

Section 3: Transportation

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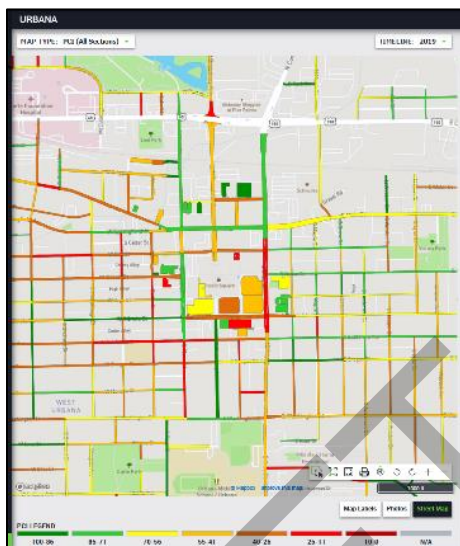
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Operations

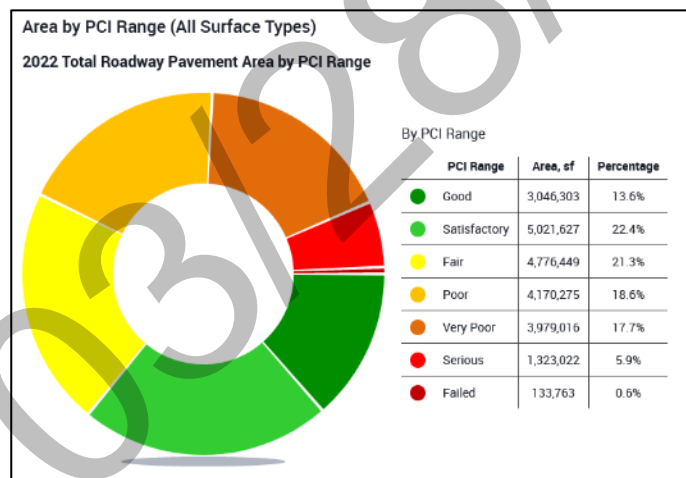
Pavement Management

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40112 - PAVEMENT MANAGEMENT SYSTEM	200 CR&I (1)	191,898	20,000	20,000	20,000	20,000	20,000
40112 - PAVEMENT EVALUATIONS	200 CR&I (1)	25,000	-	25,000	-	25,000	-
TOTAL		216,898	20,000	45,000	20,000	45,000	20,000

1) Fund will change to 202 LMFT starting in FY26.



<https://idea.appliedpavement.com/hosting/urbana-il/>



Description

Condition assessment of pavement by scanning and by pavement evaluations. Pavement asset management plan.

Location

City-wide for pavement scanning and asset management; select capital projects for pavement evaluations.

Purpose and Need

Data for maintenance and capital planning, monitor level of service, and asset management.

Timeline

Rescan City-wide FY24 (5 year cycle).
Annual development of pavement asset management plan.
Pavement Evaluations in advance of design.

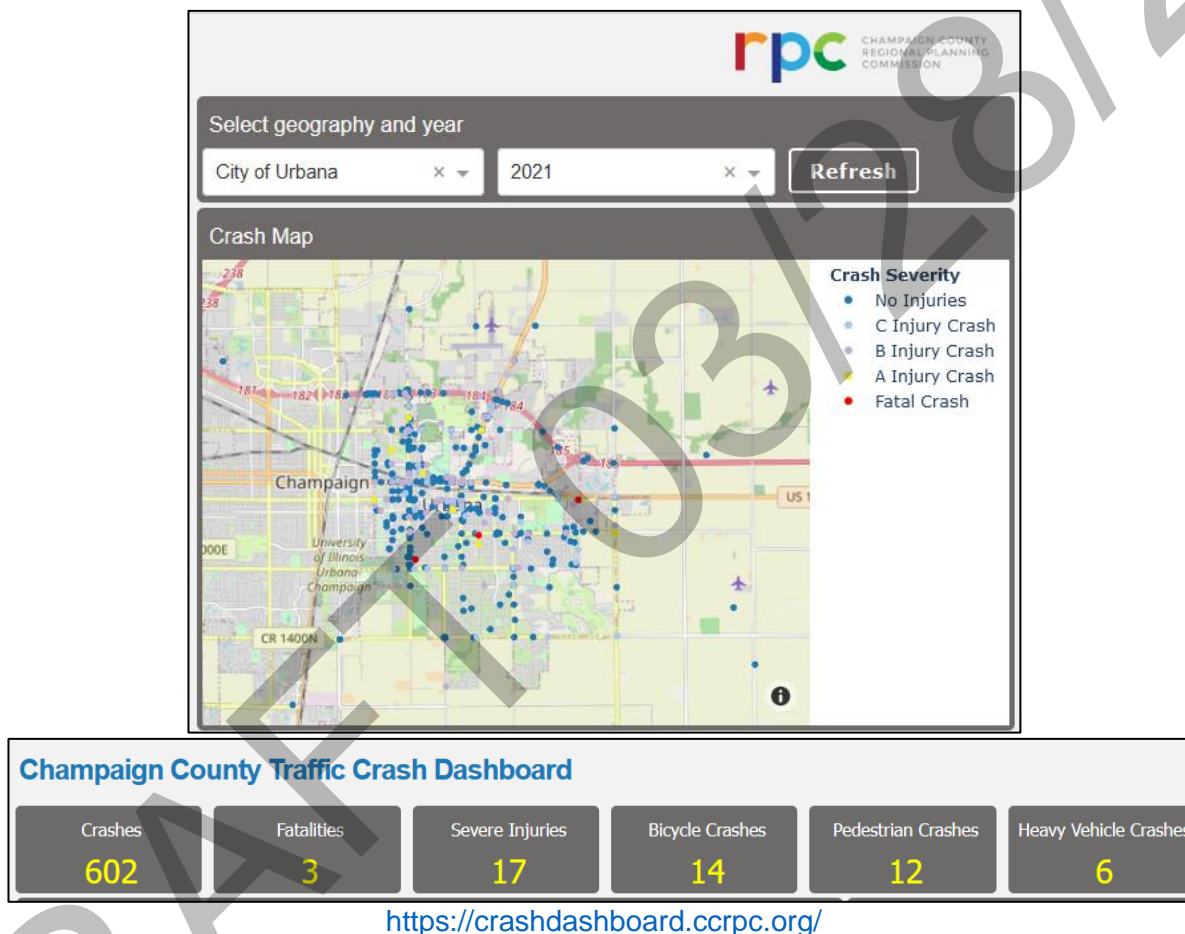
Changes from Previous CIP

Reduced budget for pavement evaluations to every other year.

Traffic Studies

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40120 - MISC. TRAFFIC STUDIES	200 CR&I (1)	54,858	20,000	20,000	20,000	20,000	20,000
40176 - TIF 4 MISC. TRAFFIC STUDIES	343 TIF 4	30,000	-	-	-	-	-
TOTAL		30,347	20,000	20,000	20,000	20,000	20,000

1) Fund will change to 202 LMFT starting in FY26.



