7840		
67	Steve Cooper		1502 S Montgomery	U		61802	584-4954		Cmbstdc@mar.com
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COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Why build I-74 interchange at Cottonwood Road?
Why not modify existing Exit 185 to make a direct connection with High Cross Road?
(See reverse side) - needed for bypassing C-U on east.

Extension of Florida Ave to High Cross needed.
(may get heavier football and basketball traffic)
Should use bike/pedestrian way needed along Washington from Lierman to High Cross.

Needed bus service along extended Florida Ave to Wal-Mart / Post office / Aldi complex.
This would make it easier for seniors who live in the area and don't have cars.

Paths to the Weaver Park needed to connect Washington and Main. Needed should use path on Windsor - Lincoln to High Cross Road.

Also - parking lot for bike access if former P&E Rail R.O.W is converted to a trail!

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name	[Redacted]	[Redacted]
Address	[Redacted]	[Redacted]
City, State Zip	[Redacted]	[Redacted]
Phone	[Redacted]	[Redacted]
Fax	[Redacted]	[Redacted]
Email	[Redacted]	[Redacted]

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

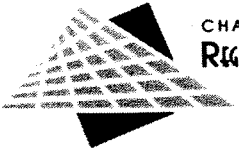
I would prefer NO off street bike paths. I do like on street bike lanes. Please reduce speed limit to 35 mph max. If bike lanes are not possible, please increase shoulder + reduce speed limit. Reduce amount of subdivisions that are being built over existing farm land. Limit the "big box" stores. Put money into making the streets useful for alternative transportation other than single occupancy vehicles as they are not sustainable.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

- Name
- Address
- City, State Zip
- Phone
- Fax
- Email

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Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Make an effort to keep speeds down to 35 mph.
If traffic goes faster the quality of life in that area will go down.
Listen to the cyclists for planning accommodations for their needs.
Thanks for seeking public input.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name

Address

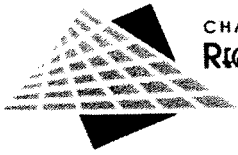
City, State Zip

Phone

Fax

Email

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Well organized

Lined area for writing comments, containing approximately 18 horizontal lines.

*If you would like to be on the IL130 mailing list for future public meetings,
please provide the following information:*

Name _____
Address _____
City, State Zip _____
Phone _____
Fax _____
Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Please place bike lanes (not shared use paths) along all new construction. Bike Commuters need these for safety.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____

Address _____

City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Corridor Study Goals have contradictory items. By improving efficiency, connectivity, and reliability of the roads you will necessarily attract increased traffic, mainly of the non-residential type. This contradicts goal 5 (serve area communities) because it will favor increased speed, and traffic trying to avoid congestion in other areas + major highway.

Likely results increased non-residential traffic, higher speeds, longer trips leading to more pollution emissions and less safety especially north of I-74 which is not a major traffic area now, but is likely to become so if these plans are carried out.

2) possibly consider extending bike paths to an area first to improve safety - within plan they are afterthoughts exclusively.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____

Address _____

City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

High Cross Rd from University to A. ~~Robert~~ Rd is my concern. First, the hard surface road certainly changes the rural nature of the area - we moved to this area because of its rural nature. The hard surface road way will also attract more use. This will be detrimental to the peaceful ruralness and it will also increase the noise (trucks) in the adjacent area.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name _____
 Address _____
 City, State Zip _____
 Phone _____
 Fax _____
 Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Once Florida is extended East to High Cross,
 I'm concerned that both the traffic volume and
 speed will be incompatible with the higher
 density residential Savannah Green and and
 new housing.

If you would like to be on the IL130 mailing list for future public meetings,
 please provide the following information:

Name

Address

City, State Zip

Phone

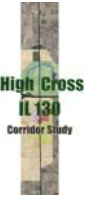
Fax

Email

[Redacted Name]
 [Redacted Address]
 [Redacted City, State Zip]
 [Redacted Phone]
 [Redacted Fax]
 [Redacted Email]

Thank you for your time and interest!

Draft Plan Public Comment Period



Comments Summary from Public Comment Period Draft High Cross/IL130 Corridor Plan

The following is a summary/paraphrasing of the comments received during the 30-day public involvement period for the draft Plan.

Steve Buck, Research Technologist Manager, University of Illinois Committee on Natural Areas

Mr. Buck responded to a question from CCRPC staff asking to clarify the use of “virgin” when describing Brownfield Woods and Trelease Woods research sites

- Both Brownfield and Trelease Woods are remnant patches of the “Big Grove” prairie grove forest present NE of Urbana at European settlement time.
- Neither Woods are pristine, Brownfield has less disturbance of the two sites
- While not “virgin” in the extreme sense of never having been disturbed by human factors, both Trelease and Brownfield Woods are not second growth forest groves, recovering from major disturbances, or restored forest groves.

