

Section 3: Transportation

Table of Contents

Table of Contents.....	1
Operations.....	3
Pavement Management.....	3
Traffic Studies	4
Material Testing.....	5
Bridge Inspections.....	6
Maintenance Programs	7
Pavement Patching	7
Bituminous Surface Treatment.....	8
Crack and Joint Sealing	9
Pavement Markings	10
Sidewalks and Paths.....	11
Traffic Signals	12
Street Lighting	13
Bridges	14
Capital Projects (Summary)	15
Priority Scoring System.....	17
Evaluation of Equity Metrics.....	22
Project Cost Estimates.....	25
Capital Projects (FY24 Construction)	26
Savannah Green Alleys	26
Washington St. Bridge Replacement	27
Philo Rd. and Colorado Ave.....	28
Springfield Ave. (Wright to McCullough)	29
Equity and Quality of Life (EQL) Projects.....	30
Florida Ave. (James Cherry to Curtiss)	31
Capital Projects (FY24 Studies and Plans).....	32
Race St. Bridge Repairs.....	32
Country Club Rd. and Perkins Rd.	33
Florida Ave. (Wright to Hillcrest)	34

Bakers Lane Shared-Use Path	35
Lincoln Ave. (Wascher to Killarney)	36
Lincoln Ave. (Florida to Green)	37
Capital Projects (FY25 – FY28)	38
Vine St. and Illinois St.	38
Wright St. (Church to Columbia)	39
Broadway Ave. (Elm to Park)	40
Broadway Ave. and Country Club Rd.	41
Capital Projects Backlog (Not in CIP)	42
Lincoln Ave. (Saline Branch to Somer)	42
Goodwin Ave. (Green to University)	43
Florida Ave. and Cottage Grove Ave.	44
Elm St. (Race to Vine)	45
Philo Rd. and Pennsylvania Ave.	46
Illinois St. (Goodwin to Lincoln)	47
Fairlawn Ave. (Vine to Anderson)	48
Pennsylvania Ave. and Orchard St.	49
Anderson St. (Mumford to Florida)	50
Coler Ave. (Green to Main)	51

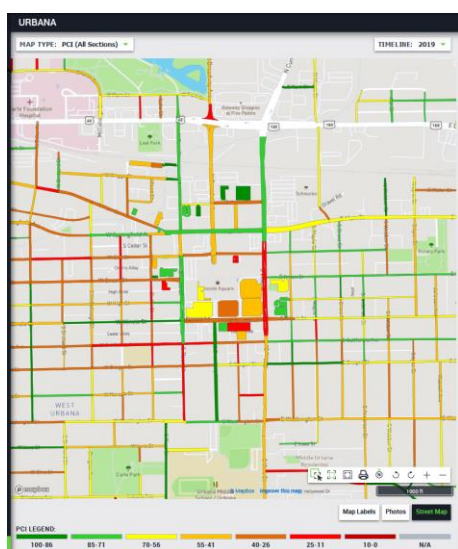
Operations

Pavement Management

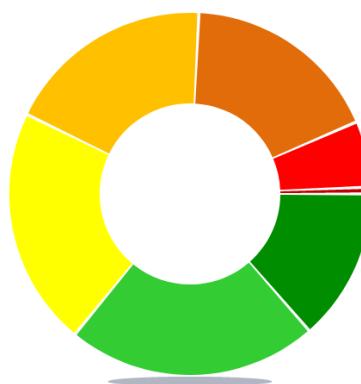
PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40112 - PAVEMENT MANAGEMENT SYSTEM	200 CR&I	19,820	180,000	20,000	20,000	20,000	20,000
40112 - PAVEMENT CORE STUDIES	200 CR&I	-	25,000	25,000	25,000	25,000	25,000
TOTAL		19,820	205,000	45,000	45,000	45,000	45,000

Area by PCI Range (All Surface Types)

2022 Total Roadway Pavement Area by PCI Range



https://apps.appliedpavement.com/hosting/urbana_2022/



By PCI Range

PCI Range	Area, sf	Percentage
Good	3,046,303	13.6%
Satisfactory	5,021,627	22.4%
Fair	4,776,449	21.3%
Poor	4,170,275	18.6%
Very Poor	3,979,016	17.7%
Serious	1,323,022	5.9%
Failed	133,763	0.6%



Description

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

Location

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

Purpose and Need

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

Timeline

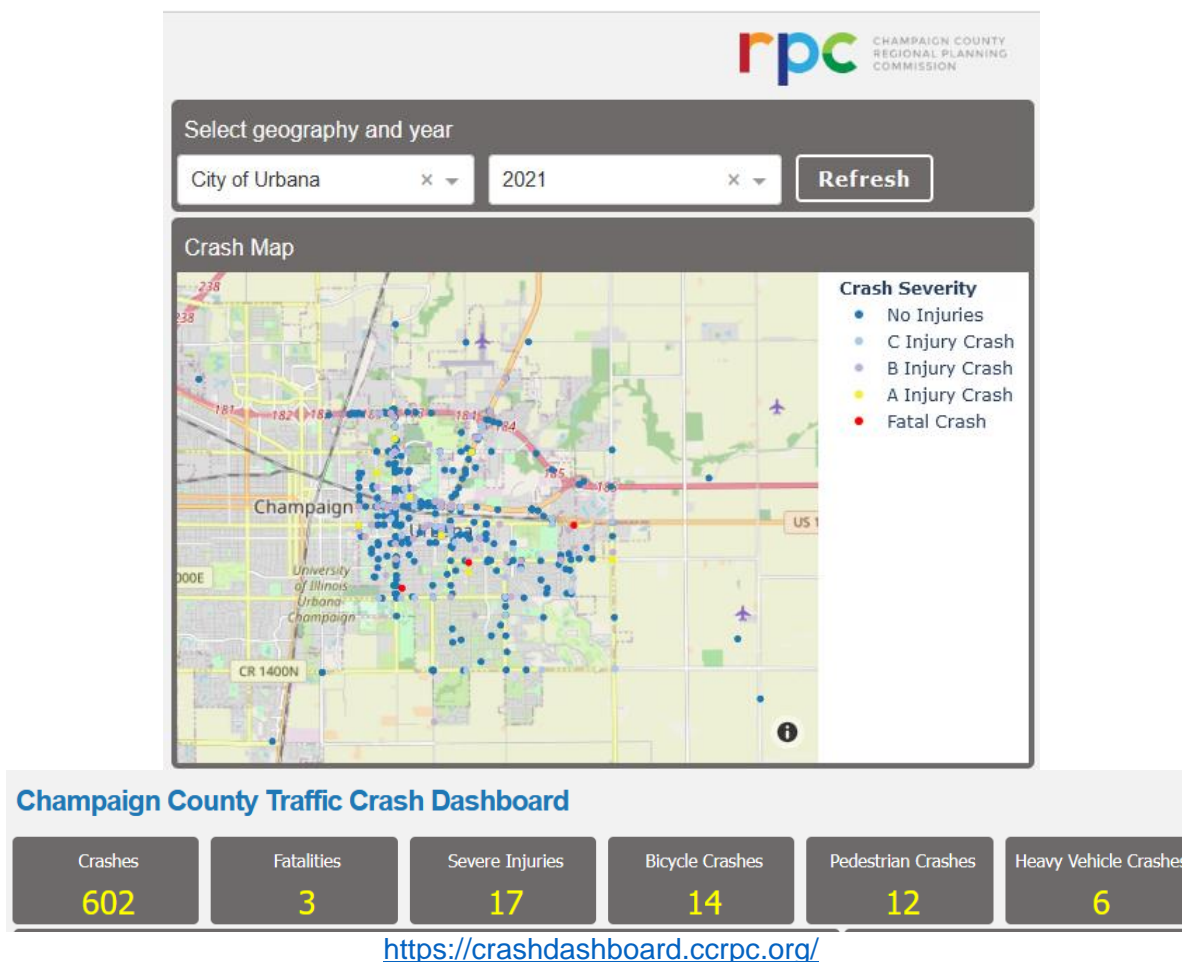
Rescan City-wide FY24 (5 year cycle).
Annual development of pavement asset management plan.
Pavement Core Studies in advance of design.

Changes from Previous CIP

Added Pavement Core Studies.

Traffic Studies

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40120 - MISC. TRAFFIC STUDIES	200 CR&I	27,201	20,000	20,000	20,000	20,000	20,000
	331 CDBG	18,525	-	-	-	-	-
40176 - TIF 4 MISC. TRAFFIC STUDIES	343 TIF 4	-	200,000	-	-	-	-
TOTAL		45,726	220,000	20,000	20,000	20,000	20,000



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.) Traffic Studies FY24.

Changes from Previous CIP

Increased annual budget for Misc. Traffic Studies.
Added TIF 4 (Cunningham Ave.) Traffic Studies.

Material Testing

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40181 - MISC. MATERIAL TESTING	200 CR&I	-	15,000	15,000	15,000	15,000	15,000



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

Added Misc. Material Testing.

Bridge Inspections

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40171 - BRIDGE INSPECTION PROGRAM	203 SMFT	22,100	-	35,000	-	35,000	-



Description

Inspection of in-service bridges and structures according to National Bridge Inspection Standards.

Location

12 bridges (clear span \geq 20 ft), 13 small structures (clear span < 20 ft), 2 pedestrian bridges, 1 closed bridge, and 1 railroad bridge.

Purpose and Need

Federal requirements for bridge inspection, data for maintenance and capital planning, monitor level of service, and asset management.

Timeline

27 bridges and structures on 24-month cycle.
2 bridges on 48-month cycle (condition based).

Changes from Previous CIP

Increased budget for bi-annual inspections to satisfy current IDOT requirements.

Maintenance Programs

Pavement Patching

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40108 - ANNUAL STREET PATCHING	202 LMFT	380,000	225,000	300,000	300,000	300,000	300,000
40179 - TIF 4 STREET PATCHING	343 TIF 4	-	100,000	100,000	100,000	-	-
TOTAL		380,000	325,000	400,000	400,000	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

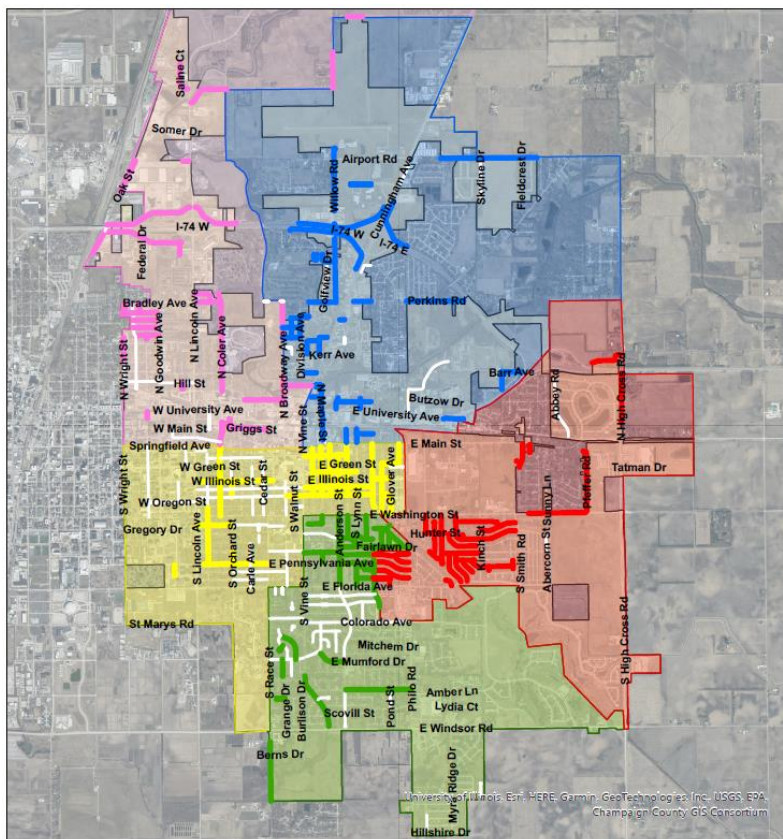
Annual for City-wide program.
TIF 4 (Cunningham Ave.) FY24 to Dec. 2025.

Changes from Previous CIP

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

Bituminous Surface Treatment

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40114 - OIL & CHIP, SEAL, PRESERVATION	202 LMFT	140,061	210,000	290,000	290,000	290,000	290,000



Note:

Bold, white lines indicate streets eligible for conversion to BST. Bold, colored lines indicate streets with existing BST.