Description

Collection and analysis of multimodal traffic data, including volume, speed, and crash records.

Location

Various street segments and intersections, determined by safety priority or public input.

Purpose and Need

Identify specific traffic safety problems and recommendations.

Timeline

Annual Misc. Traffic Study.
TIF 4 (Cunningham Ave.) FY24.

Changes from Previous CIP

Reduced budget for TIF 4 (Cunningham Ave.) after initial investigation and coordination with IDOT.

Material Testing

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40181 - MISC. MATERIAL TESTING	200 CR&I ⁽¹⁾	15,000	15,000	15,000	15,000	15,000	15,000

1) Fund will change to 202 LMFT starting in FY26.



Description

Construction material inspection and testing by a qualified testing laboratory.

Location

Various locations.

Purpose and Need

Quality assurance of materials used on construction. For maintenance programs and capital projects when construction observation is performed by City staff.

Timeline

Annual.

Changes from Previous CIP

None.

Maintenance Programs

Pavement Patching

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40108 - ANNUAL STREET PATCHING	202 LMFT	229,596	300,000	300,000	300,000	300,000	300,000
40179 - TIF 4 STREET PATCHING	343 TIF 4	100,000	-	-	-	-	-
TOTAL		329,596	300,000	300,000	300,000	300,000	300,000



Description

Pavement patching by contractor.

Location

Various locations determined by pavement condition and other priority criteria, typically on streets with higher traffic volumes.

Purpose and Need

Pavement rehabilitation. Full-depth repairs to address local pavement, base, or subgrade failure. Complement to pavement patching by City staff.

Timeline

Annual for City-wide program.
TIF 4 (Cunningham Ave.) FY24.

Changes from Previous CIP

Reduced TIF 4 (Cunningham Ave.) from three years to one year.

Bituminous Surface Treatment

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40114 - OIL & CHIP, SEAL, PRESERVATION	202 LMFT	229,585	320,000	320,000	320,000	540,000	540,000
40XXX - TIF 4 STREET SURF TREAT	343 TIF 4	-	500,000	-	-	-	-
TOTAL		229,585	820,000	320,000	320,000	540,000	540,000



Description

Bituminous surface treatment (BST), also known as “oil and chip” or “chip seal”, applied on a 5-year cycle.

Location

Various streets with BST or other surface types but eligible for conversion to BST (primarily asphalt surfaces). City is divided into 5 zones.

Purpose and Need

Pavement preservation. Liquid bituminous material covered with chip-size (3/8 inch) aggregate seals the pavement surface, inhibits raveling, and improves surface friction. Typically applied to local or collector streets with good to excellent pavement surface condition. Target annual budget is \$400,000 for current BST inventory, or up to \$600,000 if all eligible streets converted to BST.

Timeline

Zone 3 (south) in FY24, Zone 4 (northeast) in FY25, Zone 5 (east) in FY26

Changes from Previous CIP

Increased budget for annual City-wide program. Added TIF 4 (Cunningham Ave.).

Crack and Joint Sealing

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM	202 LMFT	189,500	190,000	190,000	190,000	40,000	40,000



Description

Routing and sealing of joints and working cracks with hot-poured joint sealant. Program initiated in 2023 (FY23 budget).

Location

Various streets, typically with concrete or asphalt surfaces.

Purpose and Need

Pavement preservation. Mitigates moisture infiltration into pavement and slows crack deterioration. Typically applied to streets with a pavement surface that is in very good to excellent condition. First application within first 5 to 10 years of service life, and then periodic applications throughout service life as long as pavement conditions allow. Annual budget is higher through FY27 to work through a backlog, then reduced in FY28 to a long-term program budget. Complement to joint and crack sealing by City staff.

Timeline

Windsor Rd. & Somerset in FY24.
Beringer Commons, Myra Ridge, & Broadway in FY25.
Stone Creek (south) in FY26.
Stone Creek (north) in FY27.

Changes from Previous CIP

Reduced annual budget for FY28-FY29.

Hot-Mix Asphalt (HMA) Overlay and Resurfacing

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40XXX – HMA OVERLAY & RESURFACE	202 LMFT	-	-	-	-	500,000	500,000



Description

Pavement maintenance or rehabilitation (functional or structural overlay) by placing hot-mix asphalt (HMA) overlays on existing pavement or resurfacing existing HMA pavement. Program to initiate in FY28.

Location

Various streets, primarily streets with higher traffic volumes or classified as collectors or arterials.

Purpose and Need

Pavement maintenance or rehabilitation to correct surface defects and/or upgrade the structural capacity of the pavement. Intended for streets where bituminous surface treatment is not appropriate.

Timeline

Begin annual program in FY28.

Changes from Previous CIP

New program.

Parking Lot Maintenance

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40XXX – PARKING LOT MAINTENANCE	500 PARKING	-	50,000	50,000	50,000	50,000	50,000



Description

Preventive maintenance as needed, including joint and crack sealing, blacktopping, and applying pavement markings, applied on a 5-year cycle. Program initiated in 2024 (FY25 budget).

Location

City-owned parking lots.

Purpose and Need

Preventive maintenance based on pavement condition and surface type to maintain functionality of parking lots.

Timeline

Annual budget.

Changes from Previous CIP

New program.

Windsor Road (Race to Philo) Maintenance

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40XXX – WINDSOR RD MAINTENANCE	202 LMFT	55,000	-	-	1,330,000	-	-



Description

Maintenance and rehabilitation of street pavement over a 40-year service life, starting from the construction year of 2015. Dedicated funding of \$2,899,571.01 from settlement received in 2024.

Location

Windsor Road from Race Street to Philo Road.

Purpose and Need

The significant amount of mid-panel cracking which presented in the jointed concrete pavement shortly after construction requires more maintenance and rehabilitation to maintain the pavement for its design service life.

Timeline

This program will follow the service life maintenance and rehabilitation plan developed by the City's expert witness as part of the subsequent civil trial. Initial maintenance completed in FY22 and FY24, with subsequent maintenance anticipated in FY27, FY31, FY35, FY40, FY45, FY50, and FY55.

Changes from Previous CIP

New program.

Pavement Markings

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40113 - BIKE LANES & SIDEPATHS	200 CR&I ⁽¹⁾	17,536	21,791	22,423	23,073	23,696	24,337
40160 - ANNUAL PAVEMENT MARKING PROGRAM	200 CR&I ⁽¹⁾	12,098	30,000	30,000	30,000	30,000	30,000
TOTAL		29,634	51,791	52,423	53,073	53,696	54,337

1) Fund will change to 202 LMFT starting in FY26.



Description

Reapplication of pavement marking lines and symbols for bike lanes (40113) and pavement marking lines for vehicle lanes (40160).

Location

Streets with existing pavement markings, City-wide.

Purpose and Need

Reapply pavement markings when existing markings are faded or have been removed by maintenance activity. Complement to pavement marking maintenance by City staff.

Timeline

Streets are assigned 1-year, 3-year, 6-year, or 12-year pavement marking cycles, based on historical performance.