Brandon Bowersox, Urbana City Council Ward 4

- Bike lanes should be built following design guidelines with safe and proven signage and lane markings, sufficient width, safe pavement such as properly placed bike-safe storm sewer drains and gutter pans
- For grant-funded bike path along IL130 please include standard signage all along this path to display what modes are allowed or aren’t allowed on path. Please also include way finding signage such as “Philo Road business district left 1.0 miles” etc.
- Street connectivity between developments is an issue. The APA has a model street connectivity ordinance (see <http://planning.org/smartgrowthcodes/phase1.htm>). Please consider whether this should be a recommended improvement to city standards.

Barak Rosenshine, Urbana Pedestrian and Bicycle Commission

Mr. Rosenshine is concerned about the materials used in new bike/pedestrian paths, whether they will be made of concrete or asphalt. He did not find any reference to this in the draft plan. He believes that cement is too hard a surface for walkers and runners, and shifting slabs are not any fun for bikers either.

Joyce Phares, rural Urbana resident

Mrs. Phares had difficulty finding the draft document to review, so she commented on an Urbana Planning Division memorandum dated August 17, 2006 regarding amendments to the 2005 Urbana Comprehensive Plan. In general, Mrs. Phares has voiced concern and opposition to any fringe road or ring road concept that would bisect the land between High Cross Road and Cottonwood Road, or in any way create a 2- or 4-lane “highway” type of road out of either High Cross Road or Cottonwood Road. If, in the future, it can be shown that there is a real need for such a roadway in this country setting then the only option would be to have it at 1800E. Mrs. Phares also opposes a “trumpet” or any other connection from High Cross Road to I-74. She wants to protect the farmland, properties, natural areas, wildlife, and everything else this beautiful and historic tract of land holds for its residents and others who enjoy and appreciate it.

George Boyd, rural Urbana resident

Mr. Boyd had the following comments:

- There is no mention of the Champaign County Blue Ribbon Panel Report in the document. It should have been studied and included in the document.
- The list of neighborhood concerns does not mention the Saline stream corridor specifically. He thinks it should.
- He believes intersection study should include the possibility of using roundabouts rather than traffic lights for more continuous traffic flow resulting in better mileage, less air pollution, and time savings
- He believes the separation of appendices 6 and 7 from the primary body of the work requires some summary beyond what has been included in the main report. Those who use and study the document will ignore the three times larger section of the draft and will flip through it with little interest.

Urbana Plan Commission comments:

- Need to add page numbers in Appendix 7 Public Involvement
- Make sure all pages are legible
- Could mention Blue Ribbon Panel thoughts—deficit in open space per capita
- In reference to page 5-9 in the Implementation Plan, under the Implementing development standards section, last sentence of first paragraph—there was a comment that standards should not be reduced to get more development
- Compare CIP to Preferred Alternative projects before approving final plan—Bill Gray has been involved in the entire corridor study process, and is the person who would reprioritize projects as needed
- Define an action item for access management in Implementation Plan—this is currently a discussion item in the Implementation Plan on page 5-14, section 5.6: Issues Requiring Further Consideration.

Urbana Council comments:

- Council members recommend a landscaped median on IL130 when it is widened south of US150
- For bicyclists, it is important to be able to cross the Saline bridge on High Cross Road north of I-74
- Need to add page numbers in Appendix 7 Public Involvement

Ms. Chavarria,

You had requested clarification on the UIUC Committee on Natural Areas use of the term "virgin" when describing our Brownfield Woods and Trelease Woods research sites.

I usually put quotations around the word "virgin" when describing either Brownfield or Trelease Woods. Most people initially think only of trees when visualizing a forest and each site experienced some selective tree cutting and other disturbances before the University acquired them. As complex forest communities, however, both sites continue to function as they have for centuries. Both Brownfield and Trelease Woods are remnant patches of the "Big Grove" prairie grove forest present NE of Urbana at European settlement time. Of that 10 - 13 square mile forest, Trelease and Brownfield Woods are the only two high quality remnants left. Other parts such as Busey Woods and several smaller privately owned pieces have had much greater levels of disturbance.