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 condition. Target annual budget is \$375,000.

Timeline

Zone 2 (yellow on map) in FY23.
Zone 3 (green on map) in FY24.

Changes from Previous CIP

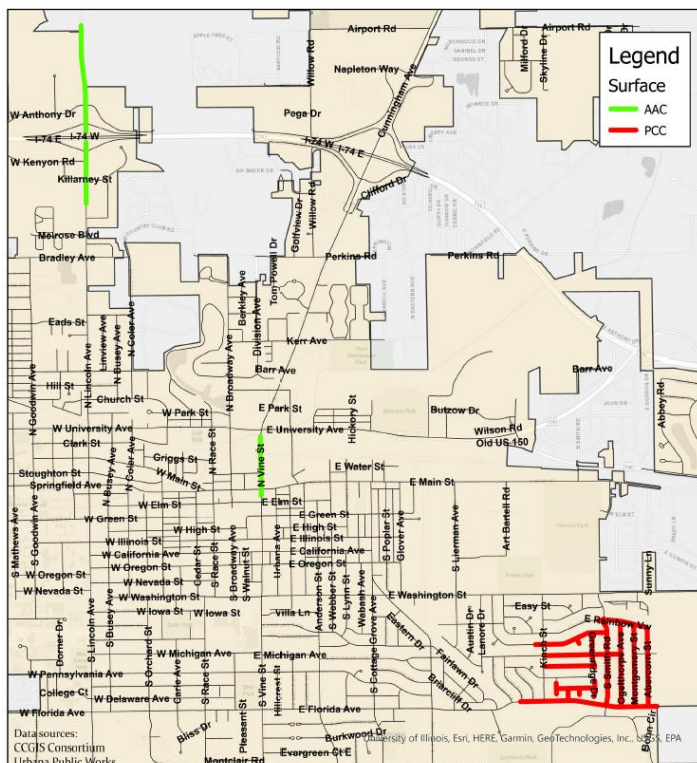
Increased annual budget.

Crack and Joint Sealing

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM	202 LMFT	123,716	210,000	190,000	190,000	190,000	190,000

2023 Joint and Crack Sealing

Section Number: 23-00660-00-PP



Notes:

“PCC” indicates a street with concrete surface (Portland Cement Concrete).

“AAC” indicates a street with asphalt surface.

Description

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

Purpose and Need

Pavement preservation. Mitigates moisture infiltration into pavement and slows crack deterioration. Typically applied to streets with a pavement surface that is 10 to 20 years old and is in very good to excellent condition. Target annual budget is initially \$200,000 through FY28, then reduced to \$100,000.

Timeline

Savannah Green in FY23 (map).
Windsor Rd. & Myra Ridge (north) in FY24.
Beringer Commons & Myra Ridge (south) in FY25.
Somerset & Stone Creek (south) in FY26.
Stone Creek (north) in FY27.

Location

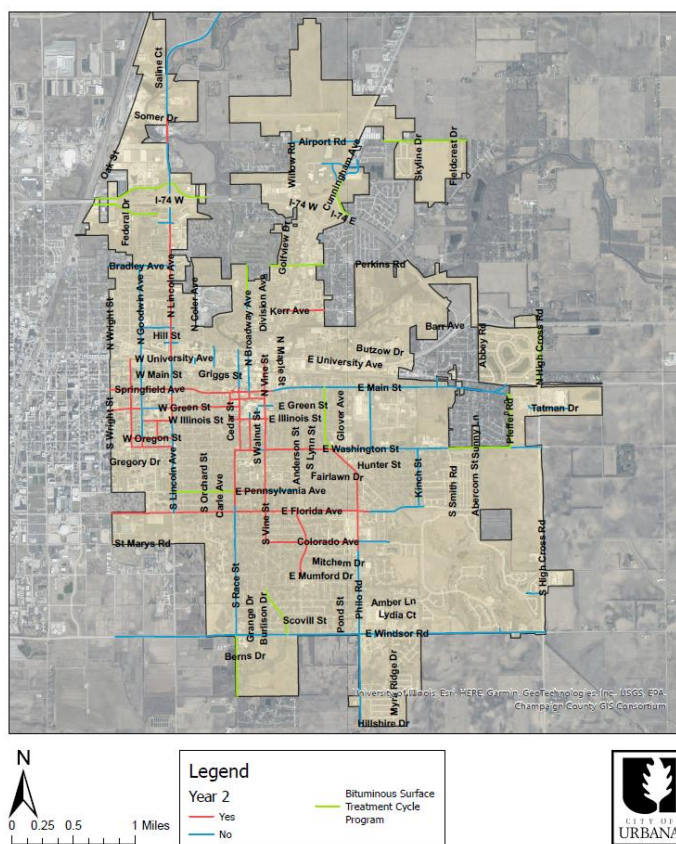
Various streets, primarily concrete surfaces.

Changes from Previous CIP

Increased annual budget for FY25-FY28.

Pavement Markings

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40113 - BIKE LANES & SIDEPATHS	200 CR&I	16,691	21,177	21,791	22,423	23,073	23,696
40160 - ANNUAL PAVEMENT MARKING PROGRAM	200 CR&I	-	30,000	30,000	30,000	30,000	30,000
	202 LMFT	35,378	-	-	-	-	-
TOTAL		35,378	51,177	51,791	52,423	53,073	53,696



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

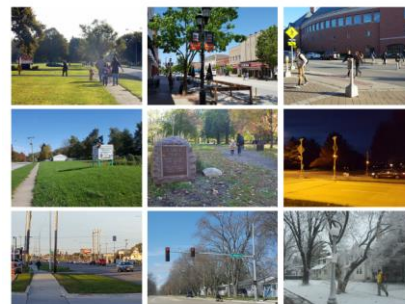
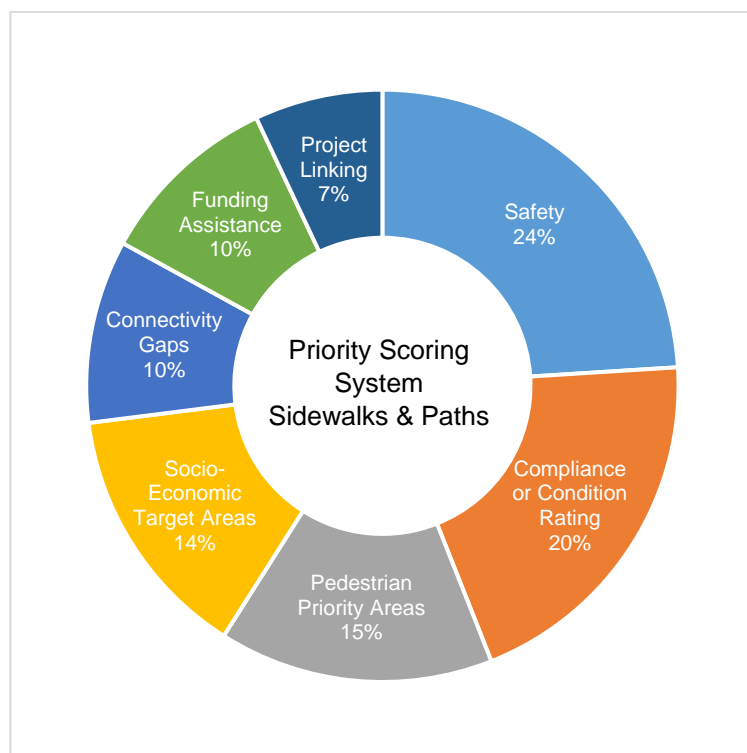
Streets are assigned 1-year, 3-year, 6-year, or 12-year pavement marking cycles, based on historical performance.

Changes from Previous CIP

Moved vehicle pavement markings from LMFT to CR&I.

Sidewalks and Paths

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40101 - SIDEWALK MAINTENANCE	200 CR&I	122,427	150,000	150,000	150,000	150,000	150,000
40170 - CDBG SIDEWALKS	331 CDBG	444,269	200,000	200,000	200,000	200,000	200,000
40177 - TIF 4 SIDEWALKS	343 TIF 4	-	300,000	300,000	300,000	-	-
40175 - CENTRAL TIF DOWNTOWN SIDEWALKS	344 Cent TIF	-	100,000	-	-	-	-
TOTAL		566,696	750,000	650,000	650,000	350,000	350,000



AUGUST 2020

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.
Central TIF FY24.

Changes from Previous CIP

Increased annual budget for sidewalks in CR&I.
Added TIF 4 (Cunningham Ave.) and Central TIF.

Traffic Signals

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40141 - TRAFFIC SIGNAL & STREET LIGHT MAINTENANCE	200 CR&I	15,000	50,000	50,000	50,000	50,000	50,000
40604 - ANNUAL SIGNAL CR&I	200 CR&I	88,125	41,000	246,000	198,000	62,000	110,000
40180 - TIF 4 INTERSECTION IMPROVEMENTS	343 TIF 4	-	-	200,000	200,000	-	-
TOTAL		103,125	91,000	496,000	448,000	112,000	160,000

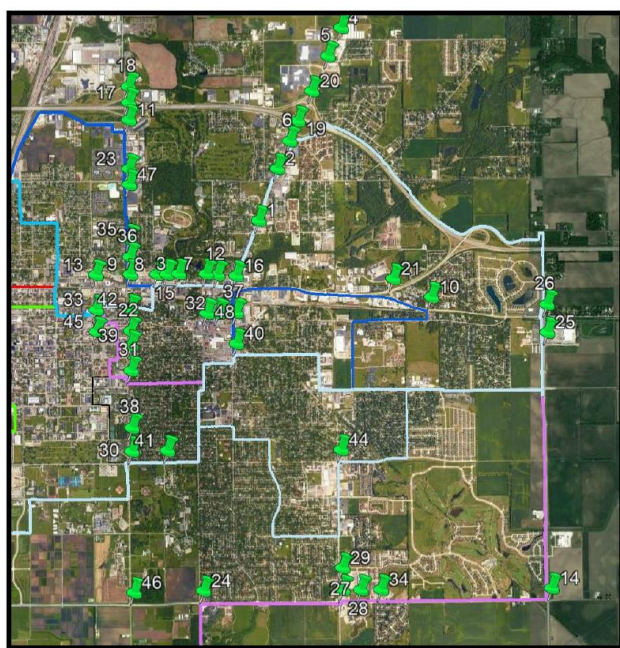
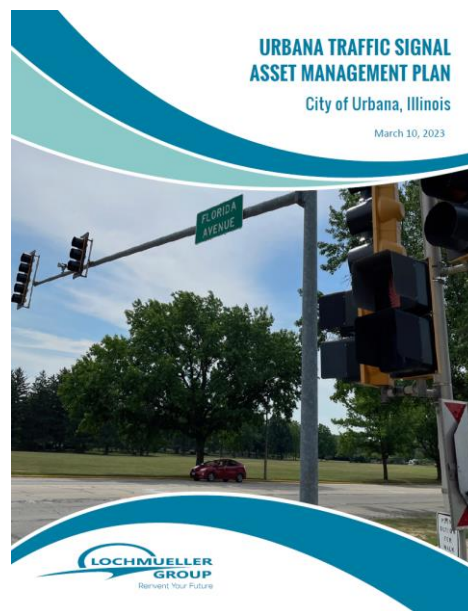


Figure 1. Existing i3 Fiber Network as of March, 2023 and City of Urbana Signalized Intersections



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

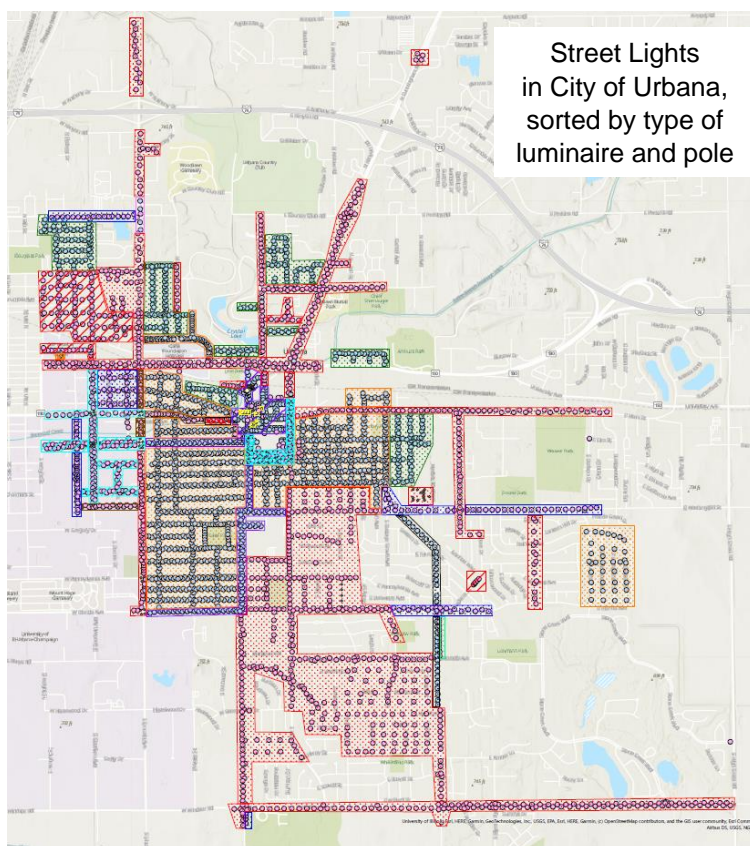
Lincoln & Springfield FY24
Lincoln & Windsor FY25
TIF 4 (Cunningham Ave.) FY25 to Dec. 2026.
Goodwin & Green, Philo & Florida FY26
Philo & Scovill FY27.

