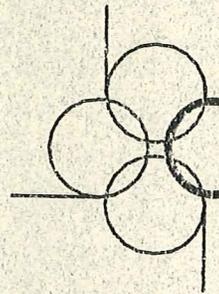


*CDI Office Copy
"As Approved"*

**COMBINED DESIGN STUDY REPORT
CURTIS ROAD
F.A. 807 / 7147 IMPROVEMENTS
DUNCAN ROAD to FIRST STREET**

**SECTION NO. 00-00374-00-ES
PROJECT NO. M-5181 (036)
JOB NO. P-95-073-00
CHAMPAIGN COUNTY**



PREPARED FOR:

CUUATS

Champaign-Urbana Urbanized Area Transportation Study
A Program of the Champaign County Regional Planning Commission

PREPARED BY:



VOLUME II

Clark Dietz

COMBINED DESIGN STUDY REPORT
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VOLUME II

PREPARED BY:



APRIL 2004

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**ENVIRONMENTAL CLASS OF ACTION
DETERMINATION**

**CURTIS ROAD IMPROVEMENTS
DUNCAN ROAD TO FIRST STREET
CHAMPAIGN COUNTY**

Prepared for

Champaign-Urbana Urbanized Area Transportation Study

By

Clark Dietz, Inc.

April 2004

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Class of Action Determination Document

Route: Curtis Road
Section: 00-00374-00-ES
Location/Termini: Duncan Road to First Street
City: Champaign and Savoy, Illinois
County: Champaign
Job Number: P-95-073-00

PROJECT LOCATION AND DESCRIPTION

SUMMARY OF PROPOSED IMPROVEMENTS

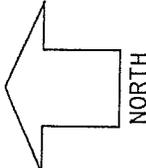
The location of the Curtis Road improvements is depicted within the following Figures 1 and 2. The ultimate development of Curtis Road will provide four travel lanes for the majority of the project's length which occurs between Duncan Road and the new CN/IC Railroad bridge. Two lanes will be provided east of the railroad bridge to First Street. The roadway will include, at all locations, either a barrier median to control access to adjacent developmental property; or, an additional center two-way left turn lane to facilitate safe ingress/egress of existing developed properties.

A relocation of the CN/IC railroad track and embankment will be required to develop a grade separated crossing over Curtis Road. The relocation will involve raising the track profile approximately 15 feet and lowering Curtis Road approximately five feet in order to achieve the subway crossing. The vertical railroad relocation will be developed along a new horizontal track alignment which is offset 60 feet east of the existing track. The track relocation will commence just north of the existing at-grade crossing of Church Street in Savoy and end at the existing railroad bridge over Windsor Road in Champaign; a total distance of approximately 2.1 miles. A railroad bridge, 183 feet in length, will be required to span the new Curtis Road width.

The companion "Combined Design Study Exhibits" (separate cover) depict the topography and culture of the project corridor as well as the proposed horizontal and vertical realignments of Curtis Road, the stormwater drainage systems, additional rights-of-way and easements required for construction, and the realignment of the CN/IC Railroad necessary to develop a grade separated crossing of Curtis Road. Various roadway typical sections for the proposed improvements are shown along the 3.20 mile roadway corridor length within the areas in which they are utilized. Designated locations for future access to Curtis Road are shown and future intersection designs are depicted.

PROJECT LOCATION MAP

**CURTIS ROAD (FAP 807) IMPROVEMENTS
 DUNCAN ROAD TO FIRST STREET
 SECTION : 00-00374-00-ES
 PROJECT : M-5181 (036)
 JOB : P-95-073-00
 CHAMPAIGN COUNTY**



PROJECT LOCATION

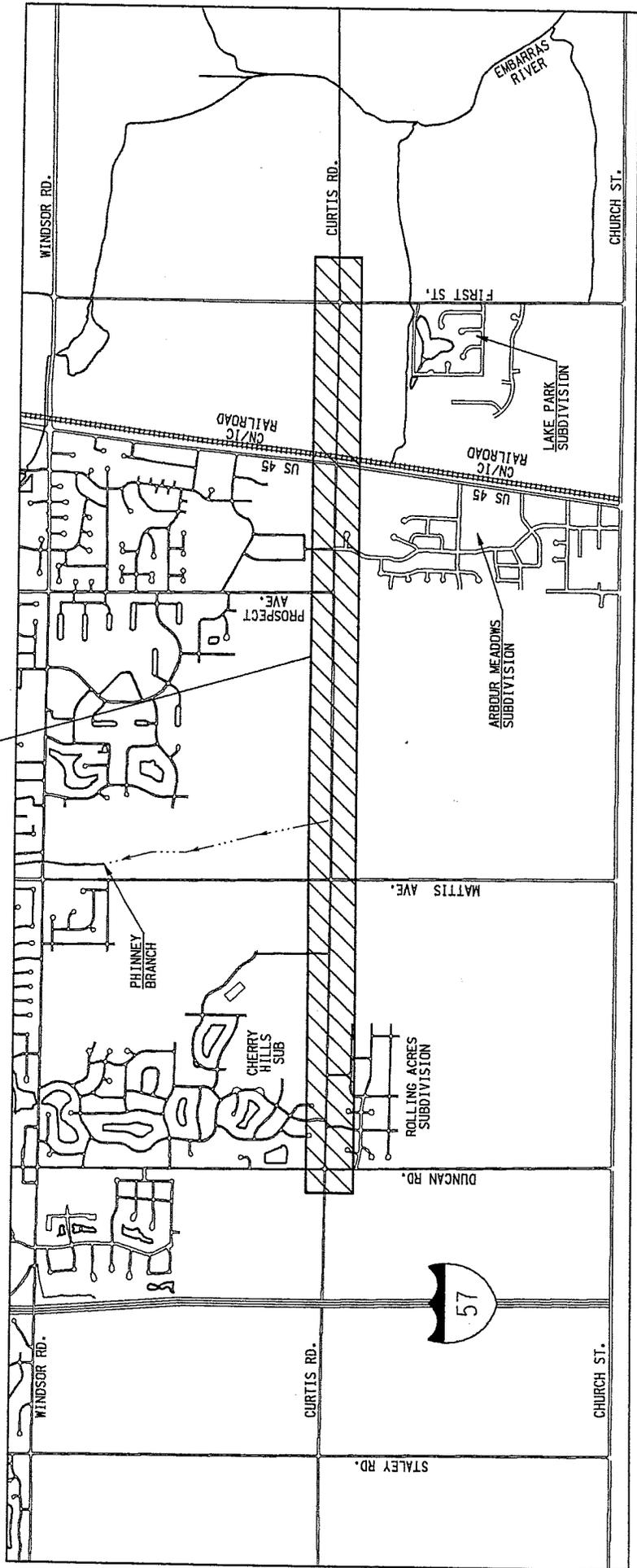
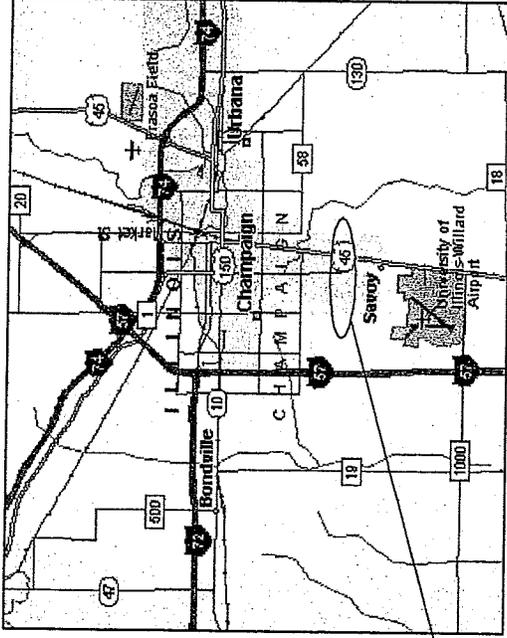
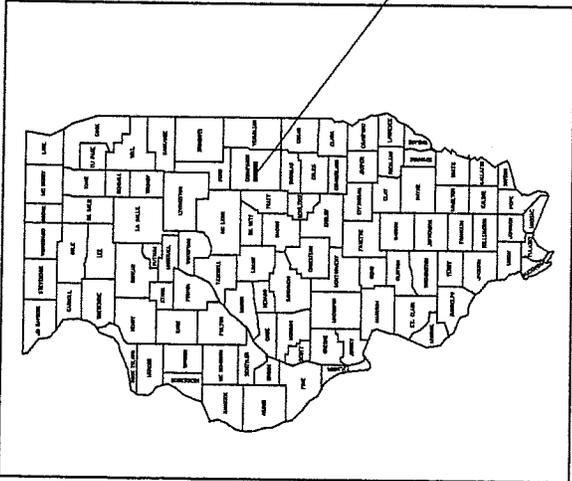
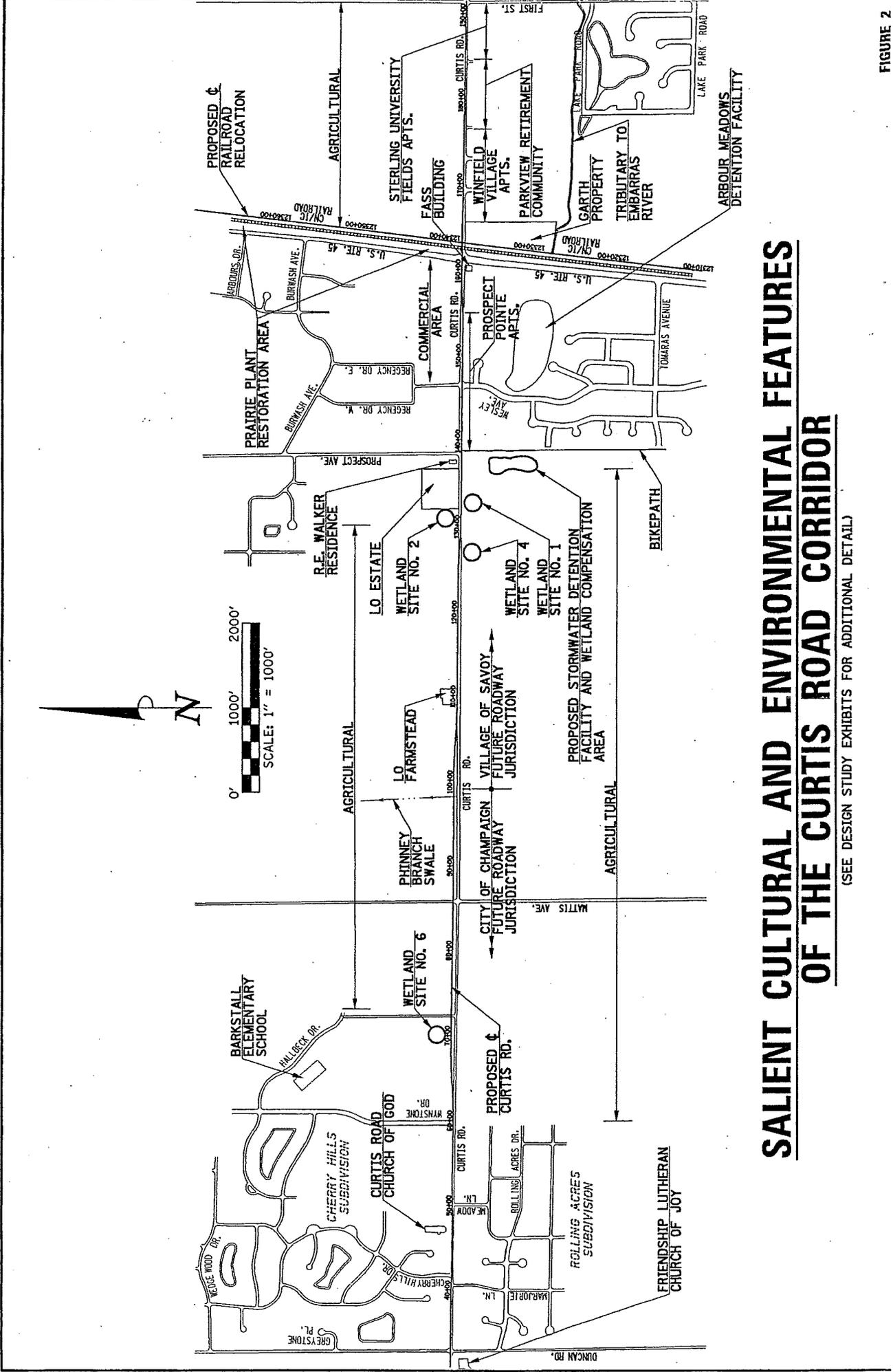


FIGURE 1



SALIENT CULTURAL AND ENVIRONMENTAL FEATURES OF THE CURTIS ROAD CORRIDOR

(SEE DESIGN STUDY EXHIBITS FOR ADDITIONAL DETAIL)

ADJACENT IMPROVEMENTS

The planning for a new interchange with Interstate 57 and the development of Curtis Road as a principal east-west arterial street across the southern periphery of the Champaign-Urbana urbanized area began in 1973 when the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) designated the westerly extension of Curtis Road as a future interchange location on I-57. This designation was supported in 1977 by the "Interstate Route 57 Interchange Study" performed by the Illinois Department of Transportation (IDOT). A request for an access point on I-57 at Curtis Road was granted to IDOT by the Federal Highway Administration (FHWA) in 1981 (see Appendix). Since that time, the results of a continuing, comprehensive and cooperative long-range transportation planning process administered by CUUATS have continued to identify the improvement of Curtis Road as a required component of the area's arterial street network. Access to I-57 via the extension of Curtis Road was reaffirmed by the FHWA in their March 26, 2002 approval of IDOT's Access Justification Report (see Appendix).

PROJECT PURPOSE AND NEED

The purpose and need for improvement of Curtis Road is to:

1. comply with the long range transportation and mobility plan ("C-U in 2030" / December, 1999) developed by CUUATS per the requirements of the Transportation Equity Act for the 21st Century (TEA-21);
2. establish safe and improved system connectivity of the planned interchange of I-57 and Curtis Road with the major north/south streets of the urbanized area and U.S. 45;
3. eliminate the hazardous proximity of the Curtis Road intersections with U.S. 45 and the CN/IC Railroad by developing a grade separation of Curtis Road and the railroad;
4. correct the current deficiencies of pavement structure and width, roadway alignments, intersection geometrics, traffic control, and stormwater drainage thereby developing a safe and efficient travelway for accommodating the anticipated increase in traffic;
5. provide a roadway facility which complements the existing function of adjacent land use, affords safe and effective access to developed property and, establishes the control of access necessary for the orderly development of future land use. Additionally, the facility should minimize encroachment upon sensitive residential properties, natural resources, and prime farmland.

PROJECT ALTERNATIVES

In April 1995, the Curtis Road Subcommittee was appointed by the Technical Committee of CUUATS to conduct a Scoping Study of the Curtis Road corridor between Staley Road and Illinois Route 130. The objective of the Scoping Study was to identify the feasibility of improving Curtis Road by examining the physical, environmental, and developmental aspects of the roadway corridor. The goal of the study was to establish preliminary information and design concepts needed to proceed with more detailed Phase I engineering investigations, design solutions, and assessments of project impacts.

The fundamental philosophy adhered to in design of the Curtis Road improvements is to develop a safe, efficient and cost effective transportation link. An additional goal is to minimize, to the extent possible, the impacts to adjacent land use of developing a four-lane arterial roadway. Within the Curtis Road corridor, the adjacent land use includes two churches, two residential subdivisions, four isolated family residences, three apartment complexes, one commercial district, one office building, prime farmland, and four small isolated wetland areas. It was apparent from the onset of the design effort that the urbanizing corridor of Curtis Road already contained significant developments as well as adjacent natural resources which precluded the opportunity for consideration of vastly divergent alignment alternatives.

However, the Scoping Study did investigate four alternative alignments and various typical sections of Curtis Road within the more developed residential area of Curtis Road near the Cherry Hills and Rolling Acres subdivisions and easterly within the farmland area toward Mattis Avenue. These subdivisions are located immediately east of Duncan Road as shown on Figure 2.

Scoping Study Alternate I: This alternate consisted of a Curtis Road alignment diverging northerly from the existing centerline at a point about 1300 feet east of Wynstone Drive then around the north side of the Curtis Road Church of God (see Figure 2) and intersecting Duncan Road approximately 300 feet north of the existing intersection. It then transitioned back to an alignment along the section line about 1300 feet west of Duncan Road. Curtis Road would be developed within the subdivision and farmland areas to four 12-foot travel lanes with a 16-foot raised median and 10-foot shoulders with roadside ditching. A right-of-way corridor approximately 150 feet in width would be required. The existing Curtis Road pavement would remain as a frontage road to provide direct access to Rolling Acres residences.

While this alternate resulted in virtually no encroachment of Rolling Acres properties, it ignored the potential expansion of the Cherry Hills subdivision. This expansion has since occurred within this alignment corridor thus eliminating this alternate from further design consideration. Additionally, since this alignment diverged significantly from the existing right-of-way corridor, this alternate required the greatest amount of additional right-of-way and prime farm land acquisition. Although this prime farmland lies within the one and one-half mile corporate planning boundary of the City of Champaign and is slated for future land use development, the premature depletion of this natural resource was

considered unnecessary. Further design development of this alternate would not result in compliance with item No. 5 of the above stated project purpose and need.

Scoping Study Alternates II, III and IV: These alternates considered alignments varying north and south about the existing centerline. Each alternate included four 12-foot travel lanes plus a 16-foot raised median. Drainage for each alternate within the subdivision area would be provided by curb and gutter inlets and storm sewer. Alternates II and III used different configurations of a frontage road along the south side of Curtis Road to provide access to Rolling Acres properties. Alternate IV eliminated the frontage road and provided accel/decel shoulders between the outside traffic lanes and the curb and gutter to provide right-in/right-out access to abutting properties. Within the farmland area east of Wynstone Drive, the typical section for these three alternates was the same as Alternate I consisting of four 12-foot travel lanes with a 16-foot raised median, and 10-foot shoulders with roadside ditching.

All three of these alternates represented varying degrees of trade-off between encroachment upon Rolling Acres residential properties and the depletion of available land needed for the further southerly expansion of the Cherry Hills subdivision. Resultant required right-of-way corridor widths within the subdivision area ranged approximately between 148 and 164 feet. Further design development of these alternates would not result in compliance with Item No. 5 of the stated project purpose and need due to excessive right-of-way widths and loss of the neighborhood's residential character.

Phase I Study Alternate V: Subsequent Phase I studies recognized the alternatives analysis of the Scoping Study within the Rolling Acres/Cherry Hills subdivision area and adjacent farmland and worked toward continued refinement. Extensive public comment on the four alternates considered during the Scoping Study identified Alternate I above as the public's preferred alternate for the reason it did not require the acquisition of right-of-way from the residences of Rolling Acres subdivision. Opposition was voiced to the excessive encroachment of residential property resulting from Alternates II, III and IV.

Alternate V was developed during Phase I studies to satisfy all requirements of the purpose and need for improving Curtis Road. The Alternate V alignment varies only slightly north and south about the existing centerline. In order to minimize right-of-way needs and provide management of safe access to numerous abutting residential properties, the 16-foot raised median proposed in Alternates II, III, and IV was replaced through the subdivision area with a 12-foot two-way left turn lane (TWLTL). This eliminated the right-of-way acquisition for segregated frontage road access or roadway safety shoulders to accommodate driveway turning movements. As with Alternates II, III and IV, a closed drainage system with curb and gutter was used in lieu of roadside ditching to further reduce right-of-way requirements. Resultant right-of-way corridor width within the subdivision area was approximately 90 to 116 feet compared to as much as 164 feet with previous alternates. This same typical section with four 12-foot travel lanes was also utilized within the commercial land use area between Prospect Avenue and U.S. 45 due to similar right-of-way restrictions and the need to maintain access to abutting properties. The TWLTL was extended to First Street, with only two 12-foot travel lanes needed to accommodate future traffic, and employed a combination of closed

ENVIRONMENTAL CONSEQUENCES

In reference to the "Class of Action Determination Record" there are four adverse impacts resultant of the proposed improvements to Curtis Road:

- Social/Economic (relocations – business and residential)
- Agricultural
- Regulatory Floodway
- Wetlands.

Please refer to the impact/mitigation discussions contained within the ECAD Record.

ENVIRONMENTAL COMMITMENTS

The following four commitments are made in respect to the impact/mitigation discussions contained in the ECAD Record.

Tree replacement will be implemented during project construction in accordance with IDOT's LEN-14 Tree Replacement Policy. See resource/issue item VII.

Temporary fencing marked for "No Intrusion" of workers or equipment will be installed during construction of the railroad relocation to protect sensitive areas identified in the IDOT/BDE 5-30-02 Biological Resources Review (see Appendix). See resource/issue item VII.

An erosion and sediment control plan will be designed (in Phase II) and implemented during construction to minimize erosion and sedimentation effects. See resource/issue items VIII.1 and IX.2.

A wetland compensation area will be constructed and maintained in accordance with a "Wetland Compensatory Mitigation Plan" approved by the IDOT/BDE. See resource/issue item X.

PUBLIC INVOLVEMENT / COORDINATION

The Scoping Study performed by CUUATS was developed over a period of time involving eleven Subcommittee meetings which were actively attended by the public between July 1995 and February 1997.

The public awareness and involvement program for Curtis Road since the Scoping Study has consisted of project newsletters, public information meetings, and newspaper articles.

Six project newsletters were developed with articles addressing the historical development of the Curtis Road project as well as the status of on-going studies. These newsletters were published in January 1999, June 1999, October 1999, November 2001, December 2002 and May 2003. The letters were mailed to residents of the project area and community leaders from a mailing list of about 270 recipients compiled and maintained by CUUATS. The newsletters contained notices of the date, time and location of future public information meetings as well as the public hearing.

Three "open-house" format public information meetings were held on July 14, 1999, October 20, 1999, and January 29, 2003. Each public information meeting was preceded by a project newsletter announcement and a Public Meeting Notice was published in the local newspaper preceding the public meeting. Each public meeting provided displays of the proposed project improvements and representatives of Clark Dietz Engineers and CUUATS were present to explain the project and impacts to individual property owners. Attendees were encouraged to voice their opinions and provide input to the proposed designs.

Additionally, local newspaper articles were published on 12-6-98, 12-7-00 and 1-25-02 providing updates during various stages of project development.

The Public Involvement portion of the ECAD Appendix ("E" pages) contains copies of all project newsletters as well as the rosters of public meeting and hearing attendees, meeting handouts, and comments received from the attendees. No comments were received at the 1-29-03 public information meeting. With respect to the information contained therein, the following clarifications are provided.

Page E-21: Significant improvements to Duncan Road will eventually be required for the two-mile distance between Church Street in Savoy and Windsor Road in Champaign. These improvements must address pavement reconstruction and widening as well as the correction of numerous alignment deficiencies. The limits of improvement being performed on Duncan Road as part of the Curtis Road project are those necessary to provide appropriate approach and departure geometrics to and from the Curtis Road intersection. It is highly unlikely that traffic volumes would warrant the auxiliary lanes referred to by this comment. Improvements to Duncan Road beyond the proposed limits should be addressed by CUUATS as a separate initiative.

Page E-26: The origin of this notice is anonymous. Overall, the proposed Curtis Road improvements have been generally accepted by the public (e.g. see pages E-18, 19, 20,

30). Organized public opposition to this project has not been witnessed and did not materialize at the referenced October 20, 1999 public information meeting.

Pages E-31, E-32: These comments question the necessity of the Curtis Road interchange with I-57. This issue has been resolved and approved as a result of previous planning studies.

Pages E-32, E-33, E-34: These comments request a noise barrier berm in front of the Rolling Acres residences bordering the south side of Curtis Road. The project noise study investigated five receptor sites within this area. The average noise level increase was 6.1 dBA and the average noise level for the proposed improvements was 59.4 dBA, well below the Noise Abatement Criteria of 67 dBA. Installation of a noise barrier in this location is not warranted and would be ineffective due to the numerous driveway openings required. Additionally, such installation would further encroach on private properties and the mature landscaping of this residential area.

Pages E-36, E-37, E-38, E-53, E-54: These letters from the Lake Park Homeowners Association voices concern about impacts to water quality and discharge which may result from the Curtis Road improvements. These concerns have been addressed by the preliminary drainage designs for Curtis Road. All stormwater runoff from an improved Curtis Road which discharges into the Upper Embarras Channel tributary to Lake Park will first be routed through stormwater detention facilities.

The majority of stormwater flow from Curtis Road will be intercepted by the proposed detention pond south of the Curtis/Prospect intersection (see Design Exhibits 13 and 14). The detention facility placed at this location will also intercept runoff from adjacent farm acreage and will serve to clarify both roadway and farmland flows before they are transmitted immediately downstream to an existing dry-bottom detention basin located behind the Prospect Pointe apartment buildings. These flows are then further detained by the Arbour Meadows detention facility before they are released to the Embarras Channel tributary to Lake Park.

Runoff from the section of Curtis Road east of U.S. 45 which is intercepted by the railroad subway was originally proposed to be routed southerly through a 42-inch diameter storm sewer to the Embarras Channel which flows into the subdivision's lake. This sewer was oversized to accommodate in-pipe detention of this flow before it is released to the downstream Lake Park area. However, continued concern regarding the "first flush" quality of stormwater discharged from the subway area (see letter, pages E-53/54) led to further discussion of this issue (see memo, page E-55). All stormwater discharged from the subway area will be routed easterly along Curtis Road to First Street where it will be discharged at a location downstream of the subdivision's lake.

Page E-39: This letter represents the only opposition by a property owner to right-of-way acquisition for this project. The purpose and need for this project support the proposed improvements. Unfortunately, the Garth property is situated immediately adjacent to the railroad relocation (see Design Exhibit 23) and its intersection with Curtis Road. Right-

of-way acquisition from this property is not avoidable. About 0.8 acres of right-of-way will be required from the existing 6.3 acre tract.

PUBLIC HEARING SUMMARY

A public hearing for the Curtis Road improvements was held on May 15, 2003 between the hours of 4:00 p.m. and 7:00 p.m. at the Friendship Lutheran Church of Joy located in the southwest corner of Curtis and Duncan Roads. The public hearing was held in an "open-house" format similar to the previous public information meetings. Displays of the proposed project improvements were provided and representatives of Clark Dietz Engineers and CUUATS were present to explain the project and impacts to individual property owners. Attendees were encouraged to provide written or oral statements concerning the project.

The public hearing event was advertised in the sixth Curtis Road Newsletter which was sent to the CUUATS mailing list recipients on 4-30-03. Legal notices announcing the public hearing were published in the local newspaper on 4-30-03 and 5-9-03. Thirty-four people attended the hearing. Four written and one oral statement were received at or prior to the public hearing. None of these statements have required revision to the proposed improvements.

The Public Involvement portion of the ECAD Appendix (pages E-56 through E-79) contains copies of:

- Curtis Road Newsletter No. 6;
- Public Hearing Notice Certificate of Publication;
- Roster of Public Hearing Attendees;
- Public Hearing Handouts;
- Written and oral statements and responses thereto.

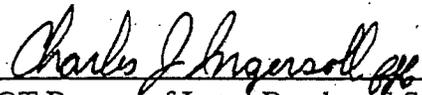
CONCLUSION

Conclusion: The attached Class of Action Determination Record documents the analyses and results accomplished to determine the appropriate type of environmental processing for this project.

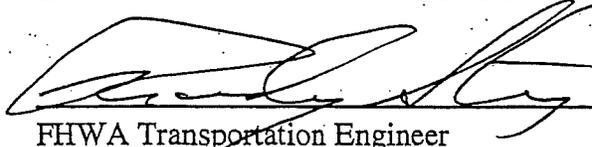
Based on the analyses of environmental consequences as documented in the attached Class of Action Determination Record, this project has been determined to meet the Categorical Exclusion definition contained in 23 CFR 771.117(a). The project will not induce significant impacts to planned growth or land use for the area; will not require the relocation of significant numbers of people; will not have a significant impact on any natural, cultural, recreational, historic, or other resource; will not involve significant air, noise, or water quality impacts; will not have significant impacts on travel patterns and will not otherwise, either individually or cumulatively, have any significant environmental impacts.



IDOT District 5/21/04
Date



IDOT Bureau of Local Roads and Streets 5/25/04
Date



FHWA Transportation Engineer 7/12/04
Date



**Illinois Department
of Transportation**

Class of Action Determination Record

Route: Curtis Road (FA 807)

Section: 00-00374-00-ES

Location/Terminal: Duncan Road to First Street

County: Champaign

Job Number: P-95-073-00

Date of Field Review: Plan-in-Hand Field Review: 3/15/00
INHS Botanical Field Surveys: 6/9/00, 7/10-13/00, 8/16,24/00, 9/28/00, 11/8/00
INHS Herpetological Field Surveys: 8/25/00, 4/18,22,30/02
U of I Archaeological Field Surveys: Circa April 2001

Date of Initial Presentation: March 17, 2003

Date of Latest Revision: April 4, 2003

Resource & Issues	Potential Involvement (MM,DD,YY)		Date	Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No		Yes	No	Yes	No	
I. Social/Economic								
1. Relocations - Business and Residential	3/15/00		12/18/02	<p>One residential displacement (R.E. Walker residence) will occur in the northwest quadrant of the Curtis/Prospect intersection. The provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act" and the IDOT Land Acquisition Procedures Manual will be followed. Comparable housing is currently available in the Champaign-Urbana area. Effort will be made to provide housing of last resort, if necessary, and housing resources are available to all relocatees without discrimination.</p> <p>Six storage sheds located upon the Garth property will be displaced due to the railroad relocation near Station 12334 Rt. These sheds may be relocated or the property owner compensated for loss in accordance with the IDOT Land Acquisition Procedures Manual.</p> <p style="text-align: right;">DWM</p>		3/17/03		C
2. Changes in Travel Patterns		3/15/00	12/18/02	<p>The proposed improvement will not cause travelers to use different travel routes. There will be a positive impact to travel in the vicinity of the project. The improvement will result in improved arterial access adjacent to commercial and residential properties and anticipated land use development. Additionally, the improvement will facilitate east/west traffic flow in Savoy and southern Champaign and provide improved system linkage between I-57 and U.S. 45. The improvement will provide a continuum for bicycle travel where such facility does not currently exist.</p> <p style="text-align: right;">DWM</p>				C
3. Economic Impacts	3/15/00		12/18/02	<p>There are no business displacements required for the project. Access to the parking lot for the FASS building located in the southwest quadrant of the Curtis/U.S. 45 intersection will be modified by removing one of two existing narrow entrances and widening the remaining entrance. This modification is consistent with CUUATS' "Access Management Guidelines" as it relates to the locations of driveways in proximity to major intersections. Access for continued operation of all existing businesses will be maintained throughout project construction.</p> <p>The acquisition of property for the project rights-of-way will result in a short-term reduction in the assessed property tax base. However, the land use plans of the Village of Savoy and City of Champaign perceive residential land use to develop along an improved Curtis Road resulting in a significant increase to the property tax base.</p> <p style="text-align: right;">DWM</p>		3/17/03		C
4. Change in Land Use & Economic Development		3/15/00	12/18/02	<p>The land use plans of the Village of Savoy and City of Champaign anticipate continued residential development to occur along Curtis Road. Construction of an improved Curtis Road may serve to precipitate or accelerate residential land use development but should not modify the area's long standing and coordinated land use and transportation plans.</p> <p style="text-align: right;">DWM</p>				C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	
5. Community Cohesion		3/15/00	12/18/02	<p>There are two residential subdivisions along Curtis Road immediately east of Duncan Road: Cherry Hills on the north side which is directly across from Rolling Acres on the south side. Existing access points to, from and between these residential communities will be maintained and improved by the project. Neither residential nor commercial areas will be isolated or divided as a result of the project.</p> <p>DWM</p>			C
6. Public Facilities and Services		3/15/00	12/18/02	<p>There are no hospitals, libraries, fire or police stations, or community buildings located along the project corridor.</p> <p>Temporary access to the Barkstall School (Curtis Sta. 72) is currently being provided from Curtis Road; however, final plans for this facility establish permanent access from Mattis Avenue.</p> <p>Access to the Curtis Road Church of God (Curtis Sta. 47) will be maintained by the proposed improvement. Additionally, project coordination has transpired with the Friendship Lutheran Church of Joy, located in the southwest quadrant of the Curtis/Duncan intersection, regarding access from Duncan Road to its future site redevelopment.</p> <p>The project improvements will provide a safer more efficient travelway and improved access for emergency vehicle service.</p> <p>DWM</p>			C
7. Title VI and Other Protected Groups		3/15/00	12/18/02	<p>Title VI or other protected groups or individuals will not be affected by the project. The project will follow "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities," 36 CFR Part 1191 to ensure the project meets the goals of the Americans with Disabilities Act (ADA).</p> <p>DWM</p>			C
8. Environmental Justice		3/15/00	12/18/02	<p>There are no minority or low-income groups as defined by Executive Order 12898 located within the proposed improvement corridor.</p> <p>DWM</p>			C
9. Pedestrian & Bicycle Facilities	3/15/00		12/18/02	<p>Sidewalk is currently provided along Curtis Road at intermittent locations. The only bicycle facility within the project limits is located along the east side of Prospect Avenue extending south of Curtis Road (Sta. 139) and will be maintained in place.</p> <p>An off-street shared-use path for bicycles and pedestrians will be provided on both sides of the urban roadway sections. Rural roadway sections will accommodate a bike lane upon each roadway shoulder thus providing for a continuum of bike travel along Curtis Road between Duncan Road and First Street. The accommodation of bicycle travel along Curtis Road has been designated by the "Champaign County Natureways, Bikeways, and Trails Plan", August 1999, developed by the Champaign Regional Planning Commission.</p>		3/17/03	C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	
II. Agricultural							
	3/15/00		12/18/02	A total of about 39.4 acres of prime farmland will be converted to right-of-way or permanent easement for the proposed project. Although there is existing farmland within the project area, the project is within the one and one-half mile corporate planning boundaries of the City of Champaign and Village of Savoy. Therefore, no coordination with the U.S.N.R.C.S. or Illinois Department of Agriculture is required. Permanent drainage easements will necessarily be oriented about existing overhead drainage swales. Required right-of-way and other permanent easements will be taken from the peripheral boundary(ies) of agricultural properties so that there are no diagonal property severances or uneconomical remnants created.	3/17/03		C
III. Cultural							
1. Archaeological Sites	3/15/00		12/18/02	Environmental Survey Request Form submitted 1-26-00. State Historic Preservation Officer sign-off dated 4-26-01. Notification of completion of cultural clearance coordination dated 10-25-01.		3/17/03	C
2. Historic Bridges		3/15/00	12/18/02	There are no bridges within the project corridor.			C
3. Historic Districts and Buildings		3/15/00	12/18/02	Environmental Survey Request Form submitted 1-26-00. State Historic Preservation Officer sign-off dated 4-26-01. Notification of completion of cultural clearance coordination dated 10-25-01.			C
IV. Air Quality							
1. Attainment/Nonattainment Status		3/15/00	12/18/02	No portion of this project is within a designated nonattainment area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 ("Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 USC or the Federal Transit Act") is not required.			C
2. Microscale Analysis		3/15/00	12/18/02	The forecasted average daily traffic (year 2026) for the busiest section of Curtis Road is estimated at 15,500 vpd. This project is exempted from a project-level carbon monoxide air quality analysis because it is a low-volume roadway with a forecast average daily traffic of 16,000 or less at the end of the first year of project operation.			C

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status																				
	Yes	No	Date	Use Journal Type of Description	Yes	No																					
V Noise	3/15/00		12/18/02	<p>A project noise analysis was performed for year 2026 in accordance with BDE Procedure Memorandum Number 18-00 dated April 3, 2000 in order to identify potential noise impacts along the project corridor which may be created by the proposed improvement as well as the "no action" alternative.</p> <p>Thirty-four noise receptors were identified along the project corridor, including residences, churches, and businesses. Noise levels at these receptors were predicted for the proposed improvement and the "no action" alternative under year 2026 traffic volumes. The predicted noise levels were compared to the year 2001/2002 measured noise levels along the project corridor and the BDE Noise Abatement Criteria (N.A.C.) to determine noise impacts.</p> <p>Predicted noise levels for year 2026 traffic volumes increased over existing noise levels at all thirty-four noise receptors for both the "no action" alternative and the proposed improvement. The following table provides mean and median noise levels for the project corridor.</p> <table border="1"> <thead> <tr> <th></th> <th>Mean Noise Level (dBA)</th> <th>Median Noise Level (dBA)</th> <th>Mean Noise Level Increase (dBA)</th> <th>Median Noise Level Increase (dBA)</th> </tr> </thead> <tbody> <tr> <td>Existing Conditions</td> <td>58.7</td> <td>60.0</td> <td>--</td> <td>--</td> </tr> <tr> <td>"No Action" Alternative</td> <td>60.7</td> <td>61.0</td> <td>2.0</td> <td>1.0</td> </tr> <tr> <td>Proposed Improvement</td> <td>62.9</td> <td>62.6</td> <td>4.2</td> <td>4.1</td> </tr> </tbody> </table> <p>None of the receptors for either alternative will experience noise impacts as defined by a noise level increase greater than 14 decibels.</p> <p>Three noise receptors for the proposed improvement will experience marginal noise impacts as defined by approaching a noise level within one dBA of the N.A.C.</p>		Mean Noise Level (dBA)	Median Noise Level (dBA)	Mean Noise Level Increase (dBA)	Median Noise Level Increase (dBA)	Existing Conditions	58.7	60.0	--	--	"No Action" Alternative	60.7	61.0	2.0	1.0	Proposed Improvement	62.9	62.6	4.2	4.1			3/17/03
	Mean Noise Level (dBA)	Median Noise Level (dBA)	Mean Noise Level Increase (dBA)	Median Noise Level Increase (dBA)																							
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Proposed Improvement	62.9	62.6	4.2	4.1																							

Resource & Issues	Potential Involvement (MM,DD,YY)		Date	Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No		Use Journal Type of Description	Yes	No		
				<p>Receptor</p> <p>16. Apartment 145+27, Rt. 67</p> <p>18. Apartment 147+92, Rt. 67</p> <p>25. FASS Building 159+82, Rt. 72</p> <p>N.A.C. (dBA)</p> <p>Calculated Noise Level (dBA)</p> <p>67.1</p> <p>67.0</p> <p>71.1</p> <p>According to the FHWA report "Highway Traffic Noise Analysis and Abatement Policy and Guidance" (June, 1995), a noise barrier "should extend 4 times as far in each direction as the distance from the receiver to the barrier. Openings in noise walls for driveway connections or intersecting streets destroy the effectiveness of barriers." At noise receptor numbers 16 and 18 for the proposed improvement, the location of Wesley Avenue and the entrances to the Prospect Pointe Apartments make the construction of an effective noise barrier infeasible. For the proposed improvement, trees may be planted to provide a psychological attenuation of the increased noise level at these receptor locations.</p> <p>Noise receptor number 25 is an office building located at the southwest corner of the intersection of Curtis Road and U.S. Route 45. A stairway to the building's lower level entrance is adjacent to the sidewalk on Curtis Road. The building's location with respect to the intersection and sidewalk makes the construction of an effective noise barrier infeasible for the proposed improvement. The noise level increase at receptor number 25 is lower for the proposed improvement than for the "no action" alternative.</p> <p>DWM</p>				

Resource & Issues	Potential Involvement (MM, DD, YY)		Date	Analysis and Results		Impacts Present (MM, DD, YY)		Status
	Yes	No		Yes	No	Yes	No	
VI. Energy								
	3/15/00		12/18/02	<p>Construction of the proposed improvement will require indirect consumption of energy for processing materials, construction activities and maintenance for the lane miles to be added within the project limits. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays.</p> <p>Construction of the proposed improvement will reduce traffic congestion and turning conflicts along the route and thereby reduce vehicular stopping and slowing conditions. Additional benefits would be realized from increased capacity and smoother riding surfaces. This will result in less direct and indirect vehicular energy consumption for the build alternative than for the no-action alternative. Thus, in the long term, post-construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage.</p> <p>The project includes provisions for improved bicycling and walking conditions, thereby encouraging travel by these non-motorized and thus non-energy consuming modes of transportation.</p> <p style="text-align: right;">DWM</p>			3/17/03	C
VII. Natural Resources								
	3/15/00		12/18/02	<p>Environmental Survey Request Form submitted 1-26-00. Biological resources review provided by IDOT/BDE dated 5-30-02. The Illinois Department of Natural Resources (IDNR) did not report the presence, or likelihood of adversely affecting any threatened or endangered species within the project vicinity. The IDNR endangered species consultation process was terminated on 4-4-00. By agreement, no further coordination with the U.S. Fish and Wildlife Service was necessary.</p> <p>However, because of the known presence of prairie remnants along the CN/C Railroad, as well as a record of, and potential habitat for the Illinois threatened Kirtland's snake, the Illinois Natural History Survey was directed to conduct botanical and herpetological surveys.</p> <p>The results of these surveys confirmed the presence of scattered quality (C-/C+) prairie plants and the possible presence of the Kirtland snake; though no sighting was actually witnessed. These biological resources were identified as being located between the east edge of US. 45 and the existing railroad track, both north and south of Curtis Road. These areas are outside the construction limits of both the railroad relocation and roadway improvements. To insure these areas are not disturbed, they will be protected by temporary fencing and marked for "No Intrusion" of workers or equipment. This recommendation is in compliance with the IDNR's response in receipt of IDOT/BDE's 5-30-02 biological resources review. IDOT/BDE has concluded that project development may proceed</p>			3/18/03	C

