

Champaign County's transportation network includes roads, rail, pipeline, air, pedestrian, and bicycle facilities and many related amenities.

Roads

Champaign County has over 2,600 miles of roadways. The convergence of interstates and lesser highways puts the County in a favorable position for regional markets, including Chicago, St. Louis, and Indianapolis. Future development will depend on how roads are maintained and expanded upon; there is currently a known deficit of roadways for some newly developing areas of Champaign County. Figure 9-1 shows principal roadways in Champaign County.

Interstates

Three interstates covering 82 miles traverse Champaign County: I-57, I-74 and I-72. I-57 runs north-south between Chicago and its intersection with I-55 in Missouri. I-74 crosses central Champaign County east-west, extending from its intersection with I-80 in Davenport, Iowa to its intersection with I-75 in Cincinnati, Ohio. I-72 runs between its intersection with US Highway 61 in Hannibal, Missouri, and the west side of the City of Champaign.

There are a total of 18 interchanges in Champaign County. I-57 has eight interchanges: west of Rantoul; north of Champaign at Market Street; north of Champaign at Olympian Drive; with I-74 northwest of Champaign; with I-72 west of Champaign; at Curtis Road southwest of Champaign; at County Highway 18 (Monticello Road), and at Pesotum. I-74 has ten interchanges: in Mahomet at Illinois Route 47; in Mahomet at Prairieview Road; at I-57 northwest of Champaign; at Prospect Avenue in Champaign; at Neil Street in Champaign; at Lincoln Avenue in Urbana; at US45 (Cunningham Avenue) in Urbana; at US150 (University Avenue) in Urbana; in St. Joseph, and in Ogden. I-72 has two interchanges: at Illinois Route 47 south of Mahomet, and with I-57 west of Champaign.

Federal, State, and County Highways

Three US Routes totaling 100 miles run through Champaign County: US 45, US 150, and US 136. US 45 crosses the County north-south, traversing the cities of Urbana and Champaign as well as the villages of Ludlow, Rantoul, Thomasboro, Savoy, Tolono, and Pesotum. US 150 runs west-east through Champaign and Urbana and the villages of Mahomet, St. Joseph, and Ogden. US 136 runs west-east in the northern part of the County through the villages of Fisher, Rantoul, and Gifford. Each of these highways has at least one interchange with interstates in the County.

Illinois highways in Champaign County cover 68 miles and include Routes 10, 47, 49, 54, and 130. IL 10 extends from the City of Champaign westward to Piatt County. IL 47 begins at IL10 south of Mahomet and ends near the Illinois-Wisconsin border. IL 49 runs between Iroquois, Ford, Champaign, Douglas, Edgar, Clark and Jasper Counties. IL 54 crosses the northwest tip of Champaign County in a line between Iroquois County and Springfield. IL 130 starts in east Urbana and runs south to Edwards County near the Illinois-Indiana border.

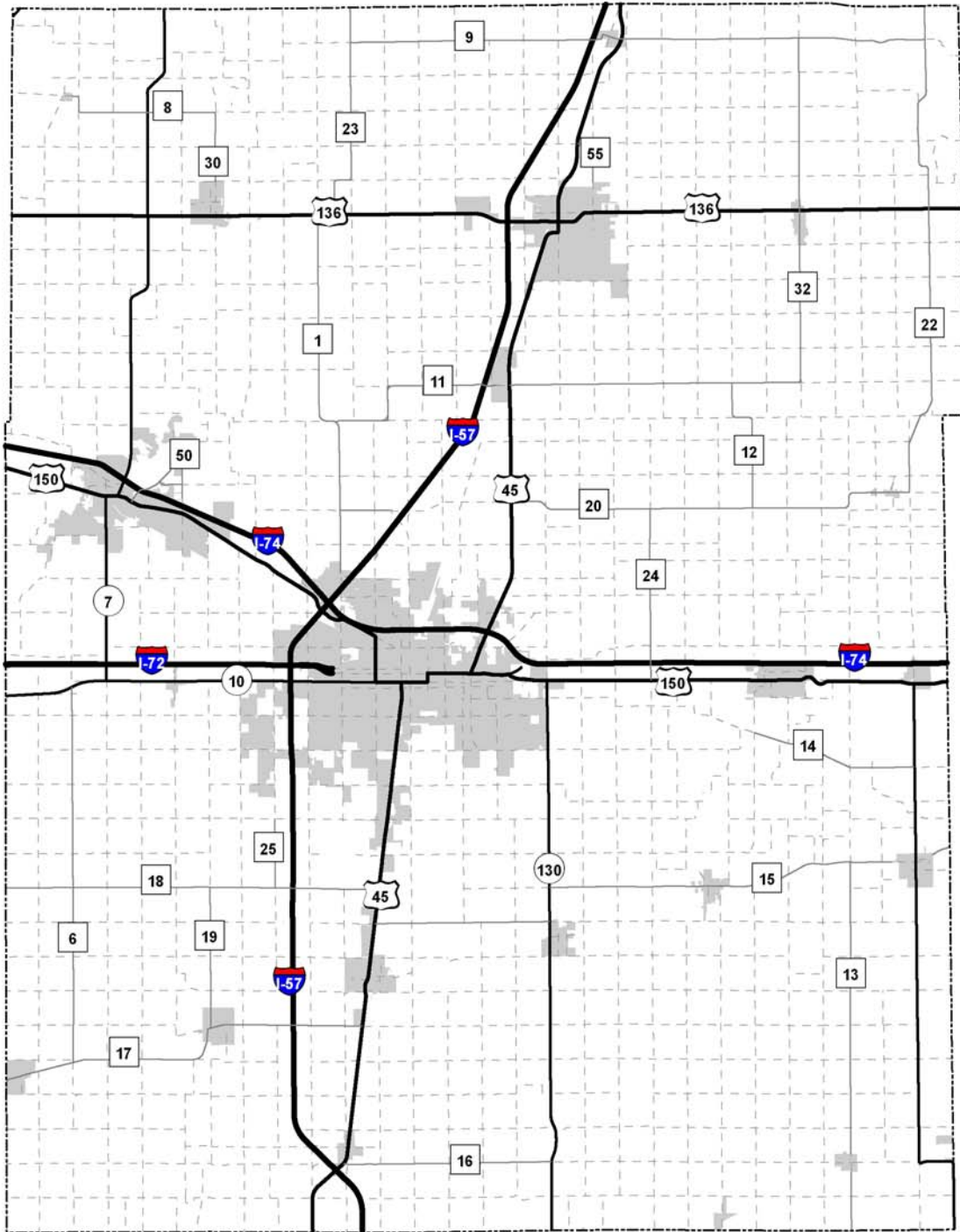
Over 20 county highways totaling approximately 190 miles connect communities, other counties, rural areas, and other major roads in Champaign County.