Changes from Previous CIP

None.

Sidewalks and Paths

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40101 - SIDEWALK MAINTENANCE	200 CR&I ⁽¹⁾	261,181	150,000	150,000	150,000	150,000	150,000
40170 - CDBG SIDEWALKS	331 CDBG	377,598	200,000	200,000	200,000	200,000	200,000
40177 - TIF 4 SIDEWALKS	343 TIF 4	300,000	300,000	300,000	-	-	-
TOTAL		938,779	650,000	650,000	350,000	350,000	350,000

1) Fund will change to 202 LMFT starting in FY26.



Description

Repair, replacement, or new construction of sidewalks and shared-use paths by contractor.

Location

Various locations City-wide, identified in the Pedestrian Master Plan or by public input.

Purpose and Need

Priority is given to locations based on the scoring system illustrated above. Complement to sidewalk repairs by City staff.

Timeline

Annual for CR&I and CDBG programs.
TIF 4 (Cunningham Ave.) FY24 to Dec. 2025.

Changes from Previous CIP

None.

Traffic Signals

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40141 - TRAFFIC SIGNAL & STREET LIGHT MAINTENANCE	200 CR&I ⁽¹⁾	50,000	-	-	-	-	-
40604 - ANNUAL SIGNAL CR&I	200 CR&I ⁽¹⁾	41,000	246,000	198,000	62,000	100,000	100,000
40180 - TIF 4 INTERSECTION IMPROVEMENTS	343 TIF 4	-	200,000	-	-	-	-
TOTAL		91,000	446,000	198,000	62,000	100,000	100,000

1) Fund will change to 202 LMFT starting in FY26.



Description

Maintenance, repair, and improvements to traffic signal assets.

Location

Traffic signals owned and maintained by Urbana (25 signalized intersections and 20 pedestrian warning systems) or maintained by Urbana (23 signalized intersections and 1 pedestrian warning system).

Purpose and Need

Functioning and updated traffic signals for safe and efficient traffic flow. The Traffic Signal Asset Management Plan identifies priority short-term and long-term improvements.

Timeline

Lincoln & Springfield FY24.
Lincoln & Windsor FY25.
TIF 4 (Cunningham Ave.) FY25 to Dec. 2026.
Goodwin & Green, Philo & Florida FY26
Philo & Scovill FY27.

Changes from Previous CIP

Reduced budget for TIF 4 (Cunningham Ave.) after initial investigation and coordination with IDOT. Signal & Street Light Maintenance project removed in FY25, and replaced by additional funds in operating budget for Public Works Electrical Division.

Street Lighting

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40174 - CDBG STREET LIGHTING	331 CDBG	220,000	150,000	150,000	150,000	150,000	150,000
40178 - TIF 4 STREET LIGHTING	343 TIF 4	165,000	165,000	165,000	-	-	-
TOTAL		385,000	315,000	315,000	150,000	150,000	150,000



Description

Improvements to existing street lights and installation of new street lights.

Location

Various locations City-wide.

Purpose and Need

Asset management plan will identify recommended improvements for existing street lights, propose new construction standards for Urbana street lights, and provide guidelines for prioritizing new street light installations.

Timeline

Completion of asset management plan FY24. Annual improvements in Community Development Target Areas. TIF 4 (Cunningham Ave.) FY24 to Dec. 2025.

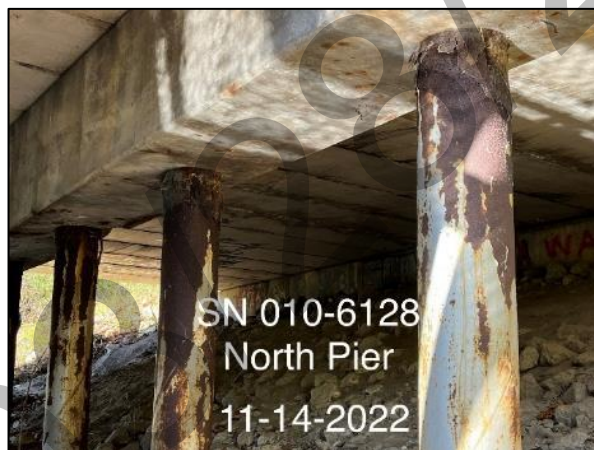
Changes from Previous CIP

None.

Bridges

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40401 - BRIDGE MAINTENANCE PROJECTS	CHAMP IGA	-	30,000	-	-	-	-
	200 CR&I ⁽¹⁾	60,000	30,000	-	50,000	-	20,000
TOTAL		60,000	60,000	0	50,000	0	20,000

1) Fund will change to 202 LMFT starting in FY26.



Description

Embankment settlement repairs at Olympian Dr. bridge.
Substructure repairs at Broadway Ave. bridge.
Concrete deck sealing.

Location

Olympian Dr. over Illinois Central Railroad; Broadway Ave. over Saline Branch; and Five (5) bridges with bare concrete decks (Lincoln Ave. over Saline Br. South, Lincoln Ave. over Saline Br. North, Olympian Dr., Race St. over Boneyard, and High Cross Rd. Ped. Bridge).

Purpose and Need

Apparent settlement of embankment at Olympian Dr. has caused joint failure at the ends of the bridge and subsequent erosion due to deck drainage. City of Champaign willing to participate in Olympian Dr. bridge repairs. Corrosion of metal pipe piles at Broadway Ave. Seal bare concrete decks every five years as preventive maintenance.

Timeline

Olympian Dr. Bridge FY25, Broadway Ave. Bridge FY27, Concrete Deck Sealing FY29.

Changes from Previous CIP

Added bridge repairs for Broadway Ave. over Saline Branch.
Added Concrete Deck Sealing in FY29.

Capital Projects (Summary)

