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# 2007 Agenda of Champaign County Community Projects

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### **Prepared by**

Champaign County Regional Planning Commission  
1776 E. Washington St.  
Urbana, IL 61802

Sara Javoronok, Planner Analyst  
Frank DiNovo, Director of Planning & Community Development  
John Dimit, Executive Director

Champaign County Chamber of Commerce  
1817 S. Neil St., Suite 201  
Champaign, IL 61820

### **Produced in cooperation with**

Champaign Community Unit School District #4  
Champaign Park District  
City of Champaign  
Mahomet Public Library District  
Parkland College  
Village of Rantoul  
Village of Savoy  
St. Joseph-Ogden Community High School District #305  
University of Illinois  
City of Urbana  
Urbana Park District  
Urbana School District #116

### **Funded by**

Champaign County Alliance  
- Champaign County Chamber of Commerce  
- Champaign County Economic Development Corporation  
- Champaign County Convention and Visitors Bureau  
Champaign County Regional Planning Commission  
University of Illinois





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# Opportunity Returns—East Central Region

*Opportunity Returns* is Governor Blagojevich’s comprehensive strategy to restore jobs and economic vitality throughout Illinois. The plan recognizes that we cannot solve the challenges of economic development with a one-size-fits-all approach. Instead, *Opportunity Returns* focuses on the specific strengths and needs of each region of the state.

Governor Blagojevich’s *Opportunity Returns* strategy for the East Central region consists of five primary goals, each with specific projects, programs and strategies. The goals are:

1. Support Business Attraction and Development
2. Promote Entrepreneurship and Innovation
3. Strengthen Education and Job Training
4. Support Infrastructure and Public Transportation
5. Invest in Agriculture, Renewable Energy and the Environment

2007 Community Projects (listed alphabetically)	DCEO Goals				
	1	2	3	4	5
<b>Featured Projects</b>					
City of Urbana - Olympian Drive Improvement from Market to US Route 45	✓	✓	✓	✓	
Village of Savoy - Curtis Road Rebuild	✓		✓	✓	✓
<b>Transportation</b>					
City of Champaign - First Street and Windsor Road Intersection Improvement	✓	✓		✓	
City of Champaign - Olympian West Extension	✓			✓	
Champaign Park District - Reconstruction of Parkland Way Road	✓		✓	✓	
Village of Rantoul - Flessner & Route 45 Intersection	✓	✓	✓	✓	✓
Village of Rantoul - South Rantoul Interchange	✓	✓		✓	•
Village of Rantoul - Veterans Parkway & Harper Drive Roundabout	✓	✓	✓	✓	✓
Village of Savoy - Airport Road Rebuild – First Street to Route 45	✓			✓	✓
Village of Savoy - East Church Street Road Rebuild	✓			✓	✓
Village of Savoy - North Prospect Road Rebuild	✓			✓	✓
Village of Savoy - South First Street Rebuild – Church to Airport Road	✓			✓	✓
University of Illinois - University District Intersection Improvements	✓		✓	✓	
City of Urbana - High Cross Road (IL 130) Widening	✓	✓	✓	✓	
City of Urbana - Springfield & Goodwin Avenue Intersection Improvements			✓	✓	
City of Urbana - University District Complete Streets Improvements	✓	✓	✓	✓	
City of Urbana - Washington Street Widening & Complete Street Treatment	✓	✓	✓	✓	✓
<b>Infrastructure</b>					
Village of Rantoul - Industrial Park Water Tower	✓	✓		✓	✓
Village of Rantoul - Ludlow Gravity Flow Sanitary Sewer Extension	✓	✓		✓	✓
Village of Rantoul - Murray Road Sanitary Sewer Improvements	✓	✓		✓	✓
Village of Rantoul - Northwest Sanitary Sewer Improvements	✓	✓		✓	✓
Village of Savoy - Old Town Drainage and Pavement	✓			✓	✓
City of Urbana - East Urbana Sanitary Sewer Interceptor Project	✓	✓	✓	✓	✓
City of Urbana - Two Solar Powered Message Boards		✓	✓	✓	
City of Urbana - University District Street Lighting Replacement Project	✓	✓	✓	✓	
<b>Public Facilities &amp; Services</b>					
City of Champaign - Public Safety Radio System Replacement Project				✓	
New Mahomet Public Library Building	✓	✓	✓		
<b>Trails</b>					
Champaign Park District - Development of the Marathon Oil Pipeline Trail	✓	✓		✓	✓
Champaign Park District - First Street Trail	✓	✓		✓	✓
Champaign & Urbana Park Districts - Urbana, Champaign, Savoy, UI Trail	✓			✓	✓
Village of Rantoul - Southeast Link of the Rantoul Pedestrian Bike Path	•	•		✓	✓
Village of Savoy - Curtis to Church Trail	✓		✓	✓	✓
Urbana Park District - Urbana to Danville Trail	✓	✓		✓	✓
<b>Parks</b>					
Champaign Park District - Development of the Robert C. Porter Family Park			✓	✓	✓
Village of Savoy - Dana Colbert Community Park	✓		✓	✓	✓
<b>Education</b>					
Investment in Champaign Schools	✓	✓	✓	✓	✓
Parkland College Student Services Center	✓	✓	✓	✓	
St. Joseph-Ogden High School Expansion			✓		
Urbana School District #116 - Construction of a New Early Childhood Building	✓		✓	✓	





## Featured Projects

### Olympian Drive Improvements from Market Street to US Route 45 Proposed by the City of Urbana

#### Issue

Access to land areas on the north side of Urbana and Champaign to promote development.

#### Background

The majority of the land within the Champaign and Urbana city limits north of Interstate 74 is zoned industrial, general business, and residential and is developing into a major regional center that generates employment and attracts traffic from well beyond Champaign County. In order for these tracts to develop as zoned, east-west transportation access must be improved. There is no direct east-west connection through the areas north of Champaign-Urbana between Interstate 74 and Ford Harris Road, a distance of two and one-half miles. This roadway is part of the enhanced arterial system that is proposed to surround the urbanized area in the Long Range Transportation Plan.

#### Action Requested

Total project costs are estimated at \$41 million.

#### Return on Investment

The benefit to both cities and the County will be initial construction jobs with the project as well as far-reaching economic impacts from industrial and business complex construction jobs. Permanent jobs at those developments plus increased property, sales, and utility taxes would also be realized. Additional spin-off development of service businesses (and related jobs, etc.) in the area is also projected.





## Featured Projects

### Curtis Road Rebuild

#### Proposed by the Village of Savoy

#### Issue

Completion of a west access to Savoy, Champaign, Urbana, and the University of Illinois from I-57.

#### Background

This project has been in the planning stages for over 30 years. The I-57 interchange and a portion of the road will be completed in 2007-2008. The Phase 2 plan would improve the road to Wesley Avenue in Savoy in 2009-2010. The grade separation at US Route 45 is projected to start in 2012.

#### Action Requested

The section from Wynstone to Wesley is estimated to cost \$16 million, and Wesley to First Street is estimated to cost \$26 million, for a total of \$42 million.

#### Return on Investment

There will be increased opportunities for commercial growth that would provide additional sales and property tax revenues. It will help relieve traffic on other roads in the area and provide better access to Savoy, Champaign, Urbana, and the University of Illinois.



# Transportation

## First Street and Windsor Road Intersection Improvement Proposed by the City of Champaign

### Issue

The intersection serves as the main entrance into the University of Illinois' South Research Park. The current conditions of the intersection cannot accommodate the traffic currently traveling through the intersection, a significant portion of which is generated by the South Research Park area. As the Research Park continues to grow, congestion at this intersection will worsen, possibly proving detrimental to attracting businesses to the Park.