Township Roads

The majority of roads in Champaign County, covering approximately 1500 miles, are township roads. With very few exceptions, township roads fall outside corporate limits. As municipalities expand to lands along these roadways, township road maintenance is typically transferred to the municipality.

Individual township roads generally carry much lower volumes of traffic than County Highways. Figure 9-3 indicates that all township roads carry less than 2,000 ADT. However, because of their narrow width and general characteristics, township roads also have a limited traffic capacity. Nearly all rural traffic travels to some extent over township roads. Township roads provide basic access in the rural area and are important for farm related traffic. The presence of farm traffic on township roads has some effect on safety because farm vehicles are generally larger and move more slowly than non-farm traffic. Farm related traffic is generally seasonal and does not occur year round. Non-farm rural traffic also results from isolated rural residential development. Non-farm rural traffic occurs year round and even a small volume of non-farm rural traffic can be a serious impediment to seasonal farming operations. Some township roads carry a much greater than desirable volume of non-farm traffic, which can create serious traffic safety issues when seasonal farm traffic does occur.

Figure 9-1: Roadway Jurisdiction



Highway Designation
 Champaign County

- Legend
- County Hwys
 - State Hwys
 - Federal Hwys
 - Interstate
 - Other Principal Roads
 - Municipal Boundary
 - ⋯ County Boundary



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Functional Classification

IDOT classifies each roadway in the County by the type of service they are intended to provide. IDOT uses different classifications, which are divided into Urban and Non-Urban subtypes due to the significant differences in roadway characteristics. In its most generalized form, functional class can be divided into the following categories: Interstate, Other Principal Arterial, Minor Arterial, Collector, and Local Road. Table 9-1 shows the number of miles by functional classification for roads in Champaign County. Figure 9-2 displays the classifications.

Table 9-1: Functional Classification of Champaign County Roads

Functional Classification	Miles
Interstate	77.48
Non-Urban	55.15
Urban	22.33
OPA	68.36
Non-Urban	20.11
Urban	48.25
Minor Arterial	160.25
Non-Urban	72.65
Urban	87.6
Major Collector (non-urban)	264.78
Minor Collector (non-urban)	29.58
Collector (urban)	84.26
Local Road	2025.04
Non-Urban	1596.9
Urban	428.14
TOTAL	2709.75

Source: Illinois Highways and Streets Mileage and Statistics, 2006.

Maintenance Jurisdiction

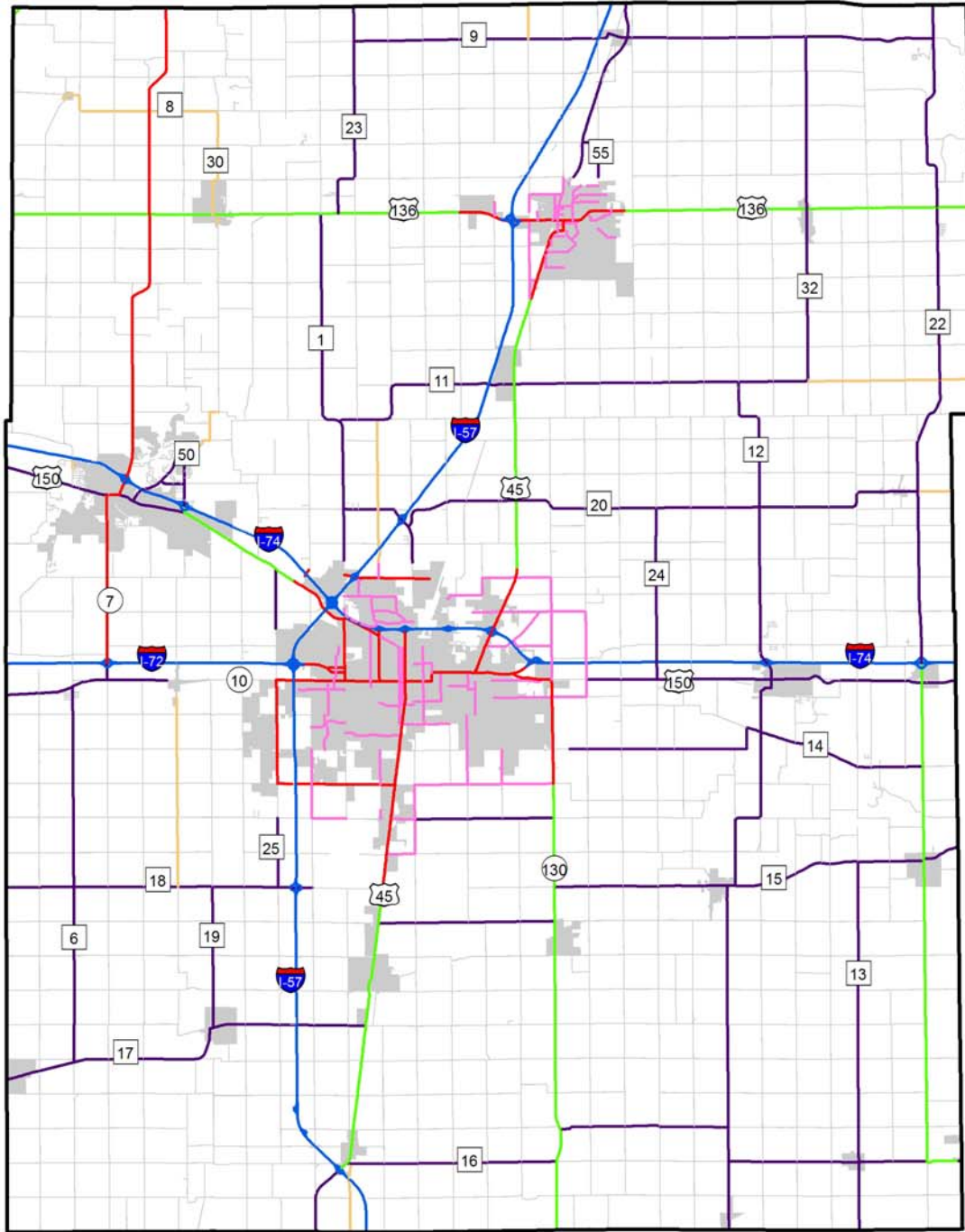
A variety of agencies maintain roadways in Champaign County, ranging from private parties to state agencies. As can be seen in Table 9-2, township or road districts maintain the majority of Champaign County roads. Once roads are annexed into a municipality, a maintenance agreement is typically transferred from the township to the municipality.