The University began trying to buy these two Woods in the early 1900's but we were unable to purchase Trelease Woods until 1917-1918 and Brownfield Woods until 1939. Neither Woods was pristine and both had defined edges and had become isolated from other woods by then. The tree/plant community of Brownfield Woods had the lesser disturbance of the two sites. Early research papers described Brownfield as having had some woodland grazing history and some selective logging, primarily for walnut trees but also some large oaks. Another small, commercial selective cutting of trees occurred shortly before the University could buy the Woods. In addition, an early wagon trail had cut diagonally through the Woods and the public used the Woods for picnicking around the turn of the century. However, even at the time of our purchase of the site, Brownfield Woods was still described as one of the best examples of remaining upland prairie grove forest in the State due to its tree species diversity and number of old mature trees.

Trelease Woods was purchased in two parcels in 1917 and 1918. The north 20 acres of the Woods had received the greater disturbance by timber cutting and grazing. About 10 acres of this parcel was nearly denuded of trees. The south 40 acres had also had some selective cutting, primarily for walnut, and some grazing history. However, one report indicated that the family that had owned this part of the Woods for nearly 80 years prior to our purchase had tried to keep the woods in a nearly "virgin" condition. Again the diversity of tree/plant species and age structure of the Woods shows it to be a high quality remnant. The addition of the Trelease Prairie reconstruction adjacent to the south edge of the Woods, begun in 1943, has also added to the overall ecological complexity of the Woods. As Trelease Woods was historically on the east edge of the "Big Grove", closer to the transitional zone between forest versus prairie dominance, the addition of the Trelease prairie community should have reintroduced species and ecological effects consistent with the history of the Woods.

The overall ecology of a forest community is perhaps more important than the trees per se, when speaking of a "virgin" forest remnant. These Woods were not clear-cut timbered, the soil was never tilled, and they were never replanted with tree or other plant species. The sunlight and moisture regimes within the Woods were not drastically disturbed except near the edges (and larger local changes caused by agricultural tiling, roadways, and the clearing of ground for farming). The complexity of the forest ecology remained intact and functioning. The physical soil properties and forest nutrient cycles, the soil microbial and invertebrate communities, the forest insect and other arthropod communities, the fungi communities, the plant community from herb layer to tree canopy layer, the bird, reptile, amphibian and mammal communities native to this forest type and these specific locations, survived and persist today. Although some species have gone extinct and new and alien species have arrived in these Woods, these sites have persisted as highly complex forest communities.

The use of the term "virgin" forest remnants for these two sites does in part come down to semantics and to what level of detail one wishes to discuss. At one extreme, a virgin forest has had no human impact. Ecologists now know that almost no forest today, including these two Woods, is strictly virgin. All have some impact by humans. On the other extreme, these are not second growth forest groves, recovering from major disturbance, or restored forest groves. Rather, they are original forest grove remnants that reflect the ecological and modern human pressures that have shaped them into what they are today. They are not equivalent to the woods that they were 600 years ago, but they are the direct legacy of those woods, the best remaining representatives of the "Big Grove", and are unique and irreplaceable islands of ecological diversity.

Respectfully,
Steve Buck
Research Technologist Manager
University of Illinois
Committee on Natural Areas

Via Email to Susan Chavarria, 01-03-07

Hi Susan,

I've reviewed the draft IL 130 Corridor Plan and wanted to submit my comments below. Thanks for your work on this!

Brandon

Brandon Bowersox
Democrat, Urbana City Council
<http://ward4.org/>, bowersox@prairienet.org

Comments:

- Strongly support the on-street bike lanes along Washington Avenue in the preferred alternative. These bike lanes should be built following design guidelines with safe and proven signage and lane markings, sufficient width, safe pavement such as properly placed bike-safe storm sewer drains and gutter pans.
- Strongly support the complete streets policy.
- Strongly support the grant-funded bike path along 130. Please include standard signage all along this path to display what modes are or aren't allowed on the path. Please also include wayfinding signage such as "Philo Road business district left 1.0 miles", "Thomas Paine Elementary School left 1.0 miles", "US Post Office ahead 0.25 miles", etc.
- Street connectivity between developments is a problematic issue. By 2025 we assume there will be a significant population in this corridor, but if each development is built without street connectivity to the neighboring developments this will pose a significant barrier to pedestrian and bike movement. The APA has a model street connectivity ordinance (see <http://planning.org/smartgrowthcodes/phase1.htm>). Please consider whether this should be a recommended improvement to city standards.

Via Email to Susan Chavarria, 01-04-07

Susan,

Here is another comment regarding the IL130 Corridor Study. I believe this person is advocating that all off-street paths be built using asphalt, not concrete. Thanks again.