### The Background

The intersection improvement project will be a cooperative effort between the University of Illinois, the City of Champaign, and Champaign Township with some coordination with the Village of Savoy. Windsor Road is a City of Champaign street at its intersection with First Street. The north leg of First Street is a University of Illinois street, while the south leg is currently under the jurisdiction of the Champaign Township. The University owns land on all four corners of the intersection.

Windsor Road serves as one of the main commuter routes between residential areas west of U.S. 45 (Neil Street) and employment centers in Champaign and Urbana, including businesses in the University of Illinois' South Research Park, the University itself, and businesses in Urbana. First Street connects the South Research Park and the University of Illinois campus to the growing residential community along the First Street corridor in the Village of Savoy and serves as an alternate commuter route for points south.

The intersection layout was last modified in 1993 with the installation of a traffic signal. The installation did not include turn lanes or arrows.

Crash frequency and severity involving left turning traffic from Windsor Road onto First Street resulted in the implementation of split phasing (where one direction of traffic on Windsor Road receives a green light and arrow followed by the other) in 1995. This addressed the safety issue but reduced the amount of traffic that the intersection can accommodate. At that time, traffic volumes were significantly lower than present day and the intersection operated adequately.

The amount of traffic traveling through this intersection during the morning and evening peak traffic periods has increased significantly. The increases are the result of development activities in southwest Champaign, south Urbana, and east Savoy, as well as increased activity in the South Research Park. In the last couple of years, the congestion has reached a point where it may become a detriment to attracting businesses to the South Research Park, requiring vehicles to wait through several green indications before making it through the intersection.

In 2005, the City conducted an Intersection Design Study (IDS) for the intersection to identify what improvements are necessary to accommodate traffic into the future; including a fully developed South Research Park. The City and University of Illinois are currently working to identify sources of funding to construct the improvements outlined in the IDS.





**Action Requested**

The University of Illinois and the City of Champaign would like to request the implementation of intersection improvements outlined in the intersection design study be considered for full or partial funding from the Opportunity Returns Program.

The Intersection Design Study identified the need for the following improvements:

- Dual left turn lanes on Windsor Road
- A westbound right turn lane on Windsor Road into the Research Park
- Left turn lanes on First Street
- Right turn lanes on First Street
- New traffic signal equipment

The total estimated cost of the improvements is outlined below:

Construction cost	\$2,605,500
Design and construction engineering (20% of construction)	\$521,200
Land acquisition and easements	\$173,900
Project management (2% of total project cost)	\$66,000
<b>Total Project Cost</b>	<b>\$3,366,600</b>

**Return on Investment**

Improvements to this intersection would benefit the citizens of the City of Urbana, Village of Savoy, City of Champaign, and Champaign County in general. The improvements will reduce congestion at the intersection, reducing fuel consumption, vehicle emissions and delay to the traveling public.

In addition, the improvements will enhance the appearance and function of the south entrance into the research park. As the South Research Park continues to develop, the proposed improvements would be in place to handle the increases in traffic that will accompany the growth. The intersection can become an amenity to the park as an efficient way to and from prospective businesses in the research park. The addition of businesses to the research park results in corresponding high-paying jobs available to the entire east central region.



# Transportation

## Olympian West Extension

### Proposed by the City of Champaign

#### Issue

The land west of I-57 along the Olympian Drive corridor is projected as a key area for economic development in the City of Champaign. Extension of Olympian Drive west of Mattis Avenue to Duncan Road, and the eventual development of a new interchange with I-74 will be critical for access.

#### Background

In 2005, the City of Champaign approved the Northwest Growth Area Plan, which projected the area north of I-74 and west of I-57 as a major employment area for the region. The City has recently been negotiating an agreement with a developer to establish this area as a major medical campus for the region. To facilitate this proposal, major street improvements that enhance access to the area are critical. These include extending Olympian Drive west from Mattis Avenue to Duncan Road, to eventually connect to an interchange at I-74 and Duncan Road to serve the regional transportation needs of these facilities, and the new regional medical facilities proposed in northwest Champaign.

#### Action Requested

Fund extension of Olympian Drive west from Mattis Avenue to Duncan Road. The total estimated cost of this project is \$5 million.

#### Return on Investment

This project will result immediately in the development of a new 168,000 square foot clinic facility with an estimated value of \$30 million. It is anticipated that an additional million square feet of medical and high tech office space will develop over the life of the project providing significant economic development and job creation to the community. In addition, approximately 300 new hotel rooms are planned along with up to 500,000 square feet of additional retail space.



# Transportation

## Reconstruction of Parkland Way Road Proposed by the Champaign Park District

### Issue/Background

Parkland Way is jointly owned by the Champaign Park District and Parkland Community College. Parkland College and Dodds Park were purchased at the same time to complement the needs of students/faculty as well as the community. Parkland Way is the only access to Parkland College from the north and relieves traffic buildup from the only other entrance at Bradley and Mattis Avenue. However, the road is currently falling into severe disrepair, public buses and delivery trucks are no longer permitted on the road. If it is closed due to deterioration, students and faculty would suffer as it would take longer to get to the college for class and work. An engineering design has been accomplished, but the road needs to be brought up to City standards for transference to the City of Champaign for ownership and maintenance.

### Action Requested

The Park District requests funding in the amount of \$1.5 million in order to repair the Parkland Way Road and bring it up to the standards necessary to transfer ownership to the City of Champaign.

### Return on Investment

Parkland Way Road is one of only two entrances to Parkland College and Dodds Park. Repairing the road and transferring ownership will provide for the opportunity of overall better maintenance and upkeep by the City of Champaign. Parkland College plays a vital role in the community and business life of Champaign-Urbana. With nearly 12,000 students and hundreds of faculty and staff that travel to and from the college each day, a closure of one of the two main entrances would have a ripple effect on the community. A backlog of traffic would form on the roads surrounding the college, roads that currently serve as major thoroughfares between other areas within the city.



## Transportation

### Flessner & US Route 45 Intersection Proposed by the Village of Rantoul

#### Issue

The integration of the former Chanute Air Force Base's transportation network with the local and state routes requires continual analysis and development. Flessner Avenue is such an opportunity to link a former base roadway with US Route 45 via the development of a new intersection. Such an intersection offers direct access to the community's aquatic center, public library, adult forum fitness facility, Chanute Aviation Museum, an active day care facility and the Village's Recreation Center, all directly from a State maintained multi-lane roadway.

#### Background

Flessner Avenue has become the focal point of recreational and educational activities within the community, but access into this area is limited as access onto the former base was restricted during its active period. With the base closure, buildings along this avenue became the focus of cultural groups and the facilities have been utilized in that matter. Access remains limited, but would be greatly enhanced with the development of this intersection.

Additional benefits and savings to the Village would be experienced with the elimination of sections of failing pavement and the conversion of those areas into an extension of the current bike path system or simply converted into a wider green belt along the thoroughfare and around the aquatic center.

#### Action Requested

The Village is requesting funding support in the design, development and construction of an intersection with US Route 45 at Flessner Avenue. The project cost is anticipated to be \$675,000.

#### Return on Investment

The development of an intersection at Flessner Avenue and US Route 45 will afford immediate improvement in the access to multiple Village of Rantoul recreational and educational venues, while reducing the local agencies' maintenance demands by pavement removal.