Table 9-2: Roadway Maintenance Jurisdictions in Champaign County

Maintenance Jurisdictions	Miles
Township or Road District	1452.8
Municipality	467.2
IL Division of Highways	323.0
County	194.3
Adjacent Township or Road District	106.5
Private	25.5
Other State Agency	10.0
Adjacent County	3.5
TOTAL	2582.8

Source: Illinois Highway Information System, October 2006

Figure 9-2: Roadway Functional Classification



Highway Functional Classification

Champaign County

Legend

- | | |
|--------------------------|-----------------------------|
| County Boundary | Local Road or Street |
| Municipal Boundary | Major Collector (Non-Urban) |
| Interstate | Minor Arterial (Non-Urban) |
| Other Principal Arterial | Minor Collector (Non-Urban) |
| Collector (Urban) | |



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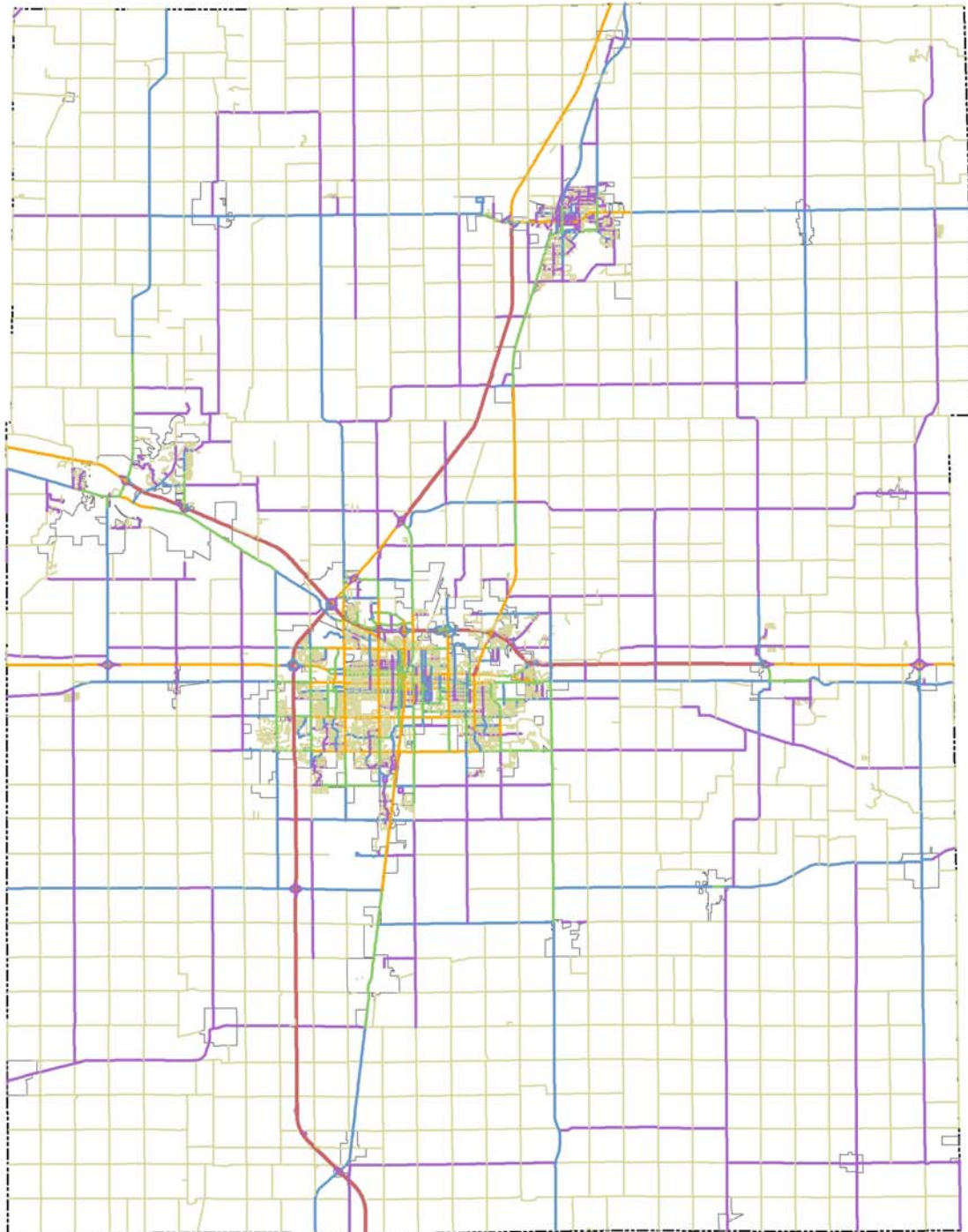
Traffic Volumes

Average Daily Traffic (ADT) counts are bi-directional 24-hour traffic volumes for a given roadway segment. Generally, interstates carry the greatest burden of traffic volumes, but there are some municipal roads in Champaign-Urbana that carry volumes greater than some interstate segments. Table 9-3 shows those roads in the County with an ADT greater than 25,000. Figure 9-3 displays countywide ADT volumes.