Resource & Issues	Potential Involvement (MM,DD,YY)		Date		Analysis and Results		Impacts Present (MM,DD,YY)		S t a t u s
	Yes	No	Yes	No	Yes	No	Yes	No	
VIII. Water Quality/Resources									
1. Surface Water Resources/Quality	3/15/00		12/18/02		<p>without additional biological resources review unless the scope of project work is changed.</p> <p>Approximately 362 trees will be removed for project construction including 276 trees for the railroad relocation. Tree replacement will be implemented in accordance with IDOT's LEN-14 Tree Replacement Policy (i.e. 1:1 replacement ratio for balled/burlapped specimens or 3:1 ratio for seedlings).</p> <p style="text-align: right;">DWM</p> <p>Curtis Road crosses the headwaters of the Pinney Branch (a tributary to the Kaskaskia River) between Stations 47 and 118. There is an existing overland swale carrying intermittent flow which crosses Curtis Road at Station 98 and drains the upstream watershed area of 605 acres. A new box culvert crossing at this location must be constructed to accommodate design flow and eliminate flooding of Curtis Road. Additionally, the existing swale must be widened and deepened between Curtis Road and Windsor Road to the north in order to accommodate the design flow. The project's projected ADT is less than 30,000. Therefore, minimal or no impact on the aquatic components of the receiving waters is anticipated.</p> <p>The railroad relocation crosses a tributary to the Embarras River located at railroad station 12326+50. The intermittent flow of this small creek is regulated by the upstream Arbour Meadows regional stormwater detention basin. A culvert under the existing railroad must be extended to transmit stormwater flow through the embankment of the proposed adjacent railroad relocation.</p> <p>At both locations IDOT/BDE (5-30-02) has determined that: "Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8, of the BDE Manual, an erosion and sediment control plan will be designed (in Phase II) incorporating measures to minimize sedimentation effects (and constructed in Phase III). With the implementation of the plan and the use of the Standard Specifications for erosion and sediment control, no long-term adverse impacts to the water quality and biological components of the stream will occur."</p> <p style="text-align: right;">DWM</p>	3/17/03		C	
2. Permits	3/15/00		12/18/02		<p>This project will result in the disturbance of one or more acres of total land area. Accordingly, it is subject to the requirement for a National Pollutant Discharge Elimination System (NPDES-Phase II) permit for stormwater discharges from the construction sites. Permit coverage for the project will be obtained during Phase II project development in accordance with IDOT/BLR memorandum #02-22 dated 10-31-02. Requirements applicable to such a permit will be followed, including the preparation of a</p>	3/17/03		C	

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	
3. Groundwater Resources/Quality	3/15/00		12/18/02	<p>Stormwater Pollution Prevention Plan. Such a plan shall identify potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges from the construction site and shall describe and ensure the implementation of practices which will be used to reduce the pollutants in discharges associated with construction site activity and to assure compliance with the terms of the permit.</p> <p>Activities within the project waterways involving the construction of the Phinney Branch box culvert, downstream Phinney Branch channel grading and the extension of the existing railroad culvert within a tributary to the Embarras River will require the following permits:</p> <ul style="list-style-type: none"> • Section 404 (USA COE) • Section 401 Water Quality Certification (IEPA) • IDNR Office of Water Resources Public Waters Permit <p>DWM</p>			C
X Flood Plains							
1. 100-Year Flood Plain	3/15/00		12/18/02	<p>Flood insurance rate map, #170894 0180B for Champaign County dated 3-1-84 (see Appendix), identifies a 100-year flood plain (Zone A - flood elevation not determined) associated with the Phinney Branch. The flood plain is centered about a north/south overland swale between Windsor and Curtis Roads and extends about 1600 feet south of Windsor Road. Excavation and widening of the swale will need to be performed within the floodplain (see resources and issues discussion VIII). No practicable alternative exists to construction within the flood plain.</p> <p>The proposed excavation will yield an effective waterway opening equal to or greater than the existing drainage swale, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial flood plain values; there will be no significant change in flood risks; and there will be no significant increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.</p> <p>DWM</p>		3/17/03	C
2. Regulatory Floodway	3/15/00		12/18/02	<p>Construction within the Phinney Branch floodway will require an IDNR Office of Water Resources permit.</p> <p>DWM</p>			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status																																				
	Yes	No	Date	Use Journal Type of Description	Yes	No																																					
			3/18/03	<p>The location of the Phinney Branch Floodway within the urban area drains an upstream drainage area greater than one square mile. Therefore, construction within the regulated floodway will require an IDNR Office of Water Resources permit.</p> <p>IDOT/BDE (5-30-02) has determined that: "Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8, of the BDE Manual, an erosion and sediment control plan will be designed (in Phase II) incorporating measures to minimize sedimentation effects (and constructed in Phase III). With the implementation of the plan and the use of the Standard Specifications for erosion and sediment control, no long-term adverse impacts to the water quality and biological components of the stream will occur."</p> <p style="text-align: right;">DWM</p>	4/4/03		C																																				
X. Wetlands																																											
	3/15/00		12/18/02	<p>Four small farmed wetland areas will be impacted by the project. These wetlands lie north and south and immediately adjacent to the existing Curtis Road alignment. Avoidance of these areas is not possible due to their immediate proximity to Curtis Road and the presence of more significant horizontal alignment controls. A Wetland Impact Evaluation was submitted to IDOT/BDE and concurrence was received for development of on-site mitigation at a 1:1 ratio for 0.86 acre of impacted wetland as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Wetland Site</th> <th>Station Location</th> <th>Type</th> <th>FQI</th> <th>Total Acres</th> <th>Impact Acres</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>133 Rt.</td> <td>PEMAF</td> <td>1.0</td> <td>0.34</td> <td>0.18</td> </tr> <tr> <td>2</td> <td>130 Lt.</td> <td>PEMAF</td> <td>1.0</td> <td>0.40</td> <td>0.30</td> </tr> <tr> <td>4</td> <td>125 Rt.</td> <td>PEMAF</td> <td>1.0</td> <td>0.44</td> <td>0.05</td> </tr> <tr> <td>6</td> <td>69 Lt.</td> <td>PEMAF</td> <td>5.2</td> <td>0.34</td> <td>0.33</td> </tr> <tr> <td colspan="4"></td> <td>Total</td> <td>0.86</td> </tr> </tbody> </table> <p>This project occurs on existing and contiguous alignment and therefore qualifies to be processed as a Programmatic Action under IDOT's approved Wetlands Action Plan. As such, the lowest ratios apply; coordination with the IDNR-Division of Natural Resources Review & Coordination and the U.S. Fish and Wildlife Services is not required.</p> <p>A Wetland Compensatory Mitigation Prospectus is being prepared for submittal to IDOT/BDE. The wetland compensation site will be developed in combination with a required stormwater detention facility to be located about 500 feet south of the Curtis/Prospect intersection.</p> <p style="text-align: right;">JCN/DWM</p>	Wetland Site	Station Location	Type	FQI	Total Acres	Impact Acres	1	133 Rt.	PEMAF	1.0	0.34	0.18	2	130 Lt.	PEMAF	1.0	0.40	0.30	4	125 Rt.	PEMAF	1.0	0.44	0.05	6	69 Lt.	PEMAF	5.2	0.34	0.33					Total	0.86	3/17/03		C
Wetland Site	Station Location	Type	FQI	Total Acres	Impact Acres																																						
1	133 Rt.	PEMAF	1.0	0.34	0.18																																						
2	130 Lt.	PEMAF	1.0	0.40	0.30																																						
4	125 Rt.	PEMAF	1.0	0.44	0.05																																						
6	69 Lt.	PEMAF	5.2	0.34	0.33																																						
				Total	0.86																																						

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	
XI. Special Waste							
	3/15/00		12/18/02	The USEPA listing of potential, suspected, and known hazardous waste or hazardous substance sites in Illinois (i.e., the Comprehensive Environmental Response, Compensation, and Liability Information System [CERCLIS] list) has been reviewed. The proposed undertaking will not require any right-of-way nor any easement from a site included in the CERCLIS listing as of 2-12-02. A Preliminary Environmental Site Assessment for sites potentially contaminated with regulated substances was completed in August 2002. In addition to confirming that the project will not involve any CERCLIS sites, the assessment concluded that the project is not expected to involve other sites impacted by regulated substances. BW/DWM		3/17/03	C
XII. Special Lands							
1. 4(F)		3/15/00	12/29/02	No 4(f) properties are located in the project area.			C
2. 6(F)		3/15/00	12/18/02	No 6(f) properties are located in the project area.			C
3. Open Space Lands Acquisition and Development (OSLAD) Act Lands		3/15/00	12/18/02	No OSLAD properties are located in the project area.			C
XIII. Other Issues							
				Not applicable.			

Resource & Issues	Potential Involvement (MM,DD,YY)		Analysis and Results		Impacts Present (MM,DD,YY)		Status
	Yes	No	Date	Use Journal Type of Description	Yes	No	

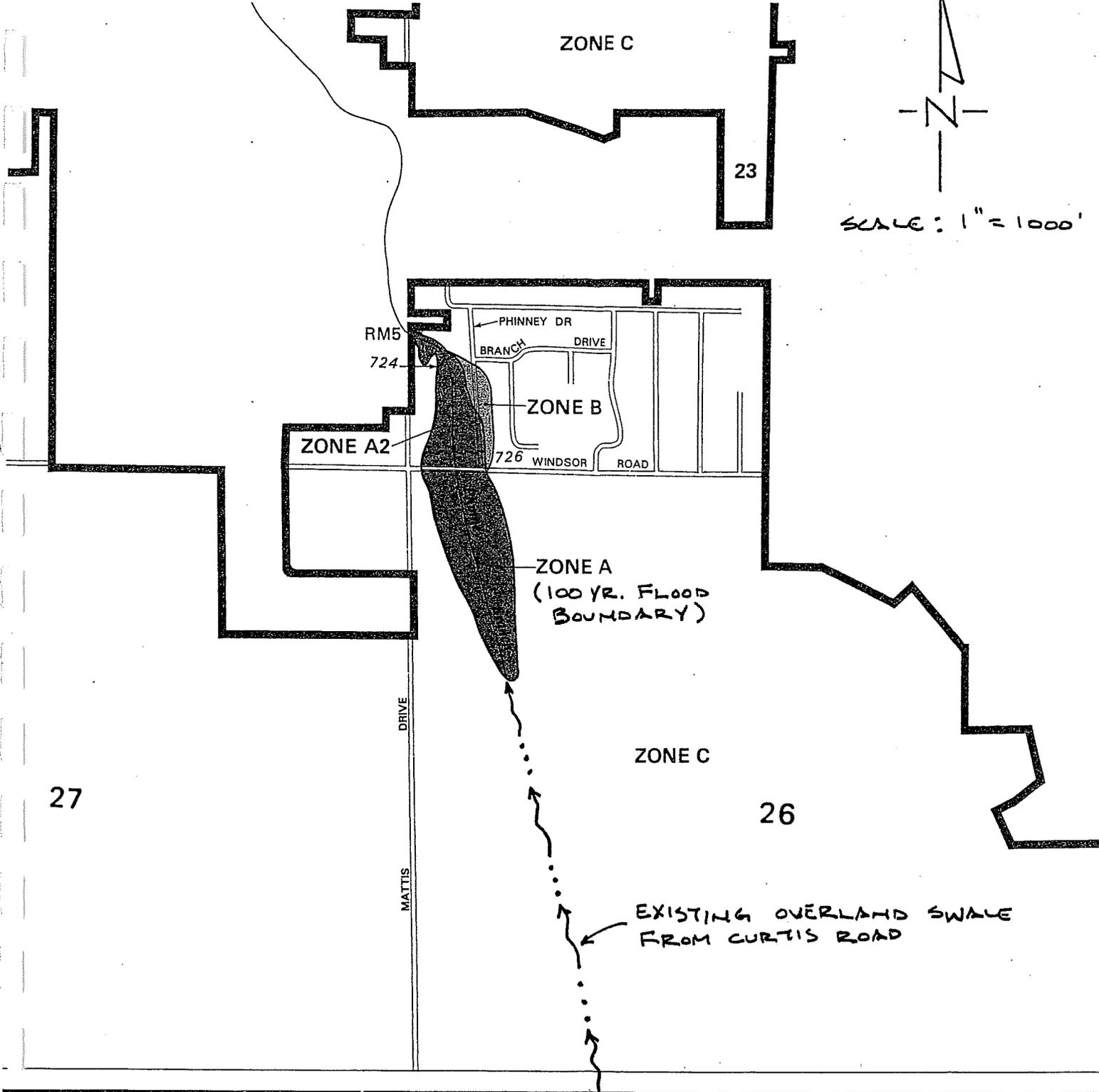
XIV Permits Required (Check each that applies)

404 – Individual (or nationwide pending determination of applicability)				See Resource and Issues # _____ for discussion.			
404 - Nationwide	X			See Resource and Issues # <u>VIII</u> for discussion.			
NPDES	X			See Resource and Issues # <u>VIII</u> for discussion.			
Coast Guard	N/A			See Resource and Issues # <u>N/A</u> for discussion.			
IDNR - Office of Water Resources Public Waters Permit	X			See Resource and Issues # <u>VIII</u> for discussion.			
IDNR – Office of Water Resources Floodway Construction Permit	X			See Resource and Issues # <u>IX</u> for discussion.			
Section 401 Water Quality Certification	X			See Resource and Issues # <u>VIII</u> for discussion.			
				See Resource and Issues # _____ for discussion.			

XV List of Preparers

Initials	Name	Organization
DWM	Dale Matejkowski	Clark Dietz, Inc.
JCN	James Novak	Huff & Huff, Inc.
BW	Bill Walsh	HDC Engineering, Inc.

APPENDIX



FLOOD INSURANCE RATE MAP
 No. 170894 0180 B
 CHAMPAIGN COUNTY
 MARCH 1, 1984

PHINNEY BRANCH FLOODPLAIN

ENVIRONMENTAL COMPLIANCE COORDINATION

3-28-09 IDNR END. SPECIES CONSULT REPORT

Page D-1: 5-22-81 FHWA approval of access points for a new interchange on I-57 with Curtis Road

Page D-2a: 4-4-00 IDNR Endangered Species Consultation Report

Page D-2b: 11-6-03 IDNR Endangered Species Consultation Report (Update)

Pages D-3, D-4: Minutes of 5-12-00 IDOT-BDE/FHWA project meeting

Pages D-5, D-6: 10-25-01 Letter transmitting 4-26-01 State Historic Preservation Officer sign-off

Pages D-7 through D-9: 3-6-02 IDOT/BDE Wetland Memo in review of Wetland Impacts Evaluation

Page D-10: 3-26-02 FHWA conceptual approval of I-57/Curtis Road interchange

Pages D-11 through D-13: 5-30-02 IDOT/BDE Biological Resources Review

Page D-14: 7-2-02 IDNR comments to Biological Resources Review

Pages D-15 through D-26: Minutes of 3-17-03 Bi-monthly Project Coordination Meeting

Page D-27: 3-19-03 IDOT/BDE Approval of Wetland Compensation Plan

Page D-28: Latest IDOT/BDE Project Overview



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 28, 2009

Mr. Steve Hamer
Program Manager, Transportation Review
Division of Resource Review and Coordination
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, Illinois 62702-1271

DEPARTMENT OF
NATURAL RESOURCES

AUG 31 2009

OREP

Re: FA 7147 (Curtis Rd)
Sec. No. 98-00374-00-ES
Champaign County
BDE Seq. No. 8744 and 8744A

Dear Mr. Hamer:

On October 15, 2008 the Illinois Department of Natural Resources (IDNR) requested a Kirtland snake survey be performed in the spring for the above referenced project. Two previous snake surveys were conducted in August of 2000 and 2002. However, since these surveys were 6 years old at the time of the request and not performed in the spring, when surveys are best done, IDNR requested the surveys be performed again. Please see the attached 2009 survey for Kirtland snakes and their habitat. No records of Kirtland snakes within the vicinity of the proposed project were identified, no Kirtland snakes were observed during the survey, and no suitable habitat was found.

A previous botanical survey identified a prairie remnant that is located between Route 45 and ICRR. The October 15, 2008 letter discusses impacts to certain parts of the prairie (Grades C-/C/C+). Per personal communication with Rick Humphrey of Clark Dietz, none of the prairie classified as C-/C/C+ will be impacted. Temporary fencing and no intrusion signs will be posted to preserve the prairie (please see attached plan sheet).

If there are any questions please call Felecia Hurley at (217) 782-9129.

Sincerely,

Barbara H. Stevens

Barbara H. Stevens
Environment Section Chief

CONCUR

By *Steve Hamer*

Division of Impact Analysis

~~IDOC~~

IDNR

Attachment

Consultation Closed

FROM DIST 5 - RED 9 DEC 9



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Washington, D.C. 20590

Subject: Illinois - I-57, Proposed Interchange with
Curtis Road - City of Champaign (Your Office
Memorandum dated May 7 to Mr. R. D. Morgan)

Date: MAY 22 1981

From: Federal Highway Administrator

**Reply to
Attn. of:** HNG-11

HDE-05 To: Mr. D. E. Trull
Regional Federal Highway Administrator
Homewood, Illinois

The request for additional access points on I-57 at Curtis Road is approved subject to compliance with applicable Federal requirements.

We regard this section of I-57 as a completed section of the Interstate Highway System and access is to serve proposed development in the area. Therefore, the work is eligible for primary funds or the class of Federal-aid funds applicable to the improvement of Curtis Road, but not for Interstate funds.

R. A. Barnhart

Federal Highway Administration
HNG-11:LWPettigrew:ch:60334:5-19-81
RETYPED:5/20/81

- cc:
- HOA-1
- Mr. Latta 4218
- Mr. Morgan 3212
- Mr. Phillips 3212
- Mr. Geiser 3206
- Mr. Silence 3206
- FHWA (2) 4211
- Reader file 3206
- File 3206

Post-it* Fax Note	7671	Date	# of pages ▶ 1
To	DAVE BAYLOR	From	J.P-VARMA
Co./Dist	IDOT D-5	Co	FHWA
Phone #		Phone #	217-492-4623
Fax #	217-465-5732	Fax #	217-492-4621



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

RECEIVED

MAR 3 2000

Dept. of Natural Resources

524 South Second Street, Springfield 62701-1787

George H. Ryan, Governor • Brent Manning, Director

ENDANGERED SPECIES CONSULTATION PROGRAM
AGENCY ACTION REPORT

Date Submitted: March 1, 2000
Is this a Resubmittal? [Yes/No] Please circle one
If 'Yes', enter PROJCODE: _____

PROJCODE: <u>0001240</u>
Date Due: <u>4/17/00</u>

For Office Use Only

Agency Name: Illinois Department of Transportation
Contact Person: George Rose
Agency Address: Bureau of Design and Environment, Room 330 Phone: (217)785-2830
2300 South Dirksen Parkway, Springfield, IL 62764 E-mail: _____

DESCRIPTION OF LOCATION OF PROPOSED ACTION

Project Name: FA 7147, Section 98-00374-00-ES, Curtis Road
County(ies): Champaign
City/Town: Champaign & Savoy
Township/Range/Section: Various
U.S.G.S. Quad Map Name(s): Bondville & Urbana
Brief Description of the Proposed Action: Complete reconstruction, realignment, and widening from a two lane road to a 4 or 5 lane road with intersection improvements and grade separation between Curtis Road and the ICRR. New ROW required 16.4 ha. (40.6 ac.)

Please enclose a map delineating the location of the proposed action, and return to Dr. Deanna Glosser at the SPRINGFIELD address above.

FOR NATURAL RESOURCE REVIEW & COORDINATION USE ONLY

QUADCODE(S): _____ 9421

Are there threatened/endangered species or natural areas located within the vicinity of the project? [Yes] [No]
Is the proposed project likely to adversely affect the threatened/endangered species or INAI sites? [Yes] [No]
The consultation process is terminated? [Yes] [No]

If 'No', complete the enclosed Detailed Agency Action Report to continue the consultation process.
Comments: _____

Evaluation Approved by:

Heather C. Hostaller for
Deanna Glosser, Ph.D.
Chief, Div. of Natural Resource Review & Coordination

4/4/00
Date



Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us

NOV 14 2003

Rod H. Blagojevich, Governor

Joel Brunsvold, Director

CONSULTATION AGENCY ACTION REPORT

(Illinois Administrative Code Title 17 Part 1075)

Division of Resource Review and Coordination

Stephen K. Davis, P.G., Chief

Date Submitted: 10-28-03
If this is a resubmittal, include previous IDNR response if available. - SEE ATTACHED

FOR DEPARTMENT USE ONLY
PROJECT CODE: 0001270 DUE DATE: 12/4/03
548 2122

Applicant: CLARK DIETZ, INC. Phone: 217-373-8940
Contact Person: DALE MATEJKOWSKI Fax: 217-373-8923
Applicant Address: 1817 S. NEIL STREET #100 Email: DALEM@CLARK-DIETZ.COM
CHAMPAIGN, ILLINOIS 61820

LOCATION OF PROPOSED ACTION

A MAP SHOWING LOCATION OF PROPOSED ACTION IS REQUIRED

Project Name: FAT147, SEC. 9B-D0374-00-ES CURTIS ROAD County: CHAMPAIGN
Project Address (if available): N/A
City, State, Zip: CHAMPAIGN AND SAVOY
Township/Range/Section (e.g. T43N, R9E, S2): VARIOUS - BONDVILLE & URBANA QUAD MAPS
Brief Description of Proposed Action: COMPLETE RECONSTRUCTION FROM TWO TO FOUR ROADWAY LANES BETWEEN DUNCAN ROAD AND FIRST STREET WITH INTERSECTION IMPROVEMENTS AND GRADE SEPARATION BETWEEN CURTIS ROAD AND I.C. RR.
Projected Start Date and End Date of Proposed Action: 2005 to 2010

Will state funds or technical assistance support this action? Yes No | If Yes, the Interagency Wetland Policy Act may apply. Contact funding agency or this Division for details.

Local/State Agency with Project Jurisdiction: CHAMPAIGN COUNTY
Contact: DENNIS WENZICKER Phone: 217-384-3800
Address: 1716 E. WASHINGTON Fax: 217-328-5148
URBANA, ILLINOIS 61802

FOR DEPARTMENT USE ONLY

Are endangered/threatened species or Natural Areas present in the vicinity of the action? [Yes No]
Could the proposed action adversely affect the endangered/threatened species or Natural Area? [Yes No]
Is consultation terminated? [Yes No]
Comments: _____

Evaluated by: Rich Lewis Date: 11-6-03
Division of Resource Review & Coordination (217)785-5500

D-2b



Illinois Department of Transportation

Memorandum

To: File
From: K. T. Desai
Subject: FHWA Meeting Minutes
Date: May 15, 2000

Curtis Road Improvement (FAU-7147)
Sec. 98-00374-00-ES
Champaign County

A meeting was held on May 12, 2000 at Federal Highway Administration (FHWA), 3250 Executive Park Drive in Springfield. The following were in attendance:

Jon-Paul Kohler FHWA
Kevin McLaury FHWA
K. T. Desai IDOT

The above-referred preliminary engineering study prepared by Clark Dietz, Inc. was discussed. It was presented to FHWA that the project will be divided in two parts as follows,

1. Proposed Curtis Road/I-57 Interchange project (Staley Road to Duncan Road)
2. Curtis Road Improvement (Duncan Road to First Street)

Curtis Road/I-57 Interchange

The I-57 Interchange access break was approved by FHWA on May 22, 1981. Because of the lapsed time, the access break request needs to be updated in accordance with the guidelines published by the U.S. Department of Transportation FHWA in the February 11, 1998 Federal Register. FHWA anticipates no problem in the reconfirmation of the previous approval. FHWA agreed to the proposed interchange limits from Staley Road FAU 7154 to Duncan Road FAU 7155.

Curtis Road Improvement (FAU 7147)

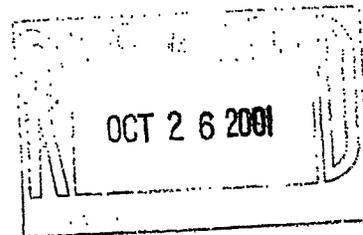
The preliminary engineering study for this improvement was discussed. It was mentioned that the district would like to proceed with PE-I and PE II for Curtis Road project separately from the I-57 interchange; however, both projects are

anticipated to be constructed and opened to traffic about the same time. FHWA agreed to the termini for Curtis Road Improvement to be from Duncan Road FAU 7155 to First Street FAU 7170.

For environmental purposes, FHWA concurred that being an add lanes project an ECAD analysis for this project may be adequate. The results of the analysis and ESR will determine the final processing.

cc: George Sherer

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Section 00-00374-00-ES
Champaign County

October 25, 2001

Mr. Dennis Unzicker
Engineer Champaign County
1776 East Washington
Urbana, IL 61802

Dear Mr. Unzicker:

Attached is a copy of the findings from the State Historic Preservation Office of a survey conducted of the 41 acre project site. There was 6 isolated sites identified. None of these sites will be impacted by this project. This concludes all the necessary coordination required for a cultural clearance. Biological assessment will be finished in the near future.

If you have any questions, please contact John Windmiller of this office.

Sincerely,

H. L. Forbes
District Engineer

By *G. H. Sherer, Jr.*
G. H. Sherer, Jr.
District Local Roads
and Streets Engineer

JDW:sn
Attachments
cc: Clark-Dietz, Inc. ✓
0135N

D-5



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 25, 2001

Champaign County
Curtis Road
Section: 98-0374-00-ES

17 APR 8
41. acres
6 sites
SD use 4-26-01

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the final alignment of the proposed project referenced above. Archaeological survey in the 41 acre project area resulted in the discovery of 6 sites, 11-Ch-467-472. All of these sites are isolated finds or light surface scatters of lithic material.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be impacted by this project.

Very truly yours,

John A. Walthall
John A. Walthall, PhD
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

By: *Anne E. Haaker*
State Historic Preservation Officer

Date: *4-26-01*

Wetlands

Submittal Date: Sequence No:
 District: Requesting Agency: Project No:
 Contract #: Job No.:
 Counties:
 Route: Marked:
 Street: Section:
 Municipality(ies): Project Length: km miles
 From To (At):
 Quadrangle: Township-Range-Section:
 Anticipated Design Approval: Cleared for Design Approval:
 Cleared for Letting: Mitigation: Mitigation Completed:

Initial Survey and WIE Addendum No:

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
03/02/2000		04/06/2000	Yes	06/07/2000	Yes	02/25/2002	Yes	03/06/2002	Yes

Comments:

Clearances: Cultural: Bio: SW:

Processing:

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site:
 Mitigation Basin:
 Bank:
 Accumulation:

Owner:
 Name:
 Location:
 Size:
 Types:
 Quad:
 Basin:

Processing Comments:

Wetland Impacts Evaluation

Submittal Date:
 Does the project have wetland effects? Type:
 Summarize briefly why there are no practicable alternatives to the use of the wetland(s):

Wetland mitigation is being proposed: Reviewed

Memo Date: Memo By:
 Memo:

Memo Date: Memo By:

Memo: We concur with 0.34 acres of impact to the farmed wetlands and the proposed on-site mitigation. The on-site mitigation could be restoring the grass swale identified as site 5 in the wetland delineation as reported by Huff and Huff, inc. This site should be graded to an elevation equal the farmed wetlands and be planted with wetland seed mix 4B (Grass and Sedge mix) as specified in the standard specifications for road and bridge construction.

In addition, a buffer of approximately 50 feet planted with the same wetland seed mix should be purchased to protect the mitigation site and well as posted as such to prevent herbicidal weed spraying.

This site is to be monitored for a period of 5 years and an annual monitoring report needs to be sent to this office.

Coordination with the Department of Natural Resources is not required at this time.

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Mitigation
1	Farmed	No	No	No	No	0.34	.180	1.0	.180
Basin 07140201		Quadrangle Bondville		FQI		1.0			
Describe the work:		Fill							
2	Farmed	No	No	No	No	0.40	.300	1.0	.300
Basin 07140201		Quadrangle Bondville		FQI		1.0			
Describe the work:		Fill							
4	Farmed	No	No	No	No	.44	.050	1.0	.050
Basin 07140201		Quadrangle Bondville		FQI		1.0			
Describe the work:		Fill							
6	Farmed	No	No	No	No	.34	.330	1.0	.330
Basin 07140201		Quadrangle Bondville		FQI		5.2			
Describe the work:		Fill							
Total							.860		.860

Mitigation Site Suitability Study: No

Wetland Compensation Plan: Yes

Preparer:

Preparer:

Conceptual					Final				
Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified	Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified
	IDNR					IDNR			
	USFWS					USFWS			
	COE					COE			

Monitoring

	Monitoring Reports				Monitoring Agency: <input type="text"/>
	Received	COE Notified	IDNR Notified	District Notified	
Year 1					Construction Begin Date: <input type="text"/>
Year 2					Construction Complete Date: <input type="text"/>
Year 3					Tasked Date: <input type="text"/>
Year 4					Monitoring Begin Date: <input type="text"/>
Year 5					Monitoring Complete Date: <input type="text"/>

Monitoring Comments:

Permit(s) Type: Corps Dist.: Permit Issued:

Special Conditions:

Permit Agreements/Commitments:

~~Project Phase~~

Project
Phase
Comments:



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

March 26, 2002

HDA-IL

Mr. James L. Easterly, Director of Highways
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

Attention: Mr. Mike Hine, Chief
Bureau of Design and Environment

Dear Mr. Easterly:

Subject: Access Justification Report (AJR)
I-57 Curtis Rd Interchange
Champaign County
Contract No. 90758

We have received your March 18, 2002 letter requesting conceptual approval for a new interchange at Interstate 57 and Curtis Road in Champaign County.

After reviewing the additional information all eight points, including safety, have been thoroughly discussed and the requirements contained in the AJR guidance are satisfied. Therefore, we give conceptual approval as submitted.

I would like to acknowledge District 5's patience as we improve our joint policy and procedure for AJRs. Sound data provides the best possible information upon which we can make informed decisions concerning requests for new and revised access to the Interstate System.

If there are any further questions or comments please contact Pam Heimsness at (217) 492-4626.

Sincerely yours,

/s/ Norman R. Stoner

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Paul Niedernhofer, Bureau of Design and Environment
Mr. Dennis Markwell, Program Development Engineer, District 5
PJHeimsness:lrn; file-

S:\READING\2002\AJR Curtis Rd.doc

D-10

6/13/02
DLB



Illinois Department of Transportation

Memorandum

To: Darrell McMurray Attn: Lawrence Houser
 From: Michael L. Hine By: Thomas C. Brooks
 Subject: Biological Resources Review*
 Date: May 30, 2002

T.C. Brooks (JTBK)

*FA 7147 (Curtis Road)
 Section 98-00374-00-ES
 Duncan Road to First Street
 Champaign County
 BDE Seq. # 8744

Introduction

The proposed project involves complete reconstruction, realignment and widening from two existing lanes to 4 or 5 lanes. Intersection improvements at Duncan, Mattis, Prospect, U.S. 45, and First Streets. Grade separation between Curtis Road and the Illinois Central Railroad (ICRR). Approximately 40.6 acres of additional right of way will be required.

The proposed project is being processed as an Environmental Class Action Determination (ECAD). Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species and Prairie Remnants

The U.S. Fish and Wildlife Service North Central Region "Red Book" lists the Indiana bat (*Myotis sodalis*) and eastern prairie fringed orchid (*Platanthera leucophaea*) as occurring in Champaign County. There is no suitable habitat for these species in the project area.

The Illinois Endangered Species Protection Board lists a number of species as occurring in Champaign and adjacent counties. The Illinois Department of Natural Resources Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor (IDNR Agency Action Report dated April 4, 2000).

However, because of the known presence of prairie remnants along the ICRR, as well as a record of, and potential habitat for the Illinois threatened Kirtland's snake (*Clonophis kirtlandi*), the Illinois Natural History Survey was directed to conduct botanical and herpetological surveys.

05 JUN 03 12:41:00

Darrell McMurray - Attn: Lawrence Houser
Page 2
May 30, 2002

The botanical survey (report attached) did not find any threatened or endangered species within the project area. However, the study considered the best prairie remnant, which has a Floristic Quality Assessment (FQI) value for native species of 28.3, to be in the study area at approximate Station 12369 (using the Station numbers along the ICRR, not the Station numbers on U.S. 45), within a larger remnant of somewhat lower quality (native FQI of 32.7), east of U.S. 45 and west of the railroad, between Windsor Road and Curtis Road (from approximate Station 12351 to approximate Station 12386 + 40).

There is also a prairie garden of 17 species at the southwest corner of the Windsor Road and Route 45 intersection.

The remainder of the area along both sides of the railroad between Windsor and Curtis Roads; and between Curtis Road and Church Street included plant associations of a few prairie species, but with most of the vegetation consisting of introduced and weedy species that are characteristic of disturbed habitats (FQI's of 11.4, 17.5, and 22.4).

South of Curtis Road the prairie remnants that remain are being encroached upon by numerous invasive tree and shrub species.

This prairie remnant (north of Curtis Road and west of the railroad) should not be adversely affected by the project as long as construction activities are kept out of the area west of the railroad between just south of Burwash Avenue and 400 feet south of Windsor Road, or specifically the area between 28 feet east of the east edge of pavement (40 feet east of centerline) on U.S. 45 to 53 feet west of the west rail of the ICRR, and between Station 12351 and Station 12386 + 40.

The herpetological survey and the follow-up survey (reports attached) noted the presence of suitable habitat in the prairie remnant along the Illinois Central Railroad tracks north of Curtis Road, and also south of Curtis Road in the area between the roadside ditch and the tracks, and also in the area of the small stream south of Curtis Road (approximate Station 12326+50).

Wetlands

A Wetland Survey was done by the consultant since coordination with Natural Resources Conservation Service (NCRS) was deemed to be required, and results were provided to the district.

Darrell McMurray - Attn: Lawrence Houser
Page 3
May 30, 2002

Streams

The project crosses Phinney Branch and a tributary to the Embarras River. Instream work involves that which is necessary to construct a new box culvert within the headwater portion of the Phinney Branch drainage basin at Curtis Road Station 90 + 00. It will also extend an existing railroad culvert at Station 12326 + 50 to accommodate the IC Railroad relocation. This is within a small creek tributary to the Embarras River.

Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8, of the BDE Manual, an erosion and sediment control plan will be designed (in Phase II) incorporating measures to minimize sedimentation effects (and constructed in Phase III). With the implementation of the plan and the use of the Standard Specifications for erosion and sediment control, no long-term adverse impacts to the water quality and biological components of the stream will occur.

Tree Removal

Project construction will involve the removal of approximately 362 trees (not in the prairie remnant). Any tree replacement should not place trees in the prairie.

Coordination

By copy of this memorandum, IDNR is being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon our receiving their response. By agreement, no coordination with the U.S. Fish and Wildlife Service is necessary.

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that described to us, (b) IDNR coordination response requires further coordination, or (c) otherwise notified by this office.

Attachments

cc: David Clark – Attn: D. L. Bayler
Steve Hämer (IDNR)

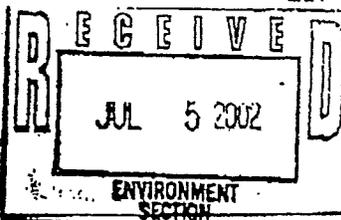
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D-13



Illinois
Department of
Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271



<http://dnr.state.il.us>

George H. Ryan, Governor • Brent Manning, Director

July 2, 2002

Mr. Michael L. Hine
Illinois Dept. Of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

RE: FA 7147 (Curtis Road))
Sec. 98-00374-00-ES
Duncan road to First St.
Champaign Co. BDE #8744
Proj. Code # 0001240

Dear Mr. Hine:

The Department of Natural Resources has reviewed the materials of the Biological Resources Review provided on the project referenced above and has the following comment.

The project as described has the potential to impact an area of quality prairie north of Curtis Road and south of Curtis Road between Rt. 45 and the railroad tracks. This quality prairie also provides potential habitat for the Illinois threatened Kirtland's snake. Therefore, the Department recommends that construction activities avoid this area and be marked as a no intrusion area. If the project is unable to avoid certain parts of the prairie (Grades C-/C/C+), there should be attempts to salvage this through translocation and /or seed collection and established in an area that would be protected for future times.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

Steve Hamer

Steve Hamer
Transportation Review Program
Division of Resource Review and Coordination

Post-it® Fax Note	7671	Date	7/24/02	# of pages	1
To	Darla Latham	From	K.T. Desai		
Co./Dept.	Local Rds &	Co.			
Phone #	575	Phone #			
Fax #		Fax #			

D-14

MEETING MINUTES

Project: Curtis Road Combined Design Study
Duncan Road to First Street
Section: 00-00374-00-ES
Project: M5181 (036)
Job: P-95-073-00
Champaign County

Subject: Bi-Monthly Project
Coordination Meeting

Date: March 17, 2003
10:00 a.m. to 11:00 a.m.
1:00 p.m. to 2:30 p.m.
IDOT/District 5 Office
Paris, IL

Attendees:	<u>Name</u>	<u>Representing</u>
	David Speicher	IDOT/D-5/LR&S
	Darla Latham	IDOT/D-5/LR&S
	Adrian Greenwell	IDOT/D-5/LR&S
	Kim Mattingly	IDOT/D-5/LR&S
	Chuck Crim	IDOT/Central/LR&S
	Jason Cowin	FHWA
	Pam Heimsness	FHWA
	Dennis Unzicker	Champaign County
	Rick Marley	City of Champaign
	Dale Matejkowski	Clark Dietz, Inc.
	Jerry Payonk	Clark Dietz, Inc.

If anyone has any additions or modifications, please contact CDI.

The purpose of this meeting was to update IDOT and FHWA on the status of the Phase I studies for the above referenced project and to review the previously submitted ECAD Document and Record.

Meeting Minutes – Curtis Road Combined Design Study

March 17, 2003

Page 2

Dale Matejkowski provided an overview of current project status. The outline of this presentation and associated figures is attached hereto and made part hereof.

The following salient issues were discussed in review of the ECAD.

1. It was noted that more than one year has lapsed since the field review and today's initial presentation of the ECAD. However, Mr. Matejkowski affirmed that the existing conditions of the project corridor have not changed since the field review. It was agreed to waive the one year requirement.
2. It was determined from the attached "Project Overview" that "Cultural Resources" have been cleared for both design approval and letting. "Wetlands" have been cleared for design approval only and will be cleared for letting when the "Wetland Compensation Plan" currently under review is approved. Mr. Crim will verify why "Biological Resources" has not yet been cleared for design approval.
3. The resource/issue items of the ECAD Record were individually reviewed. IDOT and FHWA mutually agreed to close the following items effective 3-17-03.

<u>Item</u>	<u>Impacts Present</u>		
	<u>Yes</u>	<u>No</u>	<u>N/A</u>
I.1 Relocations...	X		
I.2 Changes in Travel Patterns			X
I.3 Economic Impacts		X	
I.4 Change in Land Use...			X
I.5 Community Cohesion			X
I.6 Public Facilities/Services			X
I.7 Title VI/Protected Groups			X
I.8 Environmental Justice			X
I.9 Pedestrian/Bicycle Facilities		X	
II. Agricultural	X		
III.1 Archaeological Sites		X	
III.2 Historic Bridges			X
III.3 Historic Districts/Buildings			X
IV.1 Attainment/Nonattainment Status			X
IV.2 Microscale Analysis			X

Meeting Minutes – Curtis Road Combined Design Study

March 17, 2003

Page 3

<u>Item</u>	<u>Impacts Present</u>		
	<u>Yes</u>	<u>No</u>	<u>N/A</u>
V. Noise		X	
VI. Energy		X	
VIII.1 Surface Water Resources/Quality		X	
VIII.2 Permits		X	
VIII.3 Groundwater Resources/Quality		X	
IX.1 100-year Floodplain		X	
X. Wetlands	X		
XI. Special Waste		X	
XII.1 4 (F)			X
XII.2 6 (F)			X
XII.3 OSLAD Act Lands			X

Only two items remained open. VII-Natural Resources may be closed when Mr. Crim verifies that “Biological Resources” is cleared for design approval. CDI must coordinate with IDNR Office of Water Resources as to whether the Phinney Branch has a regulated floodway and will revise item IX.2 Regulatory Floodway accordingly.