# Transportation

## South Rantoul Interchange

### Proposed by the Village of Rantoul

#### Issue

The redevelopment of the former Chanute Air Force Base remains a challenging work in progress, due to lingering environmental issues and limited access to the Interstate system. Steps to ensure timely completion of the remaining environmental issues are underway, but overcoming the transportation limitations through the development of a south I-57 interchange needs to receive greater focus.

#### Background

A major component identified and approved in the 2006 Rantoul Comprehensive Plan provides for the development of a south I-57 interchange to address shortcomings in accessing the interstate system. Overcoming this transportation need will complement the legislative initiative establishing the Chanute Rantoul National Aviation Center Redevelopment Commission whose sole purpose is to reestablish the former base property as a viable economic engine for northern Champaign County and East Central Illinois. The interchange is a key component in improving ground transportation onto the former base area of the community and would offer a direct benefit to the Thomasboro Fire & Rescue in their response to Interstate accidents.

#### Action Requested

The Village is requesting funding support in the design, development and construction of the south I-57 interchange and anticipates a project cost approaching \$35 million.

#### Return on Investment

The development of a south I-57 interchange will overcome the transportation limitations in accessing the southern region of the former Chanute Air Force Base, dramatically improve the emergency response of Thomasboro Fire & Rescue to interstate accidents, and enhance economic development opportunities of the northern region of Champaign County.





## Transportation

### Veterans Parkway & Harper Drive Roundabout Proposed by the Village of Rantoul

#### Issue

The integration of the former Chanute Air Force Base's roadways into the Village's transportation network offers a unique challenge. The eastern portion of the former base property has no established intersections that link parallel or perpendicular streets, or village and base streets to one another, although the pavements end within 100 feet of one another. The establishment of an intersection at Harper Drive, Keesler Drive and Veterans Parkway will dramatically enhance the ability of traffic to navigate within the community.

#### Background

The Village has identified the region of east Keesler Drive as a potential candidate for establishing an intersection with adjoining streets of Harper Drive and Veterans Parkway to improve access between the former Chanute base and existing Village roadways. This location appears to offer a perfect opportunity to reintroduce a roundabout style intersection where five pavements could converge.

#### Action Requested

The Village is requesting funding support in the design, development and construction of an intersection at Harper Drive, Keesler Drive and Veterans Parkway utilizing a roundabout intersection design. The project cost is anticipated to be \$1.5 million.

#### Return on Investment

The development of an intersection at Harper Drive, Keesler Drive and Veterans Parkway will offer immediate improvement in the access into residential areas for emergency (fire and medical) and public safety responses. In addition, residents in this region of the community will have improved access to the local grade school, Pleasant Acres, which will in turn improve safety for children in and around the neighborhoods.





## Transportation

### Airport Road Rebuild – First Street to US Route 45

#### Proposed by the Village of Savoy

##### **Issue**

Airport Road is an oil and chip road that two new residential subdivisions are being built along. It will become a high traffic area as development occurs.

##### **Background**

This is a high development area that has the potential of over 1,500 vehicles per day. It is currently oil and chip and will deteriorate as development occurs.

##### **Action Requested**

Funding assistance is requested to rebuild the road with a concrete surface, curbs, gutters, and sidewalk. The total estimated cost of the project is \$5 million.

##### **Return on Investment**

It is currently a country road. New residential development is occurring which will require safer travel. The reconstruction would accommodate higher volumes of traffic.





## Transportation

### East Church Street Road Rebuild Proposed by the Village of Savoy

#### Issue

East Church Street is a heavily traveled road by commuters and additional developments in Savoy. It is deteriorating rapidly due to increased traffic.

#### Background

Savoy is growing to the East along Church Street. The area between the railroad tracks and First Street is getting heavier use with the development of the Trinitas Apartment Complex (278 units), Prairie Fields Subdivision, Colbert Park, and Prairie Meadows Subdivision. More traffic on this section is putting more and more stress on the road structure.

#### Action Requested

The Village of Savoy requests funds to improve the road to include a concrete pavement, curbs, gutters, and sidewalks. The total cost of the project is estimated to be \$4 million.

#### Return on Investment

An improved road would realize safer travel for motorists and pedestrians.







# Transportation

## North Prospect Road Rebuild Proposed by the Village of Savoy

### Issue

The road surface of Prospect Avenue north from Curtis Road is deteriorating due to heavy traffic.

### Background

Prospect Avenue is a major thoroughfare in the community that connects Savoy and Champaign residents and has become busier with further development to the West and South. With the increased traffic, the road continues to deteriorate. Savoy and Champaign plan a cooperative project in the next 2-3 years. Currently, it is an oil and chip street.

### Action Requested

The action requested would be to improve the roadway to concrete with curbs, gutters, and sidewalks. The total cost of the project is estimated to be \$3 million.

### Return on Investment

A safe mode of transportation would be realized with an appropriate surface for increased traffic. As Curtis Road traffic increases following its improvements, Prospect will also see increased usage.





## Transportation

### South First Street Rebuild – Church to Airport Road Proposed by the Village of Savoy

#### Issue

South First Street is currently an oil and chip country road. Due to continued development and increased use as a way to Champaign and the University of Illinois, the road is beginning to show extreme stress.

#### Background

This is a county road that has seen steady growth in use. New development is taking place and will deteriorate the structure further in the future. It is popular with commuters and residents and avoids added signalization on US Route 45.

#### Action Requested

The Village requests assistance to rebuild the road with curbs, gutters, and sidewalks. The total cost of the project is estimated to be \$6 million.

#### Return on Investment

This will help move traffic easier and reduce congestion as growth occurs.





# Transportation

## University District Intersection Improvements

**Existing Traffic Signal Replacements at Sixth Street & Armory Avenue, Sixth Street & Gregory Avenue, Fourth Street & Armory Avenue, and Fourth Street & Gregory Avenue  
Proposed by the University of Illinois**

### Issue

These traffic signals are approximately 50 years old and need updating due to age and the need for newer safety features. They are fixed time, pedestal mounted signals. The signals need to be modernized to incorporate several safety and efficiency features, including signal actuation, LED lights, break-away post foundations, and pedestrian countdown and audible signals.

### Background

These signals are located in the University District and serve large numbers of both pedestrian and vehicular traffic due to the number of students, faculty, staff, and visitors at the University of Illinois. Recent fatal vehicle-pedestrian accidents have occurred and signal modernization is paramount to address safety issues.

### Action Requested

The estimated project cost is \$1.25 million. The University of Illinois requests \$1 million in funding with a local share of \$250,000.

### Return on Investment

The benefit to the University, City of Champaign, and the County will be not only initial construction jobs with the project, but also far-reaching safety and traffic flow improvements that would greatly enhance both the educational and business climate in this area of campus.



## Transportation

### High Cross Road/Illinois Route 130 Widening from Windsor Road to University Avenue/US Route 150

Proposed by the City of Urbana

#### Issue

Illinois Department of Transportation projections show widening of High Cross Road/Illinois Route 130) will soon be required to meet increased traffic demand.

#### Background

Business and residential developments on the east side of Urbana along the High Cross Road/Illinois Route 130 Corridor are rapidly expanding and in turn placing increasing traffic demand on the north-south roadway. Many more developments are in the planning stages and will greatly increase this demand as will the planned extension and connection of Florida Avenue to High Cross Road/Illinois Route 130 in 2007. An Illinois Tomorrow grant provided for the recently completed High Cross Road/Illinois Route 130 Corridor Study Report. The Study identified this road widening as a critical need to the growth in this corridor.