Table 9-3: Champaign County Roads with ADT Greater Than 25,000

Rank	Segment	ADT	Year
1	I-74 between Neil and Lincoln	54,700	2005
2	I-74 between Prospect and Neil	47,200	2005
3	I-74 between Lincoln and US45 (Cunningham Avenue)	46,100	2005
4	I-74 between I-57 and Prospect	36,600	2005
5	I-57 between I-72 and I-74	35,600	2005
6	I-74 between US45 (Cunningham Avenue) and University Avenue	32,100	2005
7	Prospect Avenue between I-74 and Marketview Drive	31,400	2006
8	Prospect Avenue between I-74 and Bloomington Road	31,300	2006
9	I-74 between I-57 and Prairieview Road (Mahomet)	29,400	2005
10	I-74 between University Avenue and St. Joseph	29,200	2005
11	I-57 between I-72 and County 18 (Monticello Road)	27,600	2005
12	I-74 between IL47 and Prairieview Road (Mahomet)	27,600	2005
13	I-57 between County 18 (Monticello Road) and Pesotum	27,500	2005
14	I-57 between Pesotum and county line	26,600	2005
15	I-57 between Market St (north fo Champaign) and Rantoul	26,200	2005
16	US45 (Cunningham Avenue) north of University Avenue (US150)	25,700	2005
17	I-74 between St. Joseph and Ogden	25,000	2005

Figure 9-3: Average Daily Traffic Volumes



Average Daily Traffic

Champaign County

Legend

- | | |
|---|---|
| — 24101 - 54700 | — 2101 - 6600 |
| — 13501 - 24100 | — 400 - 2100 |
| — 6601 - 13500 | — 0 - 399 |
| County Boundary | Municipal Boundary |

CHAMPAIGN COUNTY
LRMP
LAND RESOURCE
 MANAGEMENT PLAN

N

0 2.5 5 Miles

Date Map Prepared:
 October, 2007

Commuting to Work

The vast majority of working Champaign County residents work in the County. Of the 100,737 people the 2000 Census registered as working in Champaign County, 86,425, or 86%, were residents of Champaign County. The Census also showed that 4,943 Champaign County residents left the County to work elsewhere. Champaign County received 14,312 workers from 141 other counties in 32 states.

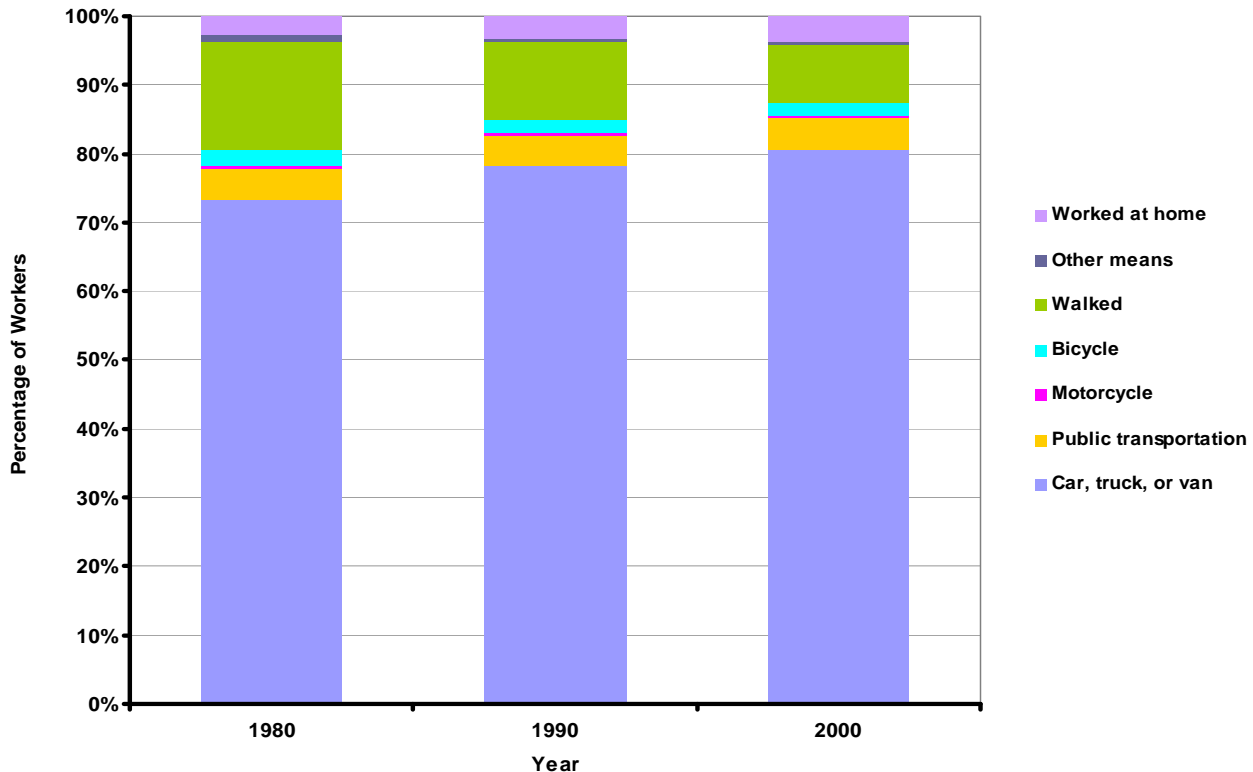
Champaign County residents tend to travel to work alone by car more than any other mode. Table 9-4 shows the number of residents traveling by each mode for their commute to work. Figure 9-4 illustrates the changing travel mode choice for commuters between 1980 and 2000.

Table 9-4: Commuter Travel Modes for Champaign County

Travel Mode	Residents	Proportion
Car, truck, or van:	73,510	80.5%
<i>Drove alone</i>	63,429	86.3%
<i>Carpooled</i>	10,081	13.7%
Public transportation	4,488	4.9%
Motorcycle	190	0.2%
Bicycle	1,646	1.8%
Walked	7,770	8.5%
Other means	426	0.5%
Worked at home	3,338	3.7%
Total	91,368	100.0%

Source: Census 2000 SF-3.