4. It is unlikely that an individual Section 404 permit will be required. Denote need for nationwide permit only.
5. The following “commitments” should be discussed in the ECAD Document.
 - Tree replacement per LEN-14 (Resource/issue Item VII.).
 - Installation of no-intrusion fencing (Resource/issue/Item VII.)
 - Development of an erosion/sediment control plan (Resource/issue Item VIII.1).
 - Construction and maintenance of a wetland compensation area (Resource/issue Item X.).
6. The ECAD Document must be shortened and extraneous information deleted. Format and content shall comply with Chapter 23 of the IDOT/BDE Manual.
7. It was acknowledged that the public involvement program for this project has been extensive. However, a public hearing must be held

Meeting Minutes – Curtis Road Combined Design Study

March 17, 2003

Page 4

after all resource/issue items of the ECAD Record have been “closed”. The public hearing announcement must indicate that the ECAD will be available for public review and comment. An “open-house” format may be used for the public hearing. A stenographer must be available to record any comments the public may wish to provide.

8. After the public hearing is held the ECAD must be revised/augmented with the results of the hearing and the resolution of any comments received. It would then be submitted for final review and sign-off.

The format/content of the Design Study Report was discussed. It is preferred that the report be developed in two volumes. Volume I would address all design engineering issues and coordination. Volume II would address all environmental issues and coordination.

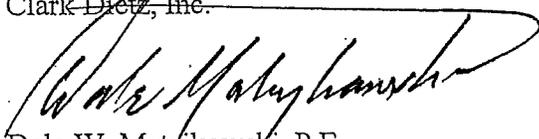
The Design Report and ECAD may be submitted for separate reviews.

All Design Report review comments must be addressed whether or not they are acted upon.

With no further discussion the meeting was adjourned.

Respectfully Submitted,

Clark Dietz, Inc.



Dale W. Matejkowski, P.E.
Senior Vice President

Postscript: In respect to Item #2 of the Meeting Minutes, Mr. Crim verified that “Biological Resources” received clearance for design approval. See attached email dated 3-18-03.

Copies: Darla Latham, IDOT/D-5
Curtis Road Technical Advisory Committee

PROJECT OVERVIEW

Curtis Road Improvement
Duncan Road to First Street
Champaign County

PROJECT SETTING

- Figure 1: Location, Length, Project Relation to I-57 Interchange Study
- Figure 2:
 - Cultural/Environmental Features
 - Proposed Improvements

PROJECT DEVELOPMENT HISTORY

- Scoping Study (4-95 thru 3-97):
 - Established Roadway Typical Section Requirements
 - Studied Various Alignments
 - "Ball-Parked" R.O.W. Requirements
 - Established Access Control Needs
 - Investigated Utility Impacts
 - Identified Environmental Concerns
- Scoping Study Results:
 - CUUATS resolved to reserve and protect future R.O.W. and establish access control for Curtis Road
 - IDOT agreed to develop Phase I study for Curtis extension, Duncan to Staley, including new I-57 interchange.
 - CUUATS agreed to move forward with detailed studies between Duncan to First.
- Preliminary Engineering Study (10-98 thru 7-2000):
 - Defined overall "footprint" of improvements
 - Augmented project data base/mapping
 - Refined roadway typical section requirements
 - Performed feasibility study of RR Grade Separation
 - Developed Concept Drainage Plan
 - Established intersection geometrics
 - Refined R.O.W. acquisition needs
 - Developed project cost estimates
 - Consensus reached on overall project design
- Phase I Combined Design Study and ECAD (8-01 to present):
 - Further roadway design development
 - Development of Intersection Design Studies

- Additional RR coordination and revision of previous designs
- Railroad Bridge TS&L developed
- Location Drainage Study performed
- Construction Phasing Plan established within an earthwork management program.
- Project costs updated.
- Special Environmental Studies:
 - Wetlands (WIE & Mitigation Plan)
 - Noise Analysis
 - Special/HazWaste (PESA)

ENVIRONMENTAL COORDINATION/IMPACTS

- Coordination:
 - 1-26-00: ESR Submitted
 - 4-4-00: IDNR T&E Species Signoff received
 - 4-26-01: SHPO concurrence received
 - 10-25-01: Notification from IDOT/D-5 that cultural coordination clearance completed
 - 3-6-02: IDOT/BDE concurrence with WIE (0.86 Ac.) & 1:1 Mitigation Ratio, Programmatic Action/IDNR Coordination not required.
 - 5-30-02: IDOT/BDE Biological Resources Review received
 - 1-23-03: Wetland Mitigation Plan submitted to IDOT/BDE
- Impacts:
 - One residential displacement (R.E. Walker)
 - Six Storage Shed Relocations (Garth)
 - 39.4 Acres of Prime farmland required (NRCS coordination not required within 1 1/2 mile city planning limits)
 - Three noise receptors will experience marginal noise impacts (within 1 dBA of the N.A.C. – avg. 6.2 dBA increase)
 - 0.86 acre of farmed wetland impacted. Awaiting review of wetland mitigation plan.
 - Awaiting Cultural Clearance?
 - Awaiting Biological Resources Clearance?

AGENCY COORDINATION

- 5-22-81: FHWA initial approval of access point for Curtis/I-57 interchange
- 12-1-98: FHWA bi-monthly project coordination meeting. Logical termini (Staley to First) agreed to.
- 3-12-00: IDOT-BDE/FHWA meeting to discuss Curtis PES. Project divided into IDOT section (Staley-Duncan) and L/A section (Duncan-First). Concurrence received for ECAD processing.
- 12-21-01: State Clearinghouse sign-off received

- 1-29-02: IDOA project review completed. No conflict with Willard Airport operations. FAA coordination not required.
- 3-36-02: FHWA concept approval of Curtis/I-57 interchange
- 9-10-02: IDOT/Bridge Office approval of railroad bridge TS&L.
- 12-9-02: CN/IC Railroad concurrence with preliminary railroad relocation design and bridge structure.

PUBLIC INVOLVEMENT

- During Scoping Study:
 - Eleven CUUATS meetings actively attended by public
 - One Public Information Meeting
- During Preliminary Engineering Study:
 - Three Project Newsletters (270 ± recipients)
 - Two Public Information Meetings
- Current Phase I Effort:
 - Two Project Newsletters
 - One Public Information Meeting
 - Final Project Newsletter (To Do)
 - Public Hearing (To Do)
- News Media:
 - Three Local Newspaper Articles
- Results:
 - Appears to be area wide public support for the project
 - Adjacent property owners have voiced support for current designs
 - One formal property owner complaint received (Garth)

PROJECT IMPLEMENTATION

- Earliest Funding Available: 7-1-06
- City of Champaign to start Phase II Final Design in 3rd Quarter 2003.
- Project will be Phase Constructed:
 - Interim-Build: Two Lane plus 2WLT Lane or raised median will first be built:
 - Duncan to Wynstone, then;
 - Wynstone to east of Prospect (Sta. 143+60)
 - Full-Build: When four Lanes are warranted most likely construction order will be:
 - Prospect to First, including railroad relocation.
 - Duncan to Prospect

PROJECT COST SUMMARY

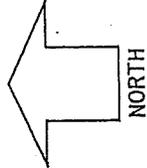
<u>Construction Phase</u>	<u>*Total 2006 Cost</u>
2-Lane Duncan to Wynstone	\$4,979,800
2-Lane Wynstone to Sta. 143+60	9,883,600
Interim-Build Subtotal	\$14,863,000
Full-Build Sta. 143+60 to First	\$6,350,500
- plus RR Relocation and Bridge	8,476,000
Full-Build Duncan to Sta. 143+60	1,524,300
Full-Build Subtotal	\$16,351,000
Total Project Cost	<u>\$31,215,000</u>

*Costs include Construction, R.O.W. Acquisition, Engineering Design, and Construction Observation.

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PROJECT LOCATION MAP

**CURTIS ROAD (FAP 807) IMPROVEMENTS
 DUNCAN ROAD TO FIRST STREET
 SECTION : 00-00374-00-ES
 PROJECT : M-5181 (036)
 JOB : P-95-073-00
 CHAMPAIGN COUNTY**



PROJECT LOCATION

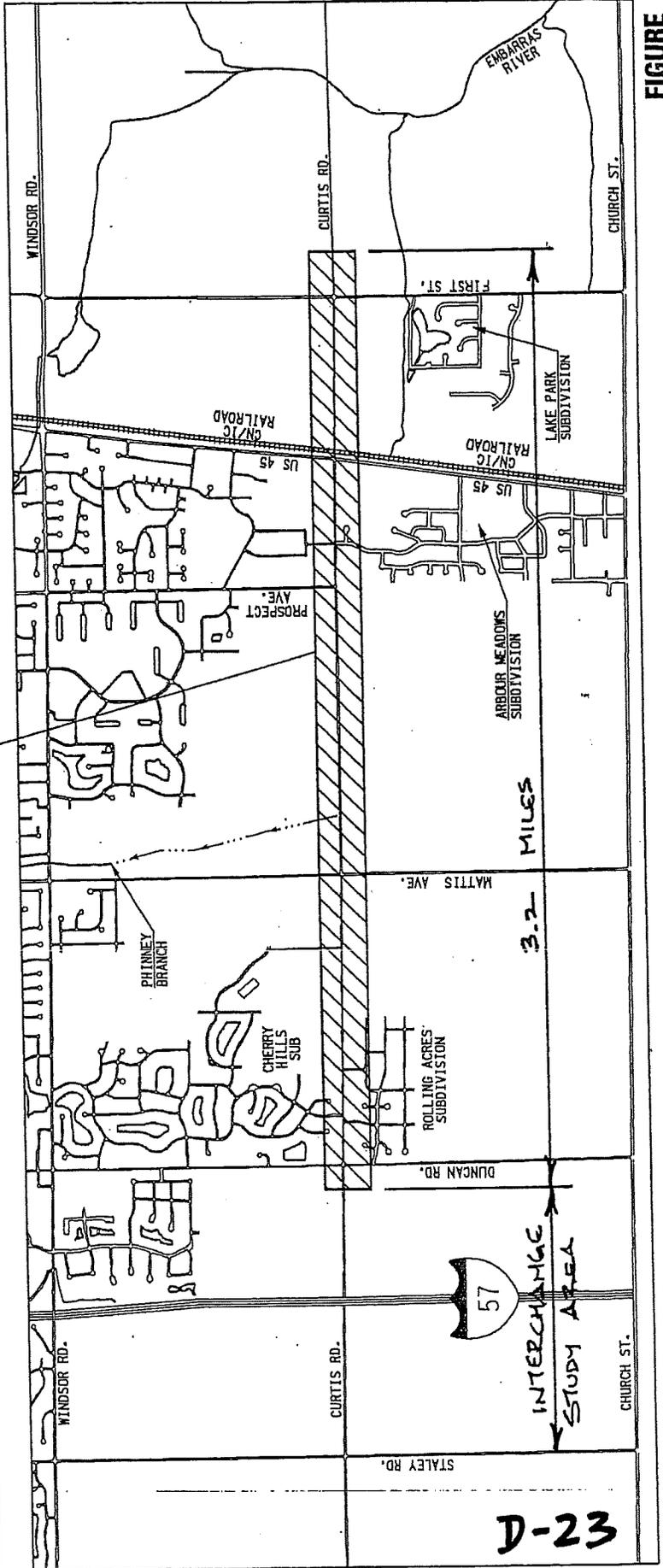
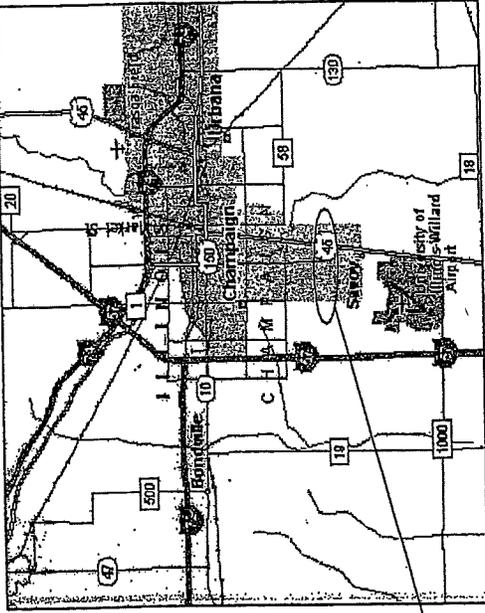
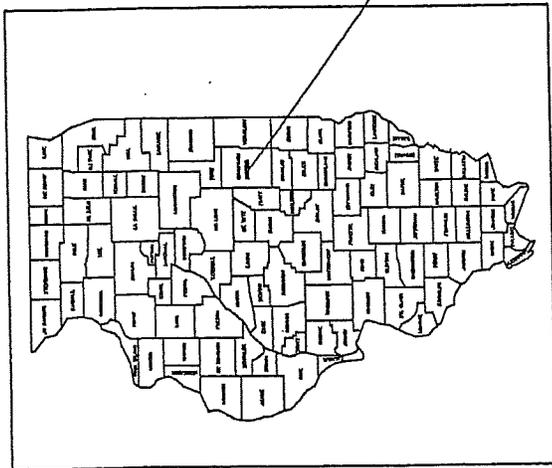


FIGURE 1

Dale Matejkowski

From: Latham, Darla [LathamDK@nt.dot.state.il.us]
Sent: Tuesday, March 18, 2003 10:46 AM
To: Dale Matejkowski (E-mail)
Subject: FW: Route: FA 7147 County(s): Champaign Seq. Nbr.: 8744 District: 5 Section: 98-00374-00-ES

I will mail the updated project overview today.

> -----Original Message-----

> From: Crim, Charles L.
> Sent: Tuesday, March 18, 2003 10:23 AM
> To: Latham, Darla; Mattingly, Kimberly; Heimsness, Pamela
> Subject: FW: Route: FA 7147 County(s): Champaign Seq. Nbr.: 8744
> District: 5 Section: 98-00374-00-ES

>
> This signoff clears the Natural Resource section of the Curtis Road
> ECAD. The consultant should enter today's date in the "No" column of
> impacts present and close this item as discussed at yesterday's
> coordination meeting.

> -----Original Message-----

> From: Marlow, Scott L.
> Sent: Tuesday, March 18, 2003 9:30 AM
> To: Crim, Charles L.
> Subject: Route: FA 7147 County(s): Champaign Seq. Nbr.: 8744
> District: 5 Section: 98-00374-00-ES

>
> A 'Cleared for Design Approval' date has been entered for Sequence
> Number 8744 on the Biological form.

Project Overview

Submittal Date: Sequence No:
 District: Requesting Agency: Project No:
 Contract #: Job No.:
 Counties: Champaign
 Route: Marked:
 Street: Section:
 Municipality(ies): Project Length: km miles
 FromTo (At):
 Quadrangle: Township-Range-Section:
 Anticipated Design Appr.: Anticipated Processing:
 Funding: Federal State TBP MFT Local Non-MFT

Consultant:
 PTB No.: Item No.: PTB Date: Prequal Level:

Sequence No: <input type="text" value="8744"/>	Biological	Wetlands	Cultural	Special Waste
Entered By	BDE	BDE	BDE	
Cleared for DA	03/18/2003	03/06/2002	04/27/2001	
Cleared for Letting	03/18/2003	03/06/2003	04/27/2001	
Resubmittal				
ResubmittalCleared				
Section: <input type="text" value="98-00374-00-ES"/>	Job No.: <input type="text"/>			
FromTo (At): <input type="text" value="From Duncan Road to First Street"/>				

Intent	Available		Public Info Meeting(s)		Notice of Public Hearing(s)	Public Hearing(s)	ROD/FONSI
	Local	Federal Register	Set 1	Set 2			
		DEIS	FEIS				

Comments:

Inactive Date: Change In Anticipated Processing:

Project Phase Comments:

Aly



Illinois Department of Transportation

Memorandum

To: Darrell W. McMurray Attn: Larry D. Houser
 From: Michael L. Hine By: Thomas C. Brooks
 Subject: Wetland Compensation Mitigation Plan *Thomas C. Brooks*
 Date: March 19, 2003

*FA 7147
 Curtis Road
 Section 98-00374-00-ES
 City of Champaign & Savoy
 From Duncan Road to First Street
 Champaign County

This office has reviewed the wetland compensation plan for the proposed project. The plan meets the criteria outlined in the Agency Action Plan and is approved by this office. The only comment is that all monitoring reports for the mitigation site should be directly sent to this office not the IDNR as stated in the compensation plan. This office is responsible for reviewing and forwarding a copy of monitoring reports to the IDNR.

Since this project is being processed as a Programmatic Review Action, coordination with the Army Corp of Engineers is not required.

If there are any concerns or questions, please contact Scott Marlow at (217) 782-4073.

Cc: Steve Hamer (IDNR)
 Dave Clark Attn: David Speicher (D-5)

Attachment: Wetland Compensation Plan

SM

D-27

Project Overview

Submittal Date: Sequence No:
 District: Requesting Agency: Project No:
 Contract #: Job No.:
 Counties: Champaign
 Route: Marked:
 Street: Section:
 Municipality(ies): Project Length: km miles
 FromTo (At):
 Quadrangle: Township-Range-Section:
 Anticipated Design Appr.: Anticipated Processing:
 Funding: Federal State TBP MFT Local Non-MFT

Consultant:
 PTB No.: Item No.: PTB Date: Prequal Level:

Sequence No: <input type="text" value="8744"/>		Biological	Wetlands	Cultural	Special Waste
Entered By		BDE	BDE	BDE	
Cleared for DA		03/18/2003	03/06/2002	04/27/2001	
Cleared for Letting		03/18/2003	03/06/2003	04/27/2001	
Resubmittal					
Resubmittal Cleared					
Section:	<input type="text" value="98-00374-00-ES"/>	Job No.:	<input type="text"/>	<input type="text"/>	
FromTo (At):	<input type="text" value="From Duncan Road to First Street"/>				

Intent	Available		Public Info Meeting(s)		Notice of Public Hearing(s)	Public Hearing(s)	ROD/FONSI
	Local	Federal Register	Set 1	Set 2			
		DEIS	FEIS				

Comments:

Inactive Date: Change In Anticipated Processing:

Project Phase Comments:

PUBLIC INVOLVEMENT / COORDINATION

Pages E-1, E-2: 12-6-98 Sunday newspaper article.

Page E-2A: 1-21-99 File memorandum of coordination with the Friendship Lutheran Church of Joy regarding the church's future expansion plans.

Pages E-3 through E-6: January 1999 Curtis Road Newsletter.

Pages E-7 through E-14: June 1999 Curtis Road Newsletter.

Pages E-15 through E-17: Roster of attendees at the 7-14-99 Public Information Meeting.

Pages E-18 through E-22: Comments received at the 7-14-99 Public Information Meeting.

Pages E-23 through E-25: October 1999 Curtis Road Newsletter.

Page E-26: Circular received prior to the 10-20-99 Public Information Meeting.

Pages E-27 through E-29: Roster of attendees at the 10-20-99 Public Information Meeting.

Pages E-30 through E-34: Comments received at the 10-20-99 Public Information Meeting.

Page E-35: 10-27-99 Letter transmitting requested information for the Garth property.

Pages E-36 through E-38: 1-20-00 Correspondence from the Lake Park Homeowners Association.

Page E-39: 2-15-00 Letter of opposition to the acquisition of proposed right-of-way from the Garth property.

Page E-40: 12-7-00 Thursday Newspaper Article.

Pages E-41 through E-44: November 2001 Newsletter.

Page E-45: 1-25-02 Friday Newspaper Article.

Pages E-46 through E-49: December 2002 Newsletter.

Pages E-50 through E-52: Roster of attendees at the 1-29-03 Public Information Meeting.

Pages E-53, E-54: 3-4-03 Correspondence from the Lake Park Homeowners Association.

Page E-55: 4-8-03 Memo of meeting with Lark Park Homeowners Association.

Page E-56 through E-59: May 2003 Newsletter.

Page E-60: Certificate of Publication – Curtis Road Public Hearing Notice.

Pages E-61, E-62: Roster of attendees at the May 15, 2003 Public Hearing

Pages E-63, E-64: Public Hearing Informational Handouts.

Pages E-65 through E-67: Written statement of Carla Barnwell, and response.

Pages E-68 through E-70: Written statement of Robert C. McCleary, President Savoy Village Board of Trustees, and response.

Pages E-71, E-72: Written statement of Mr. and Mrs. William Clary, and response.

Pages E-73, E-74: Written statement of Helen Birkett, and response.

Pages E-75 through E-79: Oral statement of Chris Smithey, and response.

Curtis Road: Whither goest plans?

■ UI against widening blacktop through relocated south farms

By JULIE WURTH
News-Gazette Staff Writer

URBANA — Creeping tractors and four-lane highways are as compatible as a Yugo and the Indy 500.

The widening of Windsor Road, and the traffic it produced through campus, was a major factor in the University of Illinois' decision to relocate its research farms further south.

That's why administrators are adamant about the future of Curtis Road, the two-lane blacktop that will bisect the farms once the UI's south campus expansion is complete.

The university is determined to keep Curtis a two-lane road through campus — east of First Street to Philo Road or beyond.

That desire may be on a collision course with long-range development plans in the area, especially if a new Interstate 57 interchange at Curtis Road is ever built.

Traffic planners are looking at improving or widening Curtis from the interstate east to Neil Street/U.S. 45, and possibly all the way to First Street.

That, along with apartment and residential development near Curtis and First, has UI planners worried that those streets could become major thoroughfares through campus.

"We really don't want it to be another Windsor Road," said David Dressel, UI director of project planning and facility management.

The Champaign-Urbana Urbanized Area Transportation Study, or CUUATS, has commissioned an engineering study of Curtis between First Street and Duncan Road by Clark-Dietz Inc. The multi-agency study involves the UI, Savoy, Champaign and Champaign County, said Champaign City Engineer Jeff Smith.

It will tie into a similar study by the Illinois Department of Transportation, which will focus on Curtis between Duncan and Staley Road.

For now, all the attention is focused on the area west of campus. Planners decided not to look east of First because most of that land is university property, Smith said.

"We knew the university was not interested in seeing it widened through there, and most of the farmers were not interested in seeing it widened," he said.

Engineers emphasize that all of the planning is long-term. The I-57 interchange, approved years ago by the federal government, won't materialize for at least 10 years, Smith said.

And any widening of Curtis east of First would have to be driven by increased traffic stemming from new development in that area, said William Gray, Urbana's public works director.

"That wouldn't happen for a long, long time — a 20- or 30-plus-year time frame," Smith said.

As of now, Curtis sits outside Urbana's corporate limits, Gray said. He doesn't see any changes along that stretch, other than an improved two-lane road, unless a huge corporation

decides to locate at Curtis and Illinois 130.

Even a new Meijer store and a multi-screen theater at Windsor and Philo roads — projects now shelved — would not have created the traffic demand needed to widen Curtis, Gray said.

"To go to four lanes, knowing what the university's plans are, I think is highly unlikely," he said.

But Smith said it's hard to predict how fast development might move south of Urbana. On the Champaign side, it's already jumped Curtis Road, virtually connecting Champaign and Savoy.

"This same discussion was happening on Windsor Road probably in the 1960s. At that point in time, the university had the same arguments," Smith said.

Ultimately the parties agreed to connect the two ends of Windsor Road through campus.

"Whether 30 years from now we'll be at the same point with Curtis Road, it's hard to predict," Smith said.

That's exactly what the UI wants to avoid.

"When Windsor Road was widened, it became treacherous for farm implements to move across that road," Dressel said. "We ended up with 40 mph speeds, four lanes of traffic, and very slow farm machinery trying to cross."

"We're not opposed to improving Curtis Road. We're opposed to having it widened to four lanes," he said. "Better pavement, a better road base and the like, that's certainly not a problem for us. Our main concern is one of crossing the road."

Even an improved two-lane road would carry lots more traffic, Smith said. But bridges and other measures could be used to make crossings safer for farm vehicles, he said.

Dressel said the UI does not oppose widening Curtis from I-57 to Neil. The university simply wants to keep the stretch east of First two lanes.

Likewise, the UI believes there's no need to widen First Street between Curtis and Windsor, now an oil-and-chip rural road. Farm vehicles use that stretch to access university research farms along the west side of First, Dressel said.

"We will have a Windsor Road-like problem there if it's widened to four lanes," he said.

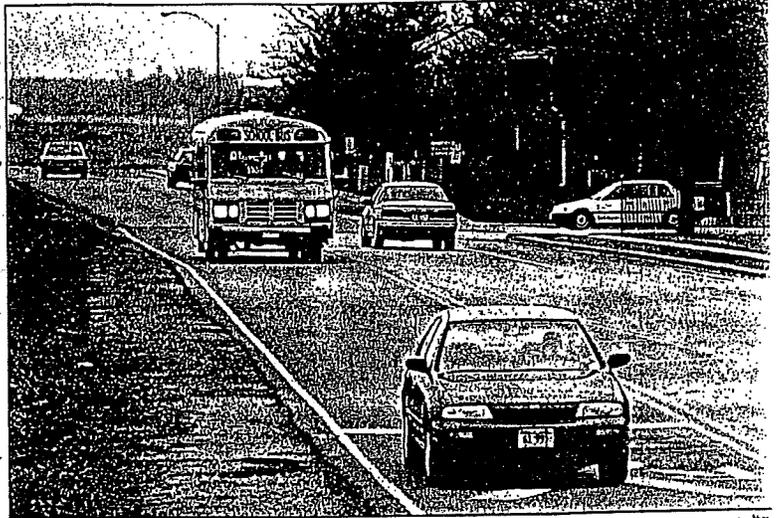
Eastbound traffic from that area is "well served" by recent improvements to Neil and Windsor, he said. Motorists driving east on Curtis can go north once they hit Neil, then east along Windsor, he said.

Savoy at one point envisioned widening First to four lanes, at least south of Curtis, but those plans may have changed, said village administrator David Fierke.

Significant development under way in that area, mostly south of Curtis, will likely increase traffic, he said.

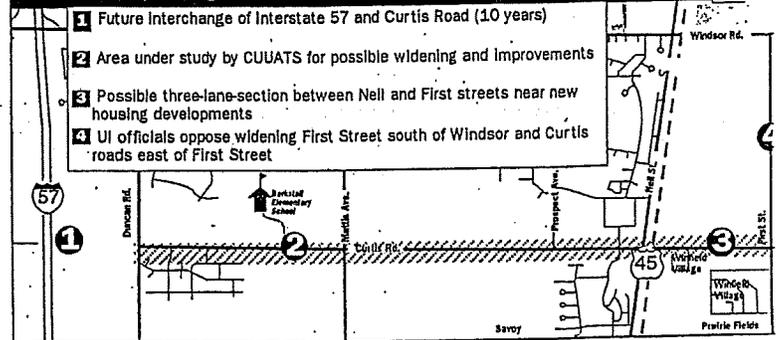
Before the UI announced its long-range expansion plans for the south farms, the village viewed the land east of First Street and south of Curtis as prime real estate for new housing subdivisions, Fierke said.

First Street would be the logical route for those homeowners to drive to



Traffic moves along Curtis Road past the Winfield Village apartments, east of U.S. 45, on a recent morning. Traffic planners are looking at improving or widening state 57 east to U.S. 45, possibly all the way to First Street.

Improvements proposed for Curtis Road



C-U 'beltway' is not quite a cinch

Adding to the pressure on Curtis Road is talk of a "beltway" around Champaign, Urbana and Savoy, with Curtis as the southern link. Engineers dismiss any idea of a limited-access freeway system around the community like those in larger cities. But they can envision an improved two- to four-lane Curtis Road from Interstate 57 all the way to Illinois 130. And someday, Urbana would like to reconfigure the interchange at Interstate 74 and University Avenue extended to provide direct access from I-74 onto Savoy, with Curtis as the High Cross Road (Illinois 130), said Public Works Director William Gray. That would complete a de facto ring around the city, from I-74 to Illinois 130 to Curtis to I-57, once that interchange is built. Gray acknowledged motorists would likely use that route to skirt the city, but he still doesn't think the volume of traffic would be enough to require a four-

lane Curtis Road through campus. Also, the plans are far from concrete. The Illinois Department of Transportation is aware of Urbana's interest in that interchange, but no plan has been adopted by the Champaign-Urbana Urbanized Area Transportation Study, he said. The University of Illinois would "vigorously oppose" the beltway concept because of the impact on Curtis, said David Dressel, UI director of project planning and facility management. Champaign Jeff Smith much support. Beltways create images of residents, he said. Then again, want to see ment alone would preclude a long-term perspective from one side, he said. "From a planning perspective, it's important," he said.

Champaign and Urbana, so the village considered widening it to four lanes — at least between Church Street and Curtis, the section in Savoy's jurisdiction, he said.

"Now, with the university talking very seriously of taking all the land east of First Street, they've in essence cut a large chunk out of what could develop into Savoy neighborhoods," Fierke said.

That will generate much less traffic, so the village asked CUUATS to study what First Street ought to be from Airport Road to Windsor Road.

Those discussions are just beginning, and the university will have input,

Fierke said. Fierke doesn't think First Street will need to be more than two lanes, even with the various apartment and housing developments. The Prairie Fields subdivision will have direct access to Neil, so motorists can use that route to go north, he said.

One possibility is wider shoulders along First so that farm vehicles can travel safely, he said.

"I don't think the university's position is significantly different from the village's," he said.

Fierke also said traffic planners are considering widening Curtis to three lanes, rather than four or five, between

Neil and First. That transition from the five lanes of Neil to the two-lane First.

"Considering the fact that east of First is going to be two lanes for 20 years, it makes sense to have it be five lanes. Three lanes should handle traffic from the west, but it's not a good idea," Dressel said that perspective.

The university has January with planning Champaign, Urbana county to discuss how the area in more detail.

NEWS / EAST CENTRAL ILLINOIS

Curtis Road: Better plans?

Widening through south farms

...ping tractors and are as compatible as 500. Windsor Road, and ced through cam- r factor in the s' decision to re- loms further south. ministrators are future of Curtis blacktop that will ce the UI's south : complete. determined to keep d through campus t to Philo Road or

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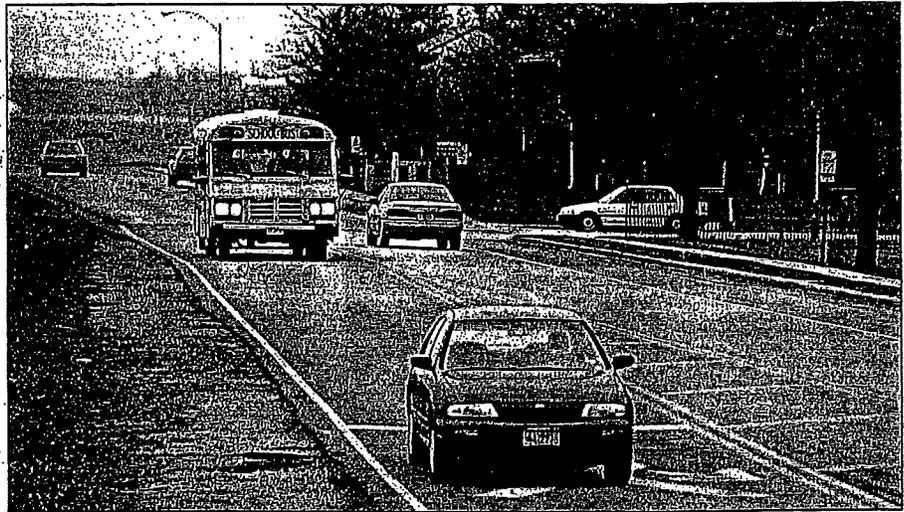
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Significant development under way in that area, mostly south of Curtis, will likely increase traffic, he said.

Before the UI announced its long-range expansion plans for the south farms, the village viewed the land east of First Street and south of Curtis as prime real estate for new housing subdivisions, Fierke said.

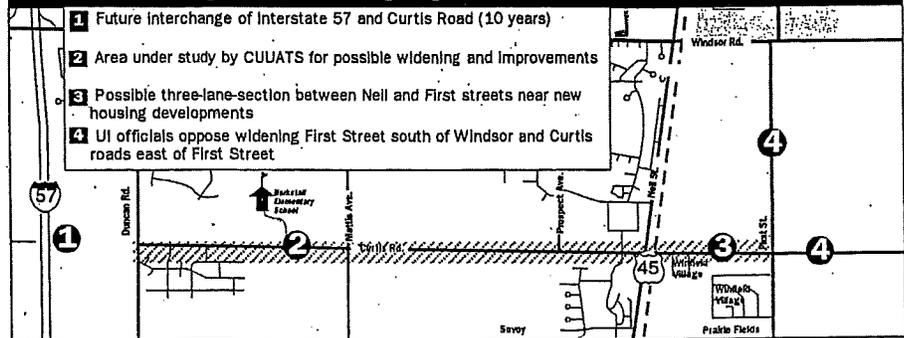
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News-Gazette photo by John Dixon

Traffic moves along Curtis Road past the Winfield Village apartments, east of U.S. 45, on a recent morning. Traffic planners are looking at improving or widening Curtis from Interstate 57 east to U.S. 45, possibly all the way to First Street.

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Also, the plans are far from concrete. The Illinois Department of Transportation is aware of Urbana's interest in that interchange, but no plan has been adopted by the Champaign-Urbana Urbanized Area Transportation Study, he said.

The University of Illinois would "vigorously oppose" the beltway concept because of the impact on Curtis, said David Dressel, UI director of project plan-

ning and facility management.

Champaign City Engineer Jeff Smith doesn't see much support for it. Beltways conjure up negative images for many local residents, he said.

Then again, he wouldn't want to see any development along Curtis that would preclude it.

"From a long-range planning perspective, getting from one side of a community to the other is pretty important," he said.

— JULIE WURTH

Champaign and Urbana, so the village considered widening it to four lanes—at least between Church Street and Curtis, the section in Savoy's jurisdiction, he said.

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Fierke also said traffic planners are considering widening Curtis to three lanes, rather than four or five, between

Neil and First. That would provide a transition from the five-lane road west of Neil to the two-lane stretch east of First.

"Considering the fact that nothing east of First is going to be anything but two lanes for 20 years, it didn't make sense to have it be five lanes," he said. "Three lanes should be sufficient to handle traffic from the development."

Dressel said that proposal "deserves some thought."

The university hopes to meet in January with planning commissions for Champaign, Urbana, Savoy and the county to discuss long-term plans for the area in more detail, Dressel said.

To: FILE

Date: 1-21-99

From: JLB

Project Name: CURTIS RD.

Re: PRESENTATION OF PROJECT
ALIGNMENTS TO THE
FRIENDSHIP LUTHERAN
CHURCH BOARD

Project No: C3004D

ON WEDNESDAY JAN. 20, I MET WITH THE CHURCH BOARD OF DIRECTORS TO DISCUSS THE PRELIMINARY HORIZONTAL & VERTICAL ALIGNMENTS FOR THE CURTIS RD. PROJECT AT THE REQUEST OF MANNY CARTER.

I ENDEAVORED TO EXPLAIN TO THEM THE DESIGN COMPONENTS INVOLVED WITH THIS PROJECT ALONG WITH THE CRITERIA REQUIRED TO DESIGN THIS CORRIDOR. ITEMS COVERED INCLUDED TO DUNCAN RD. TYPICAL SECTION SHOWING 3-12' LANES & 6' SHOULDERS, THE NATURE OF MY HORIZONTAL ALIGNMENT ANALYSIS & HOW I ARRIVED AT THE PROPOSED 3M SHIFT TO THE WEST ON DUNCAN RD & TO THE NORTH ON CURTIS RD. ALSO DISCUSSED WAS THE SIGHT DISTANCE CRITERIA USED FOR DEVELOPING THE PROPOSED PROFILE ON DUNCAN RD. FINALLY, WE REVIEWED THE CROSS SECTION ANALYSIS DONE FOR THE SOUTH LEG OF DUNCAN RD., THE CONSTRUCTION LIMITS SHOWN ON PLAN, & ULTIMATELY THE NEEDS FOR A 60' PROP. R.O.W. CORRIDOR ON THE WEST SIDE OF DUNCAN RD SOUTH OF CURTIS RD.

IN SUMMATION, EVERYONE WAS PLEASED WITH THE ANALYSIS PERFORMED BY CDI TO DATE & THE NEEDS FOR 60' OF R.O.W. ALONG THE EAST SIDE OF THE CHURCH PROPERTY.

JLB

CLARK DIETZ, INC.

MEMO

of

E-2A

CURTIS ROAD NEWSLETTER January 1999

This is the first of a series of newsletters developed by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers to provide information on continuing investigations regarding the improvement of Curtis Road.

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

This first issue includes articles on the history of the Curtis Road improvement project, the results of CUUATS' recent Scoping Study and, provides an overview of ongoing work being performed by Clark Dietz, Inc. during the current Preliminary Engineering Study phase.

Future newsletters will update you on the progress of the Preliminary Engineering Study and keep you informed as recommendations and decisions are made.

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

Clark Dietz, Inc.
Consulting Engineers
1817 S. Neil St., Suite 100
Champaign, IL 61820
Phone: 217.373.8900

WHAT IS THE CURTIS ROAD IMPROVEMENT?

Project History

The planning for a new interchange with I-57 and the development of Curtis Road as a principal east-west cross-town arterial street began in 1973 when CUUATS designated the extension of Curtis Road as a future interchange location on I-57. This designation was supported in 1977 by the "Interstate Route 57 Interchange Study" performed by IDOT. A request for an access point on I-57 at Curtis Road was granted to the Illinois Department of Transportation (IDOT) by the Federal Highway Administration (FHWA) in 1981. Since that time, the results of a continuing, comprehensive and cooperative transportation planning process administered by CUUATS have continued to identify the improvement of Curtis Road as a required component of the area's arterial street network.

As development of the urbanized area continued to push southward, the need to reserve and protect a Curtis Road right-of-way corridor for future roadway improvements became acutely apparent. In 1989, the CUUATS Policy Committee passed a resolution reserving 100 feet of right-of-way along Curtis Road from Staley Road in Champaign to Illinois Route 130 in Urbana. More recently, the 1995 update of the urbanized area's Long Range Transportation Plan recognized the need for improvement to Curtis Road and supported this improvement in conjunction with a proposed interchange at Curtis Road and I-57.

In April 1995, the Curtis Road Subcommittee was appointed by the Technical Committee of CUUATS to conduct a Scoping Study of the Curtis Road corridor between Staley Road and Illinois Route 130. The objective of the Scoping Study was to identify the feasibility of improving Curtis Road by examining the physical, environmental, and developmental aspects of the roadway corridor. The goal of the study was to establish preliminary information and design criteria needed to proceed with more detailed engineering investigations, design, and assessments of project impacts.

Specifically, the Scoping Study addressed the following issues of the Curtis Road corridor:

- existing and anticipated land use;
- ranges of existing and anticipated arterial street traffic volumes;
- alternative roadway cross sections;
- alternative roadway alignments between Duncan Road and Mattis Ave.;
- potential right-of-way requirements;
- access control requirements;
- potential utility impacts;
- required structures;
- costs for right-of-way acquisition, utility relocation, construction, and engineering services; and,
- potential environmental concerns.

The Scoping Study was developed over a period of time involving eleven Subcommittee meetings which were actively attended by the public between July 1995 and February 1997. An informational public hearing was also held in February 1997 and the final Scoping Study Report was issued by CUUATS in March 1997.

Results of the Scoping Study

The Curtis Road Subcommittee's recommendations to the Policy and Technical Committees of CUUATS have lead CUUATS to resolve that:

- rights-of-way and future access along Curtis Road as depicted within the "Final Curtis Road/I-57 Scoping Study Report" be reserved as shown and future access limited to minimize traffic conflicts;
- an approved interchange at I-57 and Curtis Road should be provided; and,
- a request be made to IDOT to conduct a Phase I Engineering Study for the proposed interchange with I-57 and Curtis Road from Staley Road to Duncan Road.

Inherent in the request to IDOT is that CUUATS will concurrently undertake a Phase I Engineering Study for the designated priority section of Curtis Road between Duncan Road and First Street.

The completion of the Curtis Road Scoping Study would normally allow initiation of full Phase I Location/Design Studies and Environmental Impact Assessments for the entire project corridor between Staley Road and Illinois Route 130. However, CUUATS has assessed their transportation improvement funding priorities and concluded that sufficient resources are not available to fund complete Phase I engineering development of the entire project corridor at this time. In an effort to keep development of the Curtis Road project moving forward, CUUATS has taken the following actions:

- Requested and received agreement that IDOT will provide Phase I services for the project corridor between Staley and Duncan Roads including the new interchange with I-57.
- Prioritized the local agencies Phase I development of the project corridor between Duncan Road and First Street.
- Allocated funding to perform a Preliminary Engineering Study (PES) of the section of corridor between Duncan Road and First Street.

In October of 1998 the engineering firm of Clark Dietz, Inc. was retained by CUUATS to perform the Preliminary Engineering Study for Curtis Road.

OBJECTIVES OF THE PRELIMINARY ENGINEERING STUDY

The goal in development of the PES will be to build upon the data base and design considerations of the Scoping Study and to formulate roadway design recommendations which ultimately must be approved by IDOT. This work will also serve to provide the information necessary to formulate an assessment of environmental impacts associated with the project.

The Scope of Work for the PES will include the following efforts:

- Develop detailed mapping of the Curtis Road Corridor;
- Analyze estimated future traffic volumes and access control requirements along Curtis Road and at intersecting streets;
- Determine the number of roadway lanes and type of median required to accommodate future traffic and access control;
- Develop a roadway storm water drainage plan and determine where curb and gutter with storm sewer or, roadside ditching with shoulders should be used;
- Determine the new alignment of Curtis Road and the need for additional right-of-way to accommodate the wider, realigned roadway;
- Analyze required intersection improvements (are right or left turn lanes required? – Should stop signs or traffic signals be used?);
- Investigate the feasibility of separating Curtis Road and the IC Railroad with a bridge similar to the one constructed over Windsor Road;
- Determine project costs of construction, right-of-way acquisition and utility relocations; and,
- Keep the public informed about on-going study efforts, seeking input, comments and suggestions.