#### Action Requested

Total project cost is estimated at \$5 million. The City of Urbana request approximately \$4 million in funding with a local share of \$1 million.

#### Return on Investment

The benefit to both the City and County will be not only initial construction jobs with the project, but also far-reaching economic impacts from residential and business complex construction jobs, permanent jobs at those businesses plus increased property, sales, and utility taxes. Additional spin-off development of service businesses (and related jobs, etc.) in the area is also projected.



## Transportation

### Springfield Avenue & Goodwin Avenue Intersection Improvements

Proposed by the City of Urbana

#### Issue

Traffic signals need upgrading and intersection geometrics need to be revised.

#### Background

Traffic signals at this intersection are 40 years old and need upgrading. The intersection geometry does not allow proper turning movements of large vehicles, in particular Mass Transit District buses. Currently, turning movements encroach onto opposite direction traffic lanes creating unsafe traffic flow and traffic back ups waiting for buses to complete turns until opposite direction traffic clears the intersection.

#### Action Requested

Total project cost is estimated at \$350,000. The City of Urbana request approximately \$280,000 in funding with a local share of \$70,000.

#### Return on Investment

The benefit to both the City and County will be initial construction jobs for the project and a safer intersection for all vehicles, bicycles, and pedestrians.



# Transportation

## University District Complete Streets Improvements

Goodwin Avenue, Illinois Street, & Oregon Street

Proposed by the City of Urbana

### Issue

Improve pedestrian and bicyclist facilities on streets in the University of Illinois campus area bound by Springfield Avenue, Lincoln Avenue, Nevada Street, and Mathews Street.

### Background

Due to the high concentration of pedestrian and bicycle traffic in this area, recent accidents, new emphasis on designing streets to more adequately meet the needs of all users (complete streets), and the deteriorating condition of the streets in this area redesign including on-street bike lanes, improved signage, and bump-outs at pedestrian crossings are recommended to be implemented in conjunction with the street resurfacing.

### Action Requested

Total project cost is estimated at \$800,000. The City of Urbana request approximately \$640,000 in funding with a local share of \$160,000.

### Return on Investment

The benefit to both City and the County would be initial construction jobs with the project and enhanced pedestrian and bicyclist safety and transportation in the University District.



## Transportation

### Washington Street Widening & Complete Street Treatment from Philo Road to High Cross Road/Illinois Route 130

Proposed by the City of Urbana

#### Issue

Access to land areas on the east side of Urbana to new major developments including those along High Cross Road/Illinois Route 130.

#### Background

The area on the east side of Urbana is experiencing rapid growth both in residential and business development. Existing east-west roads are inadequate both from a width and structural capacity to carry the additional traffic being generated by these developments. Bicycle use is increasing on City arterial and collector streets due both to rising gas prices and public awareness of the health and environmental benefits of biking.

#### Action Requested

Total project cost is estimated at \$6 million. The City of Urbana request approximately \$4.8 million in funding with a local share of \$1.2 million.

#### Return on Investment

The benefit to both the City and County would be initial construction jobs with the project and a positive economic impact from residential and business complex construction jobs, permanent jobs at those businesses plus increased property, sales, and utility taxes. Additional spin-off development of service businesses (and related jobs, etc.) in the area is also projected. The implementation of a “complete streets design” for this 1.6 mile major collector street section would provide proper access for the citizens of east Urbana and the community in general to the new major retail center springing up on the east edge of Urbana for all modes of travel whether it is by foot, bicycle, or automobile.



## Infrastructure

### Industrial Park Water Tower

#### Proposed by the Village of Rantoul

##### Issue

Recent additions and proposed development in the Village of Rantoul West Side Industrial Park (west of I-57) is straining the water distribution system in the Industrial Park and will limit economic development opportunities. In order to improve current fire flow delivery rates in the Industrial Park and to provide the reserve capacity to meet future anticipated demands, the construction of a new water tower is warranted.

##### Background

In 2006, the Village approved a new community comprehensive plan to serve as a guide for development and growth. The regions of the community experiencing growth and strong interest are the industrial area west of Interstate 57 (400+ acres) and at the Interchange itself. This growth is taxing the existing water distribution system and has resulted in insufficient fire flow in the Industrial Park. The construction of a new 500,000 gallon water tower was identified in an October 2005 study performed by Donohue and Associates, Inc.

##### Action Requested

The Village is seeking financial assistance to construct a new 500,000 gallon water tower west of Interstate 57 to support the needs of the Rantoul Industrial Park. The total project cost is estimated at \$1.7 million.

##### Return on Investment

The addition of a new water tower in the Industrial Park will result in improved fire flow delivery rates and provide additional reserve capacity to meet future anticipated demands and economic incentives to existing and future industrial customers in the form of reduced property insurance costs.





## Infrastructure

### Ludlow Gravity Flow Sanitary Sewer Extension Proposed by the Village of Rantoul

#### Issue

The Village of Ludlow has been seeking to develop a sanitary sewer collection system to meet the environment requirements of the Illinois Environmental Protection Agency (IEPA) for their community. The Villages of Rantoul and Ludlow have been in ongoing negotiations to determine the viability of Rantoul accepting and treating this additional wastewater stream. The Village of Rantoul's concern involves the development of a gravity sanitary sewer interceptor along North Maplewood Drive to accept the flow and allow its use for existing residential and proposed residential development around the Brookhill Golf Course region.

#### Background

The Village of Ludlow is a small northern Champaign County community without a sanitary collection system or treatment capability. Their residents have long depended on individual septic systems. The community has taken the initiative to develop plans for a collection system, but is in need of a viable outlet for their sanitary flow.

#### Action Requested

Financial assistance for the Village of Rantoul to construct 10,000 linear feet of a new 21 inch gravity interceptor sewer along North Maplewood Drive toward Ludlow to accept the effluent from that community. This project is estimated at \$975,000 with the Village of Rantoul poised to contribute \$385,000 through the issuance of bonds.

#### Return on Investment

The development of the proposed sanitary sewer extension north along Maplewood Drive would provide residential development opportunities in and around the region (1000+ acres) of an established public recreational facility, Brookhill Golf Course, offer a sanitary service connection opportunity for existing rural families seeking improved utility service, and most importantly provide a necessary sanitary outlet for treatment of a northern Champaign County community needing to comply with IEPA requirements.





## Infrastructure

### Murray Road Sanitary Sewer Improvements Proposed by the Village of Rantoul

#### Issue

The proposed development along the east and west sides of South Murray Road will require a sanitary sewer system extension from the 557 Pump Station east of the Canadian National Railroad to the proposed residential subdivision and commercial developments.

#### Background

The commercial areas in the south east quadrant of the Interstate 57 interchange are experiencing growth and strong interest. This area (350+ acres) is poised for growth, but lacks sanitary sewer and will require the construction of approximately 11,000 linear feet of a new line. The Murray Road Sanitary Improvements were identified in the December 2005 Long Range Planning Document developed by Foth & Van Dyke - Daily Division.

#### Action Requested

Financial support in the construction of approximately 5,500 linear feet of 30" sanitary sewer and 5,500 linear feet of 15" sanitary sewer. The total project cost is estimated at \$1.2 million.

#### Return on Investment

The proposed sanitary sewer improvements will offer increased employment and housing opportunities within the community, while generating additional property, sales and utility taxes to support Village and recreational services.