Transportation Capital Projects, sorted by Priority Score

Capital Projects	Safety Score	Class Score	Condition Score	Funding Score	Linking Score	Bus Score	CDTA Score	Total Score	Construction Cost Estimate
CIP FY25-FY29									
Lincoln Ave. (Wascher to Killamey)	25.2	22.4	13.1	12.9	5.8	8.2	1.4	88.9	\$ 5,910,000
Florida Ave. (Wright to Hillcrest)	25.2	20.2	11.7	12.9	7.0	8.2	0.0	85.2	\$ 8,070,000
Country Club Rd. and Perkins Rd.	25.2	17.9	8.7	6.5	9.3	8.2	1.4	77.1	\$ 1,000,000
Lincoln Ave. (Florida to Green)	25.2	20.2	12.9	3.2	7.0	8.2	0.0	76.7	\$ 6,000,000
Broadway Ave. and Elm St.	18.9	15.7	12.8	8.1	5.8	8.2	1.4	70.8	\$ 1,800,000
Vine St. and Illinois St.	12.6	20.2	13.1	6.5	4.6	8.2	1.4	66.5	\$ 2,000,000
Goodwin Ave. (Green to University)	15.8	17.9	10.4	3.2	3.5	8.2	0.0	58.9	\$ 1,300,000
Springfield Ave. (Wright to McCullough)	15.8	20.2	11.7	3.2	7.0	0.0	0.0	57.8	\$ 2,000,000
Philo Rd. and Colorado Ave.	9.5	20.2	11.1	3.2	3.5	8.2	0.0	55.6	\$ 3,000,000
Wright St. (Church to Dublin)	0.0	17.9	13.8	4.9	4.6	8.2	1.4	50.8	\$ 250,000
Race St. Bridge Repairs	18.9	17.9	2.6	6.5	1.2	0.0	0.0	47.0	\$ 280,000
EQL Projects									\$ 3,300,000
Florida Ave. Shared-Use Path									\$ 890,000
Bakers Lane Shared-Use Path									\$ 1,240,000
								Total	\$ 37,040,000
Backlog, Not in CIP									
Lincoln Ave. (Saline Branch to Somer)	25.2	22.4	12.4	0.0	2.3	0.0	0.0	62.3	\$ 600,000
Florida Ave. (James Cherry to Curtiss)	4.2	20.2	14.5	4.9	1.2	8.2	1.4	54.4	\$ 900,000
Broadway Ave. and Country Club Rd.	0.0	15.7	14.3	6.5	7.0	8.2	1.4	52.9	\$ 800,000
Florida Ave. and Cottage Grove Ave.	6.3	20.2	8.5	4.9	3.5	8.2	1.4	52.9	\$ 2,500,000
Philo Rd. and Pennsylvania Ave.	0.0	20.2	10.0	4.9	3.5	8.2	1.4	48.1	\$ 3,000,000
Illinois St. (Goodwin to Lincoln)	4.2	13.4	14.3	3.2	2.3	8.2	0.0	45.7	\$ 1,600,000
Fairlawn Ave. (Vine to Anderson)	0.0	13.4	13.1	6.5	0.0	8.2	2.7	43.9	\$ 1,200,000
Pennsylvania Ave. and Orchard St.	0.0	13.4	14.3	3.2	2.3	8.2	0.0	41.5	\$ 1,700,000
Anderson St. (Mumford to Florida)	0.0	13.4	14.5	4.9	0.0	8.2	0.0	41.0	\$ 2,900,000
Coler Ave. (Green to Main)	8.4	13.4	11.7	3.2	3.5	0.0	0.0	40.3	\$ 900,000
								Total	\$ 16,100,000

“CDTA” refers to Community Development Target Areas.

The Equity and Quality of Life (EQL) Projects, the Florida Avenue Shared-Use Path, and the Bakers Lane Shared-Use Path were prioritized with different scoring systems.

Some of the projects included in the Capital Improvement Plan have lower priority scores than other projects not included and which are listed in the City’s backlog. Generally speaking, the priority scoring system is a simple guide for project selection, but it does not account for all factors which influence the importance or urgency of a project. Some projects are included because they are led by another agency – Wright St. (Church to Dublin) with Champaign, for example. Some projects are included because there is a defined need that is not captured by the scoring system, such as bridge improvements – Race St. Bridge Repairs, for example.

Priority Scoring System

The City of Urbana uses a scoring system to guide prioritization of transportation capital projects. In this system, a total priority score is calculated for each street segment as the sum of seven category scores: Safety Record, Functional Classification of the Street, Pavement Condition, Funding Assistance, Project Linking, Bus Route, and Community Development Target Area (CDTA). The total score ranges from 0 to 100, with 100 representing the highest priority project. Each category has a maximum score according to the relative importance assigned to it. The relative importance of each category was determined by a committee of staff in the Public Works Department. A transportation project consists of one or more street segments, and each project is assigned the highest total score from one of its street segments.

$$\text{Total Priority Score} = \text{Safety} + \text{Class} + \text{Condition} + \text{Funding} + \text{Linking} + \text{Bus} + \text{CDTA}$$

$$\text{Max. Score} = 100.0 = 25.2 + 22.4 + 17.0 + 12.9 + 11.6 + 8.2 + 2.7$$

An in-depth discussion of this priority scoring system can be found in Appendix A of the Capital Improvement Plan.

Construction Cost Estimates

When a transportation capital project is initially conceived, the most direct way to estimate construction cost is to apply a unit price per area of pavement, based on the anticipated scope of work. The initial concept for scope of work is typically informed by the purpose and need for the project, such as pavement condition, safety record, or other considerations. A total project cost includes construction costs, preliminary engineering (also referred to as “studies and plans”, typically estimated as 20% of the cost of construction), and construction engineering (typically estimated as 10% of the cost of construction). The unit prices summarized below were used for the construction cost estimates, unless a more detailed estimate already existed. Construction cost estimates are approximate and subject to refinement with development of studies and plans, and as prices for labor and materials change over time.

Scope of Project	Construction Unit Price (per SY pavement)		
Pavement Reconstruction	\$225	to	\$325
Corridor Rehabilitation	\$175	to	\$250
Pavement Rehabilitation	\$100	to	\$200

Capital Projects (FY25 Construction)

Philo Rd. and Colorado Ave.

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40133 - PHILO & COLORADO	203 SMFT	1,767,044	1,540,000	-	-	-	-



Description

Asphalt resurfacing for Philo Rd. and micro-fracturing with asphalt surface for Colorado Ave.

Location

Philo Rd. from Windsor to Colorado, and Colorado Ave. from Vine to Philo.

Purpose and Need

Philo Rd. is a minor arterial with poor pavement with a moderate safety priority score, and on a bus route.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
9.5	20.2	11.1	3.2	3.5	8.2	0.0	55.6

Timeline

Studies & Plans FY23-FY24, Philo Rd.
Construction FY24-FY25, and Colorado Ave.
Construction FY25-FY26.

Changes from Previous CIP

None.

Springfield Ave. (Wright to McCullough)

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40134 - SPRINGFIELD: WRIGHT TO MCCULL	203 SMFT	178,130	2,200,000	-	-	-	-



Description

Pavement rehabilitation and bridge repairs.

Location

Springfield Ave. from Wright to McCullough, excluding Gregory to Coler.

Purpose and Need

Springfield Ave. is a minor arterial with poor pavement and a moderate safety priority score.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
15.8	20.2	11.7	3.2	7.0	0.0	0.0	57.8

Timeline

Studies FY23, Plans FY24, Construction FY25.

Changes from Previous CIP

Budget increased after design engineering revealed more full-depth pavement improvements and bridge repairs than anticipated. Construction delayed one fiscal year.

Equity and Quality of Life (EQL) Projects

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	200 CR&I	1,985,885	200,000	800,000	-	-	-



Description

Construction of new sidewalks, paths, and street lights. Traffic engineering studies for safety concerns.

Location

Ten (10) implementation project locations, and five (5) planning project locations.

[Equity and Quality of Life FY23 - Google My Maps](#)

Purpose and Need

The EQL Projects address small-scale infrastructure needs, with an emphasis on underserved neighborhoods. The goal is to improve safety and health in tangible ways (<https://urbanaininois.us/eql>).

Timeline

Studies & Plans FY23-FY24, Construction FY24-FY25. Second phase of EQL projects FY25-FY26.