PUBLIC INFORMATION MEETINGS

Significant public involvement was a component of the initial Scoping Study. This involvement will continue through the PES. Three project newsletters and two Public Information Meetings are planned during the PES with the first meeting anticipated during the first quarter of 1999.

At this meeting, representatives from Champaign County, the City of Champaign, the Village of Savoy, the University of Illinois, the Illinois Department of Transportation and Clark Dietz, Inc. will be available to receive comments, suggestions and recommendations pertaining to the project.

WHERE IS THE PROJECT NOW?

It is anticipated that the PES will be completed in October 1999. Upon completion, CUUATS will move towards finalizing Phase I design studies and environmental assessments. Completion of these tasks will result in IDOT and FHWA approvals. With these approvals, CUUATS can commence development of construction plans and specifications and finalize their funding strategies for construction. During this period, work can also be completed on the development of land acquisition documents and land acquisition proceedings can commence.

Only when all of the tasks identified above have been completed, can project construction commence. Based on prior experience and the availability of funding, CUUATS recognizes that this will be a lengthy and time consuming process. Actual project construction is not anticipated for several years.

TRANSPORTATION TERMS

Access control – the regulated limitation of access to a roadway. Access control is an important element of arterial design to enhance the primary function of mobility. Access control also minimizes conflicting vehicle movements, thereby reducing accidents.

Arterial – a roadway facility primarily for through traffic, usually on a continuous route.

Alignment – the path a roadway follows, i.e. vertically (up and down) and horizontally (curved or straight).

Cross-sections – a section view of the pavement system identifying widths and types of roadway elements. For example, a typical roadway cross-section may depict an 18 foot wide grassed median separating two 12 foot wide lanes in each direction and 10 foot wide paved shoulders abutting the outer lanes.

Phase I Environmental Impact Assessments – a study identifying a proposed roadway's impact upon the surrounding environment.

Phase I Location/Design Study – this study determines the location and design of the new roadway. The study quantifies approximate land acquisition needs and develops general geometry of the proposed roadway alignment. The *Preliminary Engineering Study* is an abbreviated Phase I Location/Design Study which addresses many elements of the Phase I Study.

Right-of-Way – land required by a public road.

CURTIS ROAD NEWSLETTER

June 1999

This is the second of a series of newsletters developed by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers to provide information on continuing investigations regarding the improvement of Curtis Road.

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

This second issue contains a brief overview of the Curtis Road improvement project, summarizes the current status of the Preliminary Engineering Study being performed by Clark Dietz, Inc. and, announces the date, time and place of the first Public Information Meeting.

Future newsletters will update you on the progress of the Preliminary Engineering Study and keep you informed as recommendations and decisions are made.

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OVERVIEW OF THE CURTIS ROAD IMPROVEMENT PROJECT

The planning for a new interchange with I-57 and the development of Curtis Road as a principal east-west cross-town arterial street began in 1973 when CUUATS designated the extension of Curtis Road as a future interchange location on I-57. Since that time, the results of a continuing, comprehensive and cooperative transportation planning process administered by CUUATS have continued to identify the improvement of Curtis Road as a required component of the area's arterial street network.

In April 1995, the Curtis Road Subcommittee was appointed by the Technical Committee of CUUATS to conduct a Scoping Study of the Curtis Road corridor between Staley Road and Illinois Route 130. The objective of the Scoping Study was to identify the feasibility of improving Curtis Road by examining the physical, environmental, and developmental aspects of the roadway corridor. The goal of the study was to establish preliminary information and design criteria needed to proceed with more detailed engineering investigations, design, and assessments of project impacts.

The completion of the Scoping Study in March 1997 provided information and recommendations enabling a closer focus on various design aspects of the new roadway. In October 1998, the engineering firm of Clark Dietz, Inc. (CDI) was retained by CUUATS to perform a Preliminary Engineering Study for Curtis Road between Duncan Road and First Street. Additionally, the Illinois Department of Transportation (IDOT) agreed to perform similar design studies for the

extension of Curtis Road between Duncan and Staley Roads. IDOT's work would include determining the configuration of a new interchange between Curtis Road and I-57.

STATUS OF THE PRELIMINARY ENGINEERING STUDY

Work Performed to Date

CDI has completed design studies along Curtis Road between Duncan Road and U.S. Rt. 45 including the cross-roads of Duncan, Mattis and Prospect Avenues.

However, before actual design studies could begin, extensive mapping of the project corridor was required. Mapping was developed along the existing alignment of the various roadways in order to show the locations of homes and businesses as well as the contours of the ground surface. This mapping was then augmented with the locations of various underground utilities, locations of current roadway rights-of-way and property lines, and the names of adjacent property owners.

Curtis Road travels through three distinct areas of land use along its 2.4 mile length between Duncan Road and U.S. 45. Its western section is characterized by the suburban residential environment of the adjacent Cherry Hills and Rolling Acres subdivisions. In the eastern section between Prospect Ave. and U.S. 45, land use is a mix of commercial enterprises and multi-family residential living. The middle and longest section of Curtis Road travels through open farmland.

Each section of the new Curtis Road will require a different configuration of lanes and median treatment, as well as the use of curb and gutter or roadside ditches, in order to provide or control access to the varied adjacent land uses. Attached to this newsletter are the proposed typical roadway cross sections along Curtis Road and the intersecting side roads.

Before commencing the design of roadway alignments, the layout of the Curtis Road intersections with Duncan, Mattis and Prospect were first determined. Traffic volume forecasts developed by IDOT for the year 2026 were analyzed to determine the need for separate left and right turn lanes, the required length of these lanes, and the overall level of service to be provided to future intersecting traffic movements.

The preliminary alignment studies for Curtis Road, Duncan Road, Mattis and Prospect Avenues have been completed as well as the development of a concept drainage plan for the roadway corridor between Duncan Road and U.S. 45. Alignment and drainage design will be refined when this project moves from the study phase into final design. Based on prior experience of the design process involved and the availability of funding for construction, CUUATS recognizes that actual construction is several years away. For now, however, the resolution of project design elements is sufficient to develop a preliminary estimate of the additional right-of-way which will be required for construction of the new roadways.

Exhibits have been developed which depict roadway alignments, drainage requirements, and the additional right-of-way which will be needed from adjacent property owners along the various roadways. These exhibits are too large to be condensed for this newsletter and will be displayed at a Public Information Meeting scheduled for this July.

By viewing these exhibits it is hoped that the public will recognize the following goals and sensitivity to adjacent properties which have guided the design development of this project.

Design Development Goals

- Maximize use of available existing right-of-way along the north side of Curtis Road in order to minimize encroachment of Rolling Acres subdivision properties which front the south side of Curtis Road.
- Avoid the Curtis Road Church of God building on the north side of Curtis Road.
- Minimize encroachment of Rolling Acres subdivision properties which front the east side of Duncan Road.
- Limit right-of-way acquisition in the southwest corner of the Curtis/Duncan intersection in order to permit future construction of the new Friendship Lutheran Church of Joy.
- Avoid impacts to businesses and buildings which are concentrated east of Prospect Avenue.
- Avoid the Federation of Animal Science Societies Building located immediately adjacent to southwest quadrant of the Curtis/U.S. 45 intersection.
- Minimize disruption of existing utility installations to the extent possible.
- Maintain or modify access to all properties which currently are accessed from the various project roadways.
- Designate specific access points along the farmland section of Curtis Road so that access to future land development may be managed safely with travel along Curtis Road.

Future Work to be Performed

The Preliminary Engineering Study for Curtis Road will also include the analysis of roadway alignment and drainage requirements between U.S. 45 and First Street. Traffic volume forecasts for this section of Curtis Road do not warrant the development of more than two through lanes in this area. In addition, the University of Illinois has stated its preference for only a two-lane roadway east of First Street.

CDI will also investigate a grade separation between Curtis Road and the IC Railroad track directly east of U.S. 45. The requirements for a bridge to carry railroad traffic over Curtis Road will be identified as well as how far Curtis Road must be lowered and the railroad raised in order to provide adequate underpass clearance.

Recently, IDOT has begun its study of the extension of Curtis Road between Duncan and Staley Roads as well as its study of the new interchange on I-57 at Curtis Road.

It is anticipated that these remaining portions of the Study will be completed for presentation at a second public information meeting this fall.

FIRST PUBLIC INFORMATION MEETING

A public information meeting has been scheduled for July 14, 1999 in the Friendship Lutheran Church of Joy located at 3601 S. Duncan Road between the hours of 4:00 p.m. and 7:00 p.m. Exhibits will be displayed which depict the proposed improvement plan and the additional right-of-way required for its construction.

Representatives of Clark Dietz, Inc. and CUUATS will be present to answer questions about the development of Curtis Road and to receive comments and suggestions regarding the proposed improvements. We hope to see you there!

TRANSPORTATION TERMS

Access control – the regulated limitation of access to a roadway. Access control is an important element of arterial design to enhance the primary function of mobility. Access control also minimizes conflicting vehicle movements, thereby reducing accidents.

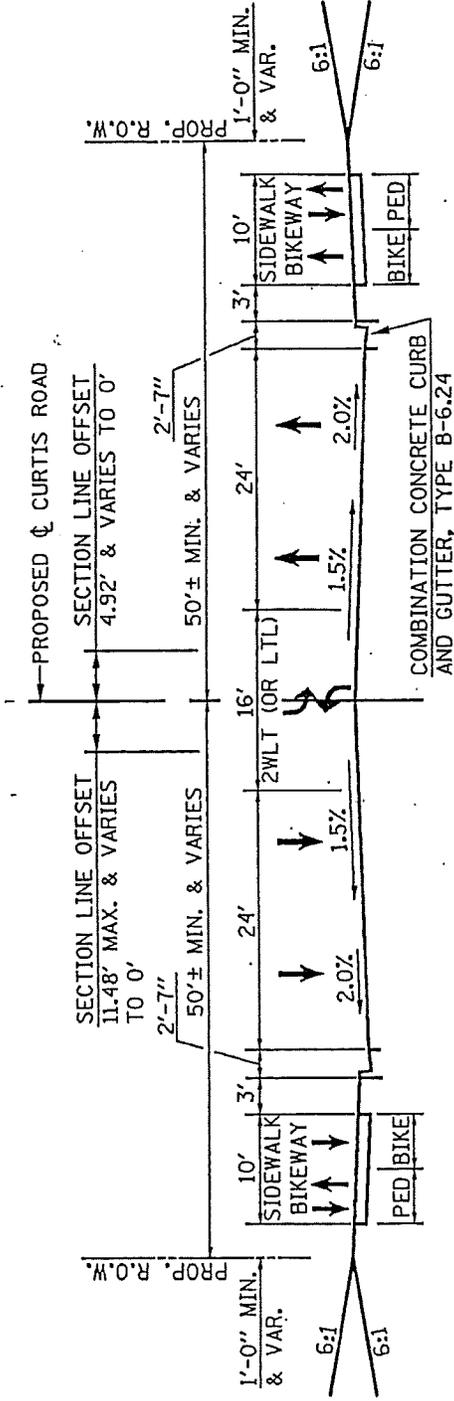
Arterial – a roadway facility primarily for through traffic, usually on a continuous route.

Alignment – the path a roadway follows, i.e. vertically (up and down) and horizontally (curved or straight).

Roadway Cross-section – a section view of the pavement system identifying widths and types of roadway elements. For example, a typical roadway cross-section may depict an 18 foot wide grassed median separating two 12 foot wide lanes in each direction and 10 foot wide paved shoulders abutting the outer lanes.

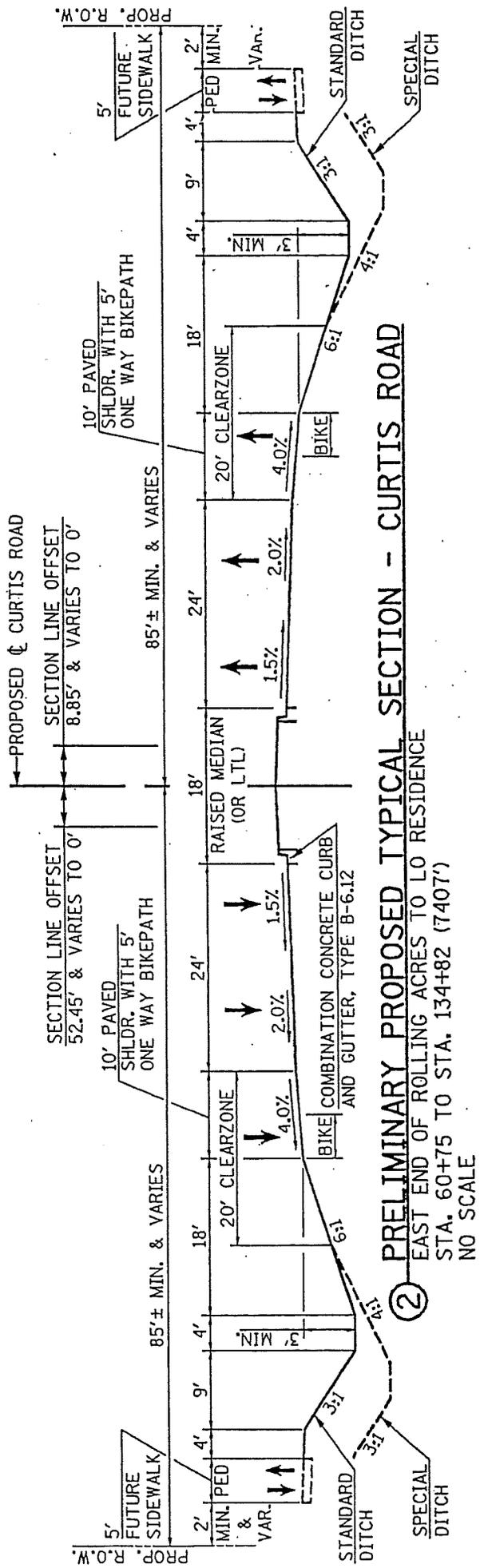
Right-of-Way – land required by a public road.

n:\general\melody\0607-m1.doc



1 PRELIMINARY PROPOSED TYPICAL SECTION - CURTIS ROAD

DUNCAN ROAD TO EAST END OF ROLLING ACRES SUBDIVISION
 STA. 32+81 TO STA. 60+75 (2794')
 NO SCALE

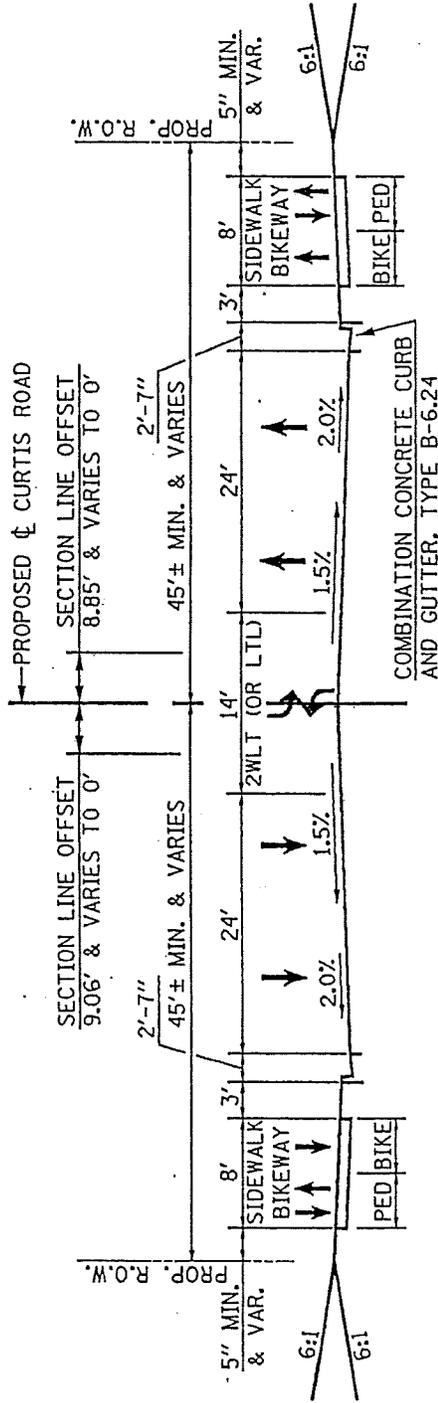


2 PRELIMINARY PROPOSED TYPICAL SECTION - CURTIS ROAD

EAST END OF ROLLING ACRES TO L0 RESIDENCE
 STA. 60+75 TO STA. 134+82 (7407')
 NO SCALE

PRELIMINARY PROPOSED TYPICAL SECTIONS
 CURTIS ROAD PRELIMINARY ENGINEERING STUDY
 DUNCAN ROAD TO FIRST STREET
 SECTION : 98-00374-00-ES



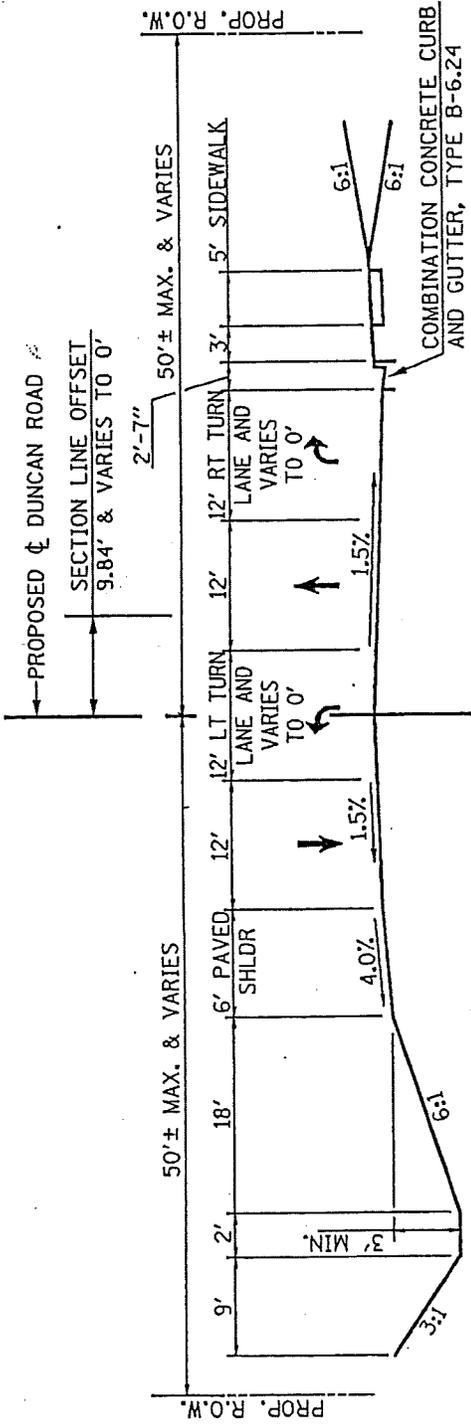


③ PRELIMINARY PROPOSED TYPICAL SECTION - CURTIS ROAD

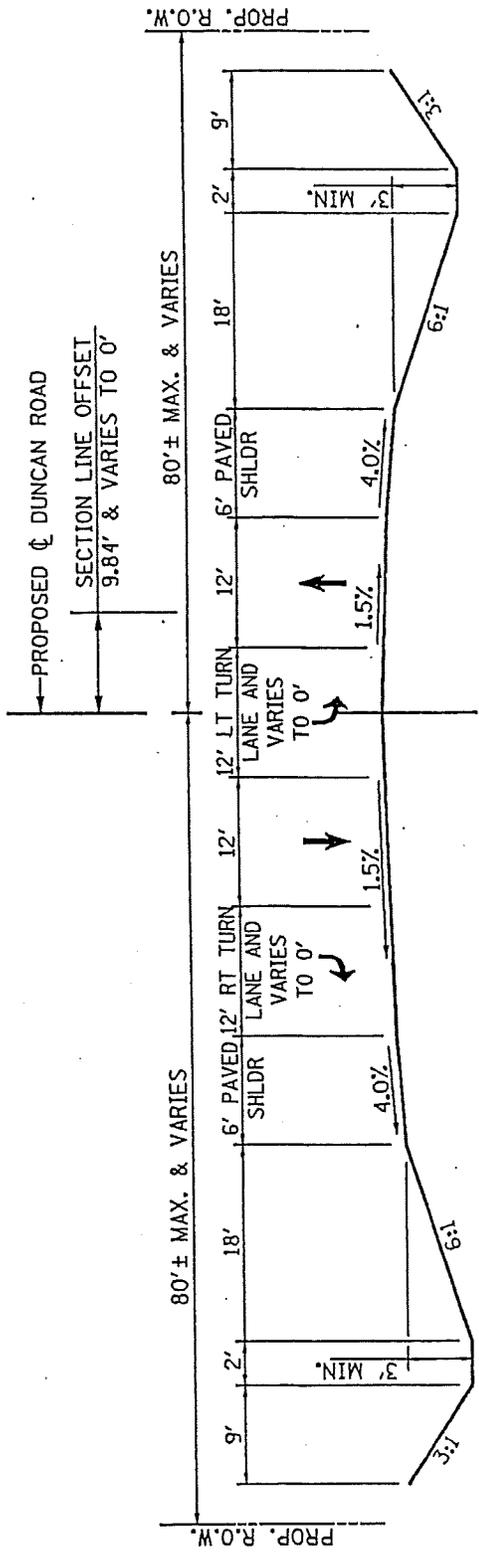
LO RESIDENCE TO U.S. RTE. 45
 STA. 136+82 TO STA. 160+95 (2413')
 NO SCALE

PRELIMINARY PROPOSED TYPICAL SECTIONS
 CURTIS ROAD PRELIMINARY ENGINEERING STUDY
 DUNCAN ROAD TO FIRST STREET

SECTION : 98-00374-00-ES

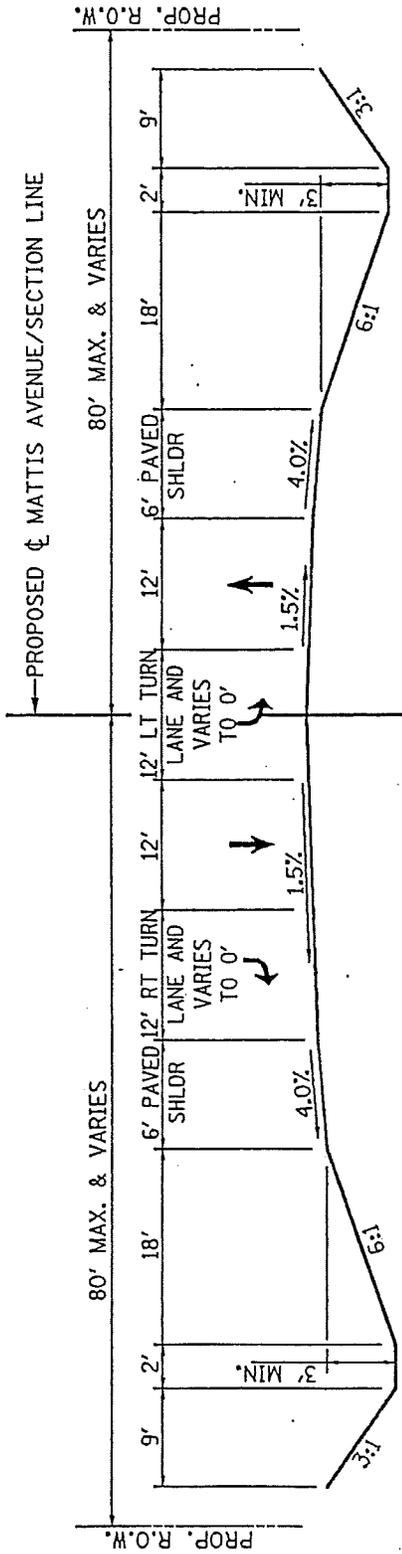


④ **PRELIMINARY PROPOSED TYPICAL SECTION - DUNCAN ROAD**
 SOUTH LEG OF DUNCAN ROAD AT CURTIS ROAD
 STA. 319+35 TO STA. 327+50 (815')
 NO SCALE



⑤ **PRELIMINARY PROPOSED TYPICAL SECTION - DUNCAN ROAD**
 NORTH LEG OF DUNCAN ROAD AT CURTIS ROAD
 STA. 328+90 TO STA. 337+05 (815')
 NO SCALE

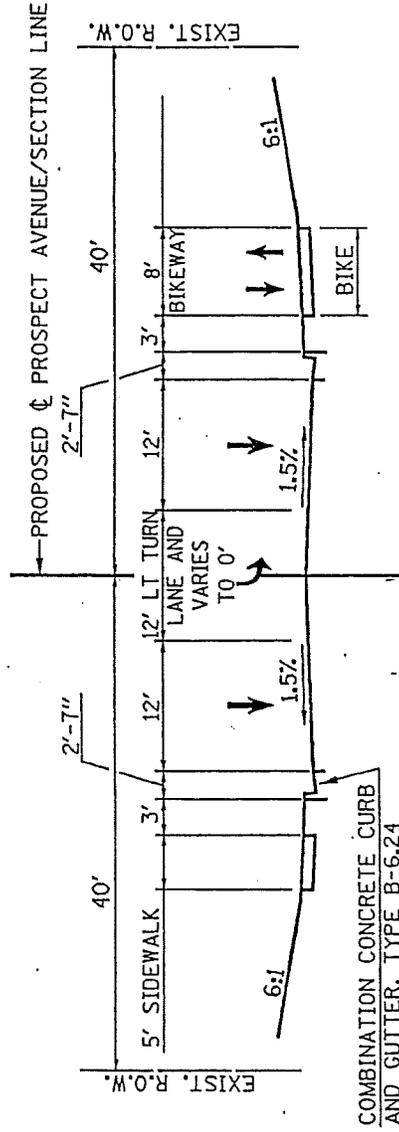
PRELIMINARY PROPOSED TYPICAL SECTIONS
 CURTIS ROAD PRELIMINARY ENGINEERING STUDY
 DUNCAN ROAD TO FIRST STREET
 SECTION : 98-00374-00-ES



⑥ PRELIMINARY PROPOSED TYPICAL SECTION - MATTIS AVENUE

NORTH AND SOUTH LEGS OF MATTIS AVENUE AT CURTIS ROAD
 STA. 486+30 TO STA. 498+66 (1236')

NO SCALE



⑦ PRELIMINARY PROPOSED TYPICAL SECTION - PROSPECT AVENUE

NORTH LEG OF PROSPECT AVENUE AT CURTIS ROAD

STA. 656+75 TO 662+72 (597')

NO SCALE

E. 14

PRELIMINARY PROPOSED TYPICAL SECTIONS
 CURTIS ROAD PRELIMINARY ENGINEERING STUDY
 DUNCAN ROAD TO FIRST STREET

SECTION : 98-00374-00-ES

**Curtis Road Preliminary Engineering Study
Duncan Road to U.S. 45
Public Information Meeting**

Please Sign-In

Name	Address	Telephone
Priscilla Tobias	IDOT- Paris	217-466-7219
Beasil Garnett	IDOT- Paris	217-465-4181
Jason W. Stults	IDOT - Paris	217-465-4181
Myllinda Granger	CUVATS	217-328-3313
Mary K. Royer	2505 Curtis Rd.	217-356-3174
Robert C. McCleary	45 Lange Ave SAVOY	217-352-6686
Dennis Unzicker	Champaign County	384-3800
PAUL CURTIS	3902 S. DUNCAN RD, C	359-2526
GEVE LANNERT	208 WEST CURTIS SAVOY	357-3335
Judy Launery	209 W. Curtis Rd SAVOY	359-3335
Jim McMahon	208 W CURTIS " " " "	
James C. Estenham	3609 meadowlark C.	352-9413
G.H. Sherer Jr	IDOT Dist 5	217/466-7252
Randall Huber	3812 S. Duncan	352-7374
JIM PIRIE	209 W. TOMARAS, SAVOY	359-5967
Larry McMahon	1405 W. Old Chuck Rd.	359-5551
Hans P. Selin	806 D Ramblewood Ct. Savoy	356-4324

**Curtis Road Preliminary Engineering Study
Duncan Road to U.S. 45
Public Information Meeting**

Please Sign-In

Name	Address	Telephone
Bill & Kay Clary	3602 S. Duncan	398-2425
Ricci Forte	49 Large Square IL	359-7192
Shawn & Robin Roca	2807 Curtis Rd	355-6514
Steve Ford	803 Wesley Savoy	359-2435
Matt & Frieda Linsner	3604 S. Duncan	351-8723
Helen Birckett	3607 S. Duncan	355-1885
Brant Lewis	802 Pleasantly Savoy	398-2932
Harry Fausel	3802 Meadow Lane C-22	356-8252
Rachael Schroeder	2810 Bernice Ct, Chg.	356-0167
James Morrow	2409 W. Curtis Rd.	351-1498
Don Maxwell	4202 S. First St Rd	351-4893
Gale Price	City of Champaign 102 N Neil St Champaign	351-4429
Sarah Billhart	500 Wesley Savoy	398-3611
Mary Anderson	City of Champaign	351-4421
Xau Smutz	1312 Old Farm	359-1765
DALE MATEJKOWSKI	1817 S. NEIL ST	373-8900
JEFF BRILLHART	CLARK DIETZ	373-8900

**Curtis Road Preliminary Engineering Study
Duncan Road to U.S. 45
Public Information Meeting**

Please Sign-In

Name	Address	Telephone
Rick Marley	City of Champaign Eng.	351-4466
Steve Wagoner	"	"
Pat Estergard	3609 Meadow Ln C	352-9413
John Schmidt	3310 HALIFAX DR C	398-1447
John B. Frye	4001 Clubhouse Dr, C.	352-8170
Jeff Smith	2403 High Meadow C	398-5121
KEN WEIDNER	2604 BERNIECE C	359-8806
CRAIG SHONKWILER	CLARK-DIETZ, Inc.	373-8939
Frank Rentschler	Village of Savoy	359-0655
Connie Bullant	500 Wesley Savoy	398-3611
Larry KENZLER	VILLAGE OF SAVOY,	359-0655
JERRY FRANK	CLARK DIETZ, INC.	373-8900

7-14-99

**Curtis Road Preliminary Engineering Study
Duncan Road to U.S. 45
Public Information Meeting**

Welcome to the Public Information Meeting for the Curtis Road Preliminary Engineering Study. Please feel free to view the exhibits shown on any of the table layouts. All tables contain the same exhibit information pertaining to the proposed roadway cross section, a plan view of the proposed roadway, its vertical alignment, and the additional right-of-way required to construct the roadway improvements.

As the preliminary engineering studies for Curtis Road continue, a second public information meeting will be held in the early fall to exhibit the design of Curtis Road easterly from U.S. 45 to First Street. In addition, design exhibits will be developed to depict a proposed grade separation between Curtis Road and the Illinois Central Railroad track.

Please address any question you may have to the representatives present from the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers. (They are the ones with the name tags.) Should you wish to provide written comment, use the space below and insert this form in the comment box at the front table – or – fold, staple and mail this form to the addressee on the back. Thank you.

FOLD

Comments:

We were very pleased to learn that a more practical and reasonable approach has been proposed for the Curtis/Duncan construction.

We applaud the efforts of Clark Dietz, Inc. for their preliminary engineering studies which take a more sensitive view of the impact of this project on homeowners.

*Bill + Kay Clary
3602 S. Duncan
E-18*

**Curtis Road Preliminary Engineering Study
Duncan Road to U.S. 45
Public Information Meeting**

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FOLD

Comments:

Lodds 6/24

E-19

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Duncan Road to U.S. 45
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FOLD

Comments: LOOKS GOOD - PLEASE PLACE ON FAST TRACK. WE REALLY NEED THE IMPROVED ROAD. IT DOES NOT APPEAR THAT NOW WOULD BE TOO SOON TO START SECURING R.O.W's.

THANKS

JIM PRIE
354-5967

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Duncan Road to U.S. 45
Public Information Meeting**

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FOLD

Comments:

The single lane entering rolling acres dr off of Duncan will cause a back up to Curtis Rd. Keep two lanes pass rolling acres. A turn lane for a right turn onto rolling acres would help get car's off of a busy Duncan much faster.

*Kenneth Owen
359-8806*

E-21

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Duncan Road to U.S. 45
Public Information Meeting**

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FOLD

Comments:

Shawn Royer
2807 Curtis Road.
Champaign, Ill ~~61822~~ 61822

Mr Royer wants an 8 1/2" x 11" copy
of the plan sheet centered on his house

36400

CURTIS ROAD NEWSLETTER
October 1999

This is the third of a series of newsletters developed by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers to provide information on continuing investigations regarding the improvement of Curtis Road.

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Phone: 217.373.8900

OVERVIEW OF THE CURTIS ROAD IMPROVEMENT PROJECT

The planning for a new interchange with I-57 and the development of Curtis Road as a principal east-west cross-town arterial street began in 1973 when CUUATS designated the extension of Curtis Road as a future interchange location on I-57. Since that time, the results of a continuing, comprehensive and cooperative transportation planning process administered by CUUATS have continued to identify the improvement of Curtis Road as a required component of the area's arterial street network.

In April 1995, the Curtis Road Subcommittee was appointed by the Technical Committee of CUUATS to conduct a Scoping Study of the Curtis Road corridor between Staley Road and Illinois Route 130. The objective of the Scoping Study was to identify the feasibility of improving Curtis Road by examining the physical, environmental, and developmental aspects of the roadway corridor. The goal of the study was to establish preliminary information and design criteria needed to proceed with more detailed engineering investigations, design, and assessments of project impacts.

The completion of the Scoping Study in March 1997 provided information and recommendations enabling a closer focus on various design aspects of the new roadway. In October 1998, the engineering firm of Clark Dietz, Inc. (CDI) was retained by CUUATS to perform a Preliminary Engineering Study for Curtis Road between Duncan Road and First Street. Additionally, the Illinois Department of Transportation (IDOT) agreed to perform similar design studies for the

extension of Curtis Road between Duncan and Staley Roads. IDOT's work would include determining the configuration of a new interchange between Curtis Road and I-57.

STATUS OF THE PRELIMINARY ENGINEERING STUDY

Work Performed to Date

In June of 1999 when the second Curtis Road Newsletter was issued, CDI had completed design studies along Curtis Road between Duncan Road and U.S. Rt. 45 including the cross-roads of Duncan, Mattis and Prospect Avenues.

Since that time, CDI has been working on the completion of design studies along Curtis Road between U.S. Rt. 45 and First Street. This work has now been completed and efforts are currently being focused on developing an estimate of project costs which CUUATS will utilize in its financial planning for funding this project. It is anticipated that all work for the Preliminary Engineering Study will be completed in late November or early December when the final engineering exhibits and project report are compiled.

A formidable engineering challenge must be undertaken for the development of Curtis Road between U.S. 45 and First Street. Due to the increased traffic volumes anticipated to be using Curtis Road in the future, the continued use of a surface crossing of the Illinois Central (IC) railroad tracks would not present a safe condition for the motoring public. CUUATS has therefore decided to segregate train and vehicle movements by developing a grade separated crossing at this location. This grade separated crossing would be similar to the one previously constructed for Windsor Road.

CDI has completed a feasibility study of the proposed grade separated crossing of the IC Railroad tracks. In order to develop this grade separation, Curtis Road must be lowered about eight feet and the railroad tracks must be raised about fourteen feet. Additionally, the railroad tracks must be relocated approximately ninety feet east of their present location in order to avoid lowering the existing U.S. 45/Curtis Rd. intersection. A bridge approximately 158 feet long will be required to carry trains over Curtis Road. The total length of railroad track alignment will be two miles long extending from Windsor Road in Champaign to Church Street in Savoy.

Results of Curtis Road Public Information Meeting

The first public information meeting for the Curtis Road improvement project was held on July 14, 1999 in the Friendship Lutheran Church of Joy located at the intersection of Curtis and Duncan Roads in Champaign. Representatives from the City of Champaign, Village of Savoy, Champaign County, CDI and the Illinois Department of Transportation were in attendance to answer questions and explain the proposed improvement program. Exhibits were displayed depicting the new roadway alignments and cross-sections as well as the additional right-of-way which must be acquired for its construction. Forty-six people attended the meeting and the comments received were generally very favorable as indicated in the following examples.

"We were very pleased to learn that a more practical and reasonable approach has been proposed for the Curtis/Duncan construction."

"Looks good – please place on fast track. We really need the improved road. It does not appear that now would be too soon to start securing R.O.W."

"We applaud the efforts of Clark Dietz, Inc. for their preliminary engineering studies which take a more sensitive view of the impact of this project on homeowners."

FUTURE WORK TO BE PERFORMED

The completion of the Curtis Road Preliminary Engineering Study is just the first step in a series of efforts which must be completed before actual construction of the new roadway can begin. The Preliminary Engineering Study provides CUUATS with only a basic "foot print" of the proposed improvements. In order for CUUATS to obtain state and federal approvals of project design and to secure the required environmental clearances, additional engineering and environmental studies will need to be performed. Federal and state assistance in funding this multi-million dollar project must also be sought. Final design plans for actual construction must also be developed and additional right-of-way purchased before construction can begin. Due to the size and cost of the entire improvement, it will likely be constructed over a period of several years.

As CUUATS moves forward with these future efforts, the public is assured that they will be kept informed of the project's status and given additional opportunity to provide input into the planning and design process.

SECOND PUBLIC INFORMATION MEETING

The second public information meeting for the Curtis Road improvement project has been scheduled for October 20, 1999 between the hours of 5:00 p.m. and 7:00 p.m. at the Head Start School, 310 West Church Street in Savoy. Exhibits will be displayed which depict the proposed improvement plan in its entirety between Duncan Road and First Street, as well as the railroad realignments required for the Curtis Road underpass.

Representatives of Clark Dietz, Inc. and CUUATS will be present to answer questions about the development of Curtis Road and to receive comments and suggestions regarding the proposed improvements. We hope to see you there!

Neighbors-- Please Attend the Curtis Road Project Meeting on October 20th . This Road Project Will Destroy the Peace and Well-Being of Our Neighborhood!!

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Curtis Road Preliminary Engineering Study
 Duncan Road to First Street
 Public Information Meeting
 October 20, 1999

Please Sign-In

Name	Address	Telephone
Tim Milam	2300 ^{FOUR} S. Dirksen Pkwy (Sp Rd)	217-524-9067
G.W. Sherer Jr	PO Box 610; Pork, IL 61944	217/466-7252
JERRY PAVANIK	1317 S. STEEL, CHAMP, IL	217/373-8800
Roger Francisco	11110 Cassida 910 Meadow View Ct Savoy	351-3532
Dennis Unzicker	1905 E. Main St., Urbana	384-3800
JIM SULLIVAN	FOUR	465-4181
Ruth + Les Morris	2701 Curtis Rd.	359-5680
Gene Porter	417 C.R. 1400 N	863-2545
Rita Morocoina	208 E. Willard St, Urbana	
Charles and Anne	61 Chestnut Court, Champ.	352-8255
JUDIAN FRANKENBERG	3705 S. MARJORIE	352-0749
ERIC HENKEL	2402 ROLLING ACRES DR.	352-2802
Bill + Kay Clary	3602 S. Duncan C	398-2425
Janet + Duane Stafford	2704 Pine Valley Dr. C	352-3150
Phil Browning	3186 Cherry Hills C	351-5108
A.J. Bailey	4 Joyce Ln	356 8551
Glenn Pence	2603 Berniece Dr. C	351-7362

Curtis Road Preliminary Engineering Study
 Duncan Road to First Street
 Public Information Meeting
 October 20, 1999

Please Sign-In

Name	Address	Telephone
DALE MATEKOWSKI	1817 S. W. 21 st St. CHAMPAIGN, IL 61820	217/373-8900
RICHARD BISSO	2503 CURTIS RD Village of Savoy	217/351 4946
Frank Rentschler	Savoy	359-0655
Rick Manley	Champaign	351-4466
Sharon & Robin Hoyer	2807 Curtis Rd C	355-6514
Muriel & Pete Alupack	2805 Curtis Rd C	356-7922
Russel & Elaine Peppers	2707 Curtis Rd, Ch.	359-5421
David Fierke	Savoy	
Lynn Forbes	IDOT	217/466-7200
Juliana Arazi	2801 Curtis - Ch	356-9717
Glenn Archer	3505 S. Prospect	398-1875
Robert McClary	45 Lange Ave	352-6686
Don Maxwell	4202 S. First Camp	351-9893
JOHN INSKIP	4 REDWING COURT	355-4616
George McCorkle	2605 Bernice Dr, Ch.	359-2637
Orlene McCorkle	"	"
Steve Math	3409 MILL CREEK CT.	351-9912

Curtis Road Preliminary Engineering Study
 Duncan Road to First Street
 Public Information Meeting
 October 20, 1999

Please Sign-In

Name	Address	Telephone
Dennysne Coomb	2801 Curtis	356-9717
Carl & Sherrill	3708 S. Sitalay Rd	359-1209
Roster & Virginia Garth	1 E Curtis Rd	355-8078
Dave & Vian Garth	907 W Church Ch	352-7421
Scott Garth	507 S. Russell Ch.	355-4862
Charles Day	20 Lake Park Rd	356-4667
Tania Coombs	2801 Curtis Rd	356-9717
JIM PIRIE	209 W. TOMARAS, TARDY	359-5967
LARRY KIENZLER	V.O.S.	355-1746

Curtis Road Preliminary Engineering Study
Duncan Road to First Street
Public Information Meeting
October 20, 1999

Welcome to the Public Information Meeting for the Curtis Road Preliminary Engineering Study. Please feel free to view the exhibits shown on any of the table layouts. All tables contain the same exhibit information pertaining to the proposed roadway cross section, a plan view of the proposed roadway, its vertical alignment, and the additional right-of-way required to construct the roadway improvements.