## Infrastructure

### Northwest Sanitary Sewer Improvements Proposed by the Village of Rantoul

#### Issue

Recent additions and proposed development in the Village of Rantoul West Side Industrial Park (west of I-57) is stressing the sanitary sewer system in the residential areas of northwest Rantoul and will limit economic development opportunities throughout the community.

#### Background

In 2006, the Village approved a new community comprehensive plan to serve as a guide for development and growth. The regions of the community experiencing growth and strong interest are the industrial area west of Interstate 57 (400+ acres) and at the Interchange itself. This growth is taxing the existing sanitary system constructed through the residential areas. The northwest sanitary improvements were identified in an October 2004 study performed by Foth & Van Dyke - Daily Division in response to sanitary sewer overflows in Indian Hills.

#### Action Requested

Financial assistance to address the surcharging of the upstream sanitary sewer line and that of the Northwest Pump Station, through the construction of approximately 9,600 linear feet of new 36 inch interceptor sewer along Murray Road and 3100N. This approach offers both short term and long term solutions as it addresses current surcharging problems, while providing significant capacity to transport additional flows from future development of the western region of the Village. Subsequently, this may also require capacity improvements on the gravity sewer system downstream of the Northwest Pump Station discharge. The total project cost is estimated at \$1.25 million.

#### Return on Investment

The proposed sanitary sewer improvements will afford significant economic development opportunities and immediately address potential environmental compliance issues within the Village of Rantoul.

## Infrastructure

### Old Town Drainage and Pavement Proposed by the Village of Savoy

#### Issue

In the Old Town area of the Village of Savoy there is flooding with heavy rain. There is no way to take care of flooding with the current ditching system. A storm sewer needs to be installed. New curbs, gutters, and street replacement are also required.

#### Background

For many years, heavy rains have caused flooding of private property and streets, much of this water comes from the golf course. The Village worked on the problem for many years and an engineering study was completed in 2005. Part of the overall plan was implemented in late 2005 and 2006.

#### Action Requested

The Village of Savoy requests funding assistance for this project. The total cost is estimated to be \$12 million.

#### Return on Investment

A small segment of the original historic part of the community will have a serious public health issue if left unresolved.



## Infrastructure

### East Urbana Sanitary Sewer Interceptor Project Proposed by the City of Urbana

#### Issue

Rapid development on the east side of Urbana will soon require the extension of the sanitary sewer system including a new regional pump station, a force main and interceptor sewers to serve proposed subdivisions and businesses. The area to be served is approximately 3100 acres bound by I-74, High Cross Road/Illinois Route 130, Curtis Road, and Race Street.

#### Background

Major tracts (300 acres) of land on the east side of Urbana have been sold to Menard's Corporation, which intends to build a store in this area and to promote or develop additional projects including single family housing, office, and retail space. This, plus the recent United States Post Office, Wal-Mart, and other developments is consuming the availability of the existing sanitary sewer system.

#### Action Requested

Total project costs are estimated at \$7.9 million. The City of Urbana and the Urbana-Champaign Sanitary District request \$6.32 million in funding with a local share of \$1.58 million.

#### Return on Investment

The economic impacts of this project will be far ranging. Initial construction jobs will be just the beginning of both job and tax base increases due to future developments. The area to be served is approximately 3,100 acres. Increases in employment in the area plus property, sales, and utility taxes will be generated.





## Infrastructure

### Two Solar Powered Message Boards Proposed by the City of Urbana

#### Issue

Many times it is necessary to provide information and notice to the public of upcoming road construction, large university and community wide events, and emergency notifications. A message board along interstates and arterial streets would accommodate this need.

#### Background

The Champaign Urbana Urbanized Area Transportation Study (CUUATS) completed a Final Report of the Champaign-Urbana-Savoy Regional Transportation System in March 2005. Message boards would be a powerful tool to assist this area in informing the traveling public with road closures, and accident, detour and emergency messages. These message boards are proposed as a community wide asset to address public safety and transportation situations. Their proposed use would be placement on arterial streets as applicable to notify the traveling public of situations to assist them in planning or preparing for travel, dealing with disasters, major community event impacts, etc.

#### Action Requested

Total project cost is estimated at \$60,000. The City of Urbana request \$48,000 in funding with a local share of \$12,000.

#### Return on Investment

The benefit to both City and the County would be less traffic congestion and inconvenience experienced when major roads are repaired, reconstructed or impacted by major community events and faster information dissemination in the event of a disaster or other public safety concern.





## Infrastructure

### University District Street Lighting Replacement Project Proposed by the City of Urbana

#### Issue

Existing series street lighting is approximately 50 years old, is in poor condition, carries extremely high voltage, and replacement parts are no longer available.

#### Background

The electrical circuits serving these street lights are series circuits which carry high voltage that could be extremely dangerous. The underground conduits/wires are in poor condition and have been damaged numerous times due to the considerable amount of construction work in the University District. Failure of one light knocks out all others on a circuit. With this realization and the poor overall condition of lighting, pedestrian safety is at risk due to poor visibility and the potential for crimes in the area.

#### Action Requested

Total project cost is estimated at \$900,000. The City of Urbana request approximately \$720,000 in funding with a local share of \$180,000.

#### Return on Investment

The benefit to both the City and the County would be initial construction jobs with the project and it would benefit the City, and particularly University District businesses, residents and visitors, by increasing lighting levels and reliability on the University of Illinois campus. Construction and maintenance workers safety would also be increased because of the use of a lower voltage system.



## Public Facilities & Services

### Public Safety Radio System Replacement Project Proposed by the City of Champaign

#### Issue

METCAD is seeking funding assistance for the purchase of portable and mobile radio equipment for member police and fire departments to use with the new radio system.

#### Background

METCAD, the primary 9-1-1 Dispatch Center serving Champaign County, performs call-taking and dispatch functions for 33 police and fire departments. The radio system, or communications network, remains a patchwork of the original conventional VHF and UHF radio systems and infrastructure equipment used in the 1970's when METCAD was created. Some infrastructure components are no longer manufactured, and the used parts supply will run out during the next few years. The communications load on the radio system is dramatically higher today than when METCAD was founded, with approximately double the number of dispatched calls and double the number of police and fire units serving the public on a typical shift. Modern police and fire operations require the use of additional radio talk groups. Conventional UHF and VHF radio systems require additional frequencies to add talk groups; however, additional frequencies are very hard to obtain in those bands.

A radio system study, begun in 2002, was undertaken by member agencies to determine the alternative that would best serve Champaign County for the longer-term. The result was that a private, digital trunked 800 MHz system for police paired with a conventional VHF system for fire would meet the desired performance characteristics and was capable of scalability. It also had the ability to keep pace with technological evolution at a lower cost.

It was anticipated that the wired-line surcharge rate that was approved by referendum in 1996 would be a source of revenue sufficient to support all of the capital costs associated with the system replacement, including the purchase of compatible radios for the 33 member agencies. METCAD has committed \$6,372,142 to the project, which is already over budget. This surcharge revenue has fallen short of projections due to the widespread popularity of cell phones and high-speed internet connectivity options. As a result, it has been determined that member agencies will need to purchase field equipment, i.e. mobile and portable radios, for their own departments.

#### Action Requested

METCAD seeks financial assistance in grant funds up to \$3 million for the purchase of portable and mobile radio equipment for 11 local police departments, 3 full-time paid fire departments and 22 rural volunteer fire departments. These departments serve the majority of the citizens of Champaign County. The mobile units cost \$2,433 each and the portable units cost \$2,217 each. Public safety agencies will be responsible for the purchase of accessory components to support their needs.