Figure 9-4: Commuter Travel Modes for Champaign County, 1980-2000



The majority of working residents in Champaign County spend less than 25 minutes traveling to work, as can be seen in Table 9-5. The mean commute time in 2000 was 16.8 minutes.

Table 9-5: Commuter Travel Time

Commute Time	Number of Workers
Less than 5 minutes	4,405
5 to 9 minutes	15,657
10 to 14 minutes	21,782
15 to 19 minutes	19,380
20 to 24 minutes	11,501
25 to 29 minutes	3,852
30 to 34 minutes	5,880
35 to 39 minutes	689
40 to 44 minutes	847
45 to 59 minutes	1,797
60 to 89 minutes	1,192
90 or more minutes	1,048
Worked at home	3,338
Total	91,368

Source: 2000 Census SF-3

Rail

Rail Lines

Champaign County has approximately 225 miles of active rail lines, owned by three different companies: Canadian National-Illinois Central, Norfolk-Southern, and Union Pacific.

- The Canadian National-Illinois Central Railroad runs north-south through the heart of Champaign County, passing through Ludlow, Rantoul, Thomasboro, Champaign, Savoy, Tolono, and Pesotum. Both passenger and freight trains run on this track.
- Another Canadian National line runs from Seymour through Bondville and Champaign. West of Seymour, the line was abandoned and is now managed by a Rails-to-Trails program, Heartland Pathways.
- The Norfolk-Southern Railroad owns three tracks in different parts of the County:
 - along a northeast-southwesterly course through Foosland in the northwestern corner of the County;
 - east-west through Mahomet and Champaign, linking to other railroad lines in eastern Champaign; and
 - east-west through Ivesdale, Sadorus, Tolono, Philo, Sidney, and Homer.
- Union Pacific owns the line that runs northeast-southwest through Royal, St. Joseph, and Sidney in eastern Champaign County.

Crossing Locations

There are 189 at-grade crossing locations and 38 grade-separated crossings (bridges) in Champaign County, as shown in Figure 9-5. Each crossing is distinct from the others due to roadway geometry and the type of protection the crossing offers. Crossings can have flashing lights, signals, crossbucks, gates, signs, or be grade separated from vehicular traffic (i.e. overpass or underpass).

Of the grade separated crossings, 17 are located in unincorporated areas of the County. There are 106 at-grade crossings in unincorporated areas, the majority of which are only protected by crossbucks.

Rail Traffic

Freight traffic. Figure 9-6 shows rail traffic for the County. The Norfolk-Southern line running through Tolono is the busiest rail line in Champaign County, with 47 trains running daily, according to the Federal Railroad Administration. The Canadian National-Illinois Central track carries about 30 trains per day, followed by the Union Pacific line south of Tolono, which has about 24 trains daily.

Passenger Traffic. Amtrak runs three southbound and three northbound passenger trains on the City of New Orleans route that runs daily between Chicago and Carbondale and stops in Champaign-Urbana. One of the southbound trains continues on to New Orleans and one northbound train originates in New Orleans. Four of these trains also stop in Rantoul. Table 9-6 shows the total number of boarding and disembarking Amtrak passengers for the Champaign and Rantoul stations from 2003 through November 2007.

Table 9-6: Amtrak Passengers at Champaign and Rantoul Stations, 2003-2007

Year	Champaign	Rantoul
2003	73306	902
2004	78115	976
2005	82591	1044
2006	92750	1382
2007*	123586	2430