Exhibits are also provided which depict the relocation of the Illinois Central Railroad. The relocation of the railroad track is required so that Curtis Road may cross beneath the railroad.

Please address any question you may have to the representatives present from the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers. (They are the ones with the name tags.) Should you wish to provide written comment, use the space below and insert this form in the comment box at the front table - or - fold, staple and mail this form to the addressee on the back. Thank you.

FOLD

Comments:

IN AS MUCH AS THIS PROJECT HAS TO COME ABOUT. THIS PRESENTATION, ON OCT 20, 1999, IS MUCH MORE DESIRABLE THAN THE PREVIOUS PRESENTATION. OF COURSE, WE DON'T APPRECIATE LOSING ANY PORTION OF OUR PROPERTY.

LEONARD ALEXANDER
2805 CURTIS RD.
CHAMPAIGN, IL
61822

E-30

Curtis Road Preliminary Engineering Study
Duncan Road to First Street
Public Information Meeting
October 20, 1999

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FOLD

Comments:

It is not necessary to have a (turn off) interchange off the interstate ⁵⁷ on to Curtis Road. There is an adequate turn on at Monticello Rd. This will bring unnecessary traffic into the residential areas all along Curtis Road; which then leads to lots of commercial development, loss of security in our neighborhoods etc.

E-31

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Duncan Road to First Street
Public Information Meeting
October 20, 1999**

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FOLD

Comments: We are not very happy with the planning of this road. It will cause great disturbance to our quiet neighborhood.

I would like to suggest that the intersection connection to highway 57 be moved further south to Monticello Rd. as the city is moving south anyway. This intersection will bring more commercial traffic & less security. Speed controls ^{also will} need to be placed limiting the speed to 30mph.

Also I would like to see a sound barrier in the form of a hill between Curtis Rd & the existing houses on that road.

E-32

**Curtis Road Preliminary Engineering Study
Duncan Road to First Street
Public Information Meeting
October 20, 1999**

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FOLD

Comments:

Property owner along Curtis road
would like a berm to be placed
between the roadway and the existing
homes to act as a "sound barrier"
to the highway traffic. I propose
that the 57 intersection be moved
farther south from Curtis Road,

E-33

Curtis Road Preliminary Engineering Study
Duncan Road to First Street
Public Information Meeting
October 20, 1999

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FOLD

Comments: – *Owners and frontage of Rolling Acres interested in berm or noise barrier*

T 142



October 27, 1999

Mr. Porter Garth
1 E. Curtis Road
Champaign, IL 61822

Dear Mr. Garth:

Enclosed please find a topographic view of your property as it is impacted by the proposed Curtis Road Improvement as we discussed at the Public Information Meeting on October 20th. The scale of this drawing is 1"=20'.

Please note that these plans are preliminary. Construction of the project may be as far away as 10 years into the future. If you have any questions, please don't hesitate to give me a call at 373-8900.

Cordially,

Clark Dietz, Inc.

A handwritten signature in black ink, appearing to read "G. Payonk". The signature is fluid and cursive, written over the typed name.

Gerald T. Payonk, P.E.
Project Engineer

H:\WFILES\Curtis\102799pg.DOC

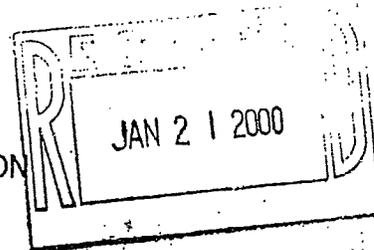
LAKE PARK HOMEOWNERS ASSOCIATION

P. O. Box 741

Savoy, Illinois 61874

217-352-1041

e-mail: canrain1@aol.com



January 20, 2000

TO: CUUATS
University of Illinois
Upper Embarras Basin Drainage District
Village of Savoy

REF: DRAINAGE IMPACTS TO LAKE PARK SUBDIVISION CURTIS ROAD
IMPROVEMENT PROJECT, CHAMPAIGN COUNTY, ILLINOIS

For more than forty years, the Lake Park Homeowners Association has been concerned about drainage and stormwater management in our portion of the Upper Embarras watershed. Since the initial construction of our subdivision lake and the development of the first Lake Park Subdivision, we have taken keen interest in the ongoing development of the area. In the late 1970s, our Homeowners Association undertook a complete dredging and rehabilitation of our lake and constructed a sediment trap and bypass channel along the north edge of the Lake Park Subdivision. For many years, the lake water quality and aquatic environment was improved and the bypass channel performed as intended with no ill effects.

With continued development in the watershed upstream of Lake Park Subdivision, including areas of Savoy west of U.S. Route 45 and the adjacent subdivisions and developments surrounding Lake Park, we noted changes in runoff and impacts to the lake and drainage infrastructure of the subdivision. Sediment loads have increased due no doubt to construction activities. Despite construction of stormwater detention basins upstream, flows have increased. Water quality is changing as a largely agricultural watershed becomes urbanized. Bank erosion has begun in areas along our bypass channel after many years of erosion free service. Continued development will exacerbate these problems.

CUUATS is presently coordinating the planning of the Curtis Road Improvement Project. The Village of Savoy is funding an initial study of the segment through Savoy, including that portion that is located in the watershed upstream of Lake Park. We understand that detailed analysis of drainage is not a part of the initial study presently underway.

The Upper Embarras Basin Drainage District is presently undertaking a channel improvement south of Church Street. There will remain more than one (1) mile of

E-36

unimproved channel between Church Street and the Lake Park Subdivision at First Street. This intervening property is presently or planned to be owned by the University of Illinois. The channel downstream of First Street is full of sediment, and choked with trees and brush. Unless drainage improvements are extended to First Street, there will be no drainage benefit to the watershed upstream of First Street.

The culvert under First Street is small and there has been some indication by the Village of Savoy that it may replace the culvert with a larger size. It is unlikely that notable drainage benefit will occur unless clearing and dredging the channel downstream of First Street accompanies a new culvert.

The Lake Park Homeowners Association has enlisted the services of Berns, Clancy and Associates of Urbana, Illinois. This consulting firm has assisted us in drainage and lake rehabilitation matters over the past twenty years and has considerable knowledge of the drainage situation in this area.

Based on our discussions to date, we note the following items:

1. The construction of the Curtis Road improvements will increase runoff in the watershed upstream of Lake Park.
2. The increased peak flow rate of runoff can be mitigated to large extent by routing drainage through new or existing stormwater detention basins with appropriate modifications, but the volume of runoff and frequency of in channel flooding will nonetheless be increased.
3. The increased volume and frequency of runoff in the bypass channel contributes to the increasing erosion of the channel banks. Greater flow runs through the channel more often and for a more extended period each time. This decreases the stability of the banks and increases erosion.
4. Even with the construction of stormwater detention basins for individual subdivisions meeting the requirements of the Village of Savoy's ordinance, increases in the peak flow rate of runoff can occur for many storm events when the timing of the discharge is not considered. A "watershed-wide" stormwater management analysis would address and study this issue.
5. Without drainage capacity improvements at First Street and immediately downstream, increased peak rates of flow and the increased volume of runoff will have detrimental effects on the bypass channel and the subdivision lake.
6. The continuing urbanization of the watershed will bring changes to the water quality of the runoff which feeds our lake. The Curtis Road improvements will have a detrimental effect on water quality.

At this time, we ask the following:

1. The Lake Park Homeowners Association would like to continue to be informed of the progress of the Curtis Road studies and would like to review results and reports and provide comments and input on matters relating to drainage. Our consultants, Berns and Clancy and Associates will assist us in this endeavor.

2. All runoff from Curtis Road should be routed through new or adequately sized existing stormwater detention basins both to control peak flow rates and to improve water quality.
3. The drainage analysis for Curtis Road should include the drainage channel on the north side of the Lake Park Subdivision to, and past First Street. Impacts on the lake and bypass channel can then be quantified.
4. Curtis Road drainage improvements should include work on the channel north of the Lake Park Subdivision, such as sediment removal, clearing where necessary and bank protection to correct erosion. Easements will be provided by Lake Park for the portions of the bypass channel under our control.
5. Improvements to the culvert at First Street and the outlet channel downstream of First Street should be included in the Curtis Road Improvement Project or performed by others as may be appropriate, including the Village of Savoy, the University of Illinois or the Upper Embarras Basin Drainage District. Without improvement of this outlet, impacts on our lake and bypass channel cannot be mitigated.
6. While we cannot expect development in the watershed upstream of Lake Park to stop, we do ask that the water quality be considered with future development. Adherence to erosion protection during construction will address sedimentation in the channel and our lake. The application of appropriate stormwater detention techniques can address some water quality issues related to urbanization.

We appreciate your indulgence of our efforts to date. The Lake Park Homeowners Association does not wish to block improvement of Curtis Road nor deter continued development. We do have a greater concern for stormwater management and water quality than many in the watershed because of our subdivision lake.

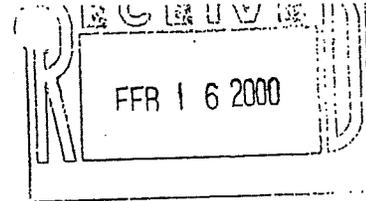
After you have had a chance to review this correspondence, we will contact you to discuss these issues and seek your concurrence on the items we request. This appears to be an appropriate time where strategic planning of drainage and stormwater management issues by all involved parties can bring about changes that might be implemented in the upcoming years to improve stormwater management on a watershed basis.

Sincerely,

Lake Park Homeowners Association



John B. Canfield, President



LAW OFFICES OF

MEYER, CAPEL, HIRSCHFELD, MUNCY, JAHN & ALDEEN, P.C.

217/352-1800

FAX: 217/352-1083

<http://www.meyercapel.com>

OF COUNSEL

AUGUST C. MEYER, JR.

RICHARD J. WINKEL, JR.

JOHN H. McCORD

JOHN H. ELDER

jelder@meyercapel.com

February 15, 2000

JAMES L. CAPEL, JR. (1933-1991)

Mr. Jerald T. Payonk
Clark Dietz, Inc.
1817 South Neil Street, Suite 100
Champaign, Illinois 61820

Re: Curtis Road

Dear Mr. Payonk:

Please be advised that this law firm has been retained by Porter and Virginia Garth of 1 East Curtis Road, Savoy, Illinois, to represent their interests in connection with the "improvements" to Curtis Road which have been proposed by the Champaign-Urbana Urbanized Area Transportation Study and your office. As it relates to the Garth property, the Garths fail to see how your plan to upgrade the current two-lane rural cross section from U.S. 45 to First Street makes any sense.

Our discussions with University of Illinois officials indicate that an upgraded Curtis Road will extend no further east than First Street. Since there is no opportunity to extend Curtis Road further east and eventually connect it to U.S. 130, we question why there is a need to spend taxpayer money to take our clients' land in order to upgrade a stretch of road that will serve little if any additional traffic. Our clients contend any additional traffic on Curtis Road west of U.S. 45 as a result of an interstate exchange with Interstate 57 should use the pre-existing road network of U.S. 45 and Windsor Road. Both roadways are already constructed and have signalized intersections to handle any increases in traffic.

The Garths are opposed to their land being unnecessarily taken for a road project which they feel is not needed. We will be assisting them in order to make sure their goals are satisfied.

Cordially,

John H. Elder

JHE:tp

cc: Mr. and Mrs. Porter Garth

Second phase of work on Curtis Road to begin

By The News-Gazette
CHAMPAIGN — Preliminary design studies are under way for a possible interchange connecting Curtis Road to Interstate 57.

Meanwhile, the second phase of improvement work on Curtis Road from Duncan Road to First Street will soon begin. The Champaign City Council this

week approved a \$118,700 inter-governmental agreement with Champaign County, the University of Illinois and the village of Savoy. Champaign's cost for the study will be \$45,000.

An interchange to the Interstate from Curtis Road would require the road to be expanded to four lanes, according to a memo to the city council.

Champaign officials have wanted to improve Curtis Road, which is now an oil and chip road, to a four-lane highway between Duncan Road and First Street.

Why widen Curtis? Growth, that's why, council member Jim Green told the council. It's inevitable.

The cost to improve the sec-

tion from Duncan Road to Mattis Avenue — including the interchange improvements at that corner — would cost Champaign \$6.8 million. Improve-

ments from Mattis Avenue to the future Champaign-Savoy boundary, which is about a quarter mile east of Mattis, would cost Champaign \$1.18 million.

Savoy would incur the \$3.78 million cost of improvements from the stretch about a quarter mile east of Mattis and the \$1.7 million improvements to the area of U.S. 45 to First Street.

Both Champaign and Savoy will receive help from Illinois Commerce Commission, and

federal surface transportation program funding.

Estimated project costs will be divided into three, with Champaign County paying \$5.85 million, Savoy \$3.38 million and Champaign \$2.46 million.

Clark Dietz, Inc. will complete the second phase of the engineering study.

This is the fourth in a series of newsletters developed by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers to provide information on continuing investigations regarding the improvement of Curtis Road.



Curtis Road (east of Duncan Road)

Curtis Road Project History Overview

The planning for a new interchange with I-57 and the development of Curtis Road as a principal east-west cross-town arterial street began in 1973 when CUUATS designated the extension of Curtis Road as a future interchange with I-57. Further studies by the Illinois Department of Transportation and the Federal Highway Administration have verified that conclusion and paved the way for ongoing investigations into the interchange and the surrounding street network. As a component of these investigations, a comprehensive and cooperative transportation planning process has been undertaken by CUUATS, the results of which continue to identify the improvement of Curtis Road as a required component of the area's arterial street network.

In April 1995, the Curtis Road Subcommittee was appointed by the Technical Committee of CUUATS to conduct a Scoping Study of the Curtis Road corridor between Staley Road and Illinois Route 130. The objective of the Scoping Study was to identify the feasibility of improving Curtis Road by examining the physical, environmental, and developmental aspects of the roadway corridor. The goal of the study was to establish preliminary information and design criteria needed to proceed with more detailed engineering investigations, design, and assessments of project impacts.

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In This Issue:

- ❑ **Curtis Road Project History Overview**
- ❑ **Preliminary Engineering Study Results**
- ❑ **Engineering Terms in Plain English: Railroad Grade Separation**
- ❑ **Phase I Location/Design Study**
- ❑ **Future Work to be Performed**

It's been over two years since the last Curtis Road newsletter and CUUATS and Clark Dietz are pleased to report that the Curtis Road Improvement Project is once again moving forward. To provide those people affected by the project with a better understanding of the project development process and issues currently under consideration, a series of newsletters will continue to be published. This fourth newsletter in the series contains a brief description of the project history, provides an overview of the results of the previously completed Preliminary Engineering Study, discusses several of the major issues currently being evaluated as part of the Phase I Location/Design Study, and provides insight into future developments anticipated as part of the project timeline.

Preliminary Engineering Study Results



Curtis Road and Prospect Avenue Intersection

The Preliminary Engineering Study developed by Clark Dietz provides the basis for future engineering studies and the ultimate development of the Curtis Road corridor. The study developed detailed mapping of the corridor area, utilized estimates of future traffic volumes to develop roadway sections and preliminary intersection geometrics, created a conceptual plan for stormwater management, and studied salient physical, environmental, and cultural features of the corridor area to determine an optimal roadway alignment. Public information meetings and project newsletters were used to inform area residents of project developments and impacts and to provide a forum for the airing, consideration, and response to public concerns and recommendations.

The Preliminary Engineering Study was delivered to CUUATS in March of 2000 and provided the agency with the following recommendations. The ultimate development of Curtis Road should provide a four-lane facility between Duncan Road and the new railroad bridge over Curtis Road just east of US 45. East of the railroad grade separation, the pavement should transition to a two-lane section due to lower traffic volumes. In all sections, a barrier median which controls access to adjacent properties *or* a bi-directional left turn lane which facilitates safe turning maneuvers into and out of existing developed properties should be utilized. In developed areas where adjacent property development warrants limited right-of-way acquisition, curb, gutter, and an underground storm sewer system should be used to eliminate more expansive

roadside drainage ditches. Alignment changes to Curtis Road should reconfigure the roadway to eliminate chronic pavement flooding while minimizing the impact of the pavement widening on surrounding properties and environmentally and culturally sensitive areas. A combination bikeway/pedestrian walkway should be provided along Curtis Road in accordance with the recommendations outlined in the Champaign County Natureways, Bikeways, and Trails Plan.

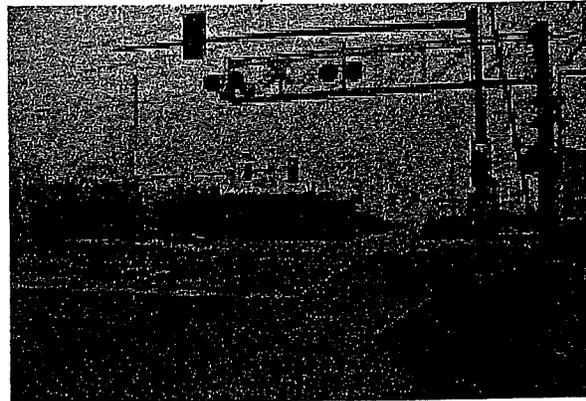
As part of the Preliminary Engineering Study, a series of design exhibits were prepared which display graphically the proposed Curtis Road realignment as well as the new intersection geometrics at each of the major crossroads. These exhibits depict the extent of the pavement widening throughout the project and delineate the existing and proposed right-of-way limits. The exhibits also examine the impacts of the proposed railroad realignment and grade separation (see special section below) from Windsor Road to Church Street. While not of the level of detail necessary for construction plans, they represent a basic foot-print of the new roadway corridor which can be used by local agencies in the development of long-range planning.

Also developed as a supplement to the Preliminary Engineering Study was an initial project cost estimate. This estimate outlined some of the more significant tasks necessary for project completion and attempted to roughly quantify the level of effort and cost associated with those tasks. To date, the preliminary estimate for the full development of the Curtis Road corridor from Duncan Road to First Street stands at 23.4 million dollars. While obviously a significant figure, the costs will be shared by numerous agencies and government bodies, and will most likely be spread over several years to meet construction and budgetary constraints. Several development alternatives, including the possibility of constructing a temporary two-lane facility with a center turning and median area prior to the completion of the full roadway development, were also explored and presented with the cost estimate in the Preliminary Engineering Study.

Engineering Terms In Plain English: Railroad Grade Separation

In simple terms, a railroad grade separation involves the transformation of an existing railroad and street intersection into one where the street and railroad are separated with one being relocated above or below the other. In the case of the Curtis Road / Illinois Central Railroad grade separation, the roadway will be lowered and the railroad raised to allow Curtis Road to pass under the tracks, a configuration referred to as a subway crossing. This type of separation is expensive, particularly in this case where the existing tracks will not only have to be raised, but also will have to be relocated further east to allow Curtis Road to pass safely underneath them. However, as traffic begins to increase in this area due to the expansion of the University of Illinois and the opening of the new interchange with I-57, the chances of a serious and possibly fatal accident increase dramatically. Currently, 30 trains pass through this intersection each day, some at speeds approaching 80 mph. These factors, combined with the close proximity of the Curtis Road and US 45 intersection, warrant the creation of a grade separation from both an engineering and safety standpoint.

While the precise design of the grade separation and railroad realignment is still being studied, significant efforts are being made to limit both the project costs and its impacts on properties and structures east and west of the existing railroad tracks.



Curtis Rd. and US 45 intersection

Phase I Location/Design Study

Upon review of the Preliminary Engineering Study and the allocation of necessary funding, CUUATS in the summer of 2001 retained Clark Dietz to develop the Phase I Location/Design Study for the Curtis Road corridor area. The tasks associated with this study are similar to those performed for the Preliminary Engineering Study, although the level of analysis and attention to specific project details is significantly greater. Under this contract, detailed engineering and environmental studies must be performed and approved by various federal, state and local agencies in order for the project to qualify for federal and state funding. These studies include the following:

- ◆ Environmental assessments to determine what, if any, effects the project will have on environmentally-sensitive areas such as wetlands and endangered species.
- ◆ Alignment studies to insure the proposed roadway meets all state and local requirements.
- ◆ Traffic engineering studies to determine the impact of updated and more accurate traffic projections on project design criteria and intersection geometrics.

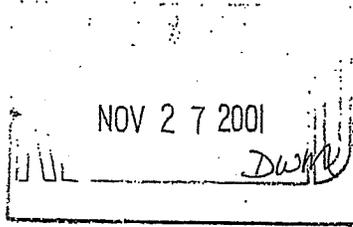
- ◆ Supplemental field surveys to gather additional mapping information.
- ◆ Drainage studies to determine and quantify the impact of pavement widening on stormwater runoff and downstream water levels.
- ◆ Railroad relocation modifications to address comments received from various agencies and concerned citizens.
- ◆ Utility coordination studies to determine conflicts with the proposed construction and necessary utility modifications.
- ◆ Cost estimate revisions to incorporate modifications necessitated by the identified engineering studies and preliminary construction timelines.

These and numerous other tasks will be performed during this phase of the project's development. As the Phase I Location/Design analysis progresses, additional information as to the specifics of the above items will be developed more fully in subsequent newsletters. As was performed previously, a significant effort will be made to keep the public informed of the project's status and to provide opportunities for direct input into the planning and design process.

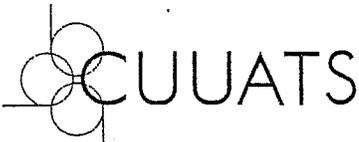
Clark Dietz

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

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Consulting Engineers
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Dale Matejkowski
Clark-Dietz, Inc.
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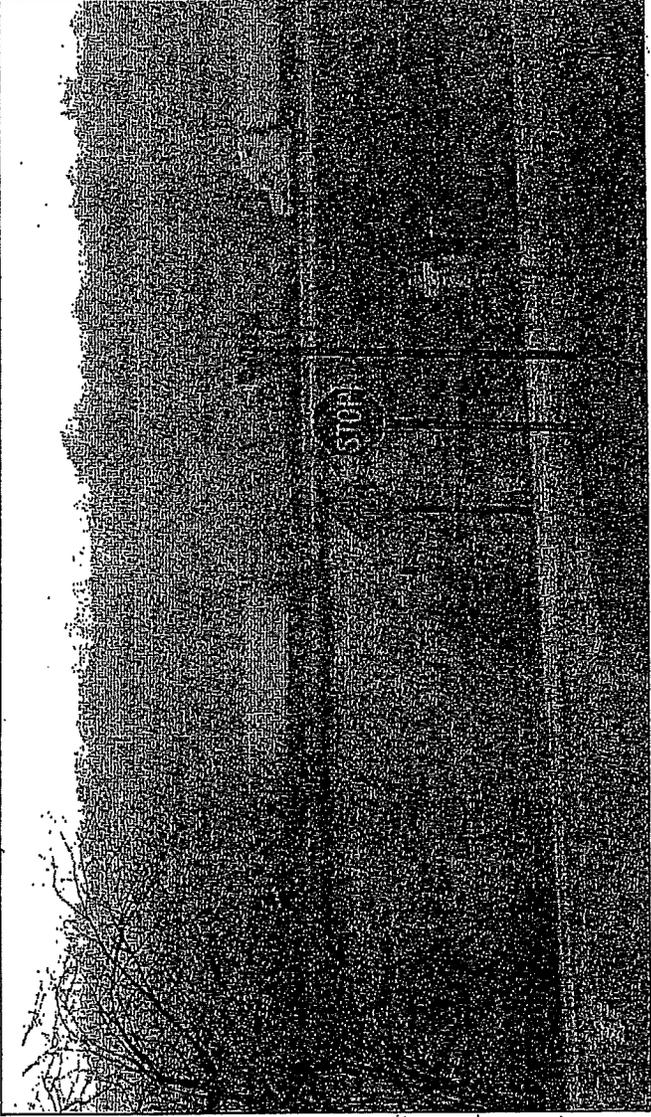
Future Developments



Curtis Road (east of US 45)

The development of the Phase I Location/Design study is expected to continue well into next year. While no significant delays or substantial modifications are anticipated, the level of detailed analysis associated with the Phase I studies may reveal areas of concern not uncovered during the Preliminary Engineering Study. In addition, the process of securing and programming the federal, state, and local funding necessary for a project of this magnitude will require significant time and effort. As such, actual project construction is not anticipated for several years. As additional information becomes available and future developments materialize, this newsletter series as well as public information meetings will be utilized to inform those affected by this project of these issues and to address specific questions or concerns that may arise. The next newsletter, which should be published in early 2002, will provide information as to the date, time, and location of the next public information meeting. Any immediate questions or concerns may be addressed to the contact information listed on the cover page. The planning and design

NEWS GAZETTE 1-25-02



News-Gazette photo by Robert K. O'Donnell

I-57 link gets state approval

Construction in '04 if local bodies agree

By J. PHILIP BLOOMER
News-Gazette Staff Writer

CHAMPAIGN — The Illinois Department of Transportation has given its blessing to local officials to move forward with an interchange at Curtis Road and Interstate 57 if local governments agree.

Steve Wegman, an engineer for the city of Champaign, said the transportation department has approved the project for design this year. It is expected that the project could be let for bid by November 2003 with construction starting in the spring of 2004, he said.

"They're saying they'll do it in that time frame if the community wants to," Wegman said.

A priority designation for the project is now required from the policy committee of the Champaign-Urbana Area Urbanized Area Transportation Committee, the metropolitan traffic-planning agency that controls the disbursement of federal transportation money. The committee meets Feb. 5.

Starting construction on the Curtis interchange in 2004 is several years earlier than had

been anticipated for a major undertaking that represents the first new interchange in Champaign since the Olympian Drive project in the mid-1980s.

The department's Dennis Markwell, bureau chief for program development in the district, said Wednesday that his agency is prepared to move forward.

"It's not officially in the five-year program yet, but we're hopeful. It's on track but it's still basically the governor's call," Markwell said.

The five-year priority list is generally announced in April.

"Getting the Curtis interchange has always been a priority," Markwell said. "But we didn't want to sink a big chunk of money into it without having a road to connect to and the locals didn't want to commit to building anything without having an interchange to hook up to."

That is the situation that occurred the last time an interchange was built in Champaign County. The state built the Olympian Drive interchange in the mid-1980s with the expectation that improvements to Olympian east would occur thereafter. That project, to improve Olympian over to Market Place Mall, is finally getting bid later this year.

The Curtis Road interchange

Looking west, Curtis Road ends with no outlet past its intersection with Duncan Road — the general area where an interchange has been a major goal for Champaign for several years because the interchange will provide an access point to the highway from the southern portion of Champaign-Urbana and an entry point to the community from the interstate.

The road will serve as an east-west link to and from the University of Illinois and its South Research Park as well as move traffic faster to and from the commercial area of north Champaign.

"Getting the project identified in the five-year plan is terrific for the community," said Champaign City Manager Steve Carter. "I'll take pressure off our internal streets and provide for ease of transportation

would connect Curtis with Interstate 57, where trucks are traveling in the background.

county, the UI, the state transportation department and the Mass Transit District.

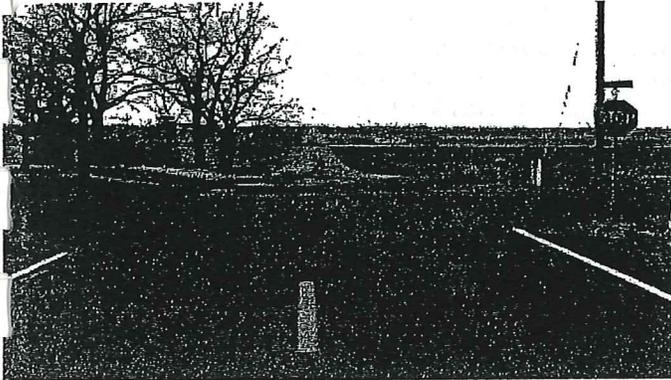
Champaign officials hope the local portion of the Curtis Road improvements can be undertaken on the heels of the interchange construction in 2004. The state is expected to bid the interchange along with improvements to Curtis to Staley Road on the west and Duncan Road on the east.

Improvements to what is now an oil-and-chip road will consist of two lanes of pavement with a barrier median or center turn lane built on the full right of way that would allow eventual expansion to four travel lanes. Future phases of the project include from Duncan east to

Wynstone Drive, then Wynstone to U.S. 45, then U.S. 45 to First Street, concluding with the construction of a bridge for the railroad at Curtis and U.S. 45.

Planning for the project is already well under way. The city of Champaign approved an agreement in November with Savoy and the county for the design, property acquisition, utility relocation and construction responsibilities for Curtis from First to Staley Road. Champaign County has taken the lead in preliminary engineering studies that involve drainage and environmental studies, road section identification and coordination among agencies.

This is the fifth in a series of newsletters developed by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers to provide information on continuing investigations regarding the improvement of Curtis Road.



Curtis Road looking west of Duncan Road toward the site of the future I-57/Curtis Interchange

In This Issue:

- ☐ **Curtis Road Project History Overview**
- ☐ **Phase I Design Studies Update**
- ☐ **Phase I Environmental Studies Update**
- ☐ **Public Information Meeting**

This issue of the Curtis Road Newsletter focuses on the efforts of the **Phase I Design Studies and Environmental Assessments** currently being performed for the Curtis Road corridor area. Following the successful completion of the Curtis Road Preliminary Engineering Study in July 2000, CUUATS in the summer of 2001 retained the engineering firm of Clark Dietz, Inc. (CDI) to develop the Phase I Design Studies and Environmental Assessments. These studies and reports must be approved by the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) prior to the issuance of funding to construct the improvements. The tasks associated with Phase I project development are similar to those performed for the Preliminary Engineering Study, although the level of analysis and attention to specific project details is significantly greater.

Curtis Road Project History Overview

The planning for a new interchange with I-57 and the development of Curtis Road as a principal east-west cross-town arterial street began in 1973 when CUUATS designated the extension of Curtis Road as a future interchange with I-57. Further studies by the Illinois Department of Transportation and the Federal Highway Administration have verified that conclusion and paved the way for ongoing investigations into the interchange and the surrounding street network. As a component of these investigations, a comprehensive and cooperative transportation planning process has been undertaken by CUUATS, the results of which continue to identify the improvement of Curtis Road as a required component of the area's arterial street network.

In April 1995, the Curtis Road Subcommittee was appointed by the Technical Committee of CUUATS to conduct a **Scoping Study** of the Curtis Road corridor between Staley Road and Illinois Route 130. The objective of the Scoping Study was to identify the feasibility of improving Curtis Road by examining the physical, environmental, and developmental aspects of the roadway corridor. The goal of the study was to establish preliminary information and design criteria needed to proceed with more detailed engineering investigations, design, and assessments of project impacts.

The completion of the Scoping Study in March 1997 provided information and recommendations enabling a closer focus on various design aspects of the new roadway. In October 1998, Clark Dietz Engineers was retained by CUUATS to perform a **Preliminary Engineering Study** for Curtis Road between Duncan Road and First Street. Additionally, IDOT agreed to perform similar design studies for the extension of Curtis Road between Duncan and Staley Roads. The work of IDOT includes determining the configuration of a new interchange between Curtis Road and I-57, a process which is currently ongoing.

Preliminary Engineering Study Results

Intersection Design Studies Developed: Within an urbanized area most traffic accidents on major roadways will occur at intersections which are the confluence of conflicting traffic movements. It is therefore very important that early planning for a new arterial street such as Curtis Road identifies the layout of these intersections and the traffic control features necessary to safely accommodate the motoring public. Due to the future construction of the Curtis Road interchange with I-57, design engineers must consider the eventual growth in traffic volume along Curtis Road and develop intersection designs to service these anticipated traffic volumes. Intersection Design Studies (IDS) have been developed for the Curtis Road intersections with Duncan Rd., Mattis Ave., Prospect Ave., U.S. Route 45 and First St. to accommodate traffic volumes anticipated in the year 2026. These IDS's graphically depict the geometric layout of the intersection including thru lanes, additional turning lanes, turning radii, roadway median configurations and the locations of traffic signal components. The IDS's were submitted to IDOT for technical review and comment and have been found acceptable for further design development.

Railroad Relocation Revised: The Curtis Road Preliminary Engineering Study concluded that a railroad grade separation would be necessary to safely accommodate increasing Curtis Road traffic across the track of the Canadian National/Illinois Central Railroad located immediately east of U.S. Route 45. In simple terms, a railroad grade separation involves the transformation of an existing railroad and street intersection into one where the street and railroad are separated with one being relocated above or below the other. In the case of the Curtis Road/CN-IC Railroad grade separation, the roadway will be lowered and the railroad raised upon a bridge spanning over Curtis Road thus allowing Curtis Road to pass under the railroad track. Due to the close proximity of the intersection of Curtis Road with U.S. Route 45, a railroad grade separation can only be developed by moving the railroad track to the east, a further distance from the U.S. 45 intersection. A track realignment analysis was performed during the Preliminary Engineering Study and has since been reviewed by the CN-IC Railroad. Based on comments received from the Railroad, the new railroad track is now located 60 feet east of the existing track instead of 90 feet as originally proposed. This revision has resulted in a new geometric layout of the Curtis Road/U.S. 45 intersection as well as a new structural design of the railroad bridge over Curtis Road. Revised designs have been resubmitted to IDOT and the CN/IC Railroad for approval.



*Curtis Road and U.S. 45 Intersection Looking East
Curtis Road to be lowered 5 feet and Railroad raised 15 feet*

Stormwater Management Plan Completed: The three mile long section of Curtis Road between Duncan Road and First Street passes through three major watersheds within the urbanized area. From west to east these watersheds are the Kaskaskia, the Phinney and the Embarras. One of the more critical design issues which must be addressed in roadway development is how to accommodate the stormwater which drains to the roadway as well as the stormwater which runs off the roadway. The Phase I stormwater drainage study performed for Curtis Road has taken a detailed look at this design issue and has developed stormwater management systems which will effectively accommodate stormwater flows and slow them down (i.e. detain) before they are released to the downstream area. Stormwater storage and detention is an integral part of the drainage design for the Curtis Road Corridor and ensures that the construction of this roadway will not cause downstream flooding problems. With one exception, throughout the length of this project, stormwater will be stored in roadside ditches and storm sewer pipes and released at controlled rates. At only one location will a segregated stormwater detention facility be necessary. A separate stormwater detention pond will be constructed about 500 feet south of the Curtis/Prospect intersection. A detention pond at this location will serve to purify stormwater runoff and minimize the rate of stormwater outflow to the Arbor Meadows and Lake Park ponds further downstream.

Project Construction Phasing and Cost: The estimated price tag for the construction of Curtis Road between Duncan Road and First Street is 22.3 million dollars. The railroad relocation and grade separation bridge will add another 8.0 million dollars. These cost estimates were developed for 2006, which is the anticipated first year of construction. The construction of an infrastructure improvement of this magnitude will be limited by the availability of future funding and completion of the total improvement plan may not be realized for ten years or more once construction has started. Acknowledging the limitation of future funding, a construction phasing plan has been developed which will maximize the length of improved roadway for the limited available dollars. This will be accomplished by first constructing only two of the eventual four traffic lanes required for Curtis Road between Duncan Road and Prospect Avenue. Once traffic volumes have increased along Curtis Road, the additional two traffic lanes can be added as warranted. The construction of the railroad relocation and bridge, as well as the Curtis Road improvements between U.S. 45 and First Street, will be accomplished when Curtis Road is widened to four traffic lanes between Prospect Ave. and U.S. Route 45. The first two-lane section of Curtis Road to be constructed will be between Duncan Road and Wynstone Drive in order to service the new Curtis Road interchange at I-57.

Phase I Environmental Studies Update

In addition to the Design Studies being accomplished, several Environmental Investigations have been performed to assess the potential of adverse impact to the environment which may result from the construction of Curtis Road and the railroad relocation.

Historic and archaeological reviews and reconnaissance of the entire project corridor have been performed. The Illinois State Historic Preservation Officer has concurred that properties of these types will not be impacted by the proposed construction. Similarly, a biological resources review has been accomplished. The presence of quality prairie plants and a threatened and endangered snake species was discovered in the area between U.S. Route 45 and the existing railroad track. However, this area is outside the limits of project construction and these biological resources will not be disturbed by the project. Additionally, site surveys were performed throughout the project corridor in an effort to detect areas of hazardous or special wastes which would require cleanup prior to construction. No such sites were identified and it has been determined that the project area has a low risk potential for the occurrence of regulated substances or natural hazards.

An extensive Noise Analysis was performed in order to gage the level of noise impact the new roadway may have on adjacent properties. Existing noise readings were taken at 34 locations along the project corridor including residences, churches, and businesses. Future noise levels at these same locations were predicted by a computer model which incorporates the anticipated growth in traffic as well as the alignment characteristics of the new roadway. Although noise levels will increase marginally throughout the project corridor, only three noise receptors are anticipated to experience a moderate increase in noise. None of the 34 receptor sites will experience a significant increase in noise level.

The construction of Curtis Road will impact four small wetland areas between Wynstone Drive and Prospect Avenue. About 0.9 acre of wetland must be replaced as required by environmental law. In order to eliminate the acquisition of additional property upon which these wetlands would be constructed, a more prudent option is being investigated. Since a stormwater detention pond will be required south of the intersection of Prospect Avenue and Curtis Road (see "Stormwater Management Plan Completed"), it is the intent to recreate these wetlands within the detention area. This facility will thus serve the dual purpose of stormwater management and wetland compensation. The detention pond will be graded in a manner to maintain wet areas conducive to the planting and growth of natural wetland plant species. The pond will be configured in a natural kidney-shaped form and can be further landscaped to produce an attractive park-like setting.

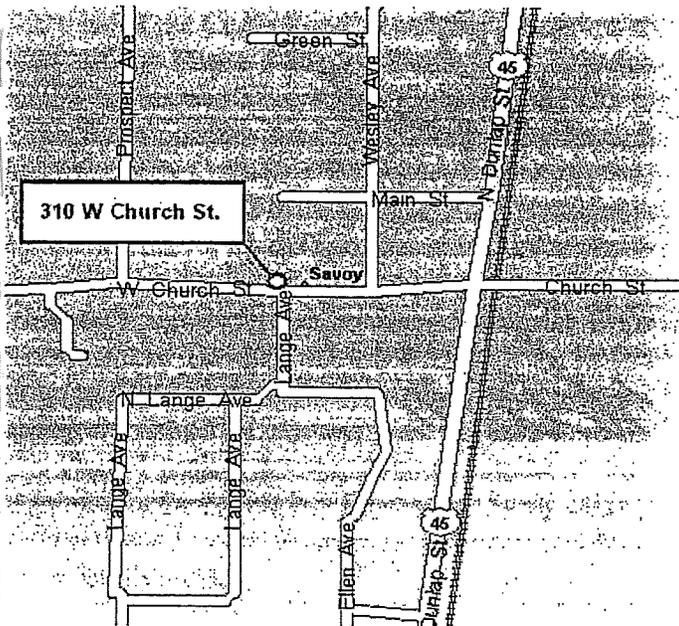


*Curtis Road Looking South
Future Site of the South Prospect Stormwater
Detention Pond and Wetland Compensation Area*

Curtis Road Public Information Meeting

The third in a series of Public Information Meetings has been scheduled for Wednesday, January 29, 2003 between the hours of 4:00 p.m. and 7:00 p.m. at the Head Start School, 310 West Church Street in Savoy. The purpose of these meetings is to keep the community up to date on the status of the Curtis Road improvement project. Exhibits will be displayed which depict the proposed improvement plan between Duncan Road and First Street, as well as the railroad relocation required for the Curtis Road underpass.

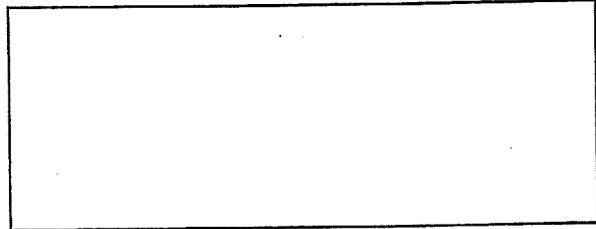
Representatives of Clark Dietz Engineers and CUUATS will be present to answer questions about the development of Curtis Road and to receive comments and suggestions regarding the proposed improvements. We hope to see you there!