### **Return on Investment**

The requested equipment will enhance public safety and disaster preparedness by dramatically increasing interoperable communications across multiple jurisdictions and disciplines. The trunked system will feature significantly improved signal strength throughout the County, allowing most user groups to operate with only portable radios. System performance will be consistent throughout the County for all talk groups on the trunking system.

- The new system will be much more robust and reliable than the old one. Simulcast operation, overlapping transceiver coverage, redundant power supplies, improved connectivity between sites, and redundant control computers will provide seamless performance in the event of individual component failures.
- The system will allow for the formation of many more talk groups because of the greater spectrum efficiencies of trunking technology. 800 MHz frequencies are available for METCAD's use in such a system.
- The new system will be able to support a very large number of users compared to the old system, and it will be scalable to meet growth in the future.
- Technological development in the future will be based upon this type of digital communications system. Evolutionary improvements will be possible for this system without requiring significant replacement of the physical infrastructure for 15 years.
- The system will have great flexibility and will be able to be configured to provide interoperable communications between all local, regional, state and federal emergency response assets as needed for disaster response operations.





## Public Facilities & Services

### New Mahomet Public Library Building

#### Proposed by the Mahomet Public Library District

##### **Issue**

Mahomet Township residents outgrew their tiny library over ten years ago. There are not enough books and other materials, computers, seats, shelves, program openings for children, or employees; and patrons can no longer be adequately served.

##### **Background**

The library is purchasing property on Highway 150 for construction of a new public library building. A capital campaign is in progress, and there will be a referendum question on the ballot on April 17, 2007.

##### **Action Requested**

State and federal construction grants would reduce the amount of money that must be requested through a tax referendum, thus increasing the chances that a referendum would pass.

##### **Return on Investment**

A new library building would result in increased property values and improve the quality of life of the community. It would likely make Mahomet more attractive to prospective businesses and developments. It would enhance literacy, education, and recreation activities for all ages and would strengthen job training opportunities.





## Trails

### Development of the Marathon Oil Pipeline Trail Proposed by the Champaign Park District

#### Issue/Background

Both the Champaign and Urbana Park Districts have walking and biking trails, mostly existing within their parks and within their own boundaries. The University of Illinois also maintains trails within its own boundaries. The need for trails connecting the two communities and the university, however, is ever increasing as fuel costs rise and more people begin walking or riding bicycles to work and school in an effort to save money.

The new trail is part of the Comprehensive Greenways and Trails Facilities Plan to establish a formalized greenways and trails system for pedestrians, joggers and bicyclists. It also accommodates the futures needs of the community by becoming a component of a regional greenways and trails plan for Champaign County and surrounding communities. The Champaign Park District has been awarded \$200,000 for the first phase of development; however, a \$200,000 match is required. The second phase must also be funded at approximately \$400,000.

#### Action Requested

As part of the overall Comprehensive Greenways & Trails Facilities Plan, the Champaign Park District requests funding in the amount of \$600,000 to complete the remainder of Phase I and all of Phase II of the Marathon Oil Pipeline trail development.

#### Return on Investment

As fuel costs continue to rise and global warming remains an ever present issue in today's society, the need for more cost effective and environmentally friendly means of transportation increases. With more trails available connecting neighborhoods, businesses, parks and communities, more people will see walking or riding bicycles as a more viable option to save money, reduce pollutants in the air, and provide alternative transportation.





## Trails

### First Street Trail

#### Proposed by the Champaign Park District

##### Issue/Background

Both Champaign and Urbana Park Districts have walking and biking trails, mostly existing within their parks and within their own boundaries. The University of Illinois also maintains trails within its own boundaries. As recommended in the Champaign County Greenways and Trails Plan, the continuation of the First Street Trail to the south and to the east to Meadowbrook Park would provide the first trail linking the two communities and would provide an alternative means to access the University of Illinois campus for both pedestrians and bicyclists.

##### Action Requested

Funding will be required, but the amount is still unknown as the project is still in the planning process.

##### Return on Investment

As fuel costs continue to rise and global warming remains an ever present issue in today's society, the need for more cost effective and environmentally friendly means of transportation increases. With more trails available connecting neighborhoods, businesses, parks and communities, more people will see walking or riding bicycles as a more viable option to save money and reduce pollutants in the air.





## Trails

### Urbana, Champaign, Savoy, UI Trail – Southern Loop Proposed by the Champaign & Urbana Park Districts

#### Issue

An east-west link for pedestrians and bicyclists is needed for recreation and commuter purposes.

#### Background

The southern loop extends east-west approximately seven miles through four jurisdictions: the City of Urbana, the City of Champaign, the Village of Savoy, and the University of Illinois. Three miles of this path is already constructed, all in Urbana. This path would link recreational places of interest, major employment, and residential sectors of the community. The proposed path is included in the 2004 Champaign County Greenways and Trails Plan, and is identified as part of the draft Champaign-Urbana-Savoy Community Path that seeks to link these municipalities in an off-street, shared-use loop. All agencies are on board with the idea, but funding is lacking.

#### Action Requested

Funding for the remaining four miles of shared-use path, including construction, engineering, and design, if possible, is being requested. A significant stretch of right of way would be set aside by the University of Illinois through its South Farms development along the Embarrass River corridor. The approximate cost per mile of trail is between \$450,000 - \$900,000 depending upon use of Illinois Department of Transportation standards, width of trail, topography, and amenities included.

#### Return on Investment

This would help create more multimodal opportunities in the urbanized area, which is one of the goals of the 2004 Long Range Transportation Plan for the Urbanized Area. Urban, rural, and unique scenic landscapes would all be connected along this corridor. Commuter and recreational users' safety would also be increased due to the off-street nature of the proposed facility. This amenity would help enhance the regional attractiveness of Champaign-Urbana-Savoy as a place to live, work, and recreate. Having an east-west connector path would also likely increase the bicycle and pedestrian mode choices for travel to work, which would decrease motorized vehicle traffic in the number one employment center, the University of Illinois.



## Trails

### **Southeast Link of the Rantoul Pedestrian & Bike Path Proposed by the Village of Rantoul**

#### **Issue / Background**

The Village of Rantoul has established a pedestrian and bike path network within the community, but lacks connectivity of certain residential areas to the network. More importantly, it lacks a link to important recreational facilities, such as the Willow Pond Golf Course, Whispering Pines Campground, and Heritage Lake Recreational Complex.

This project would fill the void in our community by extending a pedestrian and bike path from the Youth Center south and eastward to the aforementioned recreation facilities. This route would serve as the initial phase of a two part project that would then utilize the old Chandler Road bed as the basis for extending the bike path around the remaining perimeter of the former base and connect into the western portion of the bike path that currently ends south of the Hap Parker Aquatic Center. This transportation and recreational trail will link isolated subdivisions with important family functions and activities.

#### **Action Requested**

Request funding support in the amount of \$1.4 million for the development of a pedestrian and bike path link in the south east portion of the community.

#### **Return on Investment**

Establish an additional extension of the current bike path system to provide improved quality of life for the residents in the immediate area, while providing recreational, leisure and transportation opportunities for the community.



## Trails

### Curtis to Church Trail

#### Proposed by the Village of Savoy

##### Issue

Trails in the Village of Savoy are needed to link all areas of the community, particularly to parks and trails in Champaign and Urbana.

##### Background

The Village has constructed a bike trail on the west side of town that links with Champaign. As new developments are approved, trails throughout the developments are required. This section is one part of several that is ready to be constructed.

##### Action Requested

Funding is requested to help build this section of the trails in Savoy. The estimated cost of the project is \$1 million.