Changes from Previous CIP

None.

Race St. Bridge Repairs

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40167 - BONEYARD CREEK BRIDGE REPAIR	203 SMFT	68,165	280,000	-	-	-	-



Description

Bridge repairs, including stone masonry façade repairs on the substructure, sidewalk repairs on the superstructure.

Location

Bridge carrying Race St. over Boneyard Creek, located at the Boneyard Creek Crossing.

Purpose and Need

Correction of deficient details before advanced deterioration occur.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
18.9	17.9	2.6	6.5	1.2	0.0	0.0	47.0

Timeline

Studies & Plans FY23-FY24, Construction FY25.

Changes from Previous CIP

None.

Country Club Rd. and Perkins Rd.

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40172 - COUNTRY CLUB & PERKINS	200 CR&I	76,000	367,000	-	-	-	-
	343 TIF 4	152,000	733,000	-	-	-	-
TOTAL		228,000	1,100,000	0	0	0	0



Description

Pavement rehabilitation and drainage improvements.



Location

Country Club Rd. from Golfview Dr. to Cunningham Ave. (US 45) and Perkins Rd. from Cunningham Ave. (US 45) to City Boundary.

Purpose and Need

This route is a collector with poor pavement, a high safety priority score, known drainage problems, with a bus route, and part of this project is in the TIF 4 area.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	17.9	8.7	6.5	9.3	8.2	1.4	77.1

Timeline

Studies & Plans FY24, Construction FY25.

Changes from Previous CIP

Increased budget with updated construction cost estimate and expanded scope of design engineering for a more comprehensive drainage analysis.

Bakers Lane Shared-Use Path

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40129 - BAKERS LANE MULTI-USE PATH	ITEP	135,320	1,037,450	-	-	-	-
	REBUILD	33,840	259,430	-	-	-	-
	203 SMFT	28,840	63,120	-	-	-	-
TOTAL		198,000	1,360,000	0	0	0	0



Description

New shared use path with pedestrian lighting.

Location

North side of Washington St. from Kinch to Smith, and along Bakers Lane right-of-way, between Weaver Park and Scottswood Subdivision, from Washington to Main.

Purpose and Need

Path proposed in 2016 Bicycle Master Plan with 6-10 year timeline. In 2020 Pedestrian Master Plan, Washington St. segment identified as “highest priority” and Bakers Lane segment identified as “medium priority”. Connectivity with Park District Health & Wellness Center, School District Prairie Campus, Scottswood Subdivision, and future Kickapoo Rail Trail extension. ITEP funding was secured for the shared use path.

Timeline

Studies & Plans FY24, Construction FY25.

Changes from Previous CIP

Added SMFT budget to pay for additional expenses not accounted for in ITEP grant application, including a mid-block crossing at Main Street.

Florida Ave. Shared-Use Path

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40137 - FLORIDA MULTI- USE PATH	ITEP	101,360	729,050	-	-	-	-
	REBUILD	25,340	242,320	-	-	-	-
	REBUILD	28,300	-	-	-	-	-
TOTAL		155,000	971,370	0	0	0	0



Description

New shared-use path, as part of larger corridor improvements from Wright to Hillcrest.

Location

South side of Florida Ave. from Lincoln to Race.

Purpose and Need

Provide a missing link in the bicycle and pedestrian network. Project proposed in both the 2008 and 2016 Bicycle Master Plans. ITEP funding was secured for the shared use path in FY23. Corridor study completed by Regional Planning Commission. <https://ccrpc.gitlab.io/florida-ave/>

Timeline

Studies & Plans FY24, Construction FY25.

Changes from Previous CIP

Added SMFT budget to pay for additional expenses not accounted for in ITEP grant application.

Capital Projects (FY25 Studies and Plans)

Florida Ave. (Wright to Hillcrest)

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40135 - FLORIDA: WRIGHT - HILLCREST	COVID RELIEF	238,013	-	-	-	-	-
	STBG / STPU	297,000	-	394,000	-	-	-
	203 SMFT	108,000	-	99,000	1,200,000	1,700,000	2,300,000
TOTAL		643,013	0	493,000	1,200,000	1,700,000	2,300,000



Description

Pavement rehabilitation, new and replacement traffic signals, improved bus stops, and a new shared use path (shown separately).

Location

Florida Ave. from Wright to Hillcrest.

Purpose and Need

Florida Ave. is a minor arterial with very poor to fair pavement, a high safety priority score, and a bus route. Preliminary engineering funded with STBG/STPU funds through CUUATS. A third application for a RAISE grant was submitted in FY24, in cooperation with MTD. HSIP grant application for the Florida-Race intersection was unsuccessful in FY23, but a second application is anticipated for FY24. Corridor study completed by Regional Planning Commission. <https://ccrpsc.gitlab.io/florida-ave/> Illinois American Water plans to replace a water main within the project limits.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	20.2	11.7	12.9	7.0	8.2	0.0	85.2

Timeline

Studies FY24; Plans FY26;
Construction FY27, FY28, FY29, and
FY30. Construction timeline could be
accelerated if grant funds obtained.

Changes from Previous CIP

Split phase 1 (FY24) and phase 2 (FY26) of preliminary engineering into separate contracts. In the absence of grant funding, reduce pavement improvements from reconstruction to rehabilitation and plan to phase construction with four separate contracts, with each budget compatible with annual SMFT revenue.

Lincoln Ave. (Wascher to Killarney)

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40124 - LINCOLN: WASCHER - KILLARNEY	STBG / STPU	365,600	-	650,000	5,200,000	-	-
	SS4A GRANT	-	200,000	-	-	-	-
	203 SMFT	91,400	-	163,000	1,300,000	-	-
TOTAL		457,000	200,000	813,000	6,500,000	0	0



Description

Pavement rehabilitation with road diet from 4 lanes to 3 lanes and addition of either on-street bike lanes or a shared use path. Improved traffic signals, street lights, and bus stops. New mid-block pedestrian cross walks.