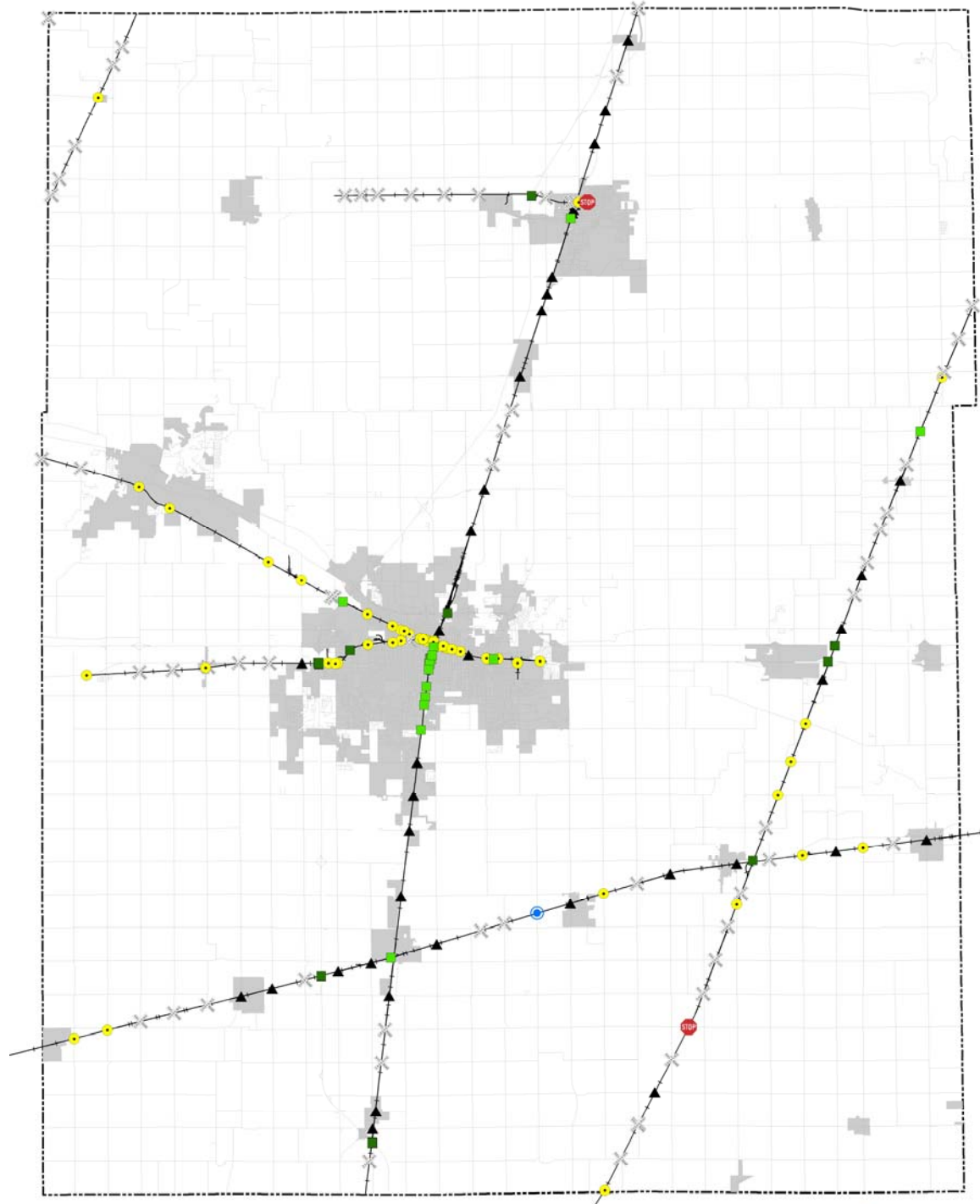
* January - November 2007

Source: IDOT

Abandoned Lines. Over the years, some rail companies have abandoned their lines. Some companies maintain ownership of these tracks in anticipation of possible future use. Others sell the land off to adjacent land owners, other rail companies, or parties interested in using the track acreage for other purposes. There are over 40 miles of abandoned track in the county.

One increasingly noted activity for abandoned rail lines are Rails-to-Trails programs. Interest groups purchase or lease the abandoned track acreage from the rail companies, and typically create nature or pedestrian/bicycle paths along the routes. In Champaign County, land acquisition negotiations are ongoing with the CSX rail company for the track between east Urbana and Danville in Vermilion County. Local agencies would like to construct a 35-mile long shared use facility for bicycles and pedestrians. Another local Rails-to-Trails initiative is Heartland Pathways, which begins on an old interurban track near Seymour in Champaign County and extends approximately 33 miles into Piatt County. This abandoned track is in the process of being converted to a nature trail that showcases preserved and restored prairie.

Figure 9-5: Rail Crossings by Type



Railroad Crossings
 Champaign County

Legend

- Flashing Lights
- Four Quad Gates
- ▲ All Other Gates
- Stop Signs
- × Crossbucks
- RR Underpass
- RR Overpass
- Rail
- Roads
- Municipal Boundary

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0 2.5 5 Miles

N

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Figure 9-6: Trains Per Day



Trains per Day
 Champaign County

Legend

- 0 - 2
- 3 - 9
- 10 - 25
- 26 - 30
- 31 - 48
- Rail
- Civil Townships

CHAMPAIGN COUNTY
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LAND RESOURCE
 MANAGEMENT PLAN

N

0 2.5 5 Miles

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Pipelines

Pipelines serve as a major transporter of natural gas, petroleum, and utilities in Champaign County. Their locations can affect how development occurs around them and what types of land uses can be situated in their proximity. Figure 9-7 displays natural gas, utility, and petroleum pipelines in Champaign County, as mapped by U.S. Department of Transportation - Pipeline and Hazardous Materials Safety Administration. The map represents transmission pipelines and is not a substitute for contacting a one-call center prior to excavation.

Air

Airports

The University of Illinois' Willard Airport in Savoy is the only commercial airport in Champaign County. Willard provides seven daily departures to Chicago, two to Detroit, one to Dallas, and twice-weekly service to Las Vegas. Table 9-7 shows the number of enplanements, or persons on a departing flight from Willard Airport, for years 2000-2006.

Table 9-7: Willard Airport Enplanements, 2000-2006

	<u>Enplanements</u>
2000	127,845
2001	125,183
2002	111,159
2003	100,849
2004	122,778
2005	137,635
2006	121,813

Source: UI Willard Airport, 2007.

Rantoul National Aviation Center was created in 1993 after the closure of Chanute Airforce Base. The airport is owned by the Village of Rantoul and is open for public use. In 2005, it averaged 55 planes per day.

Frasca Field is a private airport open for public use located about one mile north of Urbana. In 2006, it averaged 41 planes per day.