##### Return on Investment

This will fulfill goals of the metro area for more mobility options. It gives population direct access throughout the community and to Champaign-Urbana and the University of Illinois.



## Trails

### Urbana to Danville Trail

#### Proposed by the Urbana Park District

##### Issue

There is a need to create an east-west link for pedestrians and bicyclists for recreation and commuter purposes between Danville and Urbana-Champaign.

##### Background

The Urbana to Danville trail is proposed as a Rail-to-Trail initiative on the currently inactive and railbanked CSX rail line between Urbana and Danville. This 24.5 mile strip of land is currently owned by CSX, but is being leased by the Champaign County Design and Conservation Foundation (CCDC) in the hopes that it can be purchased soon. Senator Durbin acquired \$400,000 toward the land acquisition, but CSX has not demonstrated interest in negotiating for the land sale. Once the land is acquired, a paved, shared-use path is proposed that will connect the communities as well as some major regional attractions such as Kickapoo State Park and the Urbana Parks system.

##### Action Requested

Funding for land acquisition in the short term and construction of the shared-use path in the longer term. Assistance in initiating negotiations with CSX. The approximate cost per mile of trail is between \$450,000 - \$900,000 depending upon use of Illinois Department of Transportation standards, width of trail, topography, and amenities included. CCDC has appraised the land at \$600,000 and received a grant of \$400,000 with a limited time to use these funds. CSX has proposed \$7 million as value of acquisition rights because the land can be used for a utility corridor and generate revenue.

##### Return on Investment

This would help create more multimodal opportunities in the county, which is one of the goals of the Long Range Transportation Plan 2025 and is also a theme in the County Vision for the future. Urban, rural, and unique scenic landscapes would all be connected along this corridor. Commuter and recreational users' safety would also be increased due to the off-street nature of the proposed facility. This amenity would help enhance the regional attractiveness of Urbana-Champaign and Danville as places to live, work, and recreate. If national trends follow, adjacent property values would increase.





## Parks

### Development of the Robert C. Porter Family Park Proposed by the Champaign Park District

#### Issue/Background

Southwest Champaign is a rapidly growing residential area. In an effort to secure open space for recreational opportunities, the Champaign Park District purchased 38 acres of land prior to residential development. The site has been planted in brome grass, oats and alfalfa in order to aid in soil nourishment, prevent erosion, and provide bird and wildlife habitat, but little else has been done. A master plan for the site has been developed with the input and assistance of area residents and the decision to create a passive, educational park has been approved. Once complete, the park will not only provide much needed open space for the area and outstanding educational and recreational opportunities, but will also serve as a necessary buffer between the residential area and the adjacent sanitary district plant.

#### Action Requested

The Champaign Park District requests funding to complete this \$2.4 million project to develop this park, creating passive opportunities for recreation, education and leisure.

#### Return on Investment

The return on investment for this project is community-wide, providing for improved quality of life for residents in the immediate area, and also providing for recreational, leisure and educational opportunities for an area of the city where development is rapidly consuming open space.





## **Parks**

### **Dana Colbert Community Park Proposed by the Village of Savoy**

#### **Issue**

The Village of Savoy has only one community park and there is a great need to develop it as more growth is anticipated in the near future.

#### **Background**

The Village of Savoy had 14 acres of park area for a population of 4,400 as of 2004. The Village population is now 5,600. Through an Illinois Department of Natural Resources Open Space Lands Acquisition and Development (OSLAD) grant, the Village was able to acquire 50 acres to create Colbert Community Park. Another Illinois Department of Natural Resources OSLAD grant was acquired to help begin development of the park. Approximately 75 percent of the development of the park remains to be completed.

#### **Action Requested**

The Village of Savoy requests funding assistance to complete the park development. The estimated cost of the project is \$3 million.

#### **Return on Investment**

Fulfills the need for parks in Savoy and helps relieve usage of parks in Champaign-Urbana.



## Education

### Investment in Champaign Schools

#### Proposed by Champaign Community Unit School District #4

##### Issue

The Champaign School District faces a number of serious challenges as it attempts to continue to provide excellent educational opportunities for all its students. First, the District is operating under a Federal Court Order to address several complaints brought against it by several African American families. The “Consent Decree”, agreed to by a former Board of Education, states the District will attempt to rid itself of “unwarranted disparities” in the treatment of African American students in such areas as discipline, special education and academic achievement. The Decree also states that the District will provide about 240 new elementary school seats before it adds any other new schools. Second, the District is facing keen competition from smaller surrounding public school districts and private schools. Third, the age of the District’s schools (average age of elementary, middle and high schools are 49, 64 and 72 years respectively) have created an enormous need for renovation and program additions. Fourth, “tax caps” have cost the District \$48 million over the last ten years in lost property taxes. Meanwhile the tax rate has plummeted over 70 cents making Unit Four the second lowest school district taxing district in Champaign County. Finally, the District attempted to pass a \$65 million bond issue last year to address some of these issues, but failed.

##### Action Requested

We request that the Illinois Legislature support the funding of the School Construction Grant Program and for the Capital Development Board to award a School Construction Grant for \$65,940,000 to the Champaign School District for the following:

1. \$30,325,000 to construct a new elementary school in the southern part of the district, a new elementary school north of University and a new Dr. Howard Elementary School.
2. \$29,416,000 to renovate, air condition and provide new programming space at eight of the district’s elementary schools.
3. \$3,017,000 to provide safety and security improvements at all district schools.
4. \$1,000,000 to be used to acquire land for a future high school.
5. \$875,000 to create additional band and choral spaces at Central High School.
6. \$1,307,000 for bond issuance costs and interest expense until property taxes are received.

Award of the grant will allow the District to continue to provide an excellent education for all its students. The District also believes these improvements, when coupled with improvements in discipline, excellent educational programs and improved student achievement (all elementary and middle schools made Adequate Yearly Progress (AYP) last year compared to only four several years ago), will end declining enrollment and provide the learning environment that both the City of Champaign and the University of Illinois need to be successful.

The Project in particular meets DCEO Goal #3 – “Strengthens Education and Job Training”. It also has some impact on all four of the other goals.



## Background

We believe the Champaign School District must have equal facilities compared to other neighboring smaller districts and private schools to compete. To allow the District's schools to continue to deteriorate is put our entire community at peril.

A recent article in a major newspaper explains it this way in *"Pay Now or Pay Later for Jails"*: *"We ignore the changing demographics at our own peril. If we're going to fix things that need to be fixed, we need to do it now. A less educated state (Champaign) is in the long run, a poorer and less competitive state (city)... We either pay now or pay later... It's no coincidence that an estimated 65-70 percent of prison inmates are semiliterate or have a learning disability"*.

If the Champaign School District becomes the home only for those who can't afford to flee, all of us feel the effects: a local substandard labor force, decreased new commercial development, fewer housing starts, lowered property values, fewer public services and diminished recruitment of professionals for major employers. Now is the time to urge funding for Unit Four from the Illinois Legislature.



## Education

### Parkland College Student Services Center Proposed by Parkland College

#### Issue

Parkland College is seeking funding for a Student Services Center that will be designed to house student services and office areas in support of auxiliary functions for the college. Parkland College has continued to grow and the college's Master Campus Development Plan showed a deficit of space in several areas that would be addressed with a Student Services Center.