Location

Lincoln Ave. from
Wascher to Killarney

Purpose and Need

Lincoln Ave. is an other principal arterial with a high safety priority score, pavement in poor to very poor condition, and a bus route. Preliminary engineering funded with STBG/STPU funds through CUUATS. A second application for a Safe Streets and Roads for All (SS4A) grant yielded funding for a temporary road diet demonstration, but no funding for improvements. Anticipate funding construction with STBG/STPU funds through CUUATS if a third SS4A grant application is unsuccessful.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	22.4	13.1	12.9	5.8	8.2	1.4	88.9

Timeline

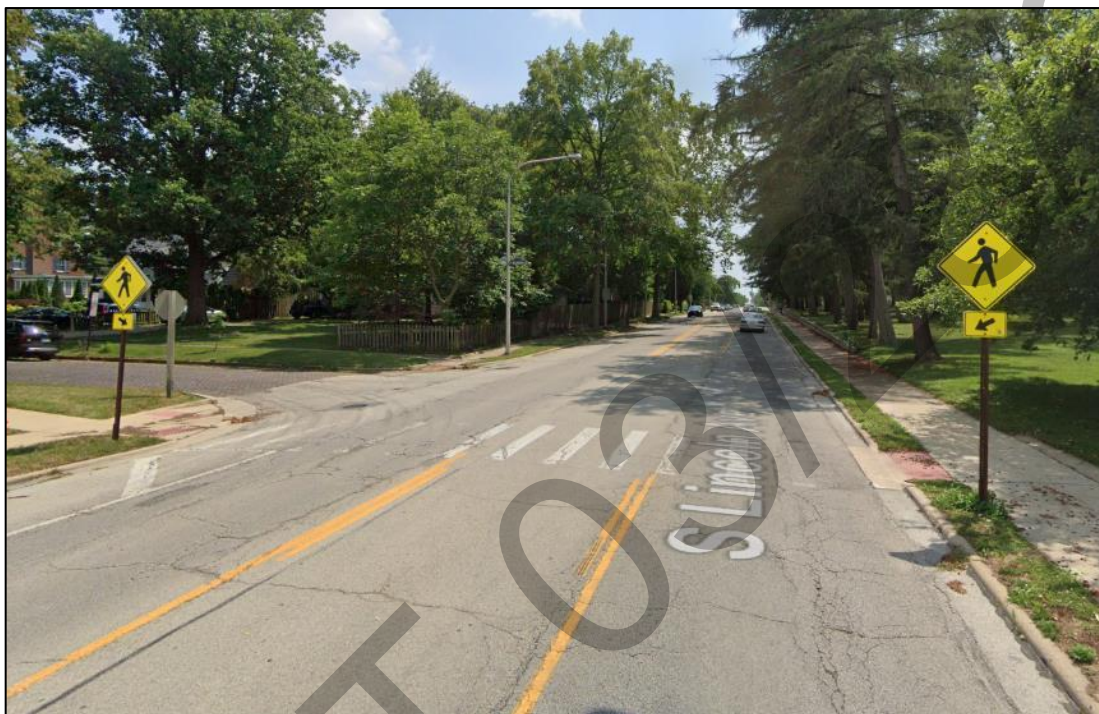
Studies FY24, Road Diet Demo FY25, Plans FY26, Construction FY27. Construction is contingent on STBG/STPU funds.

Changes from Previous CIP

Reduced scope of pavement improvements from reconstruction to rehabilitation.

Lincoln Ave. (Florida to Green)

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40149 - LINCOLN: GREEN - FLORIDA	203 SMFT	170,294	29,706	-	600,000	-	600,000



Description

Corridor rehabilitation with safety improvements.

Location

Lincoln Avenue from Florida to Green.

Purpose and Need

Lincoln Ave. is a minor arterial with a high safety priority score, pavement in poor to very poor condition, and a bus route. Project eligible for CUUATS STBG/STPU funding. Anticipate funding construction with STBG/STPU funds through CUUATS. Corridor study underway by Regional Planning Commission. <https://ccrpc.gitlab.io/lincoln-ave/>

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	20.2	12.9	3.2	7.0	8.2	0.0	76.7

Timeline

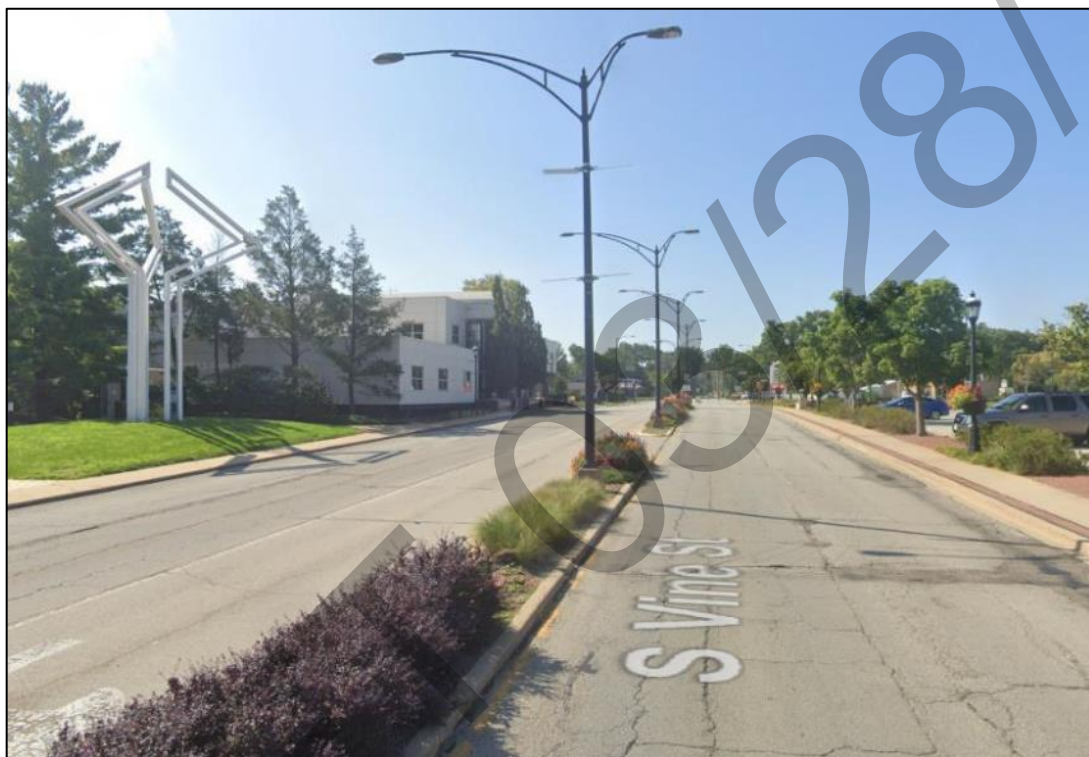
Corridor Study FY24, Studies FY27, Plans FY29, and Construction FY30. Construction is contingent on STBG/STPU funds.

Changes from Previous CIP

Delayed studies & plans and construction timeline due to budget constraints.

Vine St. and Illinois St.

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40168 - VINE AND ILLINOIS	CENTRAL TIF	-	-	500,000	-	-	-
	203 SMFT	-	340,000	1,400,000	-	-	-
TOTAL		0	340,000	1,900,000	0	0	0



Description

Pavement rehabilitation with potential road diet and pedestrian improvements.

Location

Vine St. from California to Main, and Illinois St. from Race to Urbana.

Purpose and Need

Vine St. is a minor arterial with pavement in poor to very poor condition, a moderate safety priority score, a bus route, and this project is fully within the Central TIF area.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
12.6	20.2	13.1	6.5	4.6	8.2	1.4	66.5

Timeline

Studies & Plans FY25, Construction FY26.

Changes from Previous CIP

Added supplemental budget from Central TIF to fund improvements related to Public Realm Study recommendations.

Wright St. (Church to Dublin)

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40132 - WRIGHT ST: CHURCH TO DUBLIN	200 CR&I	-	50,000	275,000	-	-	-



Description

Pavement rehabilitation and railroad grade crossing improvements.