Airport Safety Zones

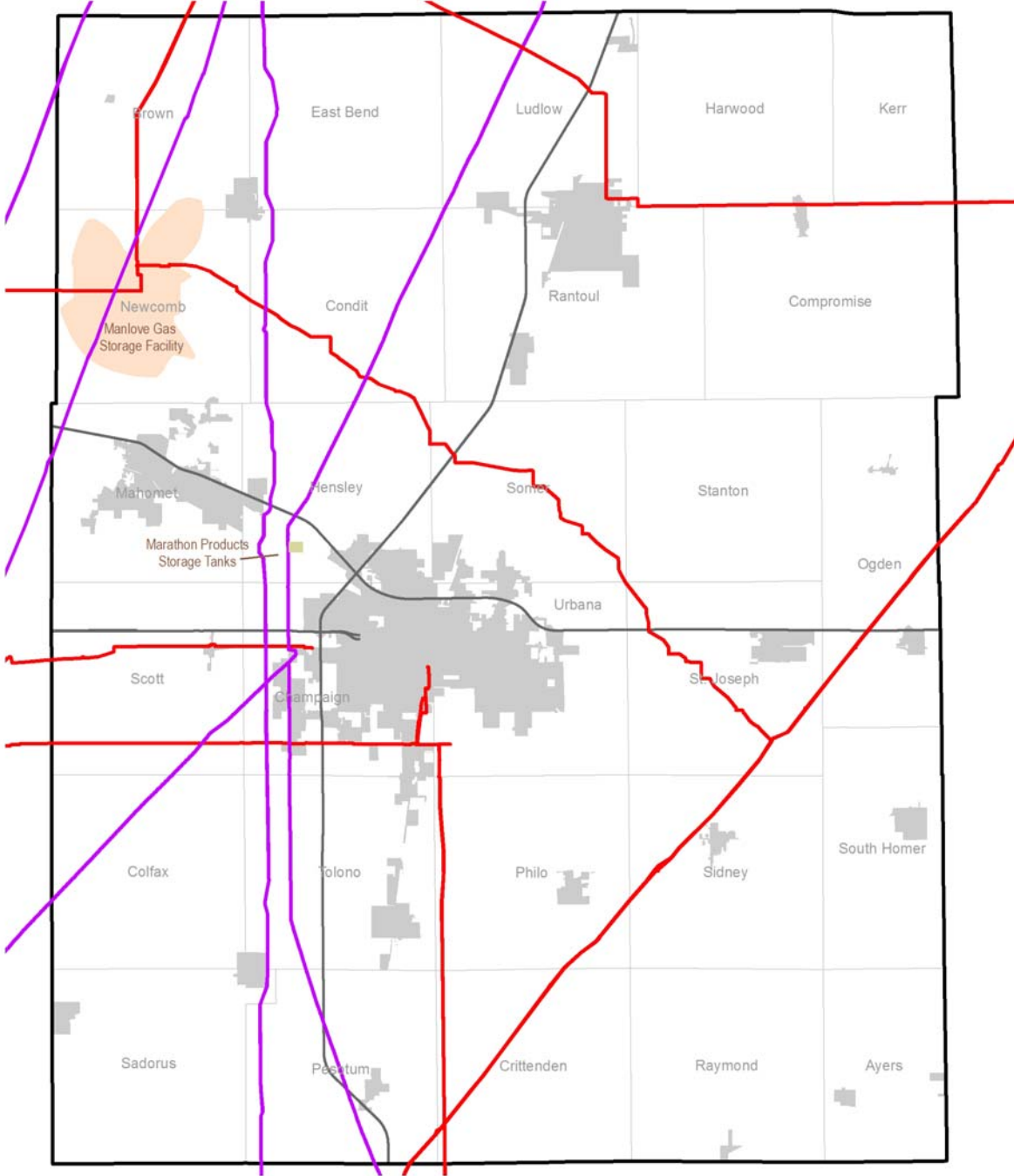
The Illinois Administrative Code Title 92 Ch. 1, Part 14 defines standards for public and private aircraft landing areas. Airports are required to maintain both land area and vertical space to meet airport safety considerations. These areas surrounding airports are exposed to considerable noise and public safety concerns that impact activities that should occur on adjacent properties. Similarly, these areas could pose a hazard to airport safety by installing lighted signs or reflective facades. Noise, height restrictions, and safety are important considerations when evaluating land use options near airport facilities. Figure 9-8 shows the locations of primary airports in Champaign County.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities include sidewalks, on-street bike lanes, on-street bike routes, off-street shared use paths and off-street side paths. Sidewalks generally have good coverage in urban areas to facilitate pedestrian movement, but may be lacking in some areas and are less likely to be found in smaller municipalities. On-street bike lanes are typically urban facilities that provide dedicated roadway space, signage, and markings for bicyclists. On-street bike routes are roadways that are typically identified by signage that are considered better for bicycle traveling conditions and safety. Off-street shared use paths are generally 8-10 feet in width, paved or unpaved, facilities that are intended for use by pedestrians, bicycles, strollers, and/or skaters. Off-street side paths are shared use paths adjacent to roadways.

In Champaign County, as shown in Figure 9-9, there are about 10 miles of on-street bike lanes, all found in Champaign-Urbana. On-street bike routes are currently planned for both Champaign and Urbana, but none are currently being maintained. Shared use paths can be found in various parts of the County, including urban areas and some of the Forest Preserve District lands. Currently, there are over 50 miles of shared-use paths, including side paths.

Figure 9-7: Gas and Hazardous Liquid Transmission Pipelines



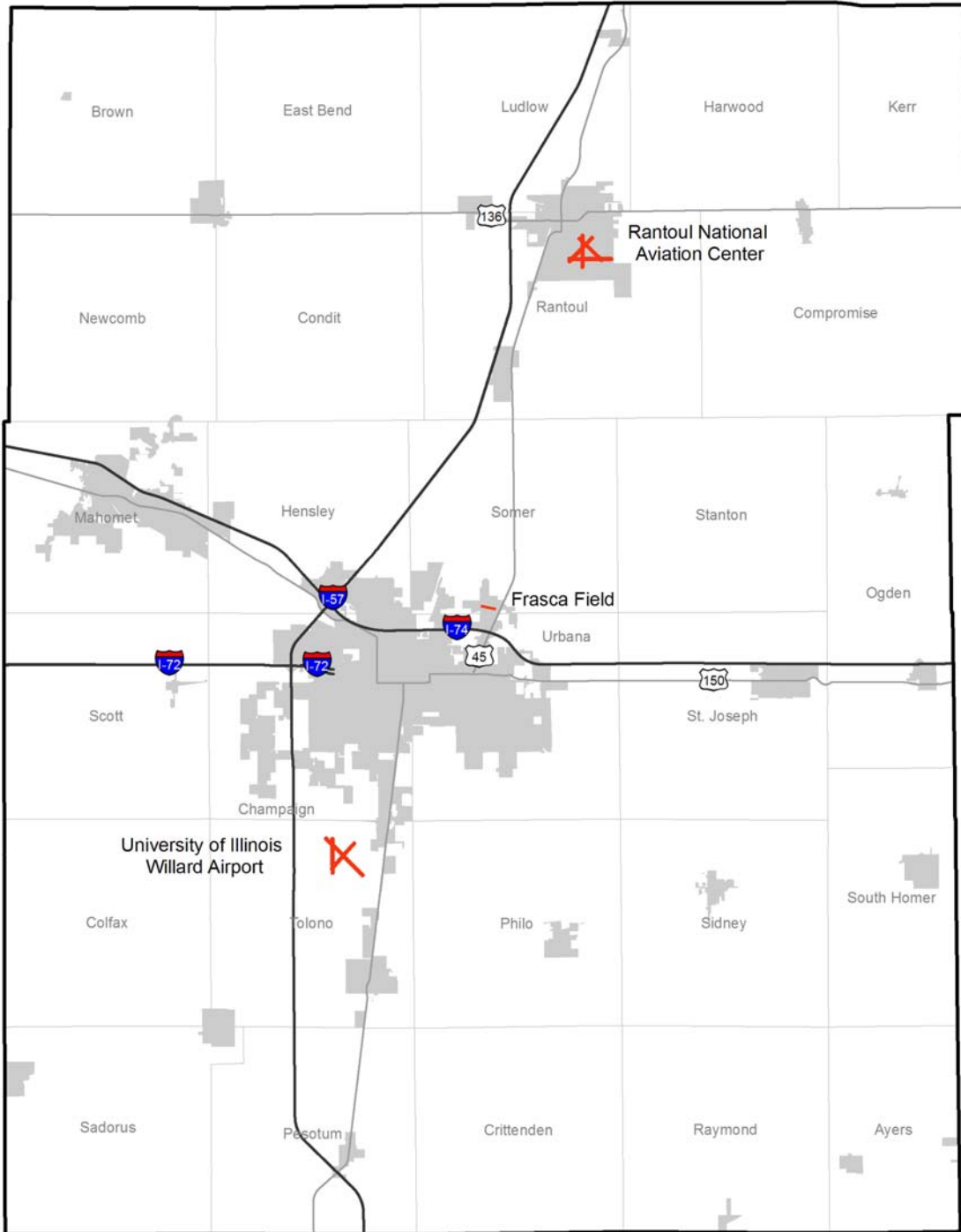
Gas and Hazardous Liquid Transmission Pipelines
 Champaign County