#### Background

Parkland College has continued to grow. At present, the fall enrollment is over six times greater, with an annual enrollment over seven times greater than it was when the college was built in 1967. Annual enrollment alone increased 15.4 percent from FY 2001 to FY 2005. As a result of this growth, the original space allocated for student activities has been converted to instructional areas or office space. Facilities like the student services offices and the bookstore were distributed throughout the campus where space permits. The space allocated for student services areas has not been sufficient or efficient for many years.

In 1996, Parkland College contracted with the National Center for Higher Education Management Systems (NCHEMS) to assess the space needs of the college and to develop the Master Campus Development Plan. The results of this space assessment showed a 111 percent deficit of student lounge and service space, a 19 percent deficit of food facilities space and a 46 percent deficit of administrative services space. One capital improvement project recommended in the Master Campus Development Plan was approximately 30,000 assignable square feet of space for a Student Services Center.

The proposed 36,031 assignable square feet facility will provide space for:

- Admissions, Records and Recruitment offices
- Student Support Services offices
- Career Center offices and student resource room
- Assessment Center
- Counseling and Advising offices
- Disability Services offices
- Financial Aid offices
- Student Life offices
- Instructional kitchen for Hospitality Program
- Food service/snack bar area
- Bookstore
- Meeting space
- Multi-use lounge
- Open-use computer lab
- Support area- additional space for maintenance supplies/functions and an alternate loading dock for central receiving

The Student Services Center would enable the College to achieve at least two goals stated in its Operational Plan. One goal is to develop the highest educational standards for the delivery of quality instruction and services to meet the needs of its increasingly diverse population.



**Action Requested**

\$13,622,800 State of Illinois

\$ 4,451,100 Parkland College local match

\$18,163,800 Total Project

**Return on Investment**

Parkland College serves the 240,000 residents of Community College District 505. Each year, one-third of all high school graduates attend Parkland College pursuing degrees, certificates, and coursework that result in transfers to a four-year university, or prepares students to enter the workforce directly.

In 2005, over 271 different employers within District 505 hired Parkland College graduates, demonstrating the fact that the College is a significant workforce development engine. Of the students graduating from occupational programs, 98.5 percent were employed within the State of Illinois, 71 percent are employed within the district.

Our tuition rates make access to higher education affordable and accessible, especially as tuition rates at four-year institutions skyrocket. For Parkland to remain a major economic and workforce development engine, attention must be paid to its physical infrastructure.



## Education

### St. Joseph-Ogden High School Addition and Renovation Project Proposed by St. Joseph-Ogden CHSD #305

#### Issue

St. Joseph-Ogden High School's original building was built in 1926. Building additions have been constructed in 1952, 1963, and 1976. The school district is experiencing enrollment growth and will run out of space within five years. The building needs to be upgraded and additions need to be made to meet these enrollment demands as well as the demands of a twenty-first century education.

#### Background

The voters of St. Joseph-Ogden Community High School District (CHSD) #305 passed a referendum to fund \$8.5 million dollars for building additions and renovations. This was the maximum amount that could be requested at this time due to debt limitations. The plan is to add 42,000 square feet to the current building and to renovate another 16,000 square feet. Included in the project plans are ten classrooms, expanded cafeteria and commons space, expanded library facilities, a new band and chorus room, a front entrance with a circle drive and parking, a new gymnasium, locker rooms, and weight room, additional administrative and student services offices, a re-modeled industrial arts/agriculture area, an upgraded auditorium/multi-purpose room, improved accessibility with a possible elevator, upgraded restrooms, and air-conditioning in most classrooms.

#### Action Requested

St. Joseph-Ogden CHSD #305 requests an additional \$1.4 million to allow for the completion of alternate plans, additional upgrades, and to allow the district to maintain its current fund balances to pay for educational and operational expenses.

#### Return on Investment

The building additions and renovations at St. Joseph-Ogden High School satisfy goals two and three of the Opportunity Returns Program. Improving upon a school infrastructure and enhancing a school's ability to offer a comprehensive education program are of value to both current and future citizens in the state of Illinois.

The project will help to improve the overall drainage plan in the village of St. Joseph and will provide needed water to the St. Joseph Wetland Restoration project. We have worked with engineers from the village to study the overall storm water master plan to ensure that work needed to be completed as part of this plan can be addressed during this project. Our location on the west side of St. Joseph and adjacent to the federally funded Wetland Restoration project allows us a unique opportunity to help all parties to improve existing conditions. The work included in this project will provide job opportunities for area contractors and businesses in Champaign County.

Education is the key to future growth of our citizenry as well as to the reduction of poverty and joblessness in all areas of the state. Quality schools enable Champaign County to enhance its drawing power when in competition for business and industry.

## Education

### Construction of a New Early Childhood Building Proposed by Urbana School District #116

#### Issue

The Washington Early Childhood building was originally erected in 1925. Building additions were added in 1951 and 1954. Out-dated electrical and mechanical systems and high levels of asbestos within the structure make renovations and upkeep impractical. The demands of best teaching practices, increasing enrollment, technology, accessibility, and safety codes require a more efficient building. Currently, only 6 of the 12 classrooms are internet accessible; the building has no space for confidential meetings, and no staff break room or lounge. Lack of space forces therapists to store supplies and conduct sessions in the hallways. There is no space for visitors, parents, or students who are waiting for classes to begin/end.

Building a new facility will help meet the demands of our community by reaching more students in need of preschool services. This works in conjunction with the current Pre-School for All funds which have been put aside to increase the numbers of students accessing preschools. However, these funds are for programmatic needs such as curriculum and staff; it does not include infrastructure monies.

#### Background

Washington Early Childhood serves 280 at-risk and special education pre-K students in an inclusive setting. Nine of the twelve classrooms offer morning and afternoon sessions; three classrooms, in collaboration with Head Start, support full-day sessions. For more than 4 years, the program has had a waiting list of an average of 50 students who are eligible for services, but unable to access them due to space restrictions. More than 85 applications are submitted each year for only 45 spaces.

Washington also houses the CU Early Program. This prevention initiative program has a strong parent education component that includes parenting classes for members of the Mahomet, Champaign, Urbana, and Rantoul communities.

In Spring 2006 Washington Early Childhood program met the highest standards in its field by receiving accreditation from the National Association for the Education of Young Children.

#### Action Requested

Urbana School District #116 requests that the Illinois Legislature support this project by awarding \$8 million for the construction of a new Early Childhood building.

#### Return on Investment

By increasing the number of children served by a quality preschool program, the community reaps long-term benefits. Research repeatedly demonstrates the importance of pre-kindergarten programs. A recent brief issued by The Committee for Economic Development states “Children who participate in high-quality preschool demonstrate higher academic achievement, are less likely to repeat a grade or require special education classes, and are more likely to graduate from high school and enroll in college. Students are also less likely to participate in criminal activity during their juvenile or adult years, or be victims of child mal-treatment or neglect. As adults, former preschool students are also less likely to be unemployed and more likely to have higher earnings than similar students who do not participate in preschool programs. Former preschool students are less likely to depend on public assistance, become teenage parents, or endanger their health by smoking.”





“The positive impact from preschool programs on students’ lives increases the likelihood that these students will become net economic and social contributors to society. Implementing preschool programs for all students whose parents want them to attend is expected to generate significant public and private benefits, producing \$2 to \$4 in net present-value benefits for every dollar invested.”

\* For a comprehensive review of the economic and social benefits of high-quality preschool, see *The Economic Promise of Investing in High-Quality Preschool: Using Early Education to Improve Economic Growth and the Fiscal Sustainability of States and the Nation* (Washington, DC: Committee for Economic Development, 2006.)





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