Location

Wright St. from Church to Dublin.

Purpose and Need

Wright St. is a major collector with pavement in very poor to failed condition, and it is on a bus route. City of Champaign to be the lead agency on this project, where City Boundary is on centerline of street.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	17.9	13.8	4.9	4.6	8.2	1.4	50.8

Timeline

Studies & Plans FY25, Construction FY26.

Changes from Previous CIP

Changed description of projects limits from "Church to Columbia" to "Church to Dublin".
Removed revenue from City of Champaign, since Champaign will be the lead agency.

Capital Projects (FY26 – FY29)

Broadway Ave. and Elm St.

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40182 – BROADWAY & ELM	201 CR&I	-	-	-	360,000	1,980,000	-



Description

Pavement rehabilitation.

Location

Broadway Ave. from Elm to Park and Elm St. from Race to Vine.

Purpose and Need

Broadway Ave. is a minor collector with a high safety priority score, fair to very poor pavement, and a bus route. Illinois American Water plans to replace a water main within the project limits.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
18.9	15.7	12.8	8.1	5.8	8.2	1.4	70.8

Timeline

Studies & Plans FY27, Construction FY28.

Changes from Previous CIP

Combined Broadway Ave. and Elm St. into one project.

Goodwin Ave. (Green to University)

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40XXX - GOODWIN AVE: GREEN TO UNIVERSITY	201 CR&I	-	-	-	-	-	260,000



Description

Pavement rehabilitation with some reconstruction.

Location

Goodwin Ave. from Green to University (US 150)

Purpose and Need

Goodwin Ave. is a major collector with a moderate safety priority score, failed to poor pavement, and a bus route.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
15.8	17.9	10.4	3.2	3.5	8.2	0.0	58.9

Timeline

Studies & Plans FY29, Construction FY30.

Changes from Previous CIP

Project moved into CIP from backlog.

Capital Projects Backlog (Not in CIP)

Lincoln Ave. (Saline Branch to Somer)



Description

Pavement rehabilitation.

Location

Lincoln Ave. from bridge over Saline Branch to Somer Dr.

Purpose and Need

Lincoln Ave. is an other principal arterial with a high safety priority score and poor pavement.

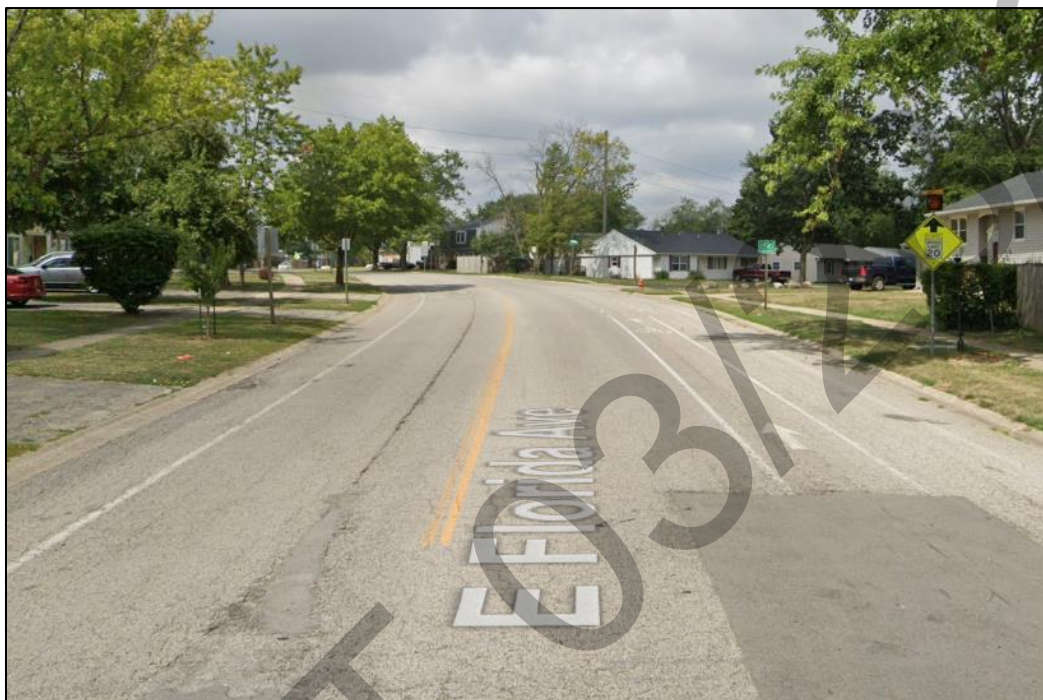
Construction Cost Estimate

600,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	22.4	12.4	0.0	2.3	0.0	0.0	62.3

Florida Ave. (James Cherry to Curtiss)

PROJECT	FUND	FY24 Projected	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated	FY29 Allocated
40164 - FLORIDA AT JAMES CHERRY	202 LMFT	89,975	-	-	-	-	-



Description

Pavement reconstruction.

Location

Florida Ave. from James Cherry to Curtiss.

Purpose and Need

Florida Ave. is a minor arterial with pavement in very poor condition with a bus route.

Construction Cost Estimate

900,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
4.2	20.2	14.5	4.9	1.2	8.2	1.4	54.4

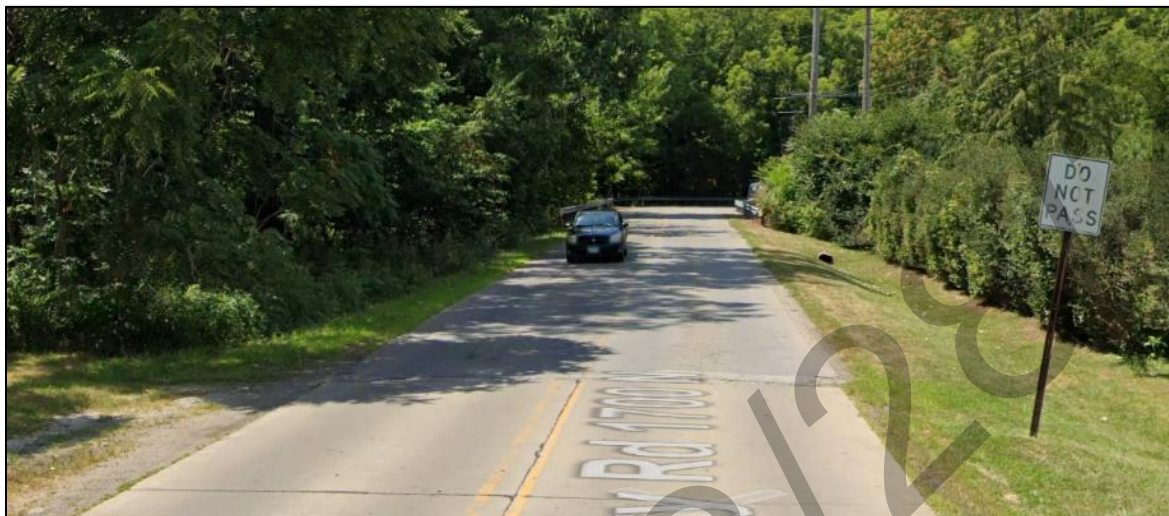
Timeline

Studies & Plans FY24. Construction after FY29.