Brandon Bowersox

Begin forwarded message:

> From: barak rosenshine <rosenshine@uiuc.edu>
> Date: January 4, 2007 1:39:21 PM CST
> To: Brandon Bowersox <bowersox@prairienet.org>
>
> Thanks for this post, Brandon.
>
> I'm concerned about whether the new bike/pedestrian paths will be
> made of concrete or asphalt. I was unable to find anything in the
> draft plan on that topic. I do know that current plans are to
> construct all new bike/pedestrian paths on Windsor between Philo
> and Hy 130 out of cement, and I do believe that cement is too hard
> a surface for walkers and runners, and shifting slabs are not any
> fun for bikers either.
>
> Happy trails,
>
> Barak

January 5, 2007

Dear Susan;

I am submitting the following comments as input from BOTH my husband and myself, regarding the Final Draft of the IL 130/HighCross Road study, prior to the deadline for public comments. First, I would like to mention that the CUUATS/CCRPC site for trying to view the actual documents (as listed by clickable links) on the website is most user-unfriendly... my repeated efforts to do so from numerous links only brought up a BLANK page. Finally, I located a document titled as follows:

DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES
Planning Division
m e m o r a n d u m

TO: Bruce Walden, Chief Administrative Officer
FROM: Elizabeth H. Tyler, AICP, Director, City Planner
DATE: August 17, 2006
SUBJECT: Plan Case 1993-CP-06: Various amendments to the 2005 Urbana Comprehensive Plan

Although I am certain this is NOT the document I wanted to find, I did read some statements and concerns voiced by Bernadine Stake that appeared in the Urbana Plan Commission Minutes of a Regular Meeting on August 10, 2006, (pages 31 - ___ of that entire document) that I want to comment on. There was a difference of opinion regarding the meaning and intent of use of the terms "Agriculture" and "Future Planning Area". We have the same concerns as she does, and I have highlighted in blue and bolded the warnings and "red flags" I am seeing in this quote from page 32:

"Ms. Stake questioned why they could not leave the future land use designation for the area north of Oaks Road and east of U.S. Route 45 as "Agriculture" rather than "Future Planning Area". Mr. Wempe stated that when you look at the mobility map, there is a potential to relocate Olympian Drive east of U.S. Route 45. With modern planning practices, more emphasis is being placed on the link between transportation and land use planning. So, if a route were to go through to High Cross Road via a new Olympian Drive, it would make sense to also simultaneously study future land uses within the corridor. This does not preclude keeping it zoned as Agriculture in certain places. It just simply says that the City is going to study the area to see what land uses best fit the transportation improvements that are chosen for the area. **Ms. Stake objects to changing it to "future planning area" because people could plan the area without changing the designation from Agriculture.** So many people were involved in the original Comprehensive Plan. This would be a really big change, **because it would allow the City to do what they want in the proposed area. She was positive that people would like to know about the proposed change and talk about it more.** Mr. Wempe pointed out that there is already a "future planning area" shown for east of High Cross Road, south of Interstate 74. So, the proposed change is similar in that the City would study land uses in conjunction with transportation.

Ms. Stake commented that staff could do that without changing the zoning. Mr. Wempe noted that this is not changing the zoning. It is future land uses. Ms. Stake said that the Comprehensive Plan is used in deciding rezoning cases. If it is shown as a "future planning area", **then the area could be rezoned to anything.** Mr. Wempe pointed out that the definition of "future planning area" states that the area should be studied, so it does not necessarily connote a **specific zoning district.** **Ms. Stake argued that it would be studied, and then from the study comes action, recommendations and changes. She really objects to this.** Mr. Hopkins stated that even though they do not have an outside petitioner, the Plan Commission should separate questions from discussion. This has become discussion at some point rather than requesting clarification of the proposal.

Mr. White asked if the area in question would still remain zoned AG, Agriculture Zoning District. Mr. Wempe said yes. Mr. White clarified that City staff was only saying that the

proposed area requires some careful study, **because the area could have a major road going through it.**

Regarding the above, we and a great many of the neighbors have repeatedly voiced our concerns and opposition to **any** fringe road or ring road concept that would bisect the land between HighCross Road and Cottonwood Road; or in **any way** create a 2- or 4-lane "highway" type of road out of either HighCross Road OR Cottonwood Road! If, in the future, it can be **shown** that there is a **real need** for such a roadway in this country setting... then the only option would be to have it at 1800E, where we suggested a long time ago. Further, we adamantly oppose a "trumpet" road (by that or any other name) from HighCross Road onto I-74. We will continue to monitor the meetings and actions of all the individuals, departments, agencies, organizations, businesses, etc., etc., who may try to effect the changes we have made clear that are neither wanted or needed and will never be cost-effective! We are united in our determination to protect the farmland, properties, natural areas, wildlife, and everything else this beautiful and historic tract of land holds for its residents and others who enjoy and appreciate it! **Nothing is going to change that, until the world comes to an end or H_ L L freezes over... whichever comes first!**