Changes from Previous CIP

Asset management plan completed. Increased annual budget for maintenance.
Added TIF 4 (Cunningham Ave.).

Street Lighting

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40606 - ANNUAL STREET LIGHTING CR&I	200 CR&I	79,500	-	-	-	-	-
40174 - CDBG STREET LIGHTING	331 CDBG	-	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		79,500	315,000	315,000	315,000	150,000	150,000



GLOBE FIXTURE WITH
CONCRETE POLE
(QTY. 1400)



COBRA HEAD WITH
ALUMINUM POLE
(QTY. 1300)

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

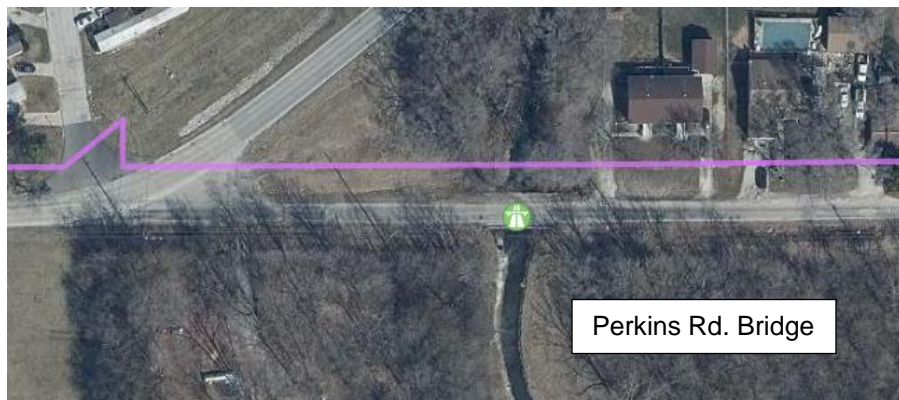
Completion of asset management plan FY24. Annual improvements in Community Development Target Areas. TIF 4 (Cunningham Ave.) FY24 to Dec. 2026.

Changes from Previous CIP

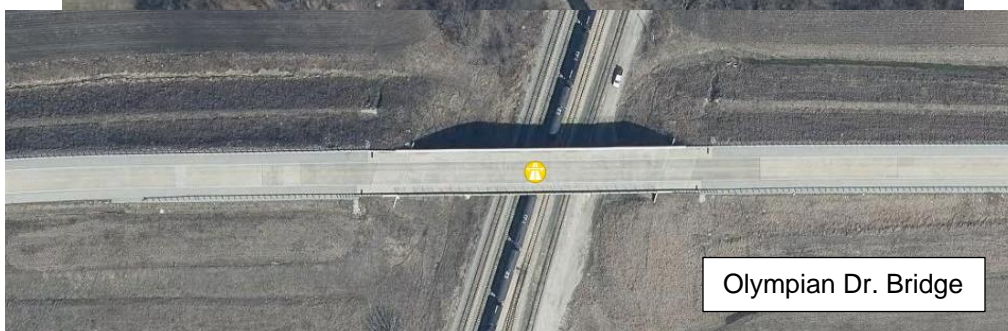
Asset management plan initiated. Add CDBG and TIF funds.

Bridges

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40401 - BRIDGE MAINTENANCE PROJECTS	CHAMP IGA	-	-	30,000	-	-	-
	200 CR&I	-	135,000	30,000	-	-	-
	201 SWUF	25,000	-	-	-	-	-
TOTAL		25,201	135,000	60,000	0	0	0



Perkins Rd. Bridge



Olympian Dr. Bridge

Description

Bank stabilization at Perkins Rd. bridge. Concrete deck sealing. Embankment settlement repairs at Olympian Dr. bridge.

Location

Perkins Rd. over Tributary to Saline Branch; 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); and Olympian Dr. over Illinois Central Railroad.

Purpose and Need

West bank at Perkins Rd. bridge is significantly scoured and is threatening the bridge foundation. Seal bare concrete decks every five years as preventive maintenance. 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.

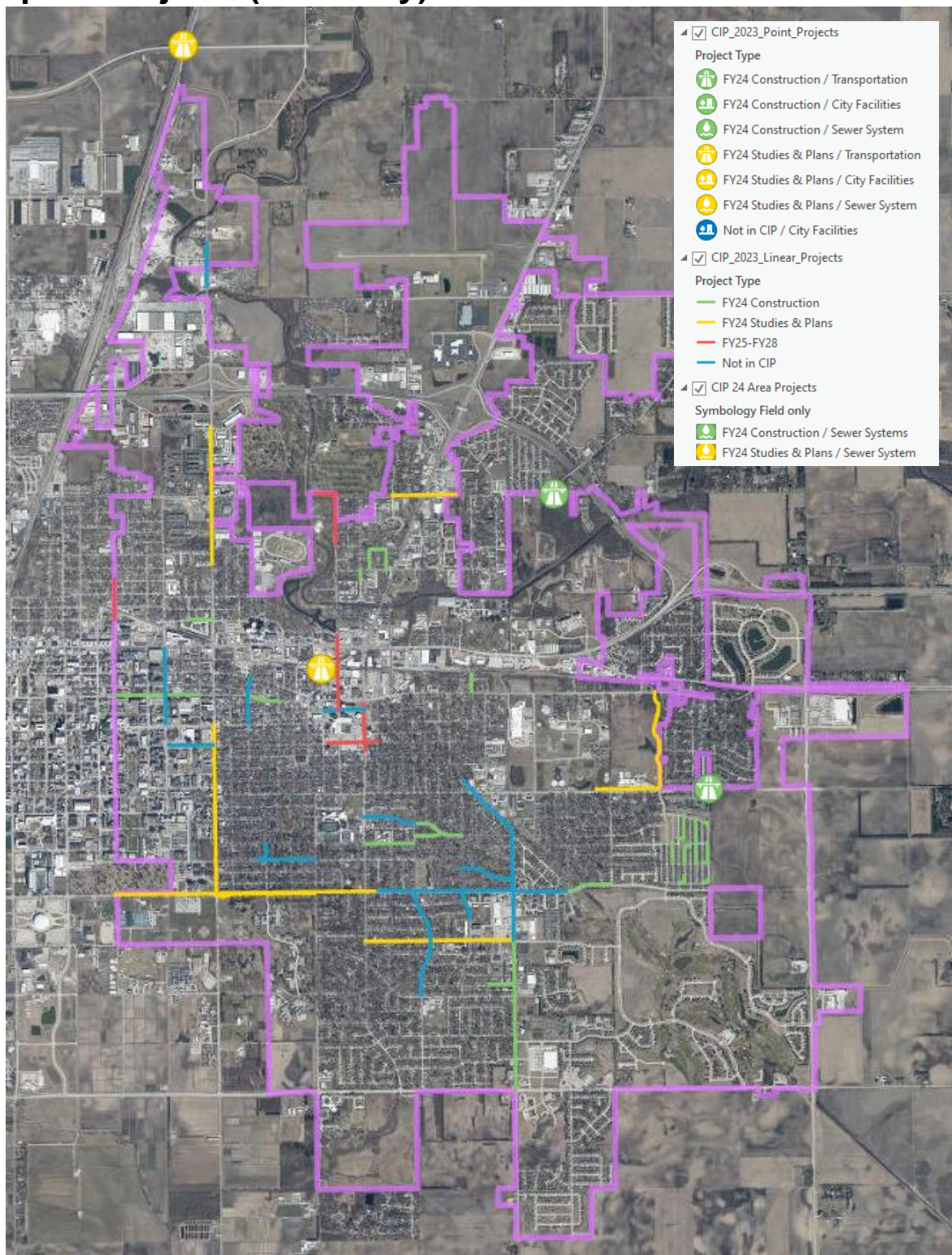
Timeline

Perkins Rd. Bridge FY24,
Concrete Deck Sealing FY24,
Olympian Dr. Bridge FY25.

Changes from Previous CIP

Moved from SWUF to CR&I fund. Added Olympian Dr. Bridge. Delayed Perkins Rd. Bridge and increased budget following design. Delayed bridge repairs for Broadway Ave. over Saline Branch.

Capital Projects (Summary)



Map of Transportation Capital Projects

<https://urbana.ccgisc.org/portalurbana/apps/webappviewer/index.html?id=b4b48ecfae094b62b439911db8efda43>

Transportation Capital Projects, sorted by Priority Score

	Max. Score:	25.2	22.4	17.0	12.9	11.6	8.2	2.7	100.0	
Capital Projects	Safety Score	Class Score	Condition Score	Funding Score	Linking Score	Bus Score	CDTA Score	Total Score	Project Cost Estimate	
CIP FY24-FY28										
Lincoln Ave. (Wascher to Killarney)	25.2	22.4	13.1	12.9	5.8	8.2	1.4	88.9	\$	10,775,000
Florida Ave. (Wright to Hillcrest)	25.2	20.2	11.7	12.9	7.0	8.2	0.0	85.2	\$	12,035,000
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	\$	8,900,000
Broadway Ave. (Elm to Park)	18.9	15.7	12.8	8.1	5.8	8.2	1.4	70.8	\$	1,600,000
Vine St. and Illinois St.	12.6	20.2	13.1	6.5	4.6	8.2	1.4	66.5	\$	2,100,000
Springfield Ave. (Wright to McCullough)	15.8	20.2	11.7	3.2	7.0	0.0	0.0	57.8	\$	1,460,000
Philo Rd. and Colorado Ave.	9.5	20.2	11.1	3.2	3.5	8.2	0.0	55.6	\$	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	\$	700,000
Broadway Ave. and Country Club Rd.	0.0	15.7	14.3	6.5	7.0	8.2	1.4	52.9	\$	900,000
Wright St. (Church to Columbia)	0.0	17.9	13.8	4.9	4.6	8.2	1.4	50.8	\$	600,000
Washington St. Bridge Replacement	8.4	17.9	6.1	3.2	3.5	8.2	1.4	48.7	\$	712,000
Race St. Bridge Repairs	18.9	17.9	2.6	6.5	1.2	0.0	0.0	47.0	\$	360,000
Savannah Green Alleys	0.0	9.0	11.9	3.2	2.3	0.0	0.0	26.4	\$	550,000
EQL Projects										\$ 3,000,000
Bakers Lane Shared-Use Path										\$ 1,466,040
								Total	\$	49,758,040
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
Goodwin Ave. (Green to University)	15.8	17.9	10.4	3.2	3.5	8.2	0.0	58.9	\$	1,500,000
Florida Ave. and Cottage Grove Ave.	6.3	20.2	8.5	4.9	3.5	8.2	1.4	52.9	\$	3,000,000
Elm St. (Race to Vine)	6.3	13.4	11.7	6.5	3.5	8.2	0.0	49.6	\$	600,000
Philo Rd. and Pennsylvania Ave.	0.0	20.2	10.0	4.9	3.5	8.2	1.4	48.1	\$	3,200,000
Illinois St. (Goodwin to Lincoln)	4.2	13.4	14.3	3.2	2.3	8.2	0.0	45.7	\$	1,300,000
Fairlawn Ave. (Vine to Anderson)	0.0	13.4	13.1	6.5	0.0	8.2	2.7	43.9	\$	1,000,000
Pennsylvania Ave. and Orchard St.	0.0	13.4	14.3	3.2	2.3	8.2	0.0	41.5	\$	1,500,000
Anderson St. (Mumford to Florida)	0.0	13.4	14.5	4.9	0.0	8.2	0.0	41.0	\$	2,500,000
Coler Ave. (Green to Main)	8.4	13.4	11.7	3.2	3.5	0.0	0.0	40.3	\$	1,100,000
								Total	\$	16,300,000

“CDTA” refers to Community Development Target Areas.