Clark Dietz

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

Clark Dietz, Inc.
Consulting Engineers
Attn: Dale Matejkowski
1817 South Neil St., Suite 100
Champaign, IL 61820
Phone: 217.373.8900



Champaign County Regional Planning Commission
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Phone: 217.328.3313
Fax: 217.328.2426
www.ccrpc.org

Curtis Road

Newsletter

**Curtis Road Design Study
Duncan Road to First Street
Public Information Meeting
January 29, 2003**

Please Sign-In

Name	Address	Telephone
ED WALSH	6708 N.W. ARROWHEAD DR U.	643-2659
Mr & Mrs J. Ryan	2505 Curtis Rd	356-3174
Lawrence R & Mary E. Dunlap	Curtis Rd	688-2397
Charles and Anne Slichter	61 Chestnut Ct	352-8255
Blonde Mitchell	1701 Broadmoor C, W.	359-7031 x28
5 Karl Kennel	510 S. WALNUT BONDVILLE IL	863-2210
Cinda Bannell	505 Van Buren St, Savoy	355 0826
Pam Voitek	601 E John St, C	333-8086
KIM MATTINGLY	IDOT	466-7256
DARLA LATAAM	IDOT	466-7358
10 Frank Rentschler	SAVOY	359-0655
Dick Helton	Savoy	354-5894
GARY BIEM	1501 S OAK, CH. UIC	333-6065
Doug Downs	4335 E. 700N, Farmington	288-9008
Rita Black	1776 E. Washington St.	328-3313
15 Jay Edwards	IDOT	465-4181
Rick Marley	City of Champaign	403-4710

**Curtis Road Design Study
Duncan Road to First Street
Public Information Meeting
January 29, 2003**

Please Sign-In

	Name	Address	Telephone
	D.V. Parangipe	3410 Mill Creek	3595954
	Ralph Langenheim	Champaign Ch Bond 401 W Vermont V	344-5285
	Heleen Bidwell	3607 So Duncan Rd	355-1885
20	JERRY DEWHIRST	SODEMANN & ASSOC., INC.	352-7688
	JAN CARTER NICCUM	3 BNA Ct., Savoy	356-4246
	Roger Francisco	910 Meadowview Court, Savoy	351-3532
	Steve Wegman	702 Edselbrook, Champaign	403-4710
	DAVID SPEICHER	1005 - D5	466-7252
25	Bob & Ann Porter	417 C.R. 1400N	863-2545
	Bob McCleary	45 Lange Ave, SAVOY	352-6686
	HAL BARNHART	469 W 1500 N CHAMPAIGN	61822 863-2091
	Dave Clark	326 Tiffany Lane	466-7200
	Joan DyKstra	311 W. Church Savoy	352-2209
30	JEFF BERNHART	500 WESLEY SAVOY	373-8900
	Glenda Lane	7 Lake Park Champaign	359-7887
	Eric Henner	2402 Rolling Acres Dr Champaign	352-2802
	Russel Peggare	2707 W CURTIS Rd	359 5421

MAR 11 2003

7 Lake Park Road
Champaign, IL 61822
March 4, 2003

Mr. Dennis Unzicker
Brookens Administrative Center
1776 East Washington Street
Urbana, Illinois 61802

Dear Mr. Unzicker:

We (Wayland Eheart, UI Professor of Environmental Engineering, Don Maxwell, Chairman of the Embarrass Drainage District, and I) would like to thank you for meeting with us at 11:00 on Wednesday, February 19, to discuss the drainage issues with the CUUATS Curtis Road Project as it relates to Lake Park. We appreciated the time, thought, and preparation that you had given to the issue before for the meeting.

The Preliminary Engineering Study conducted by Clark Dietz Engineers shows a large pipe draining the Neil/Curtis intersection, underpass, and area on east. The pipe then would run into a ditch that drains into our lake. This lake is a state registered swimming facility that is monitored by the Public Health Department. Both children and adults use this water for body contact recreation during several months of the year.

We have had questions about the disposition of drainage from the new intersection. First, the general contour of the land suggests that a portion of the water flows to the east, not directly south. The by-pass waterway (ditch) that is supposed to receive the underpass area water was not originally designed with the capacity to handle this new volume of water. Second, we question how the flow of water will be regulated. Third and most important, the first flush of water that comes off the roads is polluted with oil, grease, tire material, and other debris. This is the water that will enter our lake.

We were encouraged to hear that you were sympathetic to our concerns and that you were considering the possibilities of a detention basin or a lift station that pumps the water east. Dr. Eheart, Mr. Maxwell, and I enjoyed meeting you and discussing these NPDES issues with you. We wish you the very best future and are looking forward to

E-53

having you and Dale Matejkowski visit our subdivision to see the problems that we are talking about. I will be very happy to give you a tour and explain our hydrology system. If you have any further concerns please do not hesitate to contact any of us as follows:

Dr. Eheart
333-6962
weheart@uiuc.edu

Mrs. Lane
359-7887
g.lane@insightbb.com

Mr. Maxwell
351-4893
donmax@insightbb.com

Sincerely yours,



Glenda L. Lane
President of Lake Park
Homeowners Association

Cc: Mr. Jeff Brillhart
Mr. Dick Helton
Mr. Rick Marley
Mr. Frank Rentschler
Mr. David Speicher

MEMO

To: Curtis Road Project File C30041
From: D. W. Matejkowski
Date: April 8, 2003
Subject: Meeting with Lake Park Homeowners Association

On this date Dennis Unzicker, Champaign County Highway Engineer, and I met with the following representatives of the Lake Park Homeowners Association:

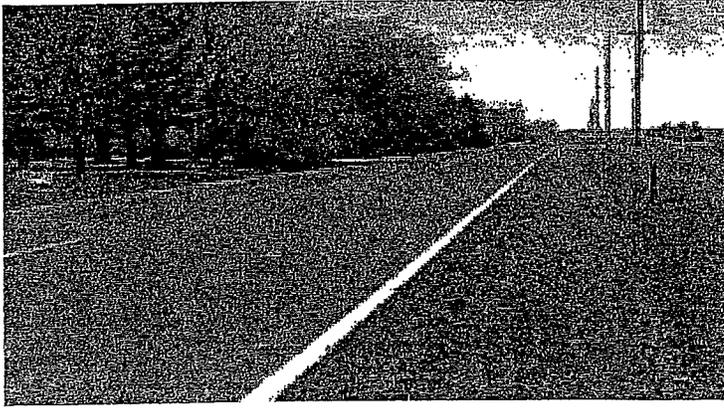
--Glenda L. Lane,
--J. Wayland Eheart,
--Richard Engelbrecht-Wiggans,
--Donald L. Maxwell.

The purpose of the meeting was to discuss concerns presented in the Association's March 4, 2003 correspondence to Mr. Unzicker. The representatives were advised that CDI had reviewed other options for draining the Curtis Road railroad subway. Since the original concept drainage plan was developed, subsequent changes to the profile alignment of Curtis Road would now allow gravity drainage to the east. This would eliminate the discharge of subway drainage to the upstream area of Lake Park. It was mutually agreed that CDI would modify the drainage plans accordingly.

Doc\gen\mel\0408-m1 lakepark

E-55

This is the sixth in a series of newsletters developed by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers to provide information on continuing investigations regarding the improvement of Curtis Road.



Curtis Road looking west in the area of Rolling Acres and Cherry Hills subdivisions

In This Issue:

- ✦ **Curtis Road Project History Overview**
- ✦ **Results of Third Public Information Meeting**
- ✦ **Project Coordination with IDOT and FHWA**
- ✦ **Phase I Closing Efforts**
- ✦ **Public Hearing Notice**

This issue of the Curtis Road Newsletter focuses on the closing efforts of the **Phase I Design Studies and Environmental Assessments** currently being performed for the Curtis Road corridor area. Following the successful completion of the Curtis Road Preliminary Engineering Study in July 2000, CUUATS in the summer of 2001 retained the engineering firm of Clark Dietz, Inc. (CDI) to develop the Phase I Design Studies and Environmental Assessments. These studies and reports must be approved by the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) prior to the issuance of funding to construct the improvements. The tasks associated with Phase I project development are similar to those performed for the Preliminary Engineering Study, although the level of analysis and attention to specific project details is significantly greater.

Curtis Road Project History Overview

The planning for a new interchange with I-57 and the development of Curtis Road as a principal east-west cross-town arterial street began in 1973 when CUUATS designated the extension of Curtis Road as a future interchange with I-57. Further studies by the Illinois Department of Transportation and the Federal Highway Administration have verified that conclusion and paved the way for ongoing investigations into the interchange and the surrounding street network. As a component of these investigations, a comprehensive and cooperative transportation planning process has been undertaken by CUUATS, the results of which continue to identify the improvement of Curtis Road as a required component of the area's arterial street network.

In April 1995, the Curtis Road Subcommittee was appointed by the Technical Committee of CUUATS to conduct a **Scoping Study** of the Curtis Road corridor between Staley Road and Illinois Route 130. The objective of the Scoping Study was to identify the feasibility of improving Curtis Road by examining the physical, environmental, and developmental aspects of the roadway corridor. The goal of the study was to establish preliminary information and design criteria needed to proceed with more detailed engineering investigations, design, and assessments of project impacts.

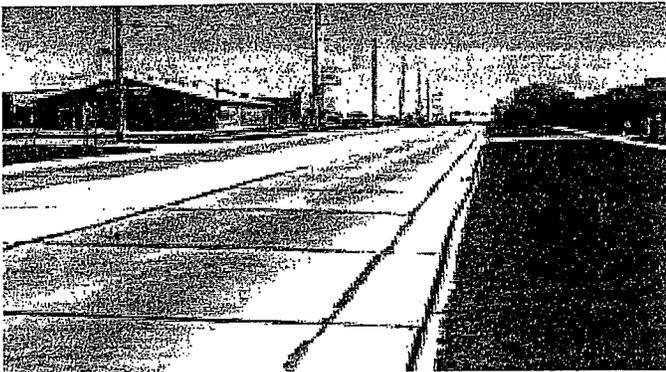
The completion of the Scoping Study in March 1997 provided information and recommendations enabling a closer focus on various design aspects of the new roadway. In October 1998, Clark Dietz Engineers was retained by CUUATS to perform a **Preliminary Engineering Study** for Curtis Road between Duncan Road and First Street. Additionally, IDOT agreed to perform similar design studies for the extension of Curtis Road between Duncan and Staley Roads. The work of IDOT includes determining the configuration of a new interchange between Curtis Road and I-57, a process which is currently ongoing.

Results of Third Public Information Meeting

On January 29, 2003 representatives of CUUATS and Clark Dietz Engineers hosted the third public information meeting for the Curtis Road improvement project. The meeting was held at the Head Start School in Savoy and was attended by 37 people including the District 5 Engineer of the Illinois Department of Transportation/Division of Highways as well as other IDOT staff including the District's Local Roads Engineer. The continuing purpose of the Curtis Road Public Involvement Program is to keep the community up to date on the status of this significant infrastructure development within the Champaign-Savoy area. Exhibits were displayed at the meeting which depicted the proposed improvement plan between Duncan Road and First Street, as well as the planned CN/IC Railroad relocation required for the Curtis Road underpass. Attendance at this meeting by representatives of the Lake Park Homeowners Association revealed an issue regarding project stormwater management which has since been resolved by revision of the stormwater drainage plan for Curtis Road. This is a wonderful example of community interaction in the planning and design process for Curtis Road. **It pays to attend these meetings!**

Project Coordination with IDOT and FHWA

On March 17, 2003 CUUATS and Clark Dietz Engineers met with representatives of the Federal Highway Administration and the Illinois Department of Transportation Central and District offices. The purpose of this meeting was to update IDOT and FHWA on the status of Phase I design studies and to review the previously submitted ECAD Document. "ECAD" stands for **Environmental Class of Action Determination**. The ECAD Document is the summary of all environmental investigations and analyses re-



Curtis Road Looking East in Savoy

lated to the proposed improvement of Curtis Road. It is the vehicle by which IDOT and FHWA review and approve the assessments of environmental impact due to project development. The following environmental resources and issues were reviewed at this meeting with respect to anticipated impact.

- Social/Economic
- Agricultural
- Cultural
- Air Quality
- Noise
- Energy
- Natural Resources
- Water Quality / Resources
- Floodplains
- Wetlands
- Special Waste

As a result of this meeting and subsequent efforts, IDOT and FHWA have reached concurrence on impact assessments well as the mitigative measures which are necessary for the construction of Curtis Road.

Phase I Closing Efforts

With over four years of planning, conceptual design and assessment of environmental impact, the Phase I preliminary engineering portion of Curtis Road development is almost ne completion. Three significant efforts remain which must be successfully completed before final design and the preparation of construction contract documents can begin.

1. **Public Hearing:** A formal public hearing must be held (see facing page) to offer the public an additional opportunity to question or comment on the proposed Curtis Road improvement plan.

2. **ECAD Document:** The results of the public hearing must be documented within the final edition of the ECAD Document. The ECAD will then be submitted to IDOT and FHWA to obtain final Environmental Clearance for the project.

3. **Design Report:** A Design Report must be completed which summarizes every aspect of the proposed design for Curtis Road. The Design Report will then be submitted to IDOT and FHWA to obtain Design Approval for the project.

An estimated three to six months will be required to receive final project approvals depending on Agency review times and comments. Final design may commence before the end of this year; however, a schedule for right-of-way acquisition and construction is not certain at this time and awaits a better determination of the availability of future funding.

NOTICE
CURTIS ROAD PUBLIC HEARING

Notice is hereby given that the Curtis Road Subcommittee of the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) will hold an open-house public hearing concerning the proposed improvement of Curtis Road between Duncan Road and First Street in Champaign County. The hearing will be held at the Friendship Lutheran Church of Joy located in the southwest corner of the intersection of Curtis Road and Duncan Road on May 15, 2003 between the hours of 4:00 p.m. and 7:00 p.m.

Personnel from Clark Dietz Engineers and CUUATS will be available to discuss the proposed project. Interested citizens from this affected area within Champaign County may comment on the proposed design features. Should you wish to make an oral statement at the public hearing a stenographer will be available to take your statement and transcribe it for the record. Written statements and other exhibits in place of, or in addition to, oral statements at the public hearing will be received at the time of the hearing or at the office of Clark Dietz Engineers, Attn: Dale Matejkowski, 1817 South Neil Street, Suite 100, Champaign, Illinois, 61820, for a period of ten days subsequent to the holding of the hearing.

The proposed improvement of Curtis Road will provide four travel lanes for the majority of the project's length which occurs between Duncan Road and the new CN/IC railroad bridge which is located just east of U.S. Route 45. Two lanes will be provided east of the railroad bridge to First Street. The roadway will include, at all locations, either a barrier median to control access to adjacent developmental property; or, an additional center two-way left turn lane to facilitate safe ingress/egress of existing developed properties. A relocation of the CN/IC railroad track and embankment will be required to develop a grade separated crossing over Curtis Road.

To construct this improvement, additional right-of-way will be required. Personnel from Clark Dietz Engineers and CUUATS will be present at the hearing to discuss right-of-way acquisition procedures.

At this time, right-of-way acquisition and construction has not been scheduled for this project.

The Environmental Class of Action Determination (ECAD) for this project is available for inspection, review, and copying at the office of Clark Dietz Engineers. Comments on the ECAD should be received by Clark Dietz Engineers at the address given below on or before May 26, 2003.

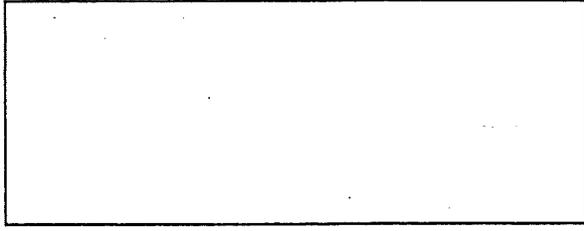
Engineering and environmental studies will be exhibited and discussed at the hearing, and public comments and questions will be solicited on the proposed improvement.

Maps, sketches and other information pertinent to the design of the proposed improvement will be available for inspection at the public hearing or later at the office of Clark Dietz Engineers.

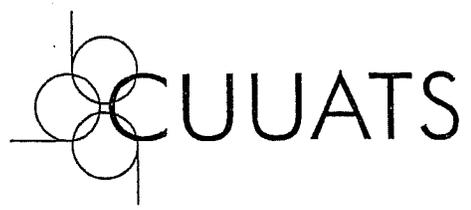
Please contact Dale Matejkowski at (217) 373-8900 or Rita Black at (217)328-3313 for more information.

E-58

Call (217) 328-3313 and speak with the CUUATS secretary to request special accommodations.



Champaign County Regional Planning Commission
 1776 E. Washington St.-P.O. Box 17760
 Urbana, IL 61803-7760
 Phone: 217.328.3313
 Fax: 217.328.2426
 www.ccrpc.org



If you have any questions, suggestions for articles, information for the study team, or would like to be added to the mailing list, contact:
 Clark Dietz, Inc.
 Consulting Engineers
 Attn: Dale Matejkowski
 1817 South Neil St., Suite 100
 Champaign, IL 61820
 Phone: 217.373.8900

Champaign County Regional Planning Commission
 1776 E. Washington St.-P.O. Box 17760
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CERTIFICATE OF PUBLICATION IN **The News-Gazette**[®]

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#329958- April 30, May 9, 2003

I, the undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, do certify that said Corporation is the publisher of The News-Gazette and that the daily secular newspaper of general circulation published in Champaign, Champaign County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed is published once each week for _____ consecutive week(s) in said newspaper on the following date(s):

APRIL 30,	A. D. 20	03
MAY 9,	A. D. 20	03
	A. D. 20	
	A. D. 20	
	A. D. 20	

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper containing said notice was on the last date hereinabove set forth.

The News-Gazette, Inc.
Publisher of The News-Gazette

By: *Lynette L. Hines*
Authorized Agent

Publisher's fee \$ 180.00

E-60

**Curtis Road Design Study
Duncan Road to First Street
Public Hearing
May 15, 2003**

Please Sign-In

Name	Address	Telephone
Tom Brandenburg	Dist. 5	466-7211
Joan V. Diller	Dist 5	466-7213
Jay Edwards	Dist. 5	466-7213
LEBBY FAYONK	CLARK DIST 2, INC	343-8900
⑤	DARUS LASTRIAN	DIST 5
		466-7358
	Chris Smithey	DISTRICT 5
		359-0595
	BRUCE HUTCHINGS	Johns Sup.
	Dale Stewart	827 U.S. Route 45 Johns
		359-4354 485-8925
	Joanne Rentschler	Village of Savoy
		359-0655
⑩	Bill & Kay Clary	3602 S. Duncan
		398-2425
	Dennis Unzicker	Champaign County
		384-3800
	Dick Helton	Village of Savoy
		359-5894
	Rita Black	COVATS
		328-3313
	Frieda Linsner	3604 S. Duncan Rd
		351-8723
⑬	Helen Birbeck	3607 S. Duncan Rd
		355-1885
	EM JORDAN	1610 PROSPECT C
		592-4169

**Curtis Road Design Study
Duncan Road to First Street
Public Hearing
May 15, 2003**

Please Sign-In

Name	Address	Telephone
Margaret Olson	214 E. Sherwin Dr - D	344-6390
Rick Manley	702 Edgebrook - C	403 4110
Pat Estergard	3609 meadow Ln - C	352-9413
(20) Gary Koritz	2503 Poling Ave, C	356-4857
Berta Lwin	2806 Rolling Acres C	359-0236
Munge Stravelly	2308 JOHNSON LANE URBANA	384-7977
John James	3705 MARJORIE LN	352-0449
David Eades	5 Lyndhurst Pl. C	359-7031 ext. 11
(25) RWKOBEL	2505 VALKAR LANE	398-2049
RI Scherweder	2810 Berniece Court	398-5105
W. Roland White	2804 Berniece Ct.	355-0806
Russel Peppers	2707 W CURTIS Rd	359-5421
Matthew J. Linsner	3604 S. Duncan Rd	351-8723
(30) Karin & Ellen Thomas	2603 Rolling Acres Dr	356-2515
Helen Hadfield	2402 Windward #105 - C	378-4361
Steve Wegman	1513 Sandpiper Ln C.	355-6040
Elmer ^{Gayle} Suehls	916 N. Walnut Ln. Madras	586-3814
JEFF BRUNNEN	CARL DIETZ	373-8943

**Curtis Road Design Study
Duncan Road to First Street
Public Hearing
May 15, 2003**

Welcome to the Open House Public Hearing for the Curtis Road Design Study. Please sign the Guest Register and feel free to view the exhibits which have been displayed. The Exhibits show information pertaining to the proposed roadway cross section, a plan view of the proposed roadway, its vertical alignment, and the additional right-of-way required to construct the roadway improvements. Exhibits are also provided which depict the relocation of the Illinois Central Railroad. The relocation of the railroad track is required so that Curtis Road may cross beneath the railroad.

Previous copies of the "Curtis Road Newsletter" are also available for your information. In addition, we have prepared a handout explaining the right-of-way acquisition process and the relocation assistance program.

Also available for your review are copies of the "Environmental Class of Action Determination" document which summarizes the anticipated environmental impacts associated with this project.

Please address any question you may have to the representatives present from the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers. (They are the ones with the name tags.) Should you wish to provide written comment, use the space below and insert this form in the comment box at the front table – or – fold, staple and mail this form to the addressee on the back before May 26, 2003. Should you wish to make an oral statement, we have a stenographer available to take your statement and transcribe it for the record. Thank you.

FOLD

Comments:

E-63

CURTIS ROAD RIGHT-OF-WAY PURCHASE PROCESS

This information sheet is intended to provide a general outline of the procedures which can be expected for acquisition of roadway rights-of-way or easements required for construction of the planned improvements to Curtis Road.

Ongoing preliminary engineering and environmental studies have identified the roadway alignment configuration which has determined the approximate need for additional right-of-way or easement from individual properties. Significant efforts have been made to reduce the impact to the adjoining properties while maintaining a safe and efficient design for the motoring public.

The final design stage of the project will develop the construction plans and specifications for the proposed improvements. This effort will also firmly identify the exact areas of right-of-way and easement needed from individual properties.

The following procedures occur during the property acquisition process:

1. **Description of right-of-way required** - During the final design stage of the project right-of-way and easement plats are prepared for each affected property. These drawings and written descriptions will depict the limits of the property to be purchased.
2. **Establishment of property value** - Real estate appraisal professionals will be used in determining fair compensation based on an analysis of the current real estate market. The property owner may also obtain their own appraisal (at the owner's expense) to use in negotiations.
3. **Informing property owners** - A representative or agent of the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) will contact each affected property owner to describe the area to be acquired, provide general information about the construction, and answer related questions.
4. **Making an offer to purchase** - An offer will be made in writing to the individual property owner for purchase of right-of-way or construction easement.
5. **Deciding on the offer** - Each property owner will have a reasonable amount of time to consider the offer. The sale is concluded in a similar manner to other real estate transactions, except no related expenses of the sale are paid by the property owner.

MAY 13 2003

May 11, 2003

Mr. Dale Matejkowski
1817 South Neil Street, Suite 100
Champaign, IL 61820

Dear Mr. Matejkowski,

Thank you for adding me to the Curtis Road Newsletter mailing list. At the public meeting at Head Start school, I gathered that the current Curtis Road plan is for bicycle paths to be made an integral part of the road, demarcated only by striping on the pavement. I have the following comments on this proposed design:

I urge the construction of bike/pedestrian paths along Curtis Road that are separated from the highway by grass strips, curbs, or both, as on South Prospect Avenue or West Windsor Road.

Bike paths painted at the edge of a highway are *much more dangerous* and *significantly less inviting* than those constructed as separate pavement with grass or curb buffers. For years, I've bike-commuted to work from my home in Arbour Meadows, during every season, in all sorts of weather and ambient light. I've found that paths painted on the edge of a highway

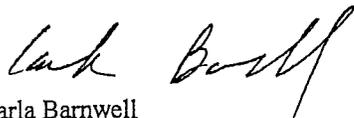
- are too close to high-speed traffic,
- significantly increase the cyclist's anxiety about collisions or falls,
- cause oncoming traffic headlights to blind the cyclist on inclines,
- are not always cleaned by snowplows, but often receive the plowed snow and ice, and
- are *constantly covered in dangerous debris*, including glass, metal, wood, and loose gravel, all of which ends up at the side of the road (*i.e.*, on the bike path) absent regular street cleaning.

In contrast, paths that are separated from the road by grass buffers remain much cleaner throughout the year, are safely distant from high-speed traffic and oncoming headlights, are clearly understood by motorists to be for bike or pedestrian use only, and are thus much safer and more enjoyable for a variety of uses.

I am certain that the typical family out for a Sunday ride, with children on their own bikes or in bike trailers, would not find a bike path at the edge of a highway very inviting. Separate, sufficiently wide paths that could accommodate cyclists, joggers, and walkers, would seem to better serve the entire community and would be much more aesthetically appealing, integrating well with surrounding green space in parks and around ponds.

I hope you agree that now is the time to include segregated bike/pedestrian paths in the Curtis Road streetscape. Thank you for your consideration in receiving these comments and for passing them on to the relevant parties.

With best regards,



Carla Barnwell
505 Van Buren Street
Savoy, IL 61874
Phone: 355-0826

cc: Mr. Brant Lewis, Savoy Village Board and Arbour Meadows Homeowner's Association

E-65

May 27, 2003

Ms. Carla Barnwell
505 Van Buren Street
Savoy, IL 61874

Re: Curtis Road Improvements
Duncan Road to First Street

Dear Ms. Barnwell:

On behalf of CUUATS we thank you for your May 11th letter concerning the provision of bicycle facilities along Curtis Road. The proposed improvements will accommodate bicycle travel between Duncan Road and First Street. These improvements are in compliance with the "Guide for the Development of Bicycle Facilities" (American Association of State Highway and Transportation Officials - 1999).

Between Duncan Road and Wynstone Drive, and between Prospect Avenue and Winfield Village (east of U.S. 45), bicycle travel will be accommodated upon a separate path on each side of the roadway. The path will be located approximately five feet from the vehicular travel lane and separated by roadway curbing and a grass parkway. These sections of Curtis Road traverse existing residential and business areas and must provide access to adjacent developed properties. The "urban" design of Curtis Road in these areas employs the use of curb and gutter, drainage inlets, and an underground stormwater drainage system. This type of drainage system is very expensive but results in a narrower roadway corridor, less right-of-way acquisition from existing developed properties, and permits the placement of the bicycle path behind the roadway curb.

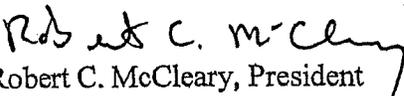
Continuity of bicycle travel will be maintained between Wynstone Drive and Prospect Avenue. This section of Curtis Road traverses open farmland and has been designed to specifically prohibit access to adjacent future residential development except at approximate quarter-mile intervals. In this manner, vehicle traffic emanating from future land developments can be directed toward safely controlled access to Curtis Road at designated locations. The alternative scenario would be to permit numerous driveway entrances and side road intersections along Curtis Road. A roadway with numerous access points

E-66

growth area of the Village, to have appropriate police and fire protection and public works service just like every other resident of the Village and County.

Based on the above, please accept this letter of testimony for the record showing the Village of Savoy's support for this important project and the Village's commitment to continue to support the project financially and physically on behalf of all the citizens of the Village of Savoy.

On Behalf of the Citizens and Board of Trustees,


Robert C. McCleary, President

E-69

Clark Dietz

May 27, 2003

Mr. Robert C. McCleary, President
Board of Trustees
Village of Savoy
114 W. Church Street
Savoy, IL 61874

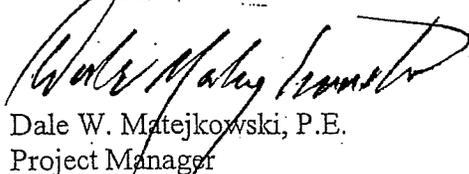
Re: Curtis Road Improvements
Duncan Road to First Street

Dear Mr. McCleary:

On behalf of CUUATS we thank you for your letter of May 15, 2003. Your testimony requires no response and will be included in the record of the May 15th Curtis Road Public Hearing as part of the Design Study Report being developed for this project.

Cordially,

~~Clark Dietz, Inc.~~



Dale W. Matejkowski, P.E.
Project Manager

E-mail Address dalem@clark-dietz.com

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E-70

**Curtis Road Design Study
Duncan Road to First Street
Public Hearing
May 15, 2003**

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Previous copies of the "Curtis Road Newsletter" are also available for your information. In addition, we have prepared a handout explaining the right-of-way acquisition process and the relocation assistance program.

Also available for your review are copies of the "Environmental Class of Action Determination" document which summarizes the anticipated environmental impacts associated with this project.

Please address any question you may have to the representatives present from the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and Clark Dietz Engineers. (They are the ones with the name tags.) Should you wish to provide written comment, use the space below and insert this form in the comment box at the front table - or - fold, staple and mail this form to the addressee on the back before May 26, 2003. Should you wish to make an oral statement, we have a stenographer available to take your statement and transcribe it for the record. Thank you.

FOLD

Comments:

(3602)

For *3602 S. Duncan (W. CLARY)*

Note sump discharge (concrete box) just north of driveway. Also, gutter ~~at~~ discharge near south ^{west} corner of property.

E-71

Clark Dietz

May 27, 2003

Mr. & Mrs. William Clary
3602 S. Duncan Road
Champaign, IL 61822

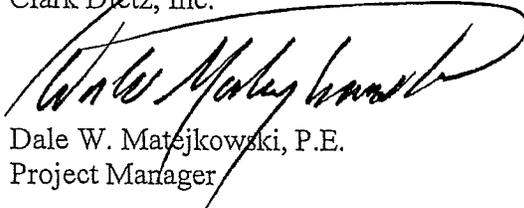
Re: Curtis Road Improvements
Duncan Road to First Street

Dear Mr. & Mrs. Clary:

On behalf of CUUATS we thank you for your comments at the May 15th Public Hearing regarding stormwater drainage issues on your property. Your concerns will be incorporated in the Design Study Report for this project and addressed during final design of the proposed improvements.

Cordially,

Clark Dietz, Inc.



Dale W. Matejkowski, P.E.
Project Manager

E-mail Address dalem@clark-dietz.com

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E-72

**Curtis Road Design Study
Duncan Road to First Street
Public Hearing
May 15, 2003**

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FOLD

Comments:

I would like a copy of exhibit #15

Helen Burdette

3607 So Duncan Rd

Champaign, IL 61822

Thank you!

E-73

Clark Dietz

May 27, 2003

Ms. Helen F. Birkett
3607 South Duncan Road
Champaign, IL 61822

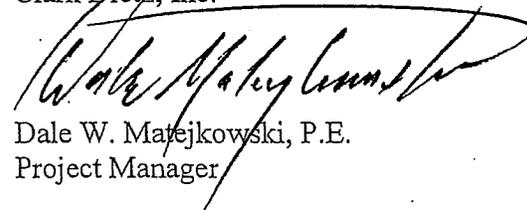
Re: Curtis Road Improvements
Duncan Road to First Street

Dear Ms. Birkett:

Per your request at the May 15th Curtis Road Public Hearing, please find enclosed a copy of Design Exhibit 15 which depicts the improvements to Duncan Road in the area of your property.

Sincerely,

Clark Dietz, Inc.



Dale W. Matejkowski, P.E.
Project Manager

E-mail Address dalem@clark-dietz.com

E-74

1 CURTIS ROAD DESIGN STUDY
2 DUNCAN ROAD TO FIRST STREET
3 PUBLIC HEARING

4
5 DATE: May 15, 2003

6 LOCATION: Joy Lutheran Church
7

8 ORAL PUBLIC STATEMENTS
9

10
11
12 Attention:

13 Mr. Dale W. Matejkowski, P.E.
14 Senior Vice President
15 Clark Dietz
16 1817 South Neil Street
17 Champaign, Illinois 61820

18 CSR License No. 84-002122.
19
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E-75

ORIGINAL

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Statement of: Chris Smithey

Address: Church of God
2604 Curtis Road
Champaign, Illinois

MR. SMITHEY: Chris Smithey. After reviewing what I have seen over there, I have two concerns. What we are going to do is we are going to lose highway frontage that is very limited for the church where the sanctuary is placed. The proposal looks like it is going to take the land that we have all the way up to our sign, and therefore, we are going to have a noise factor.

The engineering company showed us that we were still a little bit below what they maxed at, I believe 67 is what we max at and they said 63.4 is what the study said. That is still getting awfully close to that number.

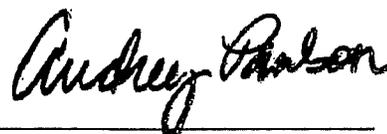
And then also I am going to have kids getting out of cars that is going to be very close to the highway. I am very concerned about that.

E-76

1 STATE OF ILLINOIS)
2)
3 COUNTY OF CHAMPAIGN)
4

5 I, AUDREY PAULSON, do hereby certify
6 that I am a court reporter doing business in the
7 State of Illinois, County of Champaign, City of
8 Champaign; that I reported in machine shorthand
9 the public statements at the public hearing for
10 the Curtis Road Design Study on May 15, 2003, and
11 that the foregoing transcript is a true and
12 correct copy of my shorthand notes.

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A handwritten signature in cursive script that reads "Audrey Paulson". The signature is written in black ink and is positioned above a solid horizontal line.

AUDREY PAULSON, CSR

Clark Dietz

May 27, 2003

Curtis Road Church of God
Attn: Mr. Chris Smithey
2604 Curtis Road
Champaign, IL 61822

Re: Curtis Road Improvements
Duncan Road to First Street

Dear Mr. Smithey:

On behalf of CUUATS we thank you for your comment at the May 15, 2003 Curtis Road Public Hearing. Your comment voices concern regarding the proximity of the proposed roadway improvement and resultant noise levels.

It was recognized during the alignment design of the new and wider Curtis Road that its location in front of the Church would require the acquisition of additional right-of-way from the Rolling Acres residences on the opposite (south) side of the street. It was also recognized that since the Church was built so close to the existing roadway right-of-way that equal additional right-of-way requirements could not be obtained on the north and south sides of the roadway. The new roadway has been aligned so that the edge of the new sidewalk is located about one foot to the south of your sign. This places the edge of the outside traffic lane of Curtis Road about 16 feet to the south of your sign. About eight feet of additional right-of-way will be required in front of the Church. To obtain a 32 foot deep front yard at the Church, the Curtis Road alignment was shifted to the south thus requiring the acquisition of additional right-of-way from seven residential properties across the street. The additional right-of-way required from your neighbor across Curtis Road is about 17 feet. To shift Curtis Road further south can not be viewed as an equitable alignment.

Existing and predicted noise levels were thoroughly studied during design of the proposed roadway improvements. Future noise levels will increase at all of 34 receptors studied along Curtis Road, including the Church. These increases are considered moderate and are below the noise level at which some form of noise abatement would be warranted for consideration. In fact, noise levels can be expected to increase over time with or without the proposed improvements as a result of traffic growth on Curtis Road.

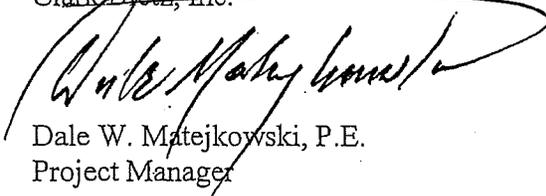
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Curtis Road Church of God
May 27, 2003
Page 2

The improvements to Curtis Road cannot be developed without some level of impact to every one of the properties along it. Our goal in design of these improvements has been to equalize these impacts to the extent they can be.

Cordially,

Clark Dietz, Inc.

A handwritten signature in black ink, appearing to read "Dale W. Matejkowski", is written over the printed name and title.

Dale W. Matejkowski, P.E.
Project Manager

E-mail Address dalem@clark-dietz.com

wpldocs\gen\0527-m1.doc

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H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

Our Company

We are a multi-disciplined consulting engineering firm operating from offices in Illinois, Indiana and Wisconsin. Our primary areas of service include electrical, mechanical, transportation, civil and environmental infrastructure and structural engineering. Our business philosophy is built on quality service and client satisfaction. The soundness of this approach is evidenced by our long-standing and continuing success in the design and construction arena. Our prevailing interest is in our clients, not just their projects.

We recognize that the Oscar G. Johnson V.A. Medical Center is a value driven operation that places emphasis on trust, respect, commitment, compassion, and excellence. Clark Dietz shares similar values and our vision is *to be the top provider for clients who share our values*:

Our Values

PROFESSIONALISM – We are committed to excellence, self-betterment, and dedication to meeting our clients' needs.

INTEGRITY – We honor our commitments to our clients and to each other.

COLLABORATION – We create value by collaborating with each other, our partners, and our clients.

CLIENTS – Client relationships are important. They are built by listening to and understanding our clients.

EMPLOYEES – We support our staff in their career development and the balance they seek between their professional and personal lives.

OWNERSHIP – Our firm is best served by broad-based employee ownership.

PROFIT – By remaining true to our purpose and balancing our values, we will create the profit necessary to reward our employees and expand our business.

Our Diversity

We are proud of our diverse professional staff. Twenty-seven percent of our workforce consists of minority or female employees; they also represent over 20 percent of our shareholders. Additionally, we have established annual scholarships for minorities at several Midwest Universities.

SPECIALIZED EXPERIENCE AND TECHNICAL COMPETENCE

Clark Dietz, Inc. offers in-depth specialized engineering services for health care facilities. With over 300 health care projects to our credit, we have developed a unique base of knowledge that can be applied to this project. With this amount of experience our engineers know what to look for, create the best solution for challenges, and provide accurate design and cost estimates for corrective action.

Clark Dietz' broad service base includes electrical, technology, HVAC, plumbing, fire protection, and structural expertise. This offering supports flexibility in addressing any challenge which may be encountered during the project when a specific expertise may be needed. We are fully capable of producing all documentation electronically on CADD (AutoCAD 2008 and higher) and are licensed in multiple states including Michigan for providing professional engineering services. Our past relationship and experience with the V.A. Medical Center in Iron Mountain, Michigan and the V.A. Medical Center in Tomah, Wisconsin has given us a thorough understanding of policies, procedures, codes, and specifications required for this project.

PROJECT TEAM

The Clark Dietz project team consists of carefully selected experienced engineers and support staff dedicated to offering the best support for this project. Our staff has earned a reputation for providing quality engineering services in the electrical consulting arena evidenced by our repeat client base.

SAFETY

We believe one of the driving components of this project is to meet the goal of providing a safe facility by upgrading the electrical distribution to increase safety and reliability. Safety can be represented in two ways for a project. First in performing the work and second having an end product that is safe from a functional and operational standpoint.

Our field staff and engineers are trained in electrical safety and most have a vast amount of field experience in analyzing electrical infrastructure. Additionally, we can offer electrical safety training with CEU's for your staff when necessary.

Our focus in electrical engineering goes beyond the commodity services of designing lights and receptacles. We specialize in power systems engineering and feel this project represents a perfect fit for Clark Dietz. With hundreds of projects completed including power generation up to 530 MW, distribution systems from 480V to 69KV, and power system analysis such as arc flash, coordination, fault current, and load flow studies, our clients can rest assured that we offer some of the most experience in the industry.

ENERGY EFFICIENCY IN FACILITY DESIGN

Clark Dietz offers expertise in sustainable design with LEED certified facilities. Recently completed LEED projects include the \$26 million NTC Health Science Center in Wausau, Wisconsin which received a *silver* rating; the Wheaton College Memorial Student Center Renovation in Wheaton, Illinois which received a LEED *silver* rating, and the Wisconsin DNR District Headquarters in Howard, Wisconsin which received a LEED *gold* rating. We routinely provide energy modeling and life-cycle cost estimating for equipment and systems selection and even more in-depth energy modeling in conjunction with LEED credits for optimizing energy performance. Fundamental commissioning is also a service we have provided for our LEED certified projects.

With LEED A.P. professionals on staff and as part of this project team we can integrate sustainable design practices into most any project from both energy efficiency and waste reduction standpoints.

CAPACITY TO ACCOMPLISH WORK

Clark Dietz has a staff of 143 employees and over 80 registered professionals operating out of six offices located in Wisconsin, Illinois, and Indiana. Staff includes experienced project managers, engineers, designers, CADD technicians, and QA/QC reviewers. Clark Dietz's depth of services and staff capabilities can provide rapid response to project needs supporting larger initiatives and multiple projects when required.

PAST PERFORMANCE ON CONTRACTS WITH VA AND OTHER GOVERNMENT AGENCIES

Our team has provided services for multiple VA projects including:

- VA Medical Center Electrical Switchgear Replacement, Tomah, WI
- VA Medical Center Alternate Energy Services, Tomah, WI
- VA Medical Center Arc Flash Hazard Analysis and Electrical Safety Training, Tomah, WI
- VA Medical Center Electrical and Mechanical Indefinite Delivery Contracts (2), Iron Mountain, MI
 - VA Medical Center Data Center Cooling Study, Iron Mountain, MI
 - VA Medical Center HVAC Upgrade 5 East, Iron Mountain
 - VA Medical Center Medical Gas Upgrade Building 1, Iron Mountain, MI

Other Government Projects

State of Wisconsin Division of Military Affairs – New Armed Forces Reserve Center, Madison, WI
Fort McCoy Housing – Fort McCoy, WI
Camp Williams – Communications and Security Upgrade
US Forest Services – Various projects
Fort Campbell Kentucky – Various Projects

GEOGRAPHICAL LOCATION

Primary Office

This project will be lead and managed from our Wausau, WI office offering relatively close proximity (approximately 150 miles) to the medical center. This allows for fast response to challenges or issues which may arise during design and construction.