Quoting from page 33:

"Mr. Grosser felt that because there is a potential for Olympian Drive to change its location, it would make sense to put on the map that it is a "future planning area". There are potential changes that could happen in this area. The "future planning area" definition simply says that the City should study the area **in case they would need to change the Comprehensive Plan in the future. Ms. Stake responded that people would want to know about any potential changes now rather than later.** In her experience, when the City uses the Comprehensive Plan as a guide in determining how to vote on a case, **if it says "future planning area", then the City is much more likely to vote in favor of a case no matter what the development is or what the surrounding neighbors say. So, all the people who have attended meetings to help create the Comprehensive Plan during its lengthy process would not like to find that one of the main areas that they are concerned about has been changed from agriculture to future planning area.** Mr. Grosser commented that he saw this as a **pre-cursor to a change. Ms. Stake said that it does not work that way. It leaves open what could happen in this area.** Mr. Ward stated that he could not oppose studying an area. To oppose this change would be saying that the City does not want to study the area. **Ms. Stake replied that the City has studied many areas without changing the Comprehensive Plan to show "future planning area". She feels that it is unfair to the people who worked on creating the Comprehensive Plan for so long and then to have no notice that it is being changed.** This is the City's Comprehensive Plan, and it is a very important part of the City. Mr. Hopkins commented that part of the reason that the distinction matters is because there are areas within the ETJ that are not designated as "future planning areas". Given this fact, then "future planning areas" are different from other areas in the ETJ that are labeled "Agriculture". When looking at the east side along IL Route 130, you see a part that has been planned. There is another part that has been indicated that it would be planned, and there is a third part that was not designated either way and was labeled "Agriculture". This is a set of distinctions that arguably could be inferred to have some distinction. So, on the north side, they would actually be making a change because of this. Mr. Ward agreed that these distinctions are very important. If and when this area is annexed into the City, he hoped the City would not zone it without studying it. He looked at the map and saw the part of the ETJ that is closest to the City as having already been studied and made some designations about future land use. Then, the next ring out is to be designated for study, because that will probably be the next ring of development. The ring furthest out is labeled as "agriculture", because we do not see that as being eminent for development. He hoped that at some point it would be designated as a "future planning area", so when it becomes part of the City it could do so in a rational way and not simply transfer County zoning. Mr. Hopkins asked if he could infer from this that Mr. Ward interprets the proposed change to mean that the City believes this area will develop sooner than the Comprehensive Steering Committee did a year ago. Mr. Ward stated that he implied that because of the presence of ...

and quoting page 34:

Olympian Drive. **If a decision is made about Olympian Drive, then that area will be developed in one way or another.** It seems to him that the City either studies the area or not. He favors studying the area first. In the northeast area around the proposed Olympian Drive, there is a good reason to designate it as a "future planning area", because there is likely to be a need for planning in the near future. For

the same reason, the ring on the east and the southeast part of Urbana has already been or are being designated as "future planning area", because that is the next area for potential development. His position is very simple. It is if the City is going to develop, then it is better to plan than not to plan. If the City is going to plan, then it is better to study than not to study. Mr. Grosser moved that the Plan Commission forward this case to the City Council with a recommendation for approval, including the additional correction suggested by Mr. Wempe. Mr. Ward seconded the motion. Ms. Stake argued that by changing the designation from "Agriculture" to "future planning area" it gives City staff permission to decide what happens. However, if it is left designated as "agriculture", then the community would be involved, so the community would have an opportunity to decide what would happen. Mr. White pointed out that any change in zoning would have to come before the Plan Commission and before City Council, and there would be public input at that time. He felt that the proposed amendment is the way to go about studying, planning and developing an area. Ms. Stake noted that there are places in the Comprehensive Plan that states that the City will involve people in gathering input. Up until the proposed amendment, the City has involved people. But now, City staff is going to plan without the people. When the City spends all the time, money and effort on planning how Olympian Drive should be developed, then is that what is going to happen? Some people don't want Olympian Drive, and some people do. She believed that this is a way of saying that Olympian Drive would be developed. Mr. Wempe stated that transportation is separate from the future land use issue. The fact that Olympian Drive, east of U.S. Route 45, would be studied is part of the Mobility Map that was adopted in 2005 when the entire Comprehensive Plan was adopted. Olympian Drive has come about publicly as part of the Long Range Transportation Plan that the Champaign County Regional Planning Commission has been working on for quite some time. Therefore, it is not a roadway that is unheard of being planned for. The Future Land Use map supports having a link between transportation and land use, which is a very good link to make when it comes to planning. Mr. Hopkins expressed concern about adding the Council's strategic plan goals to the Comprehensive Plan without the level of awareness from the people who participated in creating the content of the Comprehensive Plan in what these goals are. He stated that he normally would not worry about this, because he did not think that it mattered too much. However, there is a problem that he now sees with this, which is that one of the Council's goals is specifically to support the recommendation of the Route 130 Corridor Study when evaluating transportation projects. The Route 130 Corridor Study is an independently generated plan by a group that does not solely constitute the City of Urbana. To suddenly and accidentally backdoor into the City's Comprehensive Plan that the City would follow the results of a process without knowing what...