Changes from Previous CIP

Project moved to backlog because other capital projects scored as a higher priority. Plans will be completed and shelved.

Broadway Ave. and Country Club Rd.



Description

Pavement reconstruction with potential pedestrian mid-block crossings.

Location

Broadway Ave. from Oakland to Country Club, and Country Club Rd. from bridge over Saline Branch to Broadway.

Purpose and Need

These streets are minor collectors with pavement in very poor condition and a bus route. Country Club Rd. improvements in coordination with replacement of the bridge over Saline Branch, which is owned by Urbana Township. Champaign County is pursuing Special Bridge Funding for the bridge replacement.

Construction Cost Estimate

800,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	15.7	14.3	6.5	7.0	8.2	1.4	52.9

Timeline

Timeline is contingent on County funding the bridge replacement project.

Changes from Previous CIP

Project moved to backlog.

Florida Ave. and Cottage Grove Ave.



Description

Pavement rehabilitation.

Location

Florida Ave. from Hillcrest to James Cherry and
Cottage Grove Ave. from Glenwood Oaks Ct. to
Florida.

Purpose and Need

Florida Ave. is a minor arterial with pavement in
good to fair condition and a bus route.

Construction Cost Estimate

2,500,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
6.3	20.2	8.5	4.9	3.5	8.2	1.4	52.9

Philo Rd. and Pennsylvania Ave.



Description

Pavement rehabilitation.

Location

Philo Rd. from Colorado to Cottage Grove, and Pennsylvania Ave. from Cottage Grove to Philo.

Purpose and Need

Philo Rd. is a minor arterial with fair pavement and a bus route.

Construction Cost Estimate

3,000,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	20.2	10.0	4.9	3.5	8.2	1.4	48.1

Illinois St. (Goodwin to Lincoln)



Description

Pavement rehabilitation and reconstruction.

Location

Illinois St. from Goodwin to Lincoln

Purpose and Need

Illinois St. is a local street with pavement in fair to very poor condition and with a bus route.

Construction Cost Estimate

1,600,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
4.2	13.4	14.3	3.2	2.3	8.2	0.0	45.7

Fairlawn Ave. (Vine to Anderson)



Description

Pavement reconstruction.

Location

Fairlawn Ave. from Vine to Anderson.

Purpose and Need

Fairlawn Ave. is a local street with pavement in very poor condition and with a bus route.

Construction Cost Estimate

1,200,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	13.1	6.5	0.0	8.2	2.7	43.9

Pennsylvania Ave. and Orchard St.



Description

Pavement reconstruction.

Location

Pennsylvania Ave. from Orchard to Race and
Orchard St. from Pennsylvania to Michigan

Purpose and Need

Pennsylvania Ave. is a local street with pavement
in very poor condition and with a bus route.

Construction Cost Estimate

1,700,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	14.3	3.2	2.3	8.2	0.0	41.5

Anderson St. (Mumford to Florida)



Description

Pavement reconstruction.

Location

Anderson St. from Mumford to Florida

Purpose and Need

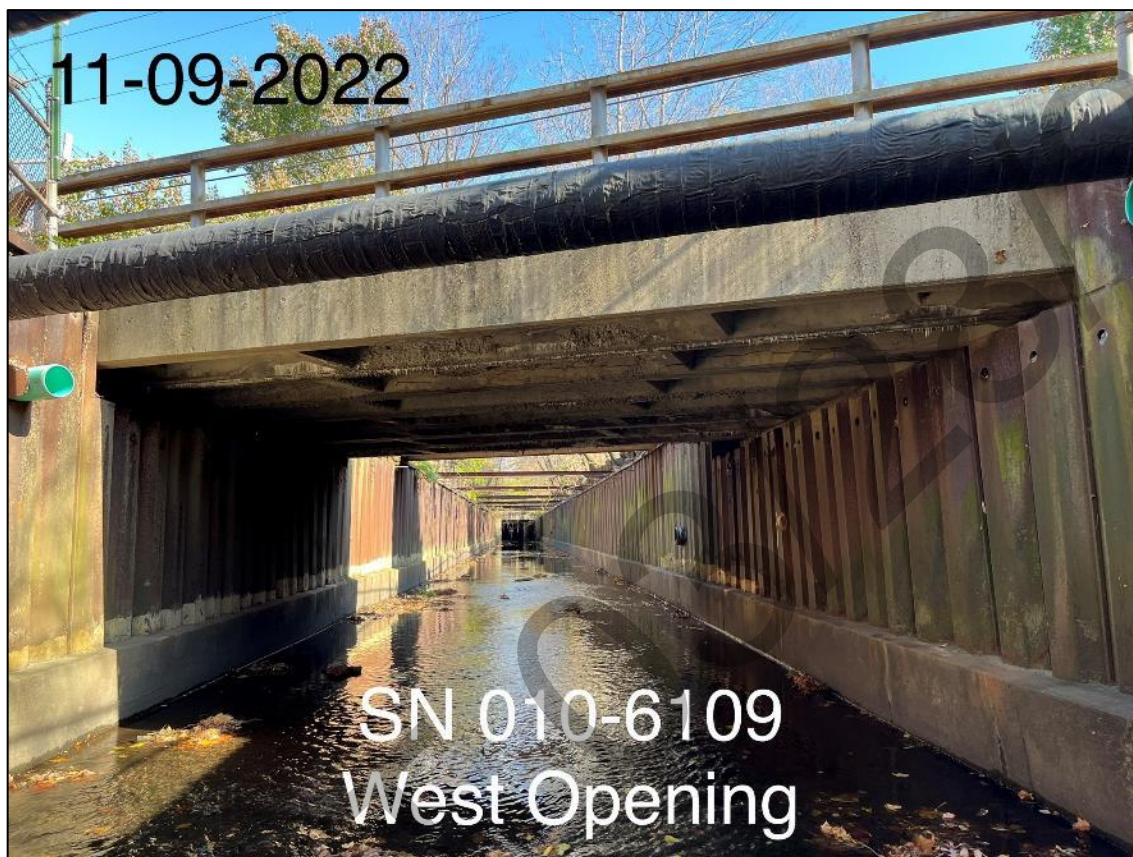
Anderson St. is a local street with pavement in very poor condition and with a bus route.

Construction Cost Estimate

2,900,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	14.5	4.9	0.0	8.2	0.0	41.0

Coler Ave. (Green to Main)



Description

Pavement rehabilitation and bridge rehabilitation.

Location

Coler Ave. from Green to Main

Purpose and Need

Coler Ave. is a local street with pavement in poor condition and a bridge in very poor condition. The bridge over Boneyard Creek has a restriction of legal loads only due to its condition.

Construction Cost Estimate

900,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
8.4	13.4	11.7	3.2	3.5	0.0	0.0	40.3