



## MEMORANDUM

**TO:** Mayor Laurel Lunt Prussing and Members of the City Council  
**FROM:** William R. Gray, Public Works Director  
**DATE:** April 15, 2010  
**RE:** North Lincoln Avenue Design Information

At the Committee of the Whole meeting on April 12, 2010 a motion was made for staff to explore the possibility of accelerating the design of north Lincoln Avenue from its current terminus (just north of Saline Court) to the proposed Olympian Drive intersection. The distance is approximately one mile in length and its sweeping "S" curve is located per an approved North Lincoln Avenue Location Study dated October, 1998. The proposed right-of-way needs are nominally 100' in width (wider at some fill locations) to accommodate an ultimate four lane (each 12' wide) roadway with an 18' raised curb median, streetlights and sidepath.

The preliminary cost estimates for the completion of this one mile length (assuming the installation of two travel lanes only, deferring the installation of the sidepath and streetlights, the intersection costs are included with the Olympian Drive project, and purchasing only half the needed rights-of-way and obtaining the balance upon a future land dedication or purchase) is:

• Location Study Update	\$104,000	assume 4% of Construction Cost
• Design Engineering	\$234,000	assume 9% of Construction Cost
• Construction Cost:	\$2,600,000	
• Right Of Way:	\$300,000	
• Utility Adjustments:	\$75,000	
• Construction Engineering	\$208,000	assume 8% of Construction Cost
TOTAL	\$3,521,000	

Currently, there are no available funds in the Capital Improvement Plan (CIP) identified for this location study update or design engineering (\$338,000). A suggested way to fund this is to borrow the money and use Capital Improvement Replacement Funds in the next five years to retire this debt. The impact to the CIP would be a reduction in storm sewer related work in the ensuing years. Champaign County did share equally in the cost of the original Location Study that was completed in 1998 and they also contributed towards the Lincoln Avenue Improvements recently completed between Somer Drive and north of Saline Court which included a bridge over the Saline Branch. The County would have to be contacted and would have to approve another expenditure of funds for this purpose.

First, if part of the \$5,000,000 from the State Capital Bill is to be used, the City would need to obtain approval from its two partners in the Olympian Drive project, the City of Champaign and Champaign County. Second, the intergovernmental agreement would need to be amended by the three parties. Keep in mind that any funds used from the Capital Bill for Lincoln Avenue would translate into more local funding needed to complete Olympian Drive. Third, any additional use of the State Capital Bill funds other than the intended Olympian Drive use requires the approval of the two area legislators (Senator Michael Frerichs and Representative Naomi Jakobsson), who sponsored the funding. Last, approval from IDOT is required. IDOT representatives indicated that they would most likely approve such a change if both legislators agree. In order to secure the City of Champaign's support preliminary indications have shown a strong interest to improve Duncan Road between US 150 over I-74 to proposed Olympian Drive with widening the existing narrow two lanes and provide an asphalt overlay. Again dollars taken from the Olympian Drive project would only add to the local share costs.

Certainly a benefit to having the north Lincoln Avenue updated location study and design completed would put the City and County in a better position to respond to any possible development and subdividing that might occur. Also this would enhance our position to possibly receive a grant or secure state or federal funding for the construction of this project.

It is recommended to allow the Olympian Drive public engagement and design process to begin so that it may evaluate and study this option of designing north Lincoln Avenue concurrent with the Olympian Drive project. It is possible that the collective wisdom of the three parties is to include the Lincoln Avenue project with the Olympian Drive Project A (Apollo Drive to Lincoln Avenue) and to complete Project B (Lincoln Avenue to US45) at a later time. At this juncture, however, it is recommended to not make this decision now.

Attachment: Olympian Drive Alignment Distances Map