PROJECT MANAGEMENT AND COST CONTROL PROCEDURES

Clark Dietz uses "Vision," a comprehensive software to facilitate daily project accounting functions. Project managers receive weekly budget and expense reports on each project and hold weekly project meetings to review the project schedule and remaining budget. The system also allows project managers to view the project status on a daily basis. The reports and review meetings allow the project managers to accurately track project budgets and schedules and make the necessary adjustments to meet the goals and objectives of the project.

Project managers at Clark Dietz prepare a budget and a work plan for each project before any task is undertaken. The budget includes itemization of work tasks and estimated costs. The work plan includes the scope of work for each task, details the project staff and equipment required for each project task, and schedules staff hours and time for completion of work. Frequent monitoring of the project is necessary to maintain control of the costs. It is the project manager's responsibility that each team member adheres to the scope of work, a task outline, and a work plan, and that they adhere to the project budget. The work plan also defines the QA/QC procedures and identifies the chain of communication.

Clark Dietz has an established cost control program, which makes sure that the project, as designed, will be constructed within the budget agreed upon. The engineers' updated cost estimate is compared with the project target cost at the specified stages of design completion. If the project appears to be over budget, the design is reviewed to determine changes that can be made to reduce project cost without reducing satisfaction or project function.

Once the work plan is reviewed by each team member, a kickoff meeting is organized where the details of the projects are discussed and a timeline is defined. At this meeting, the project manager defines the budget and schedule controls and identifies the frequency of progress meetings. Under this process, project managers are given significant authority. Along with the authority, each project manager is accountable for the success of the project.

Clark Dietz is willing and able to meet tight schedules and limited budgets through our procedures for project management. We have demonstrated our ability to meet schedules and budgets on similar projects. At Clark Dietz, we hold project managers responsible for providing our clients with quality products on time and within budget.

Our professionals are exposed to cost-control issues on a daily basis. Our estimating procedures are advanced due to the constant material cost control procedures we have implemented as well as the labor factor. Our estimating programs are similar to the actual systems some contractors use. Furthermore, some of our staff members' experience stems from actual contracting / construction backgrounds and experience with constructability of systems. We check budgets and costs on an ongoing basis throughout the project to avoid any surprises that could result in project overruns, delays, and redesign.

As a result of our extensive costing analysis, our opinions of construction cost on average fall within 5-10% of actual costs. However, in today's bidding environment we have recently found some exceptions. A few of our projects have come well under our estimates as contractors are aggressively pursuing work. This can work to the advantage of the client, but caution also needs to be exercised and close scrutiny of the work may be necessary.

SCHEDULING

Scheduling seems to be more of an issue than ever with today's projects. Scheduling can only be achieved with a mutual understanding of project objectives and goals. This aspect of the project must include the Owner's input as well as outside factors such as:

- Funding, material, and contractor availability
- Occupancy and operation scheduling and planning
- Consultants scheduling

An integration of these factors will be assembled to determine project scheduling. The schedule must be realistic and should be adhered to. Close coordination takes place during all phases to assure the project will meet the established schedule.

Ongoing monitoring of preliminary planning, the construction document development phase, the construction phase, project closeout procedures, and follow-up procedures will take place to ensure schedules are met with the greatest possible accuracy.

Quality Control Program

Clark Dietz is committed to high-quality professional services through a program of QA/QC measures. Fundamental features of the Clark Dietz QA/QC program include adoption of standard operating practices, staff training, and audits. Adherence to the QA/QC program is an integral function of all managers and supervisors.

QA strategies. QA measures for projects are included in the preparation of designs, calculations, drawings, details, specifications, and reports by qualified staff; checks and reviews by similarly qualified staff; proper supervision; and conscientious documentation and recordkeeping. Staff training consists of regularly scheduled topic seminars and participation in advanced courses to improve competence and skills. Regular audits conducted by supervisors, peers, and the QA manager determine compliance.

Annual audits performed at each area office and division determine adherence by both project managers and office managers to QA procedures. Thus, the intent of the QA program is to ensure that all data and documents prepared by Clark Dietz staff are reviewed and checked and that QA procedures are documented before their release.

QA Responsibilities. Project managers include sufficient qualified staff in all project teams to perform checks and review all original work. Supervisors and managers implement specific quality assurance measures for their particular responsibility.

QC Implementation. Quality control is fundamental to our corporate goal of excellence. Achievement of that goal affects every individual and every project within the organization. Consequently, the Clark Dietz program to manage quality focuses on a commitment by management and on organization of the production process. Clark Dietz' QC plans consider eight categories and define both QA and loss prevention measures for each:

- Professional service contracts
- Project management
- Design and studies
- Preparation of working documents
- Specifications
- Costs and budgets
- Construction administration
- Documentation and recordkeeping

Clark Dietz has written QA/QC procedures that are applied to all projects, regardless of size. Several levels of technical review are applied to all components of our projects. Every project has an assigned principal-in-charge to oversee QA. The project manager assumes responsibility for all staff members, and each discipline group has a team leader.

The project manager and team leaders assemble project teams for each task order. Both the project manager and the principal-in-charge provide technical review.

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

31. SIGNATURE

32. DATE

December 11, 2009

33. NAME AND TITLE

Randy Lang, Vice President

CURTIS ROAD IMPROVEMENTS

Noise Analysis

by Clark Dietz, Inc.

INTRODUCTION

A project noise analysis was performed for year 2026 in accordance with BDE Procedure Memorandum Number 18-00 dated April 3, 2000 in order to identify potential noise impacts along the project corridor which may be created by the proposed improvement as well as the No Action alternative.

Thirty-four noise receptors were identified along the project corridor, including residences, churches, and businesses. Noise levels at these receptors were predicted for the proposed improvement and the No Action alternative under year 2026 traffic volumes. The predicted noise levels were compared to the year 2001/2002 measured noise levels along the project corridor and the BDE Noise Abatement Criteria to determine noise impacts.

EXISTING NOISE LEVELS

Existing noise levels were measured at thirty-four locations along the project corridor. Receptor locations were selected based on their proximity to the proposed improvement and their type of land use. The station locations and descriptions of the noise receptors are shown in Table 1. Please refer to the Design Exhibits 1 through 12 for a graphical depiction of these receptor locations.

Noise levels were measured using a Bruel & Kjaer 2236D sound level meter with microphone type 4188, windscreen, and built-in octave filters and A-weighting filter. Measurement sampling periods were determined from the FHWA report "Measurement of Highway-Related Noise" (FHWA-PD-96-046, DOT-VNTSC-FHWA-96-5). The measurement sampling period used for each receptor was fifteen minutes. Existing noise levels for each receptor are shown in Table 1.

PREDICTED NOISE LEVELS

Predicted noise levels for the proposed improvement and the No Action alternative were calculated using the FHWA Traffic Noise Model, Version 1.1. The model requires separation of two-way traffic flow into two roadways, one in each direction. Changes in roadway width are modeled using separate roadways. Signalized and stop-controlled intersections are also modeled as separate roadways, with the traffic control device at the start of the exiting roadway. Horizontal curves are modeled with straight-line segments. Profile elevations are entered for each roadway point. Receivers are modeled with X, Y, and Z coordinates. Refer to the FHWA TNM User's Guide for additional information on the model.

Year 2026 traffic volumes for the No Action alternative assume that Curtis Road will not be extended west to Staley Road and that an interchange on Interstate 57 at Curtis Road will not be constructed. Year 2026 traffic volumes for the proposed improvement assume that both of these actions will occur. Traffic volumes for both alternatives were modeled using 98% automobiles, 1.5% medium trucks, 0.5% heavy trucks, 0% buses, and 0% motorcycles. Future posted speed limits were used to model vehicle speeds for both alternatives.

Predicted noise levels for each receptor are shown in Table 1.

ANALYSIS

BDE Procedure Memorandum Number 18-00 states that “noise impacts can be expected when the predicted traffic noise levels for the design year approach (i.e., are within 1 decibel of) or exceed the noise abatement criteria, or when the predicted traffic noise levels are substantially higher (i.e., are more than 14 decibels greater) than the existing noise levels.” The Noise Abatement Criteria are shown below. The increase in noise levels for the No Action alternative and the proposed improvement are shown in Table 1.

Noise Abatement Criteria Hourly A-Weighted Sound Level - decibels (dBA)

<u>Land Use Category</u>	<u>dBA</u>	<u>Description of Land Use Category</u>
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.

Predicted noise levels for year 2026 traffic volumes increased over existing noise levels at all thirty-four noise receptors for both the No Action alternative and the proposed improvement. The following table provides mean and median noise levels for the project corridor.

	<u>Mean Noise Level (dBA)</u>	<u>Median Noise Level (dBA)</u>	<u>Mean Noise Level Increase (dBA)</u>	<u>Median Noise Level Increase (dBA)</u>
Existing Conditions	58.7	60.0	--	--
No Action Alternative	60.7	61.0	2.0	1.0
Proposed Improvement	62.9	62.6	4.2	4.1

Predicted noise levels for the proposed improvement are higher than those for the No Action alternative at thirty of the thirty-four receptors. Receptor numbers 4, 14, 24, and 25 have higher predicted noise levels for the No Action alternative.

One noise receptor (number 25) for the No Action alternative and three noise receptors (numbers 16, 18, and 25) for the proposed improvement will experience noise impacts as defined by the

Noise Abatement Criteria (67 dBA for receptor numbers 16 and 18; 72 for receptor number 25). None of the receptors for either alternative will experience noise impacts as defined by a noise level increase greater than 14 decibels. The largest noise increases are 9.1 dBA for the No Action alternative at receptor number 24 and 7.7 dBA for the proposed improvement at receptor number 13.

NOISE ABATEMENT

According to the FHWA report "Highway Traffic Noise Analysis and Abatement Policy and Guidance" (June, 1995), a noise barrier "should extend 4 times as far in each direction as the distance from the receiver to the barrier. Openings in noise walls for driveway connections or intersecting streets destroy the effectiveness of barriers." At noise receptor numbers 16 and 18 for the proposed improvement, the location of Wesley Avenue and the entrances to the Prospect Pointe Apartments make the construction of an effective noise barrier infeasible (see Design Exhibit 9). For the proposed improvement, trees may be planted to provide a psychological attenuation of the increased noise level at these receptor locations.

Noise receptor number 25 is an office building located at the southwest corner of the intersection of Curtis Road and U.S. Route 45. A stairway to the building's lower level entrance is adjacent to the sidewalk on Curtis Road. The building's location with respect to the intersection and sidewalk makes the construction of an effective noise barrier infeasible for both the No Action alternative and the proposed improvement (see Design Exhibit 10). The noise level increase at receptor number 25 is lower for the proposed improvement than for the No Action alternative.

CONSTRUCTION NOISE

Control of construction noise for the proposed improvement will be governed by Article 107.35 of the Standard Specifications for Road and Bridge Construction and any additional abatement measures developed specifically for the action.

CONCLUSIONS

Existing noise levels were measured and future noise levels were predicted at thirty-four noise receptor locations along the project corridor. One noise receptor (number 25) for the No Action alternative and three noise receptors (numbers 16, 18, and 25) for the proposed improvement will experience noise impacts as defined by the Noise Abatement Criteria. None of the receptors for either alternative will experience noise impacts as defined by a noise level increase greater than 14 decibels. Existing land development precludes the construction of an effective noise barrier at any of the impacted noise receptors.

TABLE 1. CURTIS ROAD NOISE IMPACT ANALYSIS

NOISE RECEPTOR	LAND USE	STATION, RT/LT	NOISE ABATEMENT CRITERIA (dBA)	MEASURED EXISTING NOISE LEVEL (dBA)	"NO ACTION" ALTERNATIVE			PROPOSED IMPROVEMENT	
					CALCULATED NOISE LEVEL (dBA)	INCREASED NOISE LEVEL (dBA)	CALCULATED NOISE LEVEL (dBA)	INCREASED NOISE LEVEL (dBA)	
1	HOUSE	326+74, RT	67	62.3	62.6	0.3	63.5	1.2	
2	HOUSE	33+83, RT	67	57.6	62.6	5.0	64.1	6.5	
3	FUTURE CHURCH OF JOY	326+99, LT	67	61.0	63.1	2.1	65.5	4.5	
4	HOUSE	323+66, RT	67	60.1	60.6	0.5	60.2	0.1	
5	HOUSE	41+77, RT	67	53.6	54.7	1.1	59.8	6.2	
6	HOUSE	43+73, LT	67	53.4	54.4	1.0	60.4	7.0	
7	CHURCH OF GOD	47+11, LT	67	58.0	58.5	0.5	64.3	6.3	
8	HOUSE	44+24, RT	67	53.5	54.2	0.7	60.2	6.7	
9	HOUSE	49+27, RT	67	54.5	55.0	0.5	61.6	7.1	
10	HOUSE	52+98, RT	67	54.1	54.2	0.1	59.7	5.6	
11	HOUSE	58+26, RT	67	51.0	51.2	0.2	56.1	5.1	
12	APARTMENT	333+57, RT	67	60.1	61.1	1.0	61.4	1.3	
13	HOUSE	110+16, LT	67	55.4	56.1	0.7	63.1	7.7	
14	APARTMENT	139+41, RT	67	57.9	65.4	7.5	65.1	7.2	
15	H.S. GRINDLEY STORE	144+96, LT	72	62.4	64.8	2.4	65.2	2.8	
16	APARTMENT	145+27, RT	67	60.7	64.6	3.9	67.1	6.4	
17	ANIMAL HOSPITAL	147+90, LT	72	61.4	65.0	3.6	65.6	4.2	
18	APARTMENT	147+92, RT	67	60.5	64.4	3.9	67.0	6.5	
19	PIZZALAND RESTAURANT	151+25, LT	72	66.0	66.1	0.1	66.4	0.4	
20	APARTMENT	151+21, RT	67	60.3	62.1	1.8	64.2	3.9	

TABLE 1. CURTIS ROAD NOISE IMPACT ANALYSIS

NOISE RECEPTOR	LAND USE	STATION, RT/LT	NOISE ABATEMENT CRITERIA (dBA)	MEASURED EXISTING NOISE LEVEL (dBA)	"NO ACTION" ALTERNATIVE			PROPOSED IMPROVEMENT	
					CALCULATED NOISE LEVEL (dBA)	INCREASED NOISE LEVEL (dBA)	CALCULATED NOISE LEVEL (dBA)	INCREASED NOISE LEVEL (dBA)	
21	PAGES BOOKSTORE	153+66, LT	72	61.8	64.8	3.0	65.4	3.6	
22	APARTMENT	153+81, RT	67	60.8	62.6	1.8	64.8	4.0	
23	HALLBECK OFFICES	155+50, RT	72	62.6	65.3	2.7	67.0	4.4	
24	HOUSE	658+18, LT	67	53.7	62.8	9.1	61.2	7.5	
25	FASS OFFICES	159+82, RT	72	65.4	72.6	7.2	71.1	5.7	
26	RELIABLE PLUMBING	157+40, RT	72	58.0	61.7	3.7	61.9	3.9	
27	HOUSE	163+43, RT	67	59.8	60.9	1.1	61.5	1.7	
28	APARTMENT	166+43, RT	67	60.2	60.7	0.5	62.9	2.7	
29	APARTMENT	170+12, RT	67	60.0	60.1	0.1	61.6	1.6	
30	APARTMENT	174+00, RT	67	59.9	60.1	0.2	61.8	1.9	
31	APARTMENT	176+17, RT	67	57.4	57.5	0.1	59.2	1.8	
32	PARKVIEW RETIREMENT CENTER	180+50, RT	67	60.2	60.6	0.4	62.3	2.1	
33	APARTMENT	185+66, RT	67	54.9	55.0	0.1	56.7	1.8	
34	APARTMENT	189+76, RT	67	58.6	58.7	0.1	60.6	2.0	

CURTIS ROAD IMPROVEMENTS

Wetland Compensation Plan

by Huff & Huff, Inc.

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Introduction

The purpose of this prospectus is to provide sufficient information to reviewing agencies on the proposed development of a wetland compensatory mitigation site for proposed impacts related to the planned improvements to Curtis Road (FAP 807), in Champaign County, Illinois. The proposed compensatory mitigation site is located on the south side of Curtis Road, west of Prospect Avenue extended. The compensatory mitigation site is located within the Embarrass River Watershed, approximately 1,900 feet east of the divide with Kaskaskia River (Phinney Branch) Watershed. The proposed Curtis Road improvement project extends over the watershed divide. Three of the impacted wetlands are located within the Embarrass River watershed and one is located within the Kaskaskia River Watershed. This prospectus is developed to meet the guidelines set forth by the US Army Corps of Engineers and the Illinois Department of Natural Resources.

The wetlands impacted are considered to be farmed wetlands that extend into the existing and proposed right-of-way for Curtis Road. Since these wetlands have no connection to "waters of the US," they are not subject to the Corps of Engineers permitting process under Section 404 of the Clean Water Act; however, as state or state pass through funds are being utilized for the proposed roadway improvement, all wetlands impacted as a result of the project are considered jurisdictional and mitigation of all impacts is required under the Interagency Wetland Policy Act (IWPA).

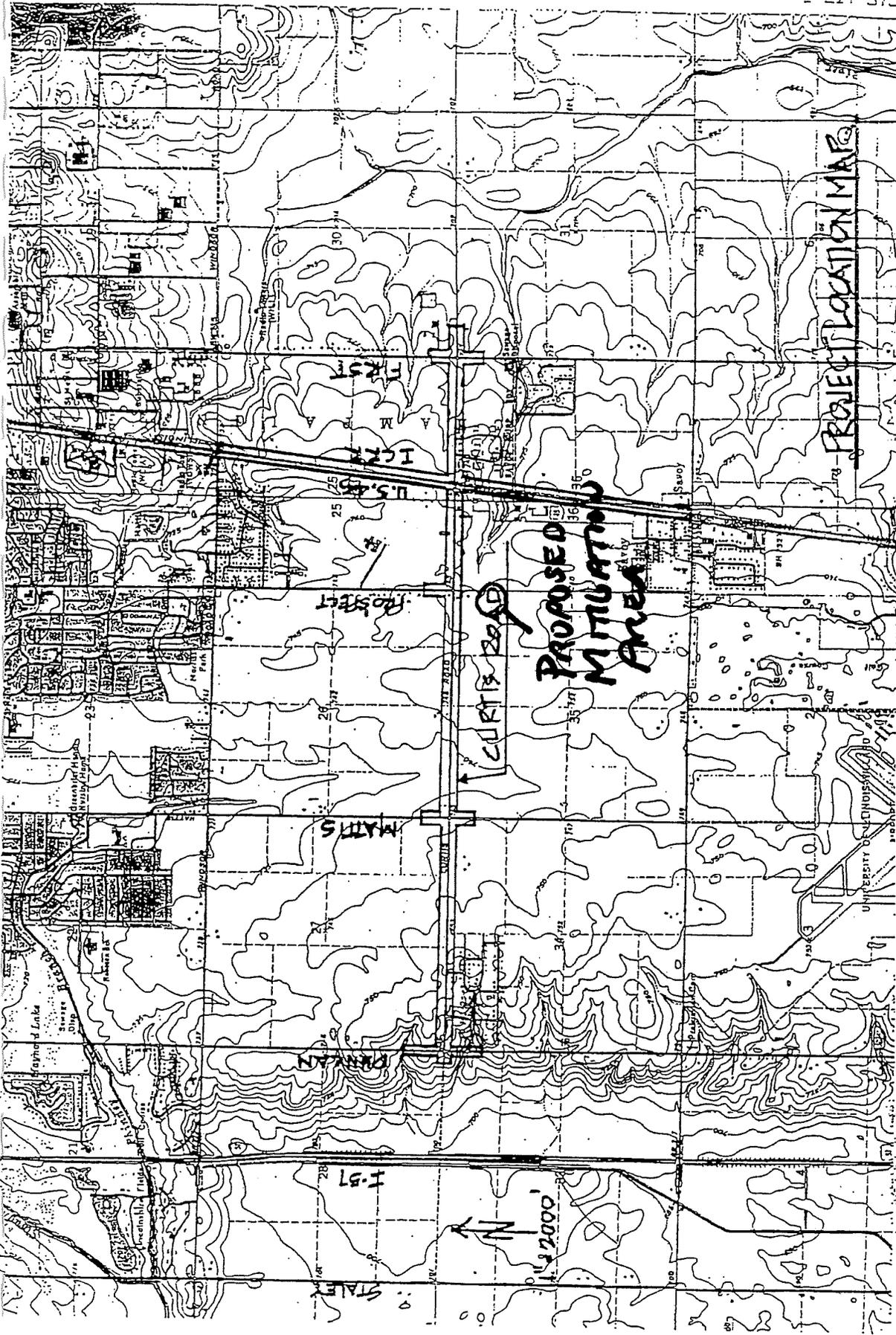
1. Location and Size

The proposed compensatory wetland mitigation site is located south of Curtis Road, southwest of the intersection of Prospect Avenue in Savoy, Illinois. Prospect Avenue does not extend south of Curtis Road. The mitigation area is located at the NE ¼, Section 35, T19N, R8E. The site proposed for the mitigation area is approximately 3.8 acres in size, which includes additional area for stormwater detention. The site is currently agricultural cropland with corn planted in 2002. Figure 1 the Project Location Map illustrates the location of the proposed wetland mitigation site.

Aerial photographs, Soil Survey sheet, photographs, and the Conceptual Wetland Compensatory Mitigation Plan are included in Appendix A.

2. Delineation of Wetlands

The site for the proposed compensatory mitigation was reviewed to determine if existing wetlands are present. The proposed mitigation site is an active cornfield and no hydrophytic plants were observed. The Natural Resources Conservation Service (NRCS) does not map the area as a farmed wetland. Based on the field review and the NRCS data, there are no wetlands on the site proposed for mitigation.



3. Real Estate Interest

The land for the proposed wetland compensatory mitigation area is currently privately owned and utilized for agricultural purposes. The proposed site will need to be acquired as part of the Curtis Road improvement project. The Village of Savoy will retain ownership after construction is completed. A permanent conservation easement will be established for the mitigation and buffer area.

4. Legal Description

The legal description for the proposed wetland compensatory mitigation site is: the south 600 feet of the north 900 feet of the east 275 feet of Section 35, Township 19 north, Range 8 east of the third Principal Meridian.

5. Method of Obtaining Required Mitigation Credit

Based on the delineations conducted for wetlands along the route, and coordination with the Natural Resource Conservation Service (NRCS), approximately 0.86 acres of farmed wetlands will be impacted by the proposed project. IDOT-Central Office Environmental/Wetland Units reviewed the project and determined that wetland impacts will be mitigated at a 1:1 ratio on-site. Therefore, at a minimum, 0.86 acres of new wetland will be created. The proposed wetland mitigation will occur on site and therefore higher mitigation ratios will not apply. An emergent wetland will be created with a prairie/savanna buffer. The surrounding land use will remain unchanged, with active agricultural cropland located to the north, south, and west.

The proposed goal of the mitigation plan is to achieve the credit ratios for proposed work. The planting plan, as presented in Section 9, details the planting strategy for the site. The overall project goals and objectives are also presented in Section 9. The strategy employed also allows for the use of the basin as a stormwater detention area. The combined use for this site was specifically designed with stormwater detention as the main function. Based on observations conducted in the field, the wetlands impacted were low quality, farmed wetlands. The main function these impacted wetlands perform is stormwater storage and possibly some sediment/toxicant trapping. The design of the mitigation site, in conjunction with its use as stormwater detention, replaces the functions of the wetlands that will be impacted by the proposed project.

6. General Site Plan

The general site plan for the proposed wetland compensatory mitigation site is presented in Appendix A. Agricultural land abuts the proposed wetland mitigation site on the north, south and west. The land east of the area is primarily residential with a vacant corridor between the apartment buildings and the proposed wetland mitigation site. This corridor includes a bicycle trail and allows for the potential Prospect Avenue extension to the south, if desired in the future. A set of grain storage bins are located between the proposed wetland and Curtis Road on the north side. Access to the site can be readily accomplished via permanent easement from Curtis Road. The site can be currently accessed from the bicycle trail.

Based on the conceptual design plan, there will be no structures, utilities or recreational trails or facilities developed as part of the proposed wetland mitigation site. The location of the site adjacent to a bicycle trail and the proposed design will allow for the accommodation of future potential passive recreational use. The site could accommodate a walking path around the perimeter as well as viewing stands for wildlife observation. The site will not be access controlled.

As prairie and savanna were typical of Champaign County prior to settlement, the proposed plant community includes native emergent wetland, prairie and wet prairie, and an upland prairie buffer including scattered oaks to mimic a savanna type community. The entire site will be less than four acres with accompanying buffer zone.

7. Management and Maintenance Responsibilities

Based on coordination with the Curtis Road Technical Advisory Committee, the Village of Savoy has indicated that they will manage and maintain the site after construction. The site may be incorporated into a future park site that would be managed by the Village of Savoy. The site will be managed in perpetuity as a wetland.

8. Preliminary Construction Plan and Schedule for Completion

Section 9 summarizes the conceptual plan and proposed schedule of completion for the proposed wetland mitigation site.

9. Goals, Objectives, Planting, Management and Monitoring Plans

A. Goals and Objectives

Champaign County, as lead agency, proposes to reconstruct and widen Curtis Road in the City of Champaign and Village of Savoy. Approximately 0.86 acres of farmed wetlands will be impacted, which will be mitigated on-site by the creation of at least 0.86 acres of emergent wetland that will also be utilized as stormwater detention.

The goal of the mitigation area is to create at least 0.86 acres of wetland in a farm field containing hydric soils and potential field tiles for the purpose of providing wetland compensatory mitigation for the impacts related to the proposed improvement of Curtis Road from Duncan Road to First Street. To accomplish this goal, field tiles, if any will be disabled in the area of the mitigation site (only after a determination if disabling the tiles will not impact adjacent sites) and the site will be excavated to create a depression in which the wetland mitigation site will be located. The site will also be utilized to detain stormwater from the improved Curtis Road, with an outlet structure that will be located on the east side of the basin. This outfall will direct water into a drainage swale that extends east to a large retention pond created for the adjacent residential subdivisions.

The site, which is generally at an elevation of 741, will be excavated to a proposed depth of between 736 (outfall elevation) down to the lowest elevation of 735. The excavation to this depth, along with tile disablement, will supply sufficient hydrology to support the proposed plant communities. The site will then be planted and maintained in such a manner as to promote wetland and prairie vegetation establishment. A conceptual plan for the site is provided in Appendix A.

Restoration Plan Objectives

The 0.86 acres of proposed wetland would be created by excavation of the existing cropland to elevations between 735 and 736, that is below the elevation of the proposed outlet structure originally planned for the stormwater detention basin.

1. Install wetland enhancement seed mix.
2. Install wetland enhancement plant plugs.
3. Monitor and manage the 0.86 acres of emergent wetland and wet prairie creation for 5 years as part of the overall site monitoring and management program.

The applicant proposes to receive credits at a ratio of 1:1 for each acre of wetland created for a total of 0.86 acres of mitigation.

The existing topsoil will be removed to a depth of 18 inches and will be stockpiled for final grading. The subsoil will be excavated to the proposed depths. After the site is excavated, final grading will occur using the stockpiled topsoil for the planting medium.

After the topsoil is reapplied, seeds and plants listed for each zone will be installed (Table 1-4). These restored areas will be placed under the 5-year monitoring and management plan.

Emergent

The areas identified in the plan below elevation 736 will be seeded and planted as an emergent wetland zone. Table 1 - 4 lists seeds and plants to be installed. These areas will also be included in the 5-year monitoring and management plan.

Wet-Mesic and Mesic Prairie

The areas identified in the plan between elevations 736 and 738 will be seeded and planted as a wet-mesic and mesic prairie zone and is intended to be used partially as buffer for the wetland areas. These areas will also be included in the 5-year monitoring and management plan.

Savanna

Although a true savanna will not be created, native oak (*Quercus*) species will be scattered around the perimeter of the wetland to mimic the types of vegetation that would have been found in a prairie savanna community prior to settlement. Table 5 indicates the tree species to be included in the final site plan.

Tables 1-5 are included below, detailing the species that will be planted in the mitigation site.

Plant List

Table 1
Zone 1
Aquatic Zone

These species will be installed by plugs. No seeding will occur in this zone due to water levels.

Common name	Scientific Name	Quantity/acre		
		Seed	Oz./Lbs.	Plants
Broad leaf arrowhead	<i>Sagittaria latifolia</i>	N/A	N/A	100
Softstem bulrush	<i>Scirpus validus</i>	N/A	N/A	250
Hardstem bulrush	<i>Scirpus acutus</i>	N/A	N/A	250
River bulrush	<i>Scirpus fluviatilis</i>	N/A	N/A	500
Common burreed	<i>Sparganium eurycarpum</i>	N/A	N/A	500
Pickerelweed	<i>Pontederia cordata</i>	N/A	N/A	100
Water plantain	<i>Alisma subcordatum</i>	N/A	N/A	250

Table 2

Zone 2

Shoreline/Sedge Meadow Zone

These species will be installed by plugs and interseeding.

Common name	Scientific Name	Quantity/acre		
		Seed	Oz./Lbs.	Plants
Swamp milkweed	<i>Asclepias incarnata</i>	1.00	Oz.	
Sweet flag	<i>Acorus calamus</i>	0.50	Oz.	100
Chairmakers rush	<i>Scirpus americanus</i>	0.50	Oz.	100
Torrey's rush	<i>Juncus torreyi</i>	0.50	Oz.	
Switch grass	<i>Panicum virgatum</i>	0.50	Oz.	
Lake sedge	<i>Carex lacustris</i>	2.00	Oz.	
Spotted Joe Pye weed	<i>Eupatorium maculatum</i>	1.00	Oz.	100
Cardinal flower	<i>Lobelia cardinalis</i>	0.50	Oz.	100
Riddell's goldenrod	<i>Solidago riddelli</i>	2.00	Oz.	
Wool grass	<i>Scirpus cyperinus</i>	3.00	Oz.	
Fox sedge	<i>Carex vulpinoidea</i>	2.00	Oz.	
Rice cutgrass	<i>Leersia oryzoides</i>	1.00	Oz.	
Bebb's sedge	<i>Carex bebbii</i>	4.00	Oz.	
False dragonhead	<i>Physostegia virginiana</i>	0.50	Oz.	
Cut-leaf water horehound	<i>Lycopus americanus</i>	1.00	Oz.	100
Turtlehead	<i>Chelone glabra</i>	1.00	Oz.	
Swamp buttercup	<i>Ranunculus septentrionalis</i>	1.00	Oz.	
Boneset	<i>Eupatorium perfoliatum</i>	2.00	Oz.	
Great blue lobelia	<i>Lobelia siphilitica</i>	0.50	Oz.	
Willow herb	<i>Epilobium coloratum</i>	2.00	Oz.	

Boldface indicates questionable availability

Table 3
Zone 3
Mesic Prairie

These species will be installed by plugs and interseeding.

Common name	Scientific Name	Quantity/acre		
		Seed	Oz./Lbs.	Plants
Culver's root	<i>Veronicastrum virginicum</i>	1.00	Oz.	
Cup-plant	<i>Silphium perfoliatum</i>	2.00	Oz.	
Prairie cordgrass	<i>Spartina pectinata</i>			250
Big bluestem	<i>Andropogon gerardii</i>	0.50	Lbs.	
Indian grass	<i>Sorghastrum nutans</i>	0.50	Lbs.	
Purple coneflower	<i>Echinacea purpurea</i>	2.00	Oz.	
Blazing star	<i>Liatris spicata</i>	2.00	Oz.	
Rattlesnake master	<i>Eryngium yuccifolium</i>	2.00	Oz.	100
New England Aster	<i>Aster novae-angliae</i>	2.00	Oz.	
Prairie dock	<i>Silphium terebinthinacea</i>	2.00	Oz.	
Canada milkvetch	<i>Astragalus canadensis</i>	1.00	Oz.	
Virginia wild rye	<i>Elymus virginicus</i>	2.00	Lbs.	
Golden alexander	<i>Zizia aurea</i>			100
Mountain blue-eyed grass	<i>Sisyrinchium campestre</i>			100
Sky blue aster	<i>Aster azureus</i>	2.00	Oz.	
Little bluestem	<i>Andropogon scoparius</i>	1.00	Lbs.	
Purple prairie clover	<i>Dalea purpurea</i>	2.00	Oz.	
Prairie smoke	<i>Geum triflorum</i>	2.00	Oz.	
Prairie dropseed	<i>Sporobolus heterolepis</i>	2.00	Oz.	

Boldface indicates questionable availability

Table 4
Zone 4
Prairie mix

These species will be installed by plugs and interseeding.

Common name	Scientific Name	Quantity/acre		
		Seed	Oz./Lbs.	Plants
Wild bergamot	<i>Monarda fistulosa</i>	2.00	Oz.	
Side oats grama	<i>Bouteloua curtipendula</i>	1.00	Lbs.	
Big bluestem	<i>Andropogon gerardii</i>	1.00	Lbs.	
Indian grass	<i>Sorghastrum nutans</i>	0.50	Lbs.	
Purple coneflower	<i>Echinacea purpurea</i>	1.00	Lbs.	
Yellow coneflower	<i>Ratibida pinnata</i>	4.00	Lbs.	
Butterfly weed	<i>Asclepias tuberosa</i>	2.00	Oz.	
Partridge pea	<i>Cassia fasciculata</i>	2.00	Oz.	
Prairie dock	<i>Silphium terebinthinacea</i>	2.00	Oz.	
Compass plant	<i>Silphium laciniatum</i>	2.00	Oz.	
Prairie smoke	<i>Geum triflorum</i>	1.00	Oz.	
Indian paintbrush	<i>Castilleja coccinea</i>	1.00	Oz.	
Wild hyacinth	<i>Camassia scilloides</i>	1.00	Oz.	
White wild indigo	<i>Baptisia leucantha</i>	1.00	Oz.	100
Shooting star	<i>Dodecatheon meadia</i>	1.00	Oz.	
Canada milkvetch	<i>Astragalus canadensis</i>	1.00	Oz.	
Prairie redroot	<i>Ceanothus ovatus</i>	1.00	Oz.	
Canada hawkweed	<i>Hieracium canadense</i>	1.00	Oz.	
Virginia wild rye	<i>Elymus virginicus</i>	2.00	Lbs.	
Golden alexander	<i>Zizia aurea</i>	1.00	Oz.	
Wild quinine	<i>Parthenium integrifolium</i>	2.00	Oz.	
Prairie goldenrod	<i>Solidago patula</i>	4.00	Oz.	
Jacob's ladder	<i>Polemonium reptans</i>	2.00	Oz.	
Prairie phlox	<i>Phlox pilosa</i>			100
White wild indigo	<i>Baptisia leucantha</i>	1.00	Oz.	
Shooting star	<i>Dodecatheon meadia</i>	2.00	Oz.	
Lance-leaf coreopsis	<i>Coreopsis lanceolata</i>	2.00	Oz.	
New Jersey tea	<i>Ceanothus americana</i>	1.00	Oz.	

Boldface indicates questionable availability

Table 5
Tree Species

Common name	Scientific Name	Number of Plants
Swamp white oak	<i>Quercus bicolor</i>	<i>Each as shown on plans</i>
Bur oak	<i>Quercus macrocarpa</i>	<i>Each as shown on plans</i>

B. Performance standards for determining success

Wetlands created or restored shall meet the criteria for jurisdictional wetlands using the 1987 Corps of Engineers Wetland Delineation Manual (Technical Report 4-87-1).

Hydrology

Hydrology shall meet the minimum requirements for soil horizon saturation as defined in the 1987 Corps of Engineers Wetland Delineation Manual (Technical Report 4-87-1). This requirement includes saturated (within 12" of ground surface) soils or inundated areas for longer than 12.5% consecutive days of the growing season or as otherwise stated in the 1987 Manual. No monitoring wells have been, or will be established.

The applicant shall demonstrate that hydrology has been established to support the respective planting zones over a five-year period prior to release of monitoring requirements. Field tiles if present, will be disabled or controlled.

Vegetation

Plant species and cover will be quantitatively measured within each vegetation zone. Sampling plots or quadrats will be established at various points around the site for vegetation sampling purposes. The number of quadrats will be established with standard sampling sufficiency to ensure data reliability. Sampling will occur at least two times per year, one early, and one later in the growing season of each year. The following criteria will be used to monitor vegetation growth and species composition:

1. Based on the *National List of Plant Species that Occur in Wetlands: North Central Region 3* (Reed, 1988), at least 75% of the total plant cover within wetlands shall be provided by species designated as Obligate wetland (OBL) or Facultative wetland (FACW) or Facultative (FAC) plants.
2. The total of planted and volunteer native perennial species within each wetland plant community shall be as follows:
 - Emergent – minimum of 10 native annual or perennial species.
 - Wet Prairie – minimum of 15 native annual or perennial species.
 - Mesic Prairie – minimum of 20 native annual or perennial species.
3. Native perennial vegetation will be at least 80% using absolute or relative cover measurements after 5 years.
4. Native biennial and annual vegetation will be 20% to 30% of absolute or relative cover, or less.

5. Non-native perennial vegetation will be less than 10% using absolute or relative cover measurements in each transect, after 5 years.

C. Reporting protocols and monitoring plan

The applicant proposes to have a joint meeting with regulatory agencies on site upon completion of construction and annually thereafter until performance has been achieved. The applicant will prepare a mid-year letter report to the IDNR on the status on the mitigation site. This letter report will notify the IDNR of any changes in the plan, sediment erosion control, status of the vegetative community, remedial and management measures taken and proposed to be taken at the site. This mid-year letter report will be due by June 30 each year.

The applicant will prepare an annual report at the end of each growing season. This report will detail the vegetation and hydrologic monitoring results, the status of the site in relation to the performance standards, the ratios and acreage of each type of vegetation community, the maintenance actions taken by the applicant in the previous growing season, and the actions taken by the applicant required by a remedial action plan, if one exists. The first report will also contain information concerning field tiles, as-built and as-planted compliance maps. The compliance map will show the location of all vegetation quadrats.

At the end of the five-year monitoring period, the applicant will make a final report to the IDNR as to the status of the site. In this report, the applicant will provide a letter in which the entity who will take over long-term management of the site acknowledges receipt of the site and long-term management responsibilities.

Management

Herbicide Application

Undesirable species should be treated with an approved herbicide. Herbicide application instructions given on the label shall be followed at all times. Undesirable species include all vascular species not native to Illinois. It may be necessary to replant vegetation affected by herbicide outside of targeted species.

Copies of all current pesticide applicator's licenses, herbicide labels, and Material Safety Data Sheets (MSDS) for all chemicals utilized during completion of the work in project files will be maintained at the project site.

Herbicide may be applied using a backpack sprayer, a hand-held wick applicator, or a vehicle mounted high-pressure spray unit.

Mowing

Seeded areas should be mowed to a height of 8-12" after vegetation in seeded areas reach a height of 30" and before non-native species go to seed during the first two growing seasons after planting, or as deemed necessary by the ecological manager.

Prescribed Burning

Prescribed burning shall be the primary method of long-term ecological management and weed control of planting areas at the project site. Burning shall be conducted annually after the second full growing season or as directed by the ecological manager.

Prior to the commencement of prescribed burning, an outline that includes a plan of action, identifies contingencies, and lists the names and phone numbers of emergency agencies (fire department, police department, etc.) shall be completed. Proper notice of intent to burn shall be given. All required permits shall be obtained prior to the commencement of prescribed burning.

Anticipated Schedule

The schedule for construction is dependent on approval of the Phase 1 roadway plan for Curtis Road and the availability of funding which is currently programmed for 2006. It is anticipated that the construction of the wetland and stormwater detention basin will take less than 45 days to complete, including the grading and the installation of plant plugs and seeding.

If the basin is constructed prior to completion of the roadway construction, the site will require protection from sediment and erosion from roadway construction. The site will not be used as a settling basin for construction runoff.

D. Contingency and remedial actions and responsibilities

If the mitigation site is not performing as described above, the IDNR shall notify the applicant in writing of the deficiencies in meeting performance standards.

The applicant shall then develop and implement a remedial action plan to meet the performance standards. This plan shall be transmitted to the regulatory agencies. This plan does not need approval by the regulatory agencies. The implementation of a remedial action plan shall take place immediately upon development.

The applicant shall notify the regulatory agencies on the results of the remedial action in the annual report. If the hydrology fails to become properly established, the monitoring of the site may continue past the five-year period until conditions meet objectives.

The project will be staged constructed. The western portion of the project from Duncan Road to Wynstone Drive will be the first section constructed, which is scheduled for 2006. Wetland impacts will not occur in this section. All wetlands are located within the section of Curtis Road that is scheduled for construction in the second phase, from Wynstone Drive to 500 feet east of Prospect Avenue. The proposed compensatory wetland mitigation for the project will be constructed during the second phase of the project, when the impacts to wetland are anticipated to occur.