The Equity and Quality of Life (EQL) Projects 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 were already in progress before the scoring system was developed – Savannah Green Alleys, for example. Some projects are included because they are led by another agency – Broadway Ave. and Country Club Rd. with Champaign County and Wright St. (Church to Columbia) 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 and Washington St. Bridge Replacement, 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.

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

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

In response to Mayor and Council goals, the CDTA category was introduced to replace the category for age of pavement. The CDTA category is intended to introduce an “equity lens” into the scoring system by providing additional points to low-to-moderate income areas of the City. There is a discussion about the CDTA metric and others that were considered in the next section, “Evaluation of Equity Metrics”. The age of pavement category was considered unnecessary since pavement condition data is available and current.

Also, the scoring system was updated this year to normalize the total score range from 0 to 100. Previously, there was no defined maximum total score. With a range from 0 to 100, the total score is made more intuitively meaningful.

The following discussion explains each category in more detail, lists what criteria are used to assign a score to each street segment, and cites data sources, as appropriate.

Safety Record

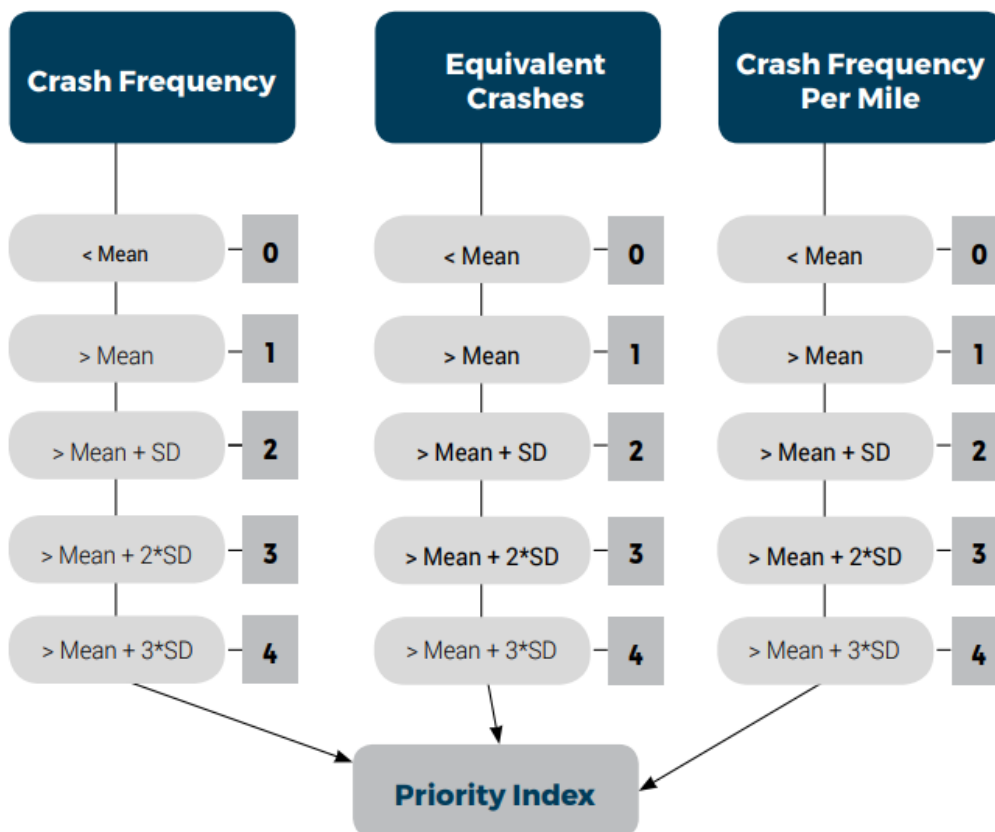
Max. Score = 25.2

Score	Criteria
25.2	Segment or intersection in Regional Safety Plan
0 - 25.2	Max. of Segment or intersection safety record score

Safety is the most important category in the scoring system, and staff looks to crash records to identify safety problems. The Champaign County Regional Planning Commission (RPC) provided the City of Urbana with a way to systematically quantify safety priority locations with a Priority Index. RPC determined a Priority Index for each street segment and intersection in the City of Urbana through a statistical analysis of the most recent five years of available crash records (2017 through 2021).

The Priority Index is the sum of three metrics: Crash Frequency (up to 4 points), Equivalent Crashes (up to 4 points), and Crash Frequency per Mile (up to 4 points). Each metric is assigned points based on how much the street segment’s crash statistics exceed the average (mean) value, in terms of standard deviations (SD) from the mean. The metric for Equivalent

Crashes gives more weight to crashes with a fatality (25 times) or an incapacitating injury (10 times) compared with other types of crashes with injuries. Crash Frequency per Mile only counts for street segments. Therefore, the maximum Priority Index for segments is 12 (4+4+4), whereas the maximum Priority Index for intersections is 8 (4+4+0).



Flow Chart of Crash Statistics and Priority Index

$$\text{Crash Frequency (no. per year)} = \frac{K + A + B + C}{\text{Study Period (yrs)}}$$

$$\text{Equivalent Crashes (no. per year)} = \frac{25K + 10A + B + C}{\text{Study Period (yrs)}}$$

$$\text{Crash Frequency per Mile (no. per year, per mile)} = \frac{\text{Crash Frequency (no. per year)}}{\text{Segment Length (miles)}}$$

Table of Standard Crash Injury Codes

Injury Code	Description
K	Fatal
A	Incapacitating Injury
B	Non-incapacitating Injury
C	Reported Injury / Not Evident
O	No Indication of Injury

The Priority Indices for each street segment and intersection are then converted to a score for our priority scoring system using the following formulas. Each street segment in the City is then assigned the maximum of its Segment Score or Intersection Score, if the segment is part of an intersection.

$$\text{Segment Safety Record Score} = \frac{\text{Segment Priority Index} \times 25.2}{12}$$

$$\text{Intersection Safety Record Score} = \frac{\text{Intersection Priority Index} \times 25.2}{8}$$

Sources:

- Champaign-Urbana Urban Area Safety Plan: <https://ccrpc.org/documents/champaign-urbana-safety-plan/>
- Champaign County Traffic Crash Dashboard: <https://crashdashboard.ccrpc.org/>

Functional Classification of Streets

Max. Score = 22.4

Score	Criteria
22.4	Other Principal Arterial
20.2	Minor Arterial
17.9	Major Collector
15.7	Minor Collector
13.4	Local Street
9.0	Alley
4.5	Parking Lot

Functional classification is based on the importance of a route to the transportation network, and each street is assigned a functional classification through a process that involves the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and the Illinois Department of Transportation (IDOT).

Source:

- Illinois Roadway Analysis Database System (IROADS): <https://webapps.dot.illinois.gov/IROADS/>

Pavement Condition

Max. Score = 17.0

The pavement condition is measured by the Pavement Condition Index (PCI) for all pavement surfaces except for brick streets. All streets in the City of Urbana were scanned by vehicle-mounted sensors in 2019 and assigned a PCI. The PCI for each street segment is converted to a condition score for our priority system using the following equation. A high PCI indicates good condition, whereas a high pavement condition score indicates poor condition.

$$\text{Pavement Condition Score} = (100 - \text{Pavement Condition Index (PCI)}) \times 0.170$$

PCI Condition Ranges			
Excellent		100-86	100 – 65: Feasible for pavement preservation
Very Good		85-71	
Good		70-56	
Fair		55-41	64 - 0: Not feasible for pavement preservation
Poor		40-26	
Very Poor		25-11	
Failed		10-0	

PCI Ranges and Descriptive Condition
(IDOT Bureau of Local Roads and Streets Manual)

Source:

- Urbana Roadway Pavement Management Summary:
https://apps.appliedpavement.com/hosting/urbana_2022/

Funding Assistance

Max. Score = 12.9

Score	Criteria
12.9	Eligible for 80-100% assistance
9.7	Eligible for 50-79% assistance
6.5	Eligible for 20-49% assistance
3.2	Eligible for less than 20% assistance
0.0	Not eligible for assistance
3.2	Eligible for CDBG assistance (additive score)
3.2	Eligible for TIF assistance (additive score)
3.2	Eligible for DCEO assistance (additive score)

“Funding assistance” is considered any funding that is outside the typical funds available for transportation projects, such as CR&I, State MFT, or Local MFT. Federal funds available through CUUATS (STBG/STPU) are periodically available to Urbana, so it is not considered outside funding for the purpose of the scoring system.

The additive scores for CDBG, TIF, or DCEO eligibility will be calculated as a fraction of 3.2 if a road segment is partially within or on the border of an eligible area.

Sources:

- CDTA map for Community Development Block Grant (CDBG) funding eligibility:
<https://maps.ccgisc.org/public/Disclaimer.aspx>
- Tax Increment Financing (TIF) map for TIF funding eligibility:
<https://maps.ccgisc.org/public/Disclaimer.aspx>

- Illinois Department of Commerce and Economic Opportunity (DCEO) underserved areas map for DCEO funding eligibility:
<https://dceo.illinois.gov/expandrelocate/incentives/underservedareas.html>

Project Linking

Max. Score = 11.6

Score	Criteria (each is additive)
2.3	Multiple contiguous pavement sections with similar pavement condition
2.3	Partnership with other agency
2.3	Sewer or utility reconstruction within pavement is warranted
1.2	Drainage problems related to street surface
1.2	Traffic signal improvements are warranted (a top 20 intersection in traffic signal asset management plan)
1.2	Bridge improvements are warranted
1.2	Pedestrian or bicycle improvements are warranted (bicycle or pedestrian master plan recommendation)

Sources:

- Urbana Bicycle Master Plan 2016: <https://www.urbanailinois.us/bicycle-master-plan>
- Urbana Pedestrian Master Plan 2020: <https://ccrpc.org/documents/2020-urbana-pedestrian-master-plan-final-report/>

MTD Bus Route

Max. Score = 8.2

Score	Criteria
8.2	Street is on an MTD bus route
0.0	Street is not on an MTD bus route

Source:

- Champaign-Urbana Mass Transit District (MTD) Route Maps: <https://mtd.org/maps-and-schedules/maps/>

Community Development Target Area

Max. Score = 2.7

Score	Criteria
2.7	Street within a CDTA
1.4	Street partially within a CDTA
0.0	Street not within any CDTA

A Community Development Target Area (CDTA) is a block group within a census tract that meets certain low-to-moderate income thresholds set by the City of Urbana.

