ICC USE ONLY
Received:
Staff:

## ILLINOIS COMMERCE COMMISSION CROSSING SAFETY IMPROVEMENT PROGRAM GRADE CROSSING PROTECTION FUND PROJECT INFORMATION

Public Highway - Rail Bridge Projects

I. General Inform	ation					
Applicant Type:	☐ City	Village	Town	☐ County	/ 🗌 Township 🗌 R	ailroad
Resubmission:	☐ Yes	☐ No	RR Co	mpany:		
Date:		_Applicant:			Population:	
Chief Elected Officia	l:			Title: _		
Business Address:						
		State: _			Zip:	
Business Phone:			Business Fa	ıx:		
Email Address (if appointment of the State Legislative Dis	·					
II. Project Adn	ninistrator					
Contact Person:				Title: _		
Company: Address:						
_		State:				
Business Phone:			Business Fa	nx:		
Email Address (if ap	plicable):					
Street/Roadway Nar Railroad:  Average Daily Traffic Number of School B	c (ADT):	Crossing Nu	Near City  umber:  Day over the Crossing)	Daily Train	Railroad Milepost Traffic:(Number of Trains	per Day)
Do vehicles carrying	hazardous mate	rials use crossir	-	•	No es using the crossing per	dav:
Number of tracks thr	ough crossing:				n location being applied f	
Crossing is currently If crossing is current		eperation		•	☐ No Crossing e:	
☐ None ☐ Cent	ter Median or Me	dian Barriers	☐ Automation	Flashing L	ight Signals and Gates	
☐ Automatic Flash	ing Light Signals	☐ STOP Sign	s Only	Crossbucks	s Only	
Other (please spec	ify)					
Are railroad signals if nearest roadway c  Highway Over R	rossing is current	•	ration, provide	_	•	
		0000		•		
	umber of Traffic L ertical Clearance	anes 		vvidtn	of Pavement	

#### IV. Project Location Map and/or Photographs

A project location map must be included with the application. The project location map must show the crossing(s) for which application is being submitted, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. If the bridge will replace a grade crossing, provide a minimum of 4 digital photographs of the existing crossing (photos should show the existing warning devices, the existing crossing surface, and the existing highway approaches). If the new structure will replace an existing bridge, provide a minimum of 3 digital photographs of the existing structure (photos should show the width of the existing roadway surface on the bridge, the existing bridge spanning the railroad track, and the existing highway approaches.)

V. Project Summary. Application to (check all that apply):
☐ Reconstruct Existing Grade Separation ☐ Construct New Grade Separation
☐ Close Adjacent Crossing ☐ Increase Vertical Clearance at Highway Underpass
Other (please specify)
Is application for:   Design Only  Construction only  Design and Construction
Is application part of a larger "corridor" project:
Use the space below to provide a narrative of the proposed project. Items to include in this section are extenuating circumstances unique to this crossing, such as heavier seasonal traffic, visibility restrictions caused by trees, buildings, etc., proximity of schools and public buildings, etc., which explain why this crossing should be funded. Explain any work to by done by the local agency, such as roadway improvements in the immediate vicinity of the grade separation project. Approximate costs must be listed for each item of work to be done.
VI. Evidence of Community Effort and Support  Any preliminary engineering or planning studies, along with cost estimates, that have been prepared for this project must be included with your application. List any past efforts to improve safety at railroad crossings within applicant's jurisdiction. Any studies that have been conducted, regarding railroad crossing elimination or consolidation, must also be included.

GSH-1 (Revised 09/18/2015)

#### **VII. Financial Need**

This narrative must justify the local government's need for assistance from the GCPF. One copy of he applicant's most recent financial audit must be included with your application (local government agencies only).					
Provide informa nust be imple		e an approximat			en improvements es concerning the

GSH-1 (Revised 09/18/2015) Page 3 of 4

Forms may be submitted by electronic mail or regular mail. Mailing addresses are noted below:

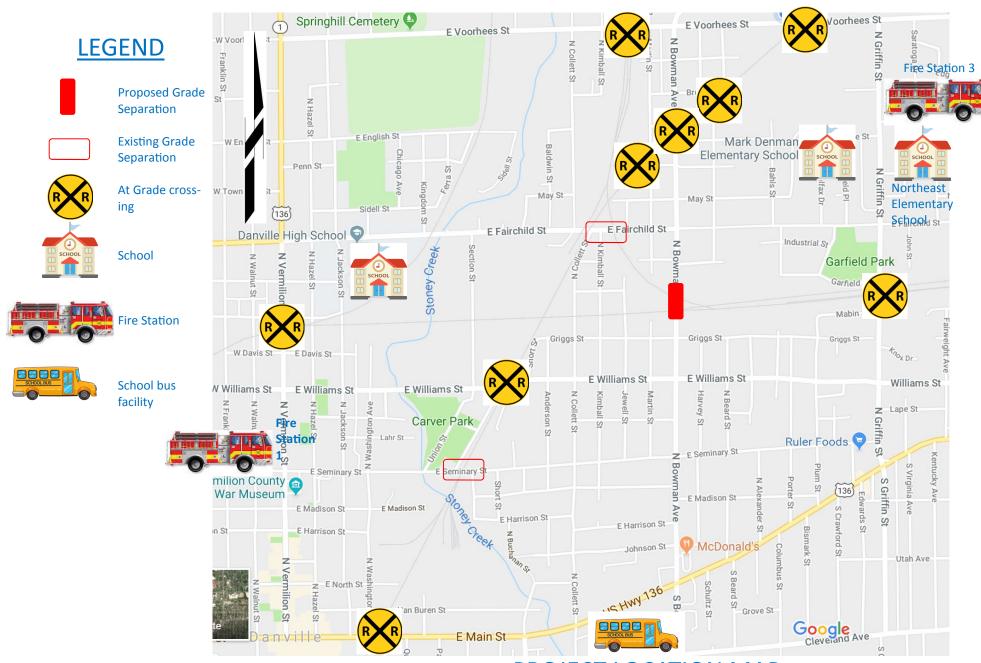
Email: <a href="mailto:railsafety@icc.illinois.gov">railsafety@icc.illinois.gov</a>

Regular Mail: Michael E. Stead

Rail Safety Program Administrator Illinois Commerce Commission

527 E. Capitol Avenue Springfield, Illinois 62701

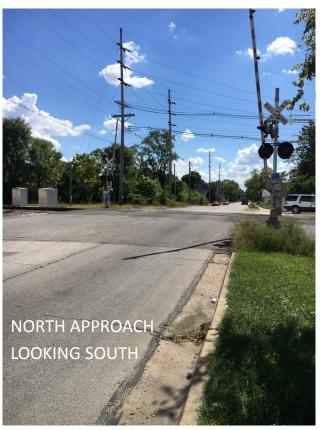
[NOTE: ALL APPLICATIONS MUST INCLUDE DIGITAL PHOTOS OF THE GRADE CROSSING, HIGHWAY-RAIL BRIDGE, or PEDESTRIAN-RAIL BRIDGE THAT IS THE SUBJECT OF THE APPLICATION. ANY APPLICATIONS SUBMITTED WITHOUT THE PHOTOS WILL NOT BE CONSIDERED UNTIL THE PHOTOS HAVE BEEN RECEIVED BY THE ICC RAIL SAFETY SECTION.]



PROJECT LOCATION MAP
CITY OF DANVILLE, BOWMAN AVENUE AT THE CSX









#### **ATTACHMENTS**

#### September 2018

VI. EVIDENCE OF COMMUNITY EFFORT AND SUPPORT

#### Background

The Conrail merger greatly increased the amount of train traffic through the City of Danville on the Norfolk Southern and CSX mainlines. Since then, the City of Danville has been proactively working with the railroads, the Illinois Commerce Commission, the IDOT, and FHWA towards greater rail safety throughout the City's jurisdiction. The improvements consist of studies, engineering, and constructed improvements.

The engineered and constructed improvements include:

- Gates and flasher upgrades at Bowman Avenue and the CSX
- Flashers at the intersections of Franklin, Walnut, Jackson, and Hazel with the CSX.
- At grade crossing removals on Hazel, Jackson, and Winter with the exempt Norfolk Southern line.
- At grade crossing removals on Griffin, Bowman, and Section with the CSX
- Bridge removal on Voorhees over the exempt Norfolk Southern line.
- Concrete crossing installations on Bowman and Voorhees with the Norfolk Southern and Liberty Lane, Lynch Road, and West Newell with the CSX.
- Raising the exempt Norfolk Southern bridge over Fairchild for greater vertical clearance
- Reconstruction of the CSX bridge over Winter Avenue
- Construction of the Fairchild bridge over the CSX.
- Construction of the Fairchild bridge over the Norfolk