All required permits and approvals for wetland impacts will be obtained prior to the second phase of construction. The applicant will commence work on the compensatory mitigation site concurrently with the roadway construction. As built plans will be prepared and submitted to the IDNR upon completion of the construction. After approval of the as-built plans, and concurrence received from the IDNR, the formal five year monitoring period will be initiated.

APPENDIX A

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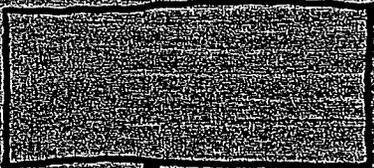
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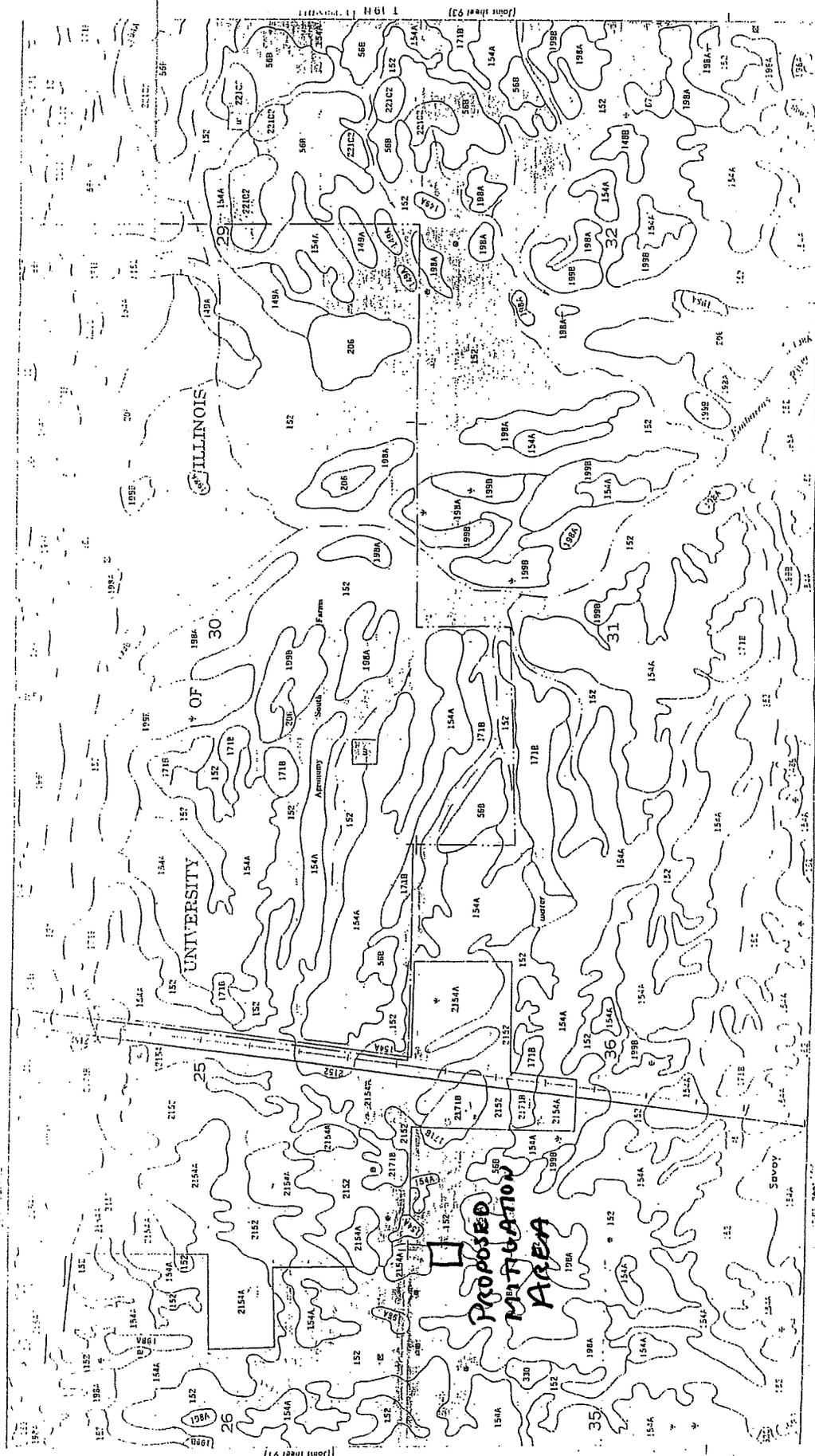
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UNIVERSITY OF ILLINOIS

Agrionomy South Farms

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CURTIS ROAD IMPROVEMENTS

Preliminary Environmental Site Assessment

by HDC Engineering, Inc.

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

FINAL REPORT

DATE: September 4, 2002

HDC PROJECT #: 02026

LOCATION: FA Route 807/7147 (Curtis Road)
Duncan Road to First Street, and CN/IC RR from 4700' north
of Curtis Road to 2900' south of Curtis Road
Champaign County
Bondville and Urbana Quadrangles (USGS 7.5 minute
topographic maps)
T19N – R8E, Sections 25, 26, 27, 34, 35, 36
T19N – R8E, Sections 30, 31

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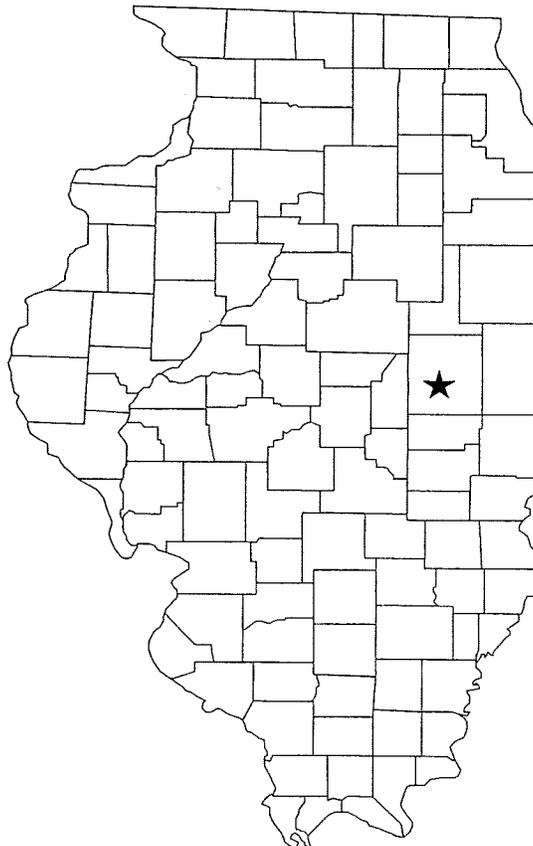


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GLOSSARY OF ACRONYMS

ACM	-	Asbestos-Containing Material
AST	-	Aboveground Storage Tank
ASTM	-	American Society for Testing and Materials
BOL-		Bureau of Land (IEPA)
BTEX	-	Benzene, Toluene, Ethyl Benzene, and total Xylenes
-		Centerline
CERCLIS-		Comprehensive Environmental Response, Compensation, and Liability Information System
EDR	-	Environmental Data Resources, Inc.
FEMA	-	Federal Emergency Management Agency
FID	-	Flame Ionization Detector
FIRM	-	Flood Insurance Rate Map
FOIA	-	Freedom of Information Act
GC	-	Gas Chromatograph
ICC	-	Illinois Commerce Commission
IDNR	-	Illinois Department of Natural Resources
IDOT	-	Illinois Department of Transportation
IEMA	-	Illinois Emergency Management Agency
IEPA	-	Illinois Environmental Protection Agency
ICBO	-	International Conference of Building Officials
IMD	-	Illinois Manufacturers Directory
ISD	-	Illinois Services Directory
ISGS	-	Illinois State Geological Survey
ISV	-	Initial Site Visit
ISWS	-	Illinois State Water Survey
JULIE	-	Joint Utility Locating Information for Excavators
LUST	-	Leaking Underground Storage Tank
µg/kg	-	micrograms per kilogram (ppb)
µg/l	-	micrograms per liter (ppb)
mg/kg	-	milligrams per kilogram (ppm)
mg/l	-	milligrams per liter (ppm)
M.P.	-	Milepost
MSDS	-	Material Safety Data Sheet
MU	-	Meter Units
NFR	-	No Further Remediation
NFRAP	-	No Further Remedial Action Planned
NIPC	-	Northeastern Illinois Planning Commission
NPL	-	National Priority Listing
NRCS	-	Natural Resources Conservation Service (formerly Soil Conservation Service)
NWI-		National Wetlands Inventory
OCS	-	Office of Chemical Safety
OSFM	-	Office of the State Fire Marshal
OVA	-	Organic Vapor Analyzer
PAH/PNA-		Polynuclear Aromatic Hydrocarbon
PCB	-	Polychlorinated Biphenyl
PESA	-	Preliminary Environmental Site Assessment
PGC	-	Photovac Gas Chromatograph
PID	-	Photoionization Detector
ppb	-	parts per billion (equivalent to µg/kg for solids, and µg/l in liquids)
ppm	-	parts per million (equivalent to mg/kg in solids, and mg/l in liquids)
PRP	-	Potentially Responsible Party
RCRA	-	Resource Conservation and Recovery Act
ROW	-	Right-of-Way
SIA	-	Surface Impoundment Assessment
SIC	-	Standard Industrial Classification
TACO	-	Tiered Approach to Cleanup Objectives
TCLP	-	Toxicity Characteristic Leaching Procedure
TRI	-	Toxic Release Inventory
TVA	-	Toxic Vapor Analyzer
TVOC	-	Total Volatile Organic Compound

- USDA - United States Department of Agriculture
- USEPA - United States Environmental Protection Agency
- USFWS - United States Fish and Wildlife Service
- USGS - United States Geological Survey
- UST - Underground Storage Tank
- VOC - Volatile Organic Compound
- WMRC - Waste Management and Research Center (formerly Hazardous Waste Research and Information Center)

BACKGROUND

Introduction

This is the **Final Report** of a preliminary environmental site assessment (PESA) by HDC Engineering of natural and man-made hazards that may be encountered on and/or along the ROW to be acquired for this Champaign County project. The PESA project area extends east/west along FA 807/7147 (Curtis Road) from Duncan Road to First Street, and also north/south along the east side of the Canadian National/Illinois Central railroad from 4700 feet north of Curtis Road to 2900 feet south of Curtis Road (Attachment 1). The PESA project area only includes areas along the overall project area in which land is being acquired for additional right-of-way. Therefore the PESA project area does not match the overall project area. The project involves construction of five traffic lanes from Duncan Road to US45, three traffic lanes from US45 to First Street, and track relocation and rail bridge construction along the CN/IC railroad. Building demolition/modification, excavation, and subsurface utility relocation will be necessary. The project area is approximately 3 miles in length east-west, and approximately 1.4 miles north-south.

FA 807/7147 is known as Curtis Road throughout the project area, and will be referred to as such in this report. US Route 45 is known as Dunlap Avenue in Savoy; the name US 45 will generally be used in this report. Stationing information was provided by Clark Dietz, Inc. in feet, and is presented as such in this report. This report identifies and evaluates known or potential occurrences of regulated substances and natural hazards.

This assessment has been prepared using historical and geological information including aerial photographs, U.S. Geological Survey topographic maps, plat maps, file information of the ISGS and other state agencies, and various other sources of information. An on-site investigation has been completed. The specific methods used to conduct the assessment are contained in "A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects" (Erdmann et al., 1996). Natural and man-made hazards have been identified and other potential detriments or considerations have been listed as are suitable within the scope of this preliminary survey. If new environmental information is received concerning this site, this report will be updated accordingly and the information made part of the permanent file. If such information is considered to have a significant impact on the findings of this report, the report will be corrected by addendum and resubmitted to Clark Dietz.

Geology

Bedrock geology. Bedrock in the project area consists primarily of rocks of the Spoon formation of the Pennsylvanian system. The Spoon varies in thickness from 100 feet in northern Illinois to 350 feet in southern Illinois. The Spoon consists predominantly of shale and sandstone, and also includes limestone, coal, and underclay. The eastern end of the project also intersects an area where the underlying bedrock consists of the Middle Valmeyeran formation of the Mississippian system. The Middle Valmeyeran consists predominantly of limestone, sandstone, and shale.

Surficial geology. Drift thickness in the project area varies from 200 to 300 feet. Well records for the project area show final depths of water wells at 120 to 190 feet. Surficial materials in the project area consist of more than 15 m (45 ft) of the Wedron Formation. The Wedron Formation is composed of glacial deposits of clayey gray tills.

Soils. Along the project ROW, the NRCS has classified the Drummer silty clay loam as hydric. In addition, the Drummer components of the Dana silt loam, Flanagan silt loam, Catlin silt loam, and Elburn silt loam have been classified as hydric. Non-prime farmland soils along the ROW are the Drummer-Urban land complex, the Flanagan-Urban land complex, and the Catlin-Urban land complex.

Hydrogeology

Drainage direction. In the eastern part of the project area, surface drainage is generally toward an unnamed tributary of the Embarras river, which crosses the project area. This tributary continues off to the east and joins the Embarras. In the central part of the project area, surface drainage is to the north toward the Phinney Branch, which drains to the Kaskaskia ditch. At the west end of the project area, surface drainage is to the west via unnamed tributaries of the Kaskaskia.

However, some of the project area is urbanized. In the urbanized areas, most surface runoff will be controlled by the storm sewer system; such systems typically are designed to follow natural drainage patterns.

Neither the near-surface nor the shallow unconfined groundwater flow direction was specifically determined for this project, but they generally mimic local topography.

Depth to water in project boreholes. During subsurface testing for this project in August 2002, no water was encountered in boreholes completed to depths of up to 2.4 m (8 ft).

Surficial public water supplies. According to the ISWS, there are no surficial public water supplies downstream from the project within Champaign County. The nearest downstream supplies are Lake Charleston along the Embarras, and Carlyle Lake along the Kaskaskia. Increased runoff due to project construction is unlikely to measurably impact these public water supplies.

Groundwater recharge. The project area is located in Zone 7 for groundwater recharge potential, but is nearby areas of Zone 1, 3, and 5. Zone 1 indicates the highest potential for groundwater recharge and Zone 7 indicates the lowest potential as mapped by Keefer and Berg (1990). Groundwater recharge potential information is provided for a general regional perspective only, as this map was prepared at a scale of 1:1,000,000 and is not applicable on a site-specific basis.

According to the USEPA's list of designated sole-source aquifers (draft version May 1997), there are no sole-source aquifers in Illinois as defined by Section 1424(E) of the Safe Drinking Water Act, and so the proposed project will not affect any such aquifers in Illinois.

Groundwater protection areas. There are no known municipal water wells within 305 m (1000 ft) of the project ROW, and no IDOT facility work is planned for the proposed project, so there should be no impact on any setback zones as determined by the IEPA Division of Public Water Supplies.

Potential for contamination of shallow aquifers. The project area is located in Zone E, according to the map "Potential for contamination of shallow aquifers from land burial of municipal wastes" (Berg et al., 1984). Zone E is described as uniform, relatively impermeable silty or clayey till at least 50 feet thick, with no evidence of interbedded sand or gravel. Zones A indicate the highest potential for contamination and Zone G the lowest. This information is provided for a general regional perspective only, as the map was prepared at a scale of 1:500,000 and is not applicable on a site-specific basis. No borings were made to a depth of 15.2 m (50 ft) to verify the geology of this site.

Well information. ISGS and ISWS well records indicate that water in the project area is obtained from sand and gravel aquifers at depths ranging from 120 to 190 ft below the surface. These records are for private wells, generally located along Curtis Road and the CN/IC railroad. There are no records of public water supply wells within the search area. The apparent nearest well based on plotting by the ISGS QuESToR utility is on the south side of Curtis, near Duncan. Because the project area is now served by public water supplies, it is unlikely that these wells are still used for drinking water. Wells not in public databases may be present near the project area.

INFORMATION SOURCES

The material listed below should be consulted if more detailed information is desired. The EDR corridor study is available from HDC upon request.

Lists, Databases, and Publications

EDR, EDR Corridor Study, EDR Inquiry Number 805648.1s, July 1, 2002 (government environmental database search report)

Illinois Manufacturers Directory, 1941-1997: University of Illinois Library

Illinois Services Directory, 1978-1998: University of Illinois Library

ISGS, Directory of Coal Mines in Illinois, May 2000 (via www.isgs.uiuc.edu)

ISGS, PESA # 316, October 13, 1992

ISGS, Preliminary Environmental Site Assessment, FA 804 Savoy to Tolono, October 13, 1992

ISGS, QuESToR database well record search, June 5, 2002

ISWS, Private Well and PICS database search, June 11, 2002

USDA NRCS, Hydric Soils List, December 1995

USDA NRCS, Prime Farmland List, September 1999

USDA Soil Conservation Service, Soil Survey of Champaign County, Illinois, March 1982

USEPA, Envirofacts Query, June 12, 2002 (via www.oaspub.epa.gov)

WMRC, Landfill Queries, 1997 (via www.wmrc.uiuc.edu)

WMRC, Toxic Release Inventory, 1999 (via www.wmrc.uiuc.edu)

Maps

Berg, Richard C. et al, Potential for Contamination of Shallow Aquifers in Illinois: ISGS, 1984

Berg, Richard C. and Kempton, John P., Stack Unit Mapping of Geologic Materials in Illinois to a Depth of 15 Meters: ISGS, 1988

Champaign County Assessor:

1972: 20-P, 21-N, 20-25E

1988: 20-Q, 20-R, 20-S, 20-25E, 20-36-B

Other

Adomitis, Dan, employee, ISGS (August 1, 2002). Telephone conversation.

Cachera, Brad, employee, Illinois Commerce Commission (June 17, 2002). Written correspondence.

Chamblin, Bud, employee, Illinois Power (August 1, 2002). Telephone conversation.

Johnson, James, employee, NRCS (August 27, 2002). Telephone conversation.

Leanne, employee, ISGS (June 12, 2002). Telephone conversation.

Mercer, John, IDOT District 5 Environmental Coordinator (July 3, 2002). Telephone conversation.

Sapp, Chuck, employee, FASS (July 17, 2002). Telephone conversation.

Saylor, Bill, employee, ISWS (July 10, 2002). Telephone conversation.

APPENDIX B

Initial Site Visit Checklist

Date: July 8-12, 2002

By: B Walsh / P Davis

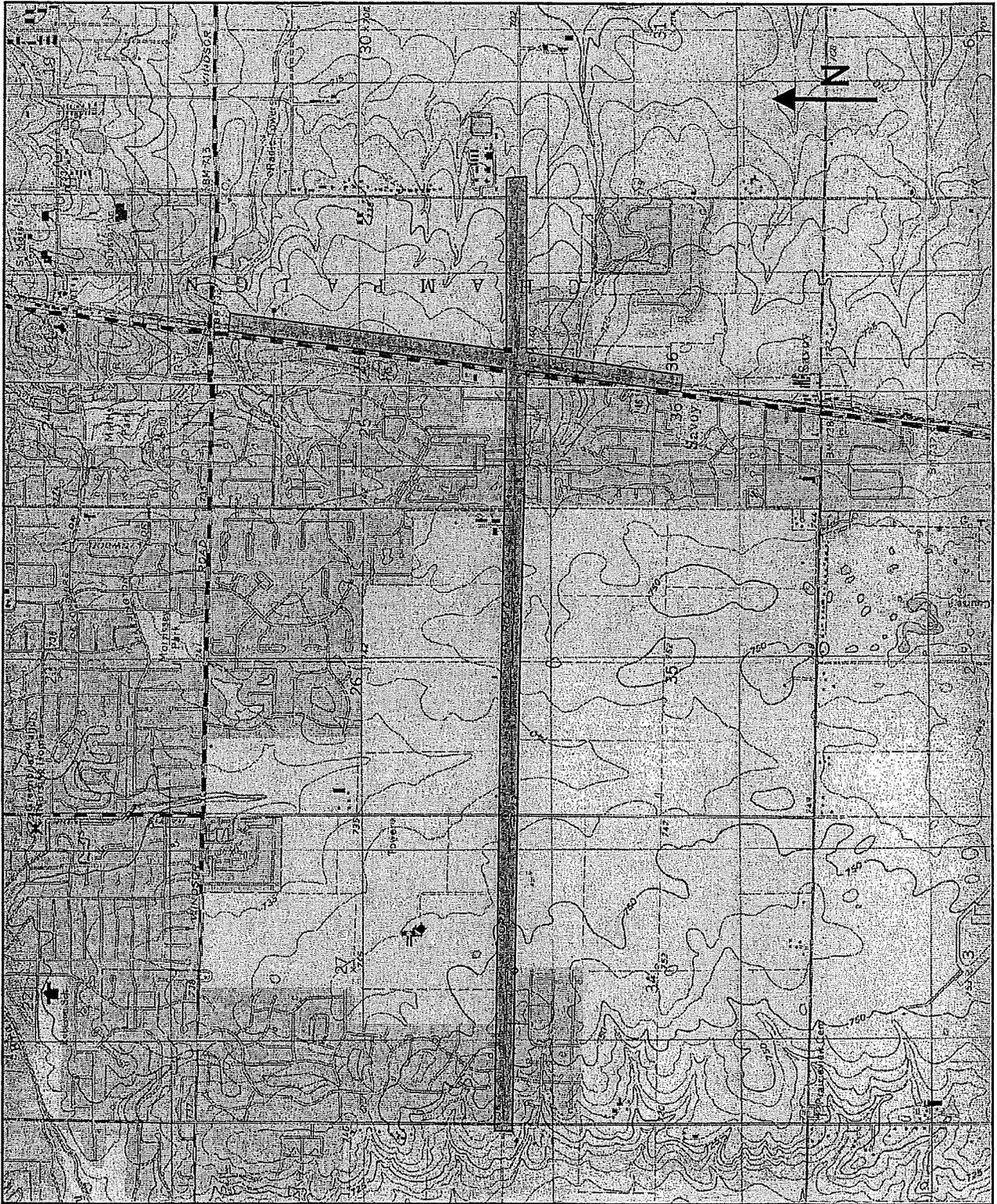
ITEM	YES	NO	UNK	COMMENT
<i>FLORA/FAUNA</i>				
Vegetation present	X			
Vegetation stressed	X			See note 1 below
Animal activity or presence	X			
<i>NATURAL FEATURES AND CONDITIONS</i>				
Depressions	X			See note 2 below
Mounding or soil piles	X			See note 3 below
Wetlands, ponds, lakes		X		
Rivers, streams, creeks	X			
Lagoons, surface impoundments		X		
Surface soil discoloration		X		
Water discoloration		X		
<i>CULTURAL FEATURES AND CONDITIONS</i>				
Buildings/structures	X			
Landfills		X		
Industry	X			See note 4 below
Asbestos source/presence	X			See note 5 below
Storage tanks (above or underground)	X			See note 6 below
Pumps/protruding pipes	X			See note 7 below
Drums		X		
Railroad spurs/tracks/ROW	X			See note 8 below
Dead end roads/trails		X		
Sewer lines	X			See note 9 below
Water wells		X		
Monitoring wells		X		
Septic tanks	X			See note 10 below
Pits/quarries		X		
Solid waste (garbage)	X			See note 11 below
Transformers/substations	X			See note 12 below
<i>AMBIENT ENVIRONMENTAL CONDITIONS</i>				
Unusual or noxious odors	X			See note 13 below
Noise pollution		X		
Dust/smoke		X		

COMMENTS:

1. Some defoliation along CNRR, presumably due to spraying by railroad to protect tracks. Not considered significant.
2. Various depressions associated with storm sewers and ditches. Not considered significant.
3. Soil piles associated with grading in Cherry Hills Subdivision, north of Curtis between Prospect and Mattis. Not considered significant.
4. Several businesses present between Prospect and US 45. Not considered significant.
5. Various pre-1980 buildings present. See text for details.
6. ASTs observed on Residence at 906 West Curtis and 401 East Curtis. See text for details.
7. Possible UST vent pipe observed at FASS (SWc Curtis/US 45). See text for details.
8. CN/IC railroad ROW expansion included in project area.
9. Various storm and sanitary sewers along project area. Not considered significant.
10. Septic tank vents observed in Rolling Acres Subdivision, south of Curtis at west end of project. Not considered significant.
11. Many discarded railroad ties observed along CNRR. Not considered significant.
12. Various transformers along project area. Not considered significant.
Natural gas pumping station observed at NEc Curtis/CNRR. Not considered significant.
13. Natural gas odor observed near pumping station. Not considered significant.

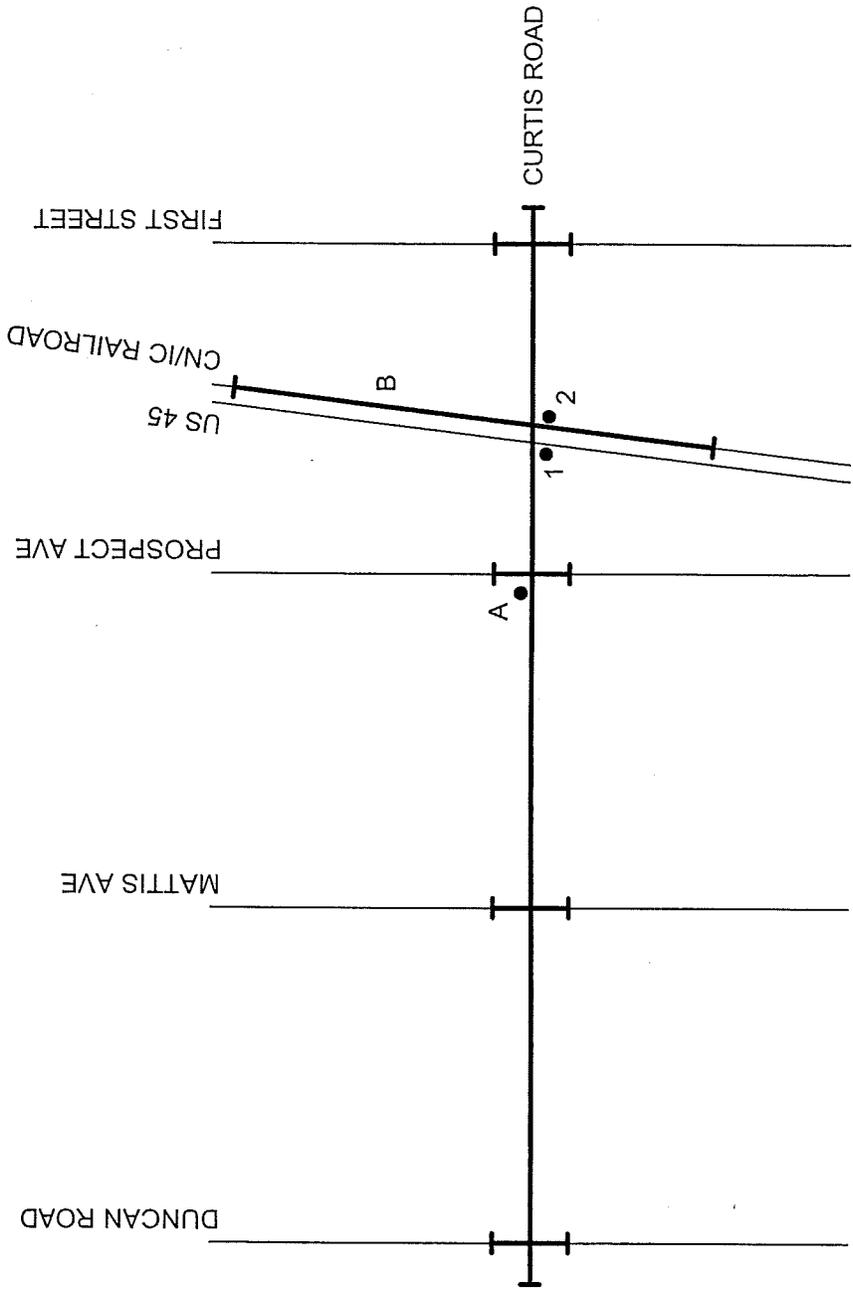
LIST OF ATTACHMENTS

1. Project location map (7.5 minute topographic)
- 2a. Project map showing numbered site locations
- 2b. Soil boring locations
3. Photographs
4. VOC testing results



Attachment 1: Location Map
(project width exaggerated for illustration)
United States Geological Survey
Urbana and Bondville, Illinois Quadrangles
7.5 Minute Topographic Map



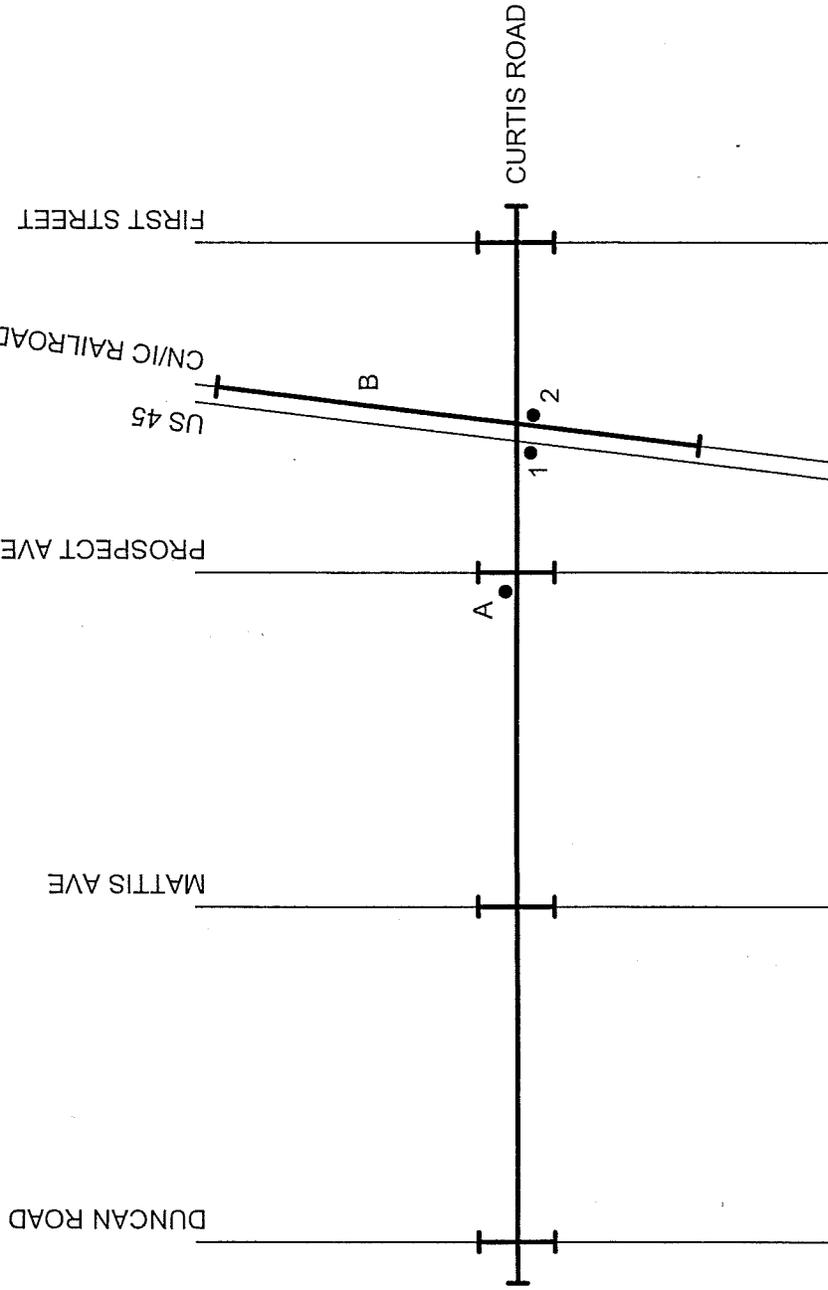


I PROJECT AREA

0' 1500' 3000'
SCALE 1"=3000'

ATTACHMENT 2A
PROJECT MAP SHOWING NUMBERED SITE LOCATIONS

Job # 02026
Date: 09/03/02
201 West Springfield, Suite 300,
Champaign, Illinois 61824-0140
Phone No. 217-352-6976
EEPC
ENGINEERING
Professional Engineering Corp. License No. 184-000131
Expires: 4/30/2003



I PROJECT AREA

Job # 02026

Date: 09/03/02
201 West Springfield, Suite 300,
Champaign, Illinois 61824-0140
Phone No. 217-352-6976
Professional Engineering Corp. License No. 184-000131
Expires: 4/30/2003



ATTACHMENT 2A
PROJECT MAP SHOWING NUMBERED SITE LOCATIONS

0' 1500' 3000'
SCALE 1"=3000'

Attachment 3 - photographs



Photo 1: Boring locations at FASS (site 1).



Photo 2: Boring locations at Residence, 401 East Curtis Road (site 2).

Attachment 3 - photographs

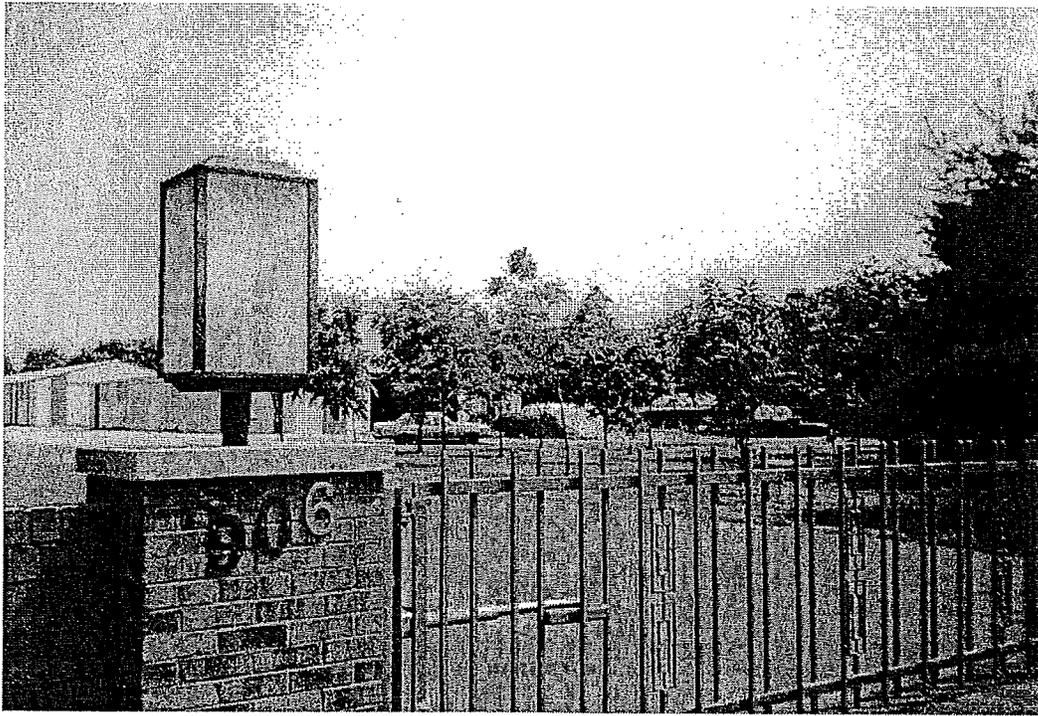


Photo 5: ASTs at Residence, 906 West Curtis Road.

Attachment 4 – Results of testing for volatile organic compounds

Borehole # Date Method	Borehole location and information	Sample depth(s) ¹	Sample type(s)	Analytical results ² TVA: total VOCs (FID) and non-methane VOCs (PID) (PID background was 0.5 ppm) GC: tentative identification of VOCs using the gas chromatograph.
1-SV1 8/20/02 Geoprobe	FASS (SWc Curtis/US45); 37' E of W end of retaining wall, 3.5' out from sidewalk · final hole depth: 9 ft · dry hole	3 ft	Soil gas	TVA (PID): 22 ppm; not considered significant. GC: Two peaks less than 1 ppm matching retention times of ethylbenzene and o-xylene. Nine unidentified peaks less than 1 ppm. Not considered significant.
		8 ft	Soil gas	TVA (PID): 16 ppm; not considered significant. GC: Three peaks less than 1 ppm matching retention times of MTBE, toluene, and o-xylene. Sixteen unidentified peaks less than 1 ppm. Not considered significant.
1-SV2 8/20/02 Geoprobe	FASS (SWc Curtis/US45); 61' E of W end of retaining wall, 4' out from sidewalk · final hole depth: 9 ft · dry hole	3 ft	Soil gas	TVA (PID): 3.6 ppm; not considered significant. GC: Two peaks less than 1 ppm matching retention times of MTBE and toluene. Thirteen unidentified peaks less than 1 ppm. Not considered significant.
		8 ft	Soil gas	TVA (PID): 6.5 ppm; not considered significant. GC: Two peaks less than 1 ppm matching retention times of benzene and n-octane. Thirteen unidentified peaks less than 1 ppm. Not considered significant.
2-SV3 8/20/02	Residence, 150' S of Curtis pavement edge, 79' E of CNRR single track · final hole depth: 3.5 ft · dry hole	3 ft	Soil gas	TVA (PID): 6.2 ppm; not considered significant. GC: Two peaks less than 1 ppm matching retention times of MTBE and toluene. Thirteen unidentified peaks less than 1 ppm. Not considered significant.
2-SV4 8/20/02	Residence, 163' S of Curtis pavement edge, 79' E of CNRR single track · final hole depth: 3.5 ft · dry hole	3 ft	Soil gas	TVA (PID): 6.4 ppm; not considered significant. GC: Two peaks less than 1 ppm matching retention times of MTBE and toluene. Fifteen unidentified peaks less than 1 ppm. Not considered significant.

¹ The depth to which the well point was lowered down the borehole to sample the soil gas or the depth at which a water or soil sample was collected from the borehole.

² Using either the GC or the OVA in GC (gas chromatograph) mode, a compound is identified based on its retention time. Because many compounds have similar retention times, this identification is not absolute. Concentrations determined by the GC are valid only in the range from 1/3 to 3 times the concentration of the standards used to calibrate the instrument; concentrations outside this range are reported as either less than or greater than the valid limits for a compound. All concentrations reported are rounded to two significant figures.

³ Experience has shown that PID readings less than 100 ppm can result from biological matter in soil, moisture in soil vapors, and other ambient conditions. Such readings are not considered evidence of petroleum contamination in the absence of other indications.

⁴ Experience has shown that GC readings less than 1 ppm typically do not correlate to petroleum contamination in excess of applicable cleanup objectives.

Attachment 4 – Results of testing for volatile organic compounds

Borehole # Date Method	Borehole location and information <i>All location distances are from roadway centerlines unless otherwise noted.</i>	Sample depth(s) ¹	Sample type(s)	Analytical results ² <i>TVA: total VOCs (FID) and non-methane VOCs (PID) (PID background was 0.5 ppm) GC: tentative identification of VOCs using the gas chromatograph.</i>
2-SV5 8/21/02 Geoprobe	Residence, 10' W and 4.5' N of NW corner of southernmost outbuilding · final hole depth: 3.5 ft · dry hole	3 ft	Soil gas	TVA (PID): 2.0 ppm; not considered significant. GC: One peak less than 1 ppm matching retention time of MTBE. Eleven unidentified peaks less than 1 ppm. Not considered significant.
2-SV6 8/21/02 Geoprobe	Residence, 10' W and 15' N of NW corner of southernmost outbuilding · final hole depth: 3.5 ft · dry hole	3 ft	Soil gas	TVA (PID): 0.0 ppm GC: Two peaks less than 1 ppm matching retention times of benzene and n-octane. Nine unidentified peaks less than 1 ppm. Not considered significant.
2-SV7 8/21/02 Geoprobe	Residence, 12.5' W and 25' S of SW corner of southernmost outbuilding · final hole depth: 3.5 ft · dry hole	3 ft	Soil gas	TVA (PID): 5.8 ppm; not considered significant. GC: Three peaks less than 1 ppm matching retention times of MTBE, toluene, and ethylbenzene. 23 unidentified peaks less than 1 ppm. Not considered significant.
2-SV8 8/21/02 Geoprobe	Residence, 12.5' W and 25' S of SW corner of southernmost outbuilding · final hole depth: 3.5 ft · dry hole	3 ft	Soil gas	TVA (PID): 4.8 ppm; not considered significant. GC: One peak less than 1 ppm matching retention time of MTBE. Twelve unidentified peaks less than 1 ppm. Not considered significant.

¹ The depth to which the well point was lowered down the borehole to sample the soil gas or the depth at which a water or soil sample was collected from the borehole.

² Using either the GC or the OVA in GC (gas chromatograph) mode, a compound is identified based on its retention time. Because many compounds have similar retention times, this identification is not absolute. Concentrations determined by the GC are valid only in the range from 1/3 to 3 times the concentration of the standards used to calibrate the instrument; concentrations outside this range are reported as either less than or greater than the valid limits for a compound. All concentrations reported are rounded to two significant figures.

³ Experience has shown that PID readings less than 100 ppm can result from biological matter in soil, moisture in soil vapors, and other ambient conditions. Such readings are not considered evidence of petroleum contamination in the absence of other indicators.

⁴ Experience has shown that GC readings less than 1 ppm typically do not correlate to petroleum contamination in excess of applicable cleanup objectives.