and quoting page 35:

those results are would be potentially problematic. After recognizing a problem with this goal, he is disinclined to formally incorporate the Council's strategic plan goals and strategies into the Urbana Comprehensive Plan at all. There is no reason why the City would need to do this. Mr. Wempe explained that the reason City staff proposed to incorporate the Council's goals is because they relate to planning and development and because they have already been incorporated into City staff's work plan. Many of the goals overlap with implementation strategies that are already in the Comprehensive Plan. He mentioned that with Strategy #91, he tried to match it with the existing language that was approved in the Long Range Transportation Plan. Mr. Hopkins commented that they did not need to incorporate the Council's goals into the City's Comprehensive Plan, because they are not assuming that the Comprehensive Plan is the place where all the City's plans are thrown together. They have the system of plans instead. The City Council Plan has been identified and exists. It has its role as a statement by the City Council, but it does not gain the same kind of potential legal backing that the Comprehensive Plan would in terms of infrastructure, funding and backing of land use decisions. Because he sees #91 is a concern, it leads him to the conclusion that there is no reason to include any of the Council Plan strategies. Mr. Myers recommended that the Commission review each implementation strategy and consider them separately and recommend striking the ones that they felt posed a problem. Mr. Hopkins pointed out that the difficulty would be that if the Plan Commission strikes some of them out, then they would be making a statement that some of the Council's ideas were okay to add to the Comprehensive Plan, but other ideas were not acceptable for the Comprehensive Plan. The Council's Plan serves a particular role, but it is not the same role as the goals and strategies in the Comprehensive Plan. He suggested keeping the documents separate and using both of them. Mr. Wempe pointed out that not all of the proposed new strategies are from the City Council's goals. Mr. Hopkins questioned which ones were not parts of the Council's goals. Mr. Wempe said that for instance Goal

#88 was not part of the Council's goals. Mr. Hopkins moved to amend the main motion to delete from the recommendation the inclusion of the Council's goals as expressed in the Implementation Program: Existing Strategies from page 17 through page 19 into the Urbana Comprehensive Plan. Mr. White seconded the motion for the amendment. Ms. Stake felt that separating the plans would be a good idea. Mr. Ward asked for clarification as to if the amendment passes, then the Plan Commission would be voting on strategies 1 through 87. Mr. Hopkins said that the Plan Commission would be voting to recommend changes made to strategies 1 through 87 in the Implementation Program and on changes to the Greenways and Trails Map and Future Land Use Map.

and quoting page 36:

Mr. Myers stated that some of the Council's goals overlap with the Comprehensive Plan's goals and therefore should not be altogether rejected. Mr. Hopkins stated that none of the Council's goals are bad. The issue for him is that the Plan Commission is being asked to recommend including as an equal part of the Comprehensive Plan goals and strategies the content of a different kind of plan, adopted in a different way by a different group. In other words, none of the Council's goals were reviewed and/or approved by the Plan Commission before or went through a public hearing process other than what is happening right now. Mr. White added that the Comprehensive Plan is a work product of the community; whereas, the Council goals are not a work product of the community, but if they incorporate the Council goals into the Comprehensive Plan and someone reads it a few years from now, then Council goals will seem to be a work product of the community, and they are not. Once they start allowing different concepts being incorporated into the Comprehensive Plan from other sources, it would not be proper. Mr. Ward asked if Mr. Hopkins meant to say that what is in the Comprehensive Plan goes through the comprehensive planning process, and what comes through another process goes elsewhere. Mr. Hopkins stated that was very well put. Mr. Myers asked if these proceedings were not part of the comprehensive planning process and at which a public hearing is held. City staff has proposed to amendments, and input is taken from the public and the Plan Commission. Mr. Hopkins responded by saying superficially yes. The Plan Commission and City staff is following all of the rules by holding a public hearing, noticing the hearing, etc. However, the process of discussion and deliberation and discovery and consideration of all these elements and how they fit together and who thinks what about them would not happen in this way. Mr. Myers stated that if this is the case then there could never be minor amendments made to the Comprehensive Plan. City staff would have to update the Plan every five years through a huge process involving resident workshops, etc. Mr. Hopkins felt that minor amendments could be made as the Plan Commission and City Council could consider specific substantive amendments. As it appears tonight if the proposed amended motion passes, then the Plan Commission would indeed be recommending one or two changes as minor amendments.