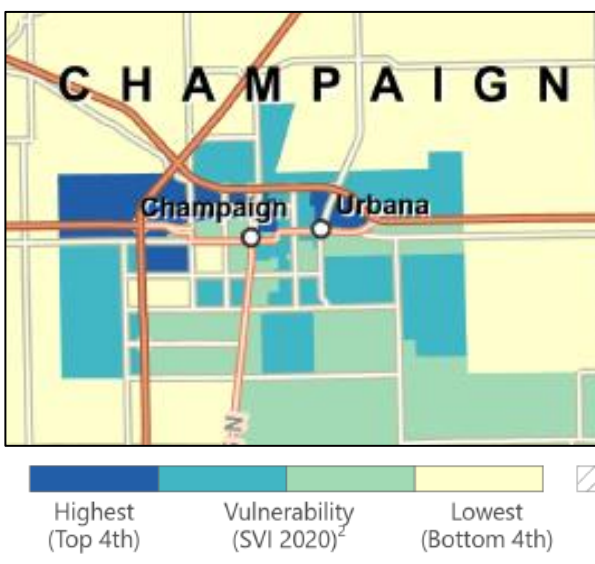
Source:

- Community Development Target Areas (CDTA) map:
<https://maps.ccgisc.org/public/Disclaimer.aspx>

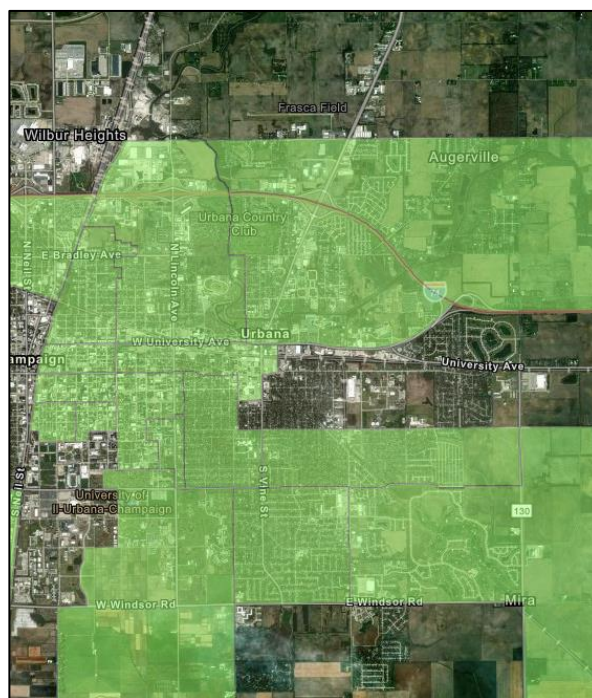
Evaluation of Equity Metrics

In the City of Urbana, a current goal of the Mayor and City Council is to increase investment in infrastructure equity. An action step for this goal is to incorporate an “equity lens” into priorities evaluation. Staff evaluated different metrics that represent equity considerations and have already been mapped, making them readily applicable to street segments or other project areas. The metrics considered were the Social Vulnerability Index from the Center for Disease Control (CDC), Underserved Areas from the Illinois Department of Commerce and Economic Opportunity (DCEO), Environmental Justice Demographic Indices from the Environmental Protection Agency (EPA), Community Development Target Areas (CDTA) from the City of Urbana, and Equitable Transportation Community metrics from the US DOT.

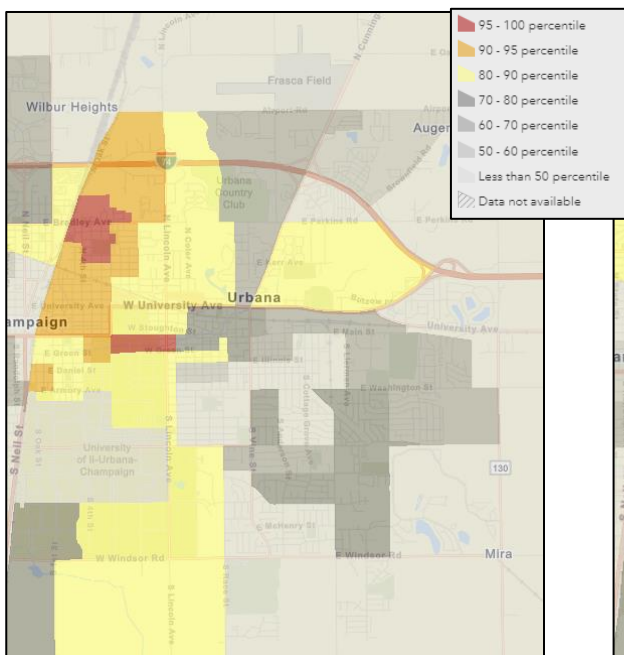
Below are map images for the different equity metrics considered, along with web links to data sources.



CDC/ATSDR Social Vulnerability Index
https://www.atsdr.cdc.gov/placeandhealth/svi/interactive_map.html

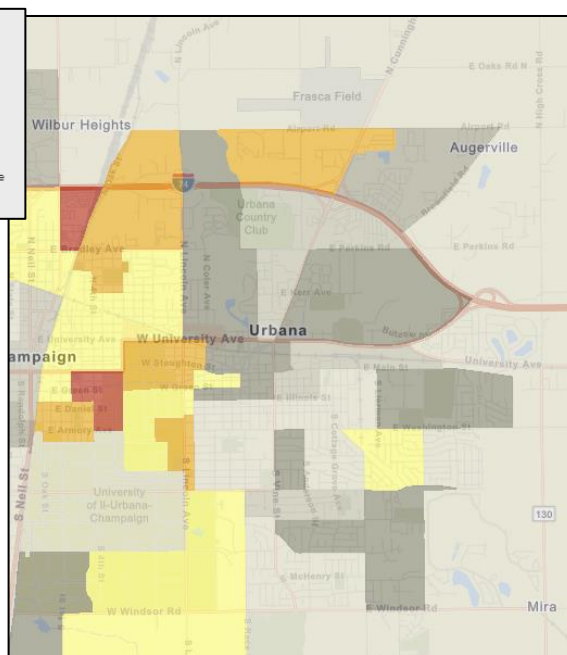


DCEO Underserved Areas
<https://dceo.illinois.gov/expandrelocate/incentives/underservedareas.html>



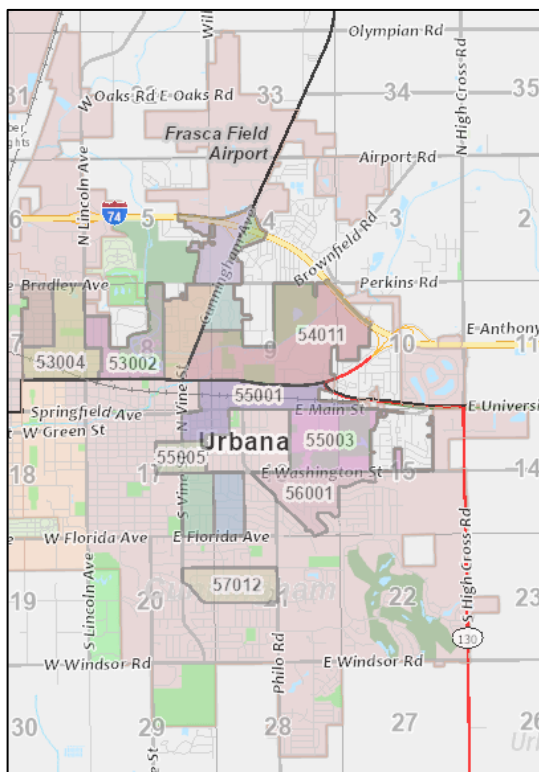
EPA Environmental Justice
Demographic Index

<https://ejscreen.epa.gov/mapper/>



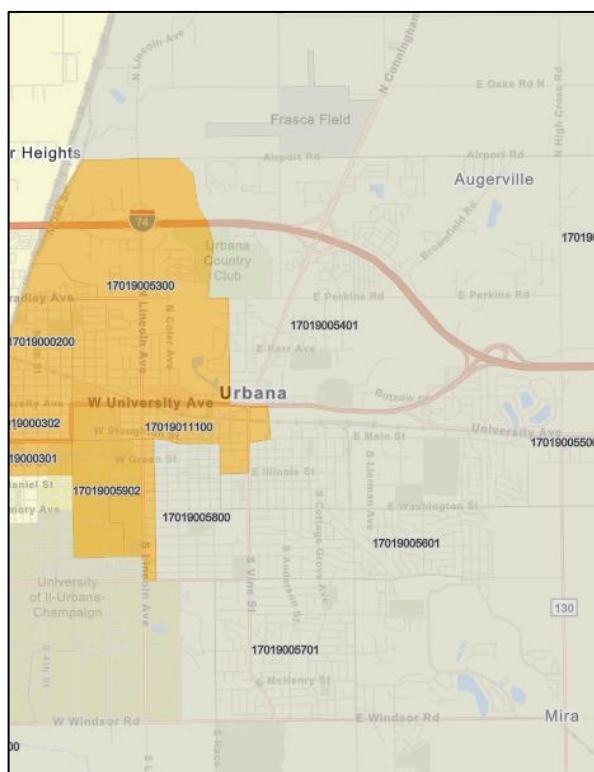
EPA Environmental Justice
Supplemental Demographic Index

<https://ejscreen.epa.gov/mapper/>



Comm. Develop. Target Areas (CDTA)

<https://maps.ccgisc.org/public/Disclaimer.aspx>



US DOT Equitable Transportation Community

<https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

Staff selected CDTA as the most effective equity metric because it identifies areas of the City with low-to-moderate income populations, the data is mapped by the Champaign County Geographical Information System (GIS) Consortium (making it readily available and easy to use), and CDTA is determined at the block group level, which is a subset of census tracts, allowing for an analysis of census data in smaller population groups. By comparison, the CDC Social Vulnerability Index, the DCEO Underserved Area, and the US DOT Equitable Transportation Community are metrics determined at the census tract level, leading to conclusions that are less meaningful for a community the size of Urbana's. The US Census Bureau defines block groups as containing between 600 and 3,000 people, whereas census tracts contain between 1,200 and 8,000 people.

By choosing CDTA as the equity metric, the focus is on income disparity across the City. The underlying assumption is that the concentration of low-to-moderate income households in certain areas of the City may have resulted, in part, from historic discriminatory practices and disinvestment in underserved communities. Staff considered this approach to be the most straight-forward and objective proxy for historical inequity. Staff did not attempt to account for other demographic data commonly associated with historical inequity, including but not limited to race, disability, age, gender, sexual orientation, language, religion, and criminal history.

The EPA Environmental Justice socioeconomic indicators attempt to account for populations such as low-income, people of color, unemployment, less than high school education, limited English speaking, and low life expectancy. However, when the EPA Environmental Justice metrics are applied in Urbana, they appear to favor college student populations over other low-income populations in the City.

By providing additional priority points to capital projects in CDTA, the intention is to begin to shift infrastructure investment to historically underserved areas of the City and thereby improve quality of life and property values in those areas.

Considering the eligibility of a capital project for Community Development Block Grant (CDBG) funding is another way that equity is incorporated into the scoring system. Because there is a direct relationship between CDTA and CDBG eligibility, any project within a CDTA gets points for both the CDTA category and for the funding assistance category.

Project Cost Estimates

When a transportation capital project is initially conceived, the most direct way to estimate project 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. The project unit price includes construction costs, preliminary engineering (also referred to as “studies and plans”, typically estimated as 10% 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 project cost estimates, unless a more detailed estimate already existed. Project 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	Project Unit Price (per SY pavement)		
Corridor Reconstruction	\$325	to	\$350
Pavement Reconstruction	\$200	to	\$250
Pavement Rehabilitation	\$100	to	\$200

Capital Projects (FY24 Construction)

Savannah Green Alleys

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40148 - SAVANNAH GREEN ALLEYS	202 LMFT	1,803	-	-	-	-	-
	203 SMFT	201,000	300,000	-	-	-	-
TOTAL		202,803	300,000	0	0	0	0



Description

Pavement patching for select alley segments, with joint and crack sealing for all alleys.

Location

The Savannah Green Subdivision, generally bounded by Florida Ave. to the south, Smith Rd. to the west, Rainbow View to the north, and Abercorn St. to the east.

Purpose and Need

Very poor pavement condition due to weak subgrade. Pavement patching and preservative maintenance is a compromised approach since this project has a low 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)
0.0	9.0	11.9	3.2	2.3	0.0	0.0	26.4

Timeline

Plans FY23, Construction FY24.

Changes from Previous CIP

Reduced scope of work to align with low priority score.

Washington St. Bridge Replacement

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40109 - WASHINGTON ST BRIDGE RECONSTRUCTION	200 CR&I	-	492,000	-	-	-	-
	202 LMFT	206,880	-	-	-	-	-
TOTAL		206,880	492,000	0	0	0	0



Description

Replacement of existing single span bridge with a double-barrel concrete box culvert. Minimal road work.

Location

Bridge carrying Washington St. over Sunny Estates Ditch, located 0.5 mile west of High Cross Road (IL 130).

Purpose and Need

Very poor condition of existing bridge resulted in a weight restriction of 12 tons. This caused MTD to reroute its Green and Gray routes through Scottswood Subdivision.