- Legend
- Gas Pipelines
 - Hazardous Liquid Pipeline
 - Interstates
 - Municipal Boundary
 - Civil Townships
 - County Boundary



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 October, 2007

Figure 9-8: Primary Airports



Primary Airports
 Champaign County

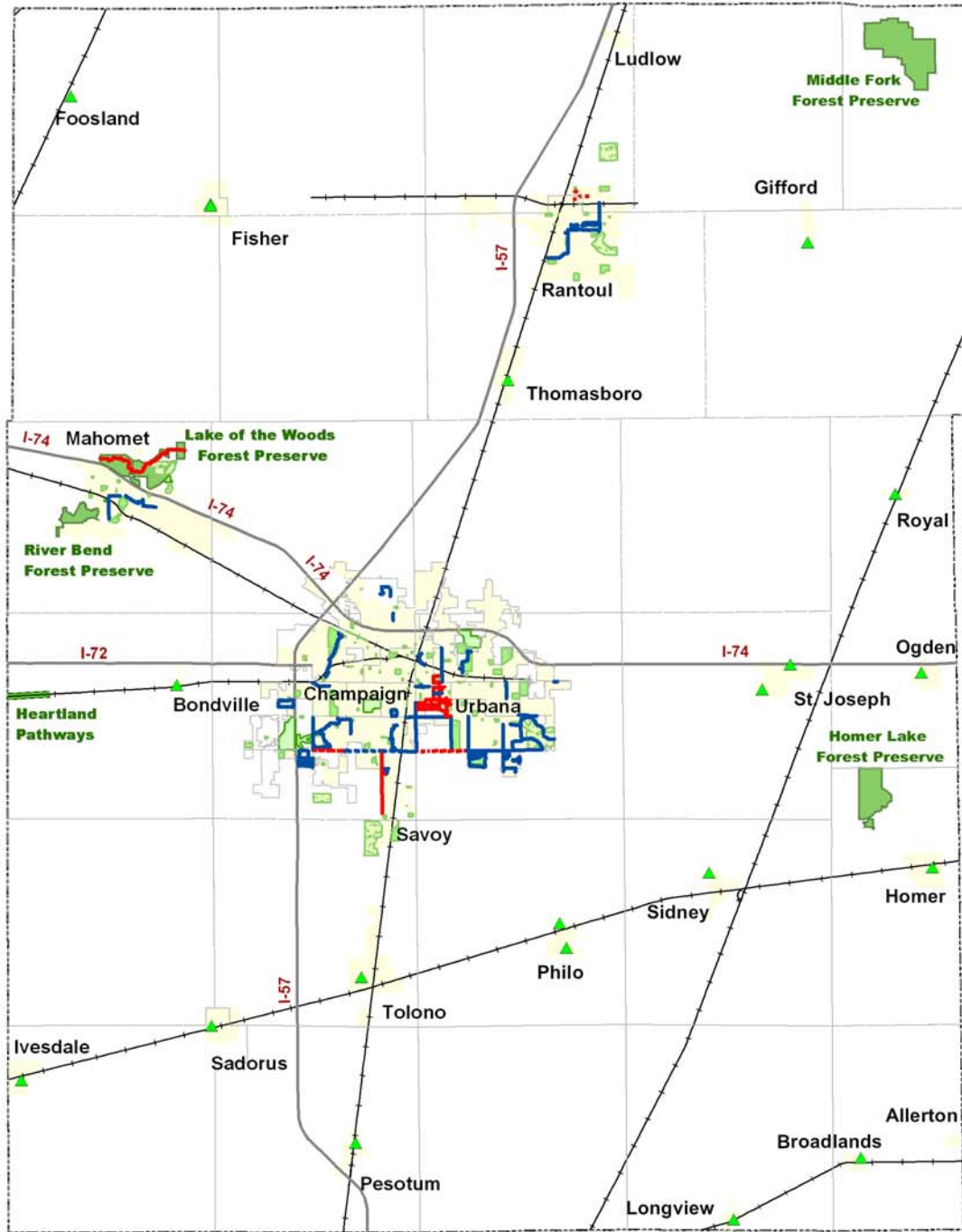
Legend

- County
- Interstate
- Federal Highway
- Civil Township
- Municipal Boundary
- ✕ Airport Runway



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Figure 9-9: Existing Greenways and Trails, 2006



Existing Greenways and Trails
Champaign County

- Legend**
- Shared-Use Path
 - Divided Shared-Use Path
 - Bike Path
 - On-Street Bike Lane
 - Rails-to-Trails
 - Interstate
 - Rail
 - Public Park
 - Private Recreational
 - Public Golf Course
 - Public/Private Recreational
 - Forest Preserves
 - ▲ Town Parks
 - Corporate Limits

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0 2.5 5 Miles

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