Roll call on the amendment to the main motion was as follows:

Mr. White - Yes
Mr. Ward - No
Ms. Stake - Yes
Mr. Hopkins - Yes
Mr. Grosser - Yes

The amendment to the motion carries by a vote of 4-1. Acting Chair Hopkins stated that they were back to the amended main motion, which he interpreted to include the Greenways Trail extension item, the modifications to the maps to identify a "future planning area" and the editing changes to Items 1 through 87 in the Implementation Program. Mr. White called for question. Mr. Hopkins explained that calling the question requires a vote on the call of the question.

and quoting page 37:

Mr. Ward explained that he voted no on the amendment because he had thought about what Mr. Myers had said. The Plan Commission is in the process of amending the Comprehensive Plan. He did not see the distinction after consideration between the Implementation goals and the rest of the Comprehensive Plan. It all falls into the same category. He has no problem amending the Comprehensive Plan through this process. Mr. Hopkins commented that this argument could be used to suggest that the Plan Commission should not pass the rest of the amendments either. Mr. Grosser voted in favor of the amendment because he felt that the Plan

Commission could take any one of the additional strategies #88 through the end to consider it as an amendment to the Comprehensive Plan. But to add all of them as a lump from another plan's goals does not give due consideration to each one of them. The Plan Commission could sit and go through each strategy, but they do not have prepared staff input on each one. Mr. Hopkins stated that the Greenways and Trails map amendments are only updates of information. They do not actually change what has been planned. They do, however, include additional information about the University of Illinois. One could argue about the "future planning area" question. His suggestion would be regardless of how the vote turns out on the main motion, City staff should find a better representation for future planning areas. Part of the problem is how they are describing what they are planning. However, he did not believe they should reject this for that reason though. Mr. Grosser inquired as to why the area east of U.S. Route 45 was not designated "future planning area" in the original 2005 Urbana Comprehensive Plan. Mr. Wempe stated that he believed it was an oversight. Ms. Stake commented that it says the study of this area is a priority when you designate it as "future planning area".

Roll call on the main motion with the amendment was as follows:

Mr. Ward - Yes
Ms. Stake - No
Mr. Hopkins - Yes
Mr. Grosser - Yes
Mr. White - Yes

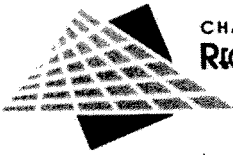
The motion was passed by a 4-1 vote. Mr. Myers noted that this case would go before City Council on Monday, August 21, 2006.

The many other concerns, problems and revelations highlighted and/or bolded above are further reasons why we stand by the statements made in the paragraph preceding the quotes from page 33 on. I hope this entire message becomes a part of the public input that is supposed to be included in the reports, and stands as our final word on the matter: NO NEW ROADS... NO TRUMPET ROAD... NO "RING" ROAD... in the land between and/or bordering HighCross Road and Cottonwood Road, and between Olympian Drive and Route 150!! Thank you for the opportunity to speak!

Sincerely,

Joyce and Frank Phares
2508 N. Cottonwood Road
Urbana, Illinois 61802

Phone: (217) 367-5752
E-Mail: j-phares@uiuc.edu



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

- ① In item 2.4, there is no mention of the Champaign Blue Ribbon Panel Report. Why? I believe it was an important report on environmental issues. You should have studied it and included it in this document
- ② In 2.5 goals: I believe the environment should be more important than #4
- ③ Table, list of Neighborhood Concerns does not mention the Saline stream corridor specifically, I think it should
- ④ I believe your study involving intersections should include the possibility of using roundabouts rather than traffic lights for more continuous traffic flow resulting in better mileage, less air pollution, and time savings. More thinking needs to be done on intersections. Roundabouts also calm the traffic.
- ⑤ I believe the separation of appendices 6 and 7 from the primary body of your work requires some secondary beyond what you have included in it. There needs to be some further statement of the sum of our efforts, petition, the overwhelming number of those out here preferring I80E as an interchange for I74 etc. We deserve that. Those who will use and study this document will ignore the three times larger section of your draft will flip through it with little interest. You have set it up that way.
- ⑥ Other than the above, you have done a commendable job on this project.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name George Boyd
 Address NE County Hwy Johnson
 City, State Zip _____
 Phone _____
 Fax _____
 Email _____

Thank you for your time and interest!