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	17.9	6.1	3.2	3.5	8.2	1.4	48.7

Timeline

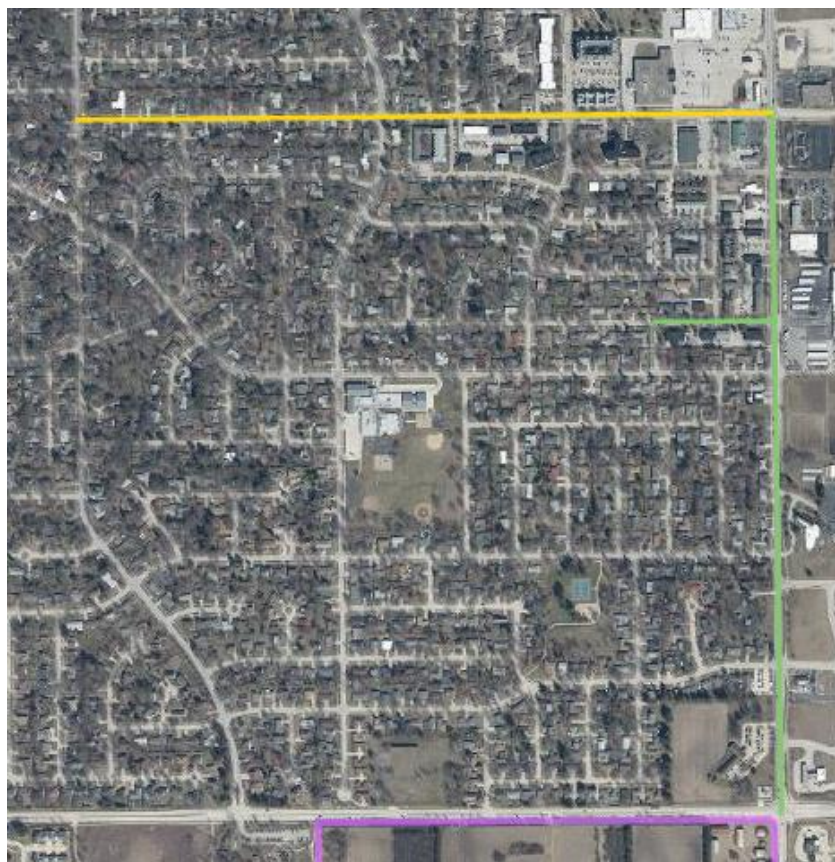
Plans FY23, Construction FY24.

Changes from Previous CIP

None.

Philo Rd. and Colorado Ave.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40133 - PHILO & COLORADO	203 SMFT	131,689	1,760,000	1,540,000	-	-	-



Description

Asphalt resurfacing for Philo Rd. and rubblization 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 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

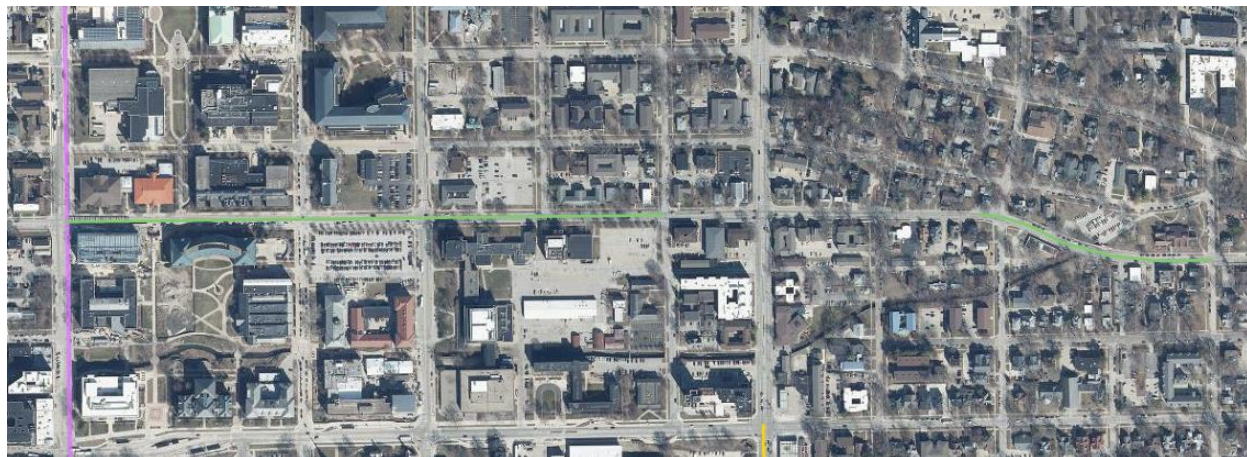
Studies & Plans FY23-
FY24, Philo Rd.
Construction FY24-FY25,
and Colorado Ave.
Construction FY25-FY26.

Changes from Previous CIP

Pavement cores revealed that resurfacing is only recommended for Philo Rd., instead of all road segments. Removed segment of Anderson St. north of Colorado from project due to budget constraints and as it was a lower priority segment. Construction timeline delayed due to change in scope. Separate construction years due to budget increase.

Springfield Ave. (Wright to McCullough)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40134 - SPRINGFIELD: WRIGHT TO MCCULL	203 SMFT	70,000	1,390,000	-	-	-	-



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 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

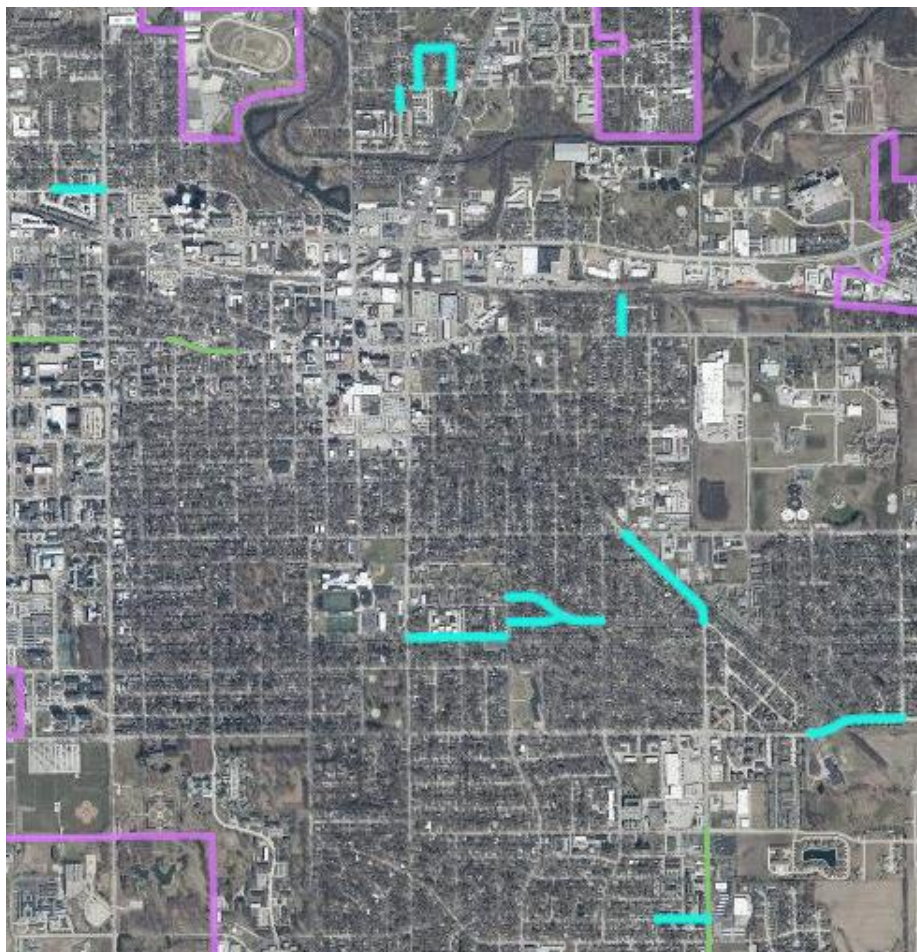
Studies FY23, Plans FY24, Construction FY24-FY25.

Changes from Previous CIP

Budget increased based on recent asphalt bid prices, and addition of bridge repairs.

Equity and Quality of Life (EQL) Projects

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	200 CR&I	150,997	1,849,003	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

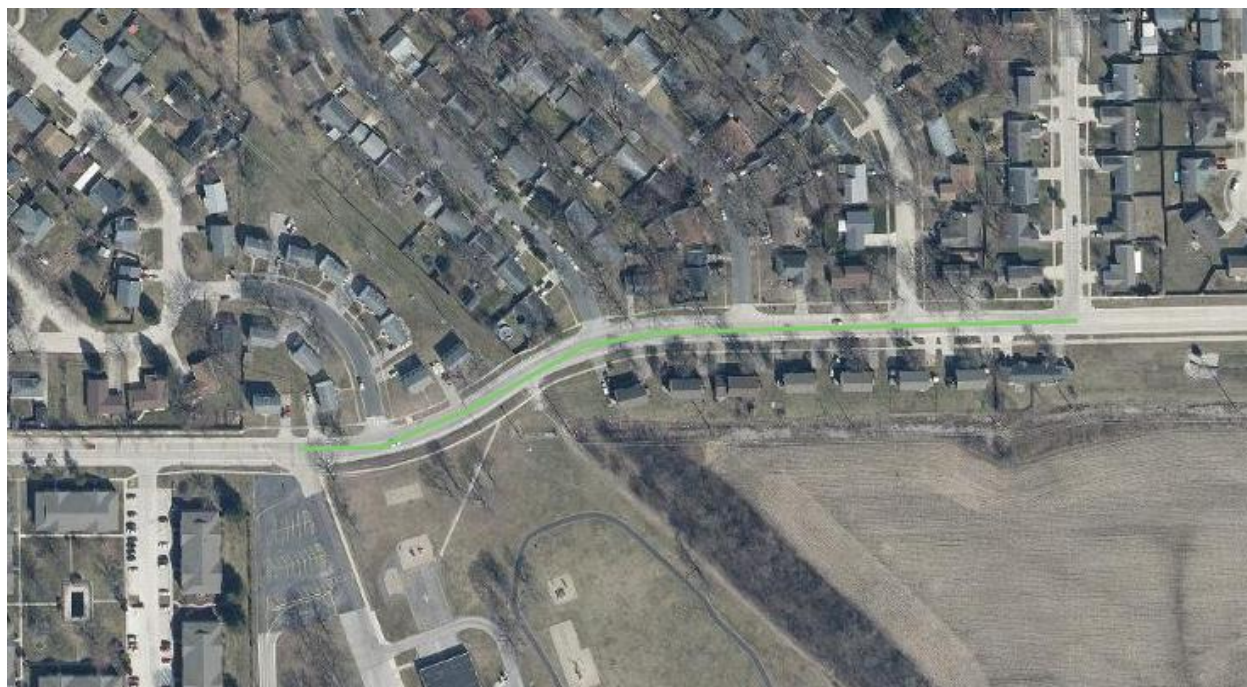
Studies & Plans FY23-FY24, Construction FY24-FY25. Second phase of EQL projects FY25-FY26.

Changes from Previous CIP

New projects.

Florida Ave. (James Cherry to Curtiss)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40164 - FLORIDA AT JAMES CHERRY	200 CR&I	-	600,000	-	-	-	-
	202 LMFT	100,000	-	-	-	-	-
TOTAL		100,000	600,000	0	0	0	0



Description

Pavement reconstruction and new street lights.

Location

Florida Ave. from James Cherry to Curtiss (pavement reconstruction) and from James Cherry to Kinch (street lights).

Purpose and Need

Florida Ave. is a minor arterial with pavement in very poor condition with a bus route. Street lights included as part of an EQL project.

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 FY23-FY24, Construction FY24-FY25.