February 16, 2007

Via U.S. Mail and Email PDF
rblack@ccrpc.org

Champaign County Regional Planning Commission
Attn: Rita Black
1776 E. Washington St.
P.O. Box 17760
Urbana, IL 61803

**Re: Draft Final Report
Illinois 130/High Cross Road Corridor Planning Study**

Dear Rita:

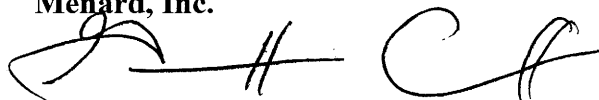
Recently, Menard, Inc. had the opportunity to review a Draft Final Report for the Illinois 130 / High Cross Road Corridor Planning Study.

It is encouraging to see a community have not only the resources but also the personnel and foresight available to ensure that future developments to the transportation system are planned in a sensible and traveler responsive manner. The people most directly affected by changes to the regional transportation system are the local citizens, and it is only beneficial to have those most affected involved in the planning process from the start.

Indicative of our commitment to this process, Menards has continued to have a presence at the workshops and meetings throughout the planning process for the transportation study in order to ensure that Menards is aware of all citizens' input as to the ultimate planning of the area. With the exception of an additional stoplight located halfway between the Florida Avenue and Washington Street intersections on I-130, the conceptual plan as shown in Figure 2-1 very closely resembles the plans being developed by Menards and currently under review by the Illinois Department of Transportation. Menards believes this is a testament to the extensive coordination and cooperation between the CCRPC, CUUATS, City of Urbana, IDOT and Menards personnel. To the extent that the plan correlates to the Menards infrastructure improvements planned for the area, we support the report.

Menards is pleased to be a property owner and citizen along such an important roadway for the local communities and residents as Illinois Route 130 / High Cross Road represents and looks forward to continuing to plan for the growth of the area.

Very truly yours,
Menard, Inc.



Garrett Caffee
Corporate Counsel

Phone: (715)876-2550
Fax: (715)876-5960
gcaffee@menard-inc.com

Cc: Elizabeth H. Tyler, Director of Community Development Services via email pdf:
eh Tyler@city.urbana.il.us
William R. Gray, Public Works Director via email pdf:
wrgay@city.urbana.il.us

RESOLUTION No. 5842
RESOLUTION ENDORSING THE I130/HIGH CROSS ROAD
CORRIDOR PLAN

WHEREAS, the Champaign County Highway Department is a member agency in the Champaign Urbana Urbanized Area Transportation Study (CUUATS) a program of the Champaign County Regional Planning Commission;

WHEREAS, CUUATS conducted the IL130/High Cross Road Corridor Plan that is a study to promote logical development that considers interconnectivity of land uses and transportation networks for the City of Urbana, its rural surroundings, and the urbanized area in the IL130/High Cross Road Corridor that extends eight miles along Illinois Route 130/High Cross Road between Ford-Harris Road and Old Church Road on the east side of Urbana;

WHEREAS, the IL130/High Cross Road Corridor Plan was a multi-government project undertaken by the City of Urbana as the lead agency in cooperation with Urbana and Somer Townships, Champaign County and the University of Illinois;

WHEREAS, the Champaign County Engineer was a member of the Steering Committee for the IL130/High Cross Road Corridor Plan and in that capacity oversaw the interests of the Champaign County transportation system and has recommended support for the IL130/High Cross Road Corridor Plan and has on file a copy of the IL130/High Cross Road Corridor Plan dated February 2007;

WHEREAS, the Environment and Land Use Committee of the Champaign County Board, after reviewing a summary of the IL130/High Cross Road Corridor Plan and the request by the Champaign County Engineer to support the IL130/High Cross Road Corridor Plan, resolved to refer the IL130/High Cross Road Corridor Plan with a recommendation for endorsement; and

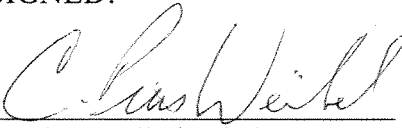
WHEREAS, the Champaign County Board believes it is for the best interests of the County and for the public good and welfare to endorse the IL130/High Cross Road Corridor Plan;

NOW, THEREFORE, BE IT RESOLVED, by the Champaign County Board, Champaign County, Illinois, that the IL130/High Cross Road Corridor Plan is hereby endorsed.

Resolution No.

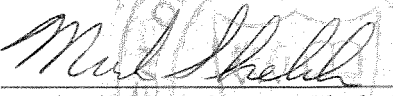
PRESENTED, PASSED, APPROVED AND RECORDED this 22nd day of February, A.D.2007.

SIGNED:



C. Pius Weibel, Chair
Champaign County Board

ATTEST:



Mark Shelden, County Clerk &
ex officio Clerk of the County Board