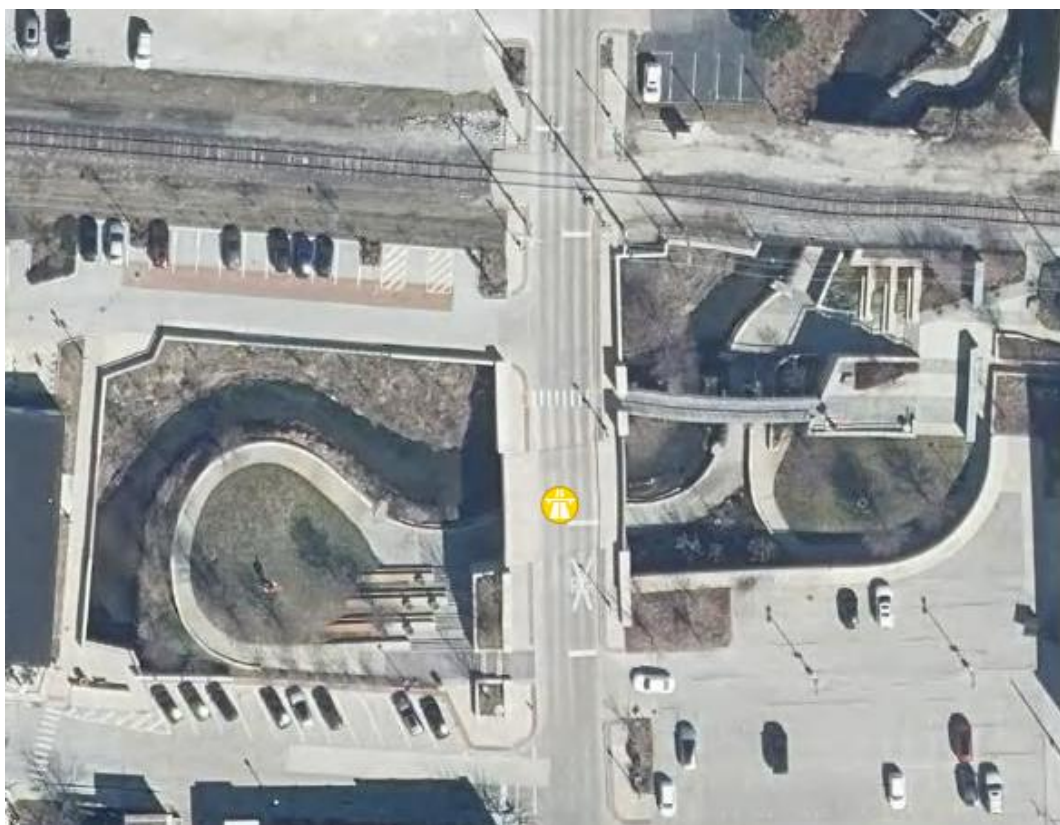
Changes from Previous CIP

Delayed construction by one year, and increased budget.

Capital Projects (FY24 Studies and Plans)

Race St. Bridge Repairs

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40167 - BONEYARD CREEK BRIDGE REPAIR	203 SMFT	75,000	5,000	280,000	-	-	



Description

Bridge repairs, including stone masonry façade repairs on the substructure, sidewalk repairs on the superstructure, and wall modifications for improved sight distance.

Location

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

Purpose and Need

Correction of deficient details before advanced deterioration or safety problems 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

Delayed construction by one year due to budget constraints.

Country Club Rd. and Perkins Rd.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40172 - COUNTRY CLUB & PERKINS	200 CR&I	-	28,333	305,000	-	-	-
	343 TIF 4	-	56,667	610,000	-	-	-
TOTAL		0	85,000	915,000	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 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

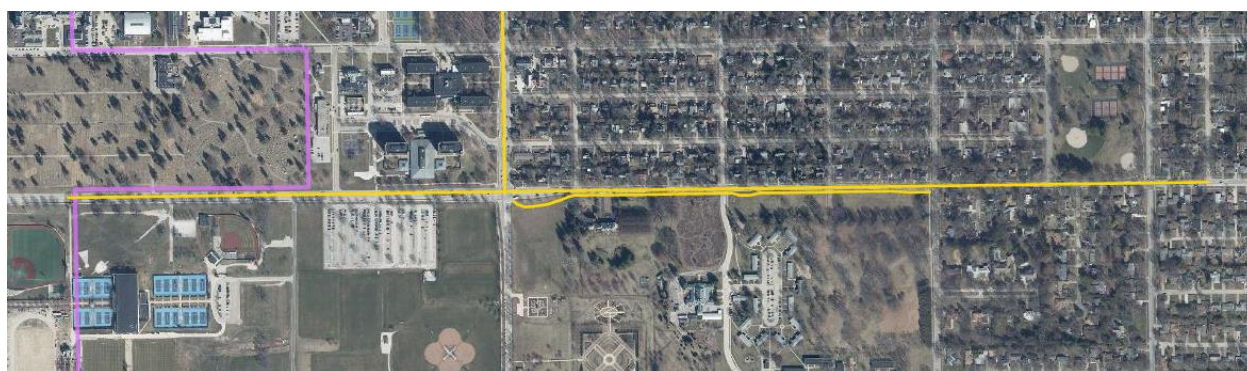
Studies & Plans FY24, Construction FY25.

Changes from Previous CIP

New project.

Florida Ave. (Wright to Hillcrest)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40135 - FLORIDA: WRIGHT - HILLCREST	COVID RELIEF	-	238,013	-	-	-	-
	STBG / STPU	-	497,030	-	-	-	-
	RAISE GRANT	-	-	-	10,077,630	-	-
	203 SMFT	-	124,257	-	-	-	-
40137 - FLORIDA MULTI- USE PATH	ITEP	-	101,360	729,050	-	-	-
	REBUILD	-	25,340	242,320	-	-	-
TOTAL		0	986,000	971,370	10,077,630	0	0



Description

Pavement reconstruction, new and replacement traffic signals, improved bus stops, and a new shared use path.

Location

Florida Ave. from Wright to Hillcrest, with a shared use path on south side from Lincoln to Race.

Purpose and Need

Florida Ave. is a minor arterial with very poor to fair pavement, a high safety score, and a bus route. ITEP funding was secured for the shared use path, and a second application for a RAISE grant was submitted in FY23, in cooperation with MTD. Corridor study completed by Regional Planning Commission.

<https://ccrpc.gitlab.io/florida-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	11.7	12.9	7.0	8.2	0.0	85.2

Timeline

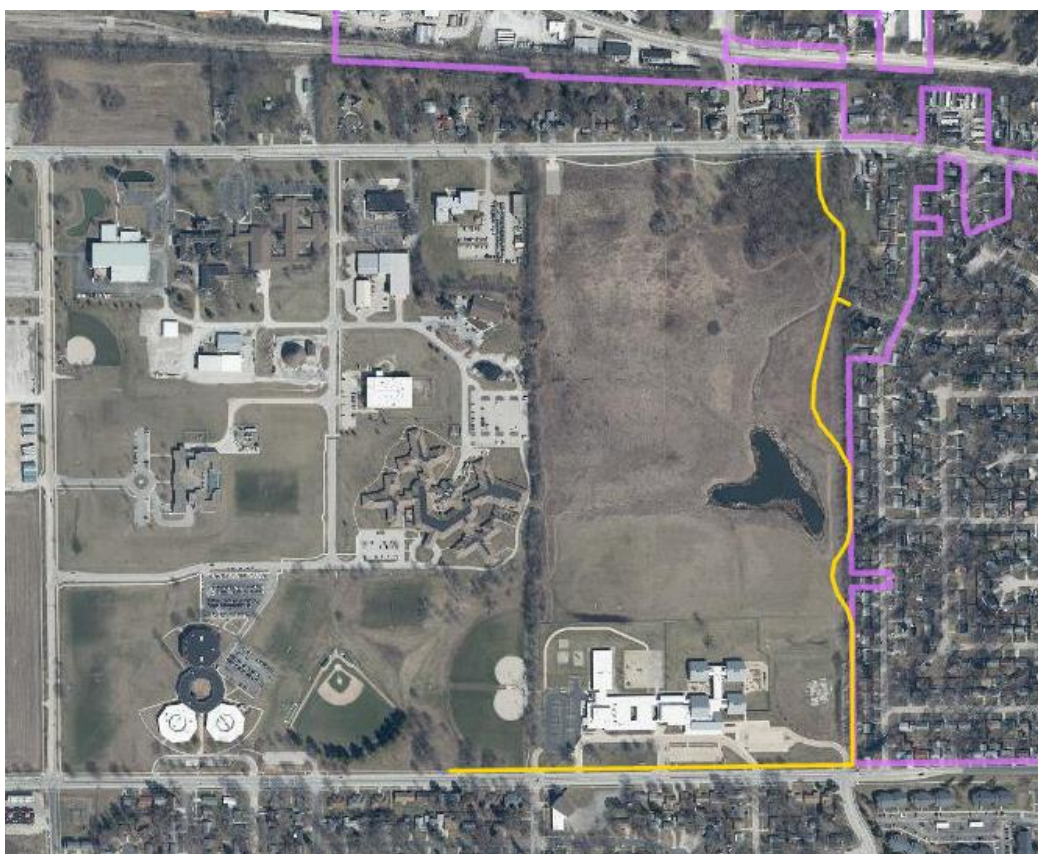
Studies & Plans FY24-FY25, Construction FY25 (shared use path), Construction FY26-FY27 (other than shared use path). Construction (other than shared use path) is contingent on RAISE grant or other funding.

Changes from Previous CIP

Project delayed after first application for a RAISE grant was unsuccessful. Applied for and received an ITEP grant for shared use path.

Bakers Lane Shared-Use Path

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40129 - BAKERS LANE MULTI-USE PATH	ITEP	-	135,320	1,037,450	-	-	-
	REBUILD	-	33,840	259,430	-	-	-
TOTAL		0	169,160	1,296,880	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

New project.

Lincoln Ave. (Wascher to Killarney)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40124 - LINCOLN: WASCHER - KILLARNEY	STBG / STPU	-	650,000	-	650,000	-	-
	SS4A GRANT	-	-	-	-	7,319,000	-
	202 LMFT	45,000	-	-	-	-	-
	203 SMFT	-	163,000	-	163,000	1,830,000	-
TOTAL		45,000	813,000	0	813,000	9,149,000	0



Description

Pavement reconstruction 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 score, pavement in poor to very poor condition, and a bus route. Funding for this project is being pursued through a Safe Streets and Roads for All (SS4A) grant, in cooperation with CUUATS member agencies.

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

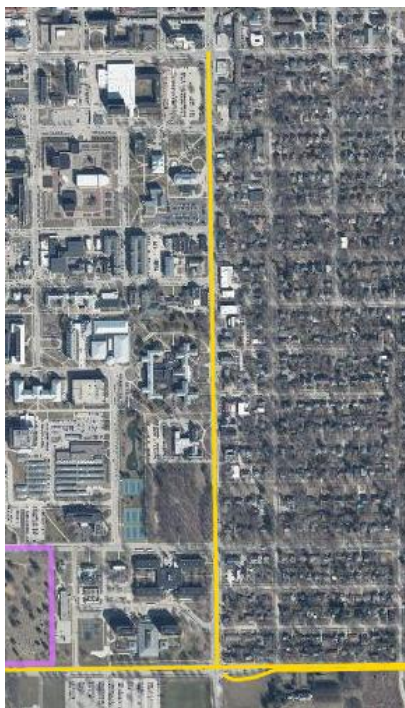
Studies FY24, Plans FY26, Construction FY27-FY28. Construction is contingent on SS4A grant or other funding.

Changes from Previous CIP

Increased scope from resurfacing to corridor reconstruction. Construction delayed after first application for SS4A grant was unsuccessful.

Lincoln Ave. (Florida to Green)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40149 - LINCOLN: GREEN - FLORIDA	STBG / STPU	-	-	-	-	-	5,920,000
	203 SMFT	-	200,000	-	750,000	-	2,230,000
TOTAL		0	200,000	0	750,000	0	8,150,000



Description

Corridor reconstruction with safety improvements.

Location

Lincoln Avenue from Florida to Green.

Purpose and Need

Lincoln Ave. is a minor arterial with a high safety score, pavement in poor to very poor condition, and a bus route. Project eligible for CUUATS STBG/STPU funding.

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 & Plans FY26-FY27, Construction FY28-FY29.

Changes from Previous CIP

Increased construction budget based on recent prices. Delayed plans and construction timeline due to budget constraints.

Capital Projects (FY25 – FY28)

Vine St. and Illinois St.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40168 - VINE AND ILLINOIS	203 SMFT	-	-	210,000	1,890,000	-	-



Description

Pavement reconstruction 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 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-FY27

Changes from Previous CIP

Increased scope of work from resurfacing to reconstruction.

Wright St. (Church to Columbia)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40132 - WRIGHT ST: CHURCH TO COLUMBIA	CHAMP IGA	-	-	25,000	275,000	-	-
	200 CR&I	-	-	25,000	275,000	-	-
TOTAL		0	0	50,000	550,000	0	0



Description

Pavement reconstruction.

Location

Wright St. from Church to Columbia.

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 willing to partner 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

New project.

Broadway Ave. (Elm to Park)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40182 - BROADWAY: ELM TO PARK	200 CR&I	-	-	-	-	160,000	1,440,000



Description

Pavement rehabilitation.

Location

Broadway Ave. from Elm to Park

Purpose and Need

Broadway Ave. is a minor collector with a high safety score, fair to very 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)
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

New project.

Broadway Ave. and Country Club Rd.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40165 - BROADWAY & COUNTRY CLUB RD	203 SMFT	-	-	-	-	75,000	825,000



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.

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

Studies & Plans FY27, Construction FY28. Timeline is contingent on County funding the bridge replacement project.

Changes from Previous CIP

Added Broadway Ave. segment.

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 score and poor pavement.

Project 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

Goodwin Ave. (Green to University)



Description

Pavement rehabilitation with some reconstruction.

Location

Goodwin Ave. from Green to University (US 150)

Purpose and Need

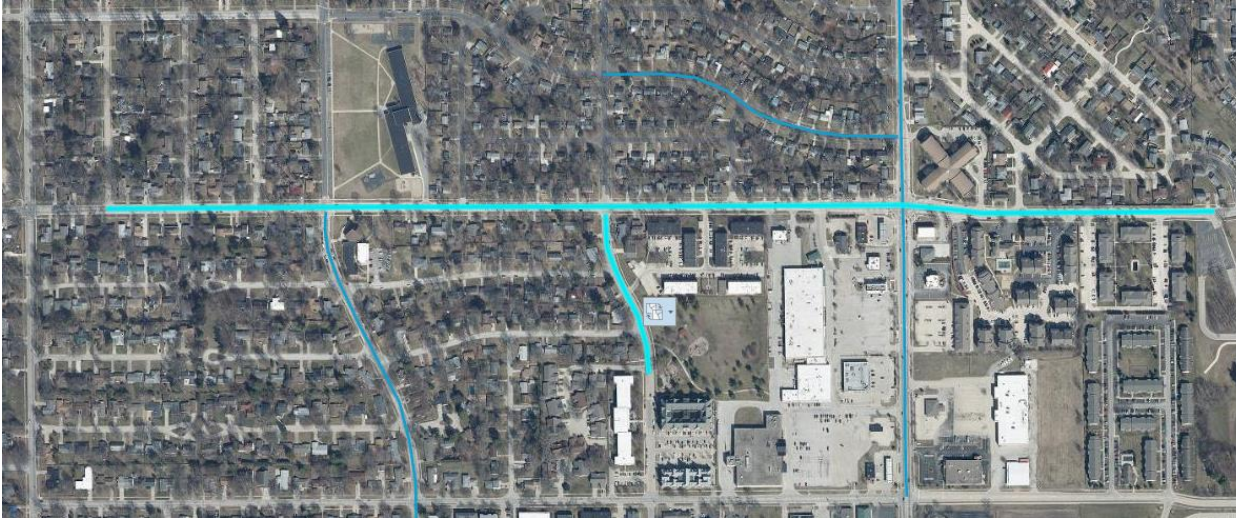
Goodwin Ave. is a major collector with a moderate safety score, failed to poor pavement, and a bus route.

Project Cost Estimate

1,500,000

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)
15.8	17.9	10.4	3.2	3.5	8.2	0.0	58.9

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.

Project 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)
6.3	20.2	8.5	4.9	3.5	8.2	1.4	52.9

Elm St. (Race to Vine)



Description

Pavement rehabilitation.

Location

Elm St. from Race to Vine.

Purpose and Need

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

Project 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)
6.3	13.4	11.7	6.5	3.5	8.2	0.0	49.6

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.

Project Cost Estimate

3,200,000

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	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

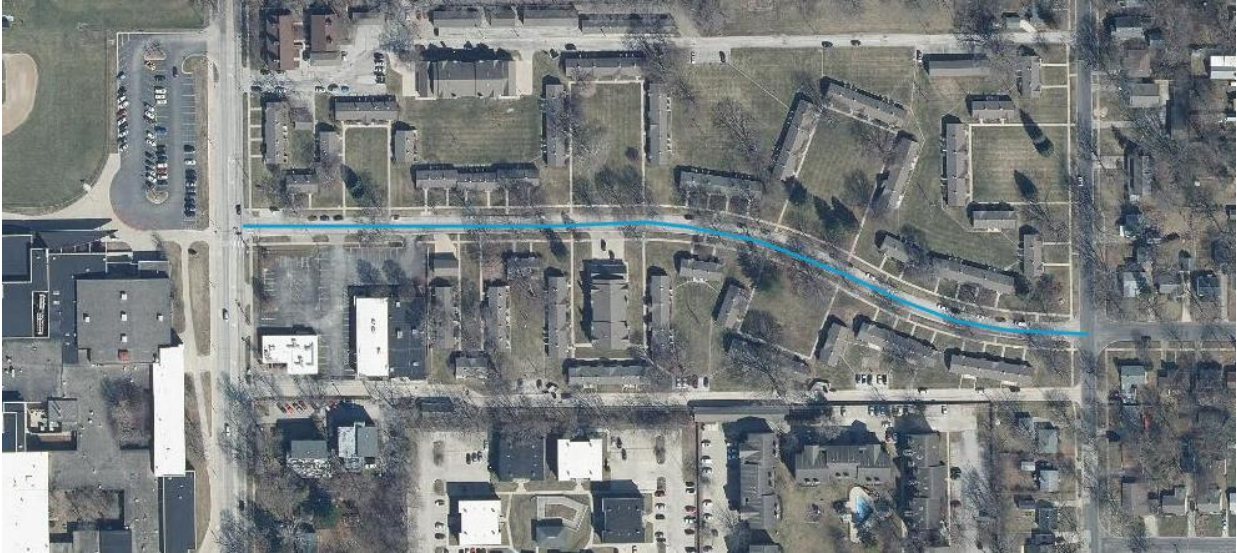
Illinois St. is a local street with pavement in fair to very poor condition and with a bus route.

Project Cost Estimate

1,300,000

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

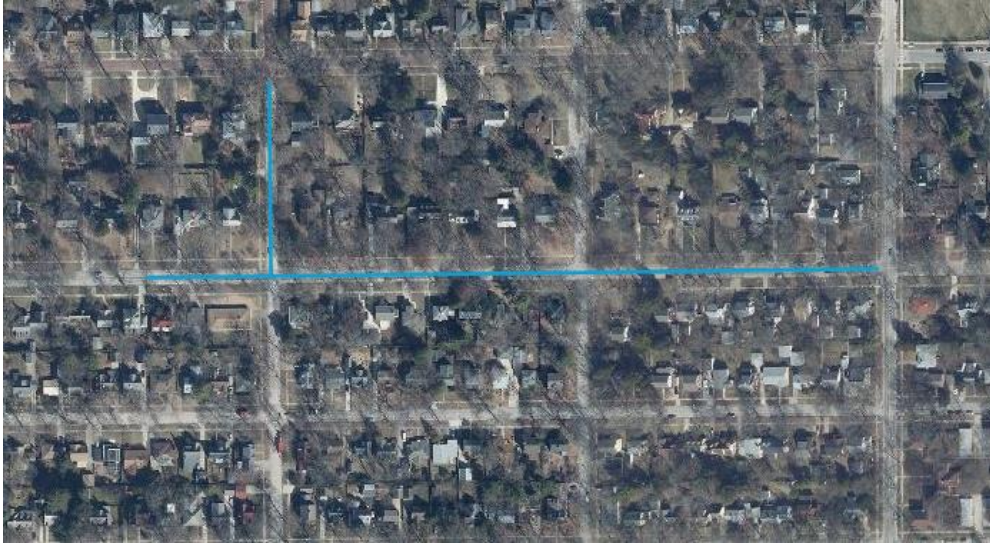
Fairlawn Ave. is a local street with pavement in very poor condition and with a bus route.

Project Cost Estimate

1,000,000

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	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

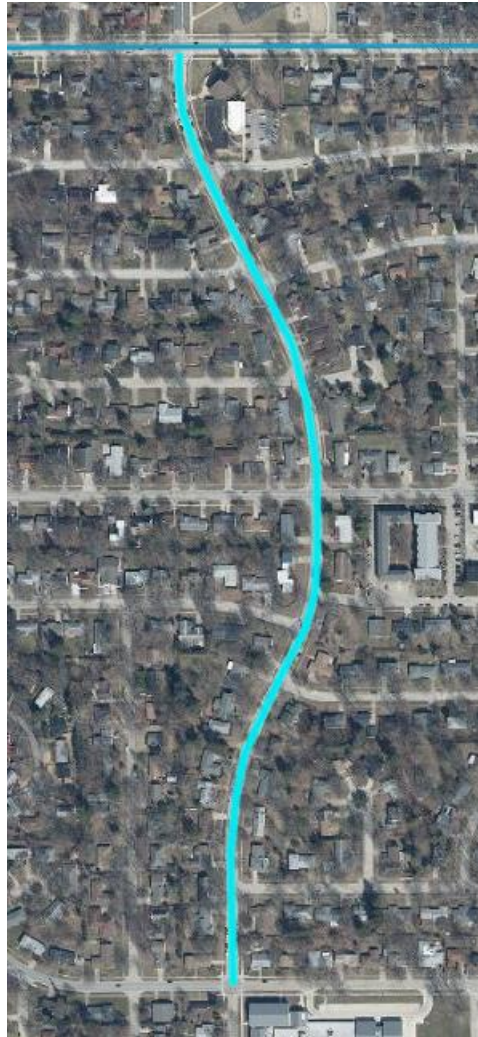
Pennsylvania Ave. is a local street with pavement
in very poor condition and with a bus route.

Project Cost Estimate

1,500,000

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)
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

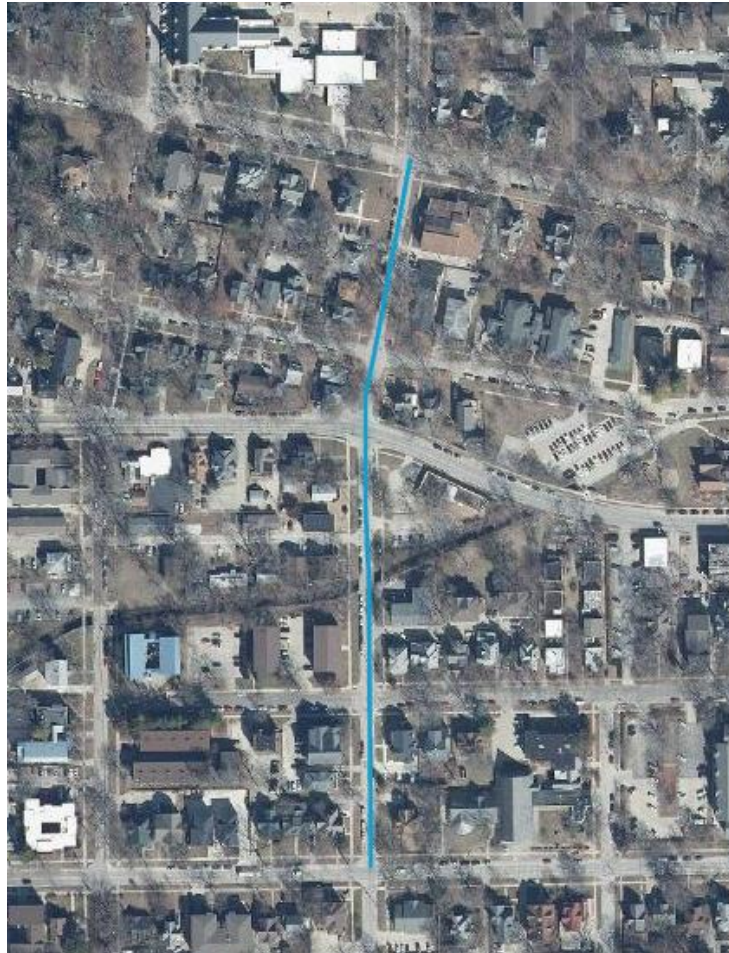
Anderson St. is a local street with pavement in very poor condition and with a bus route.

Project 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)
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.

Project Cost Estimate

1,100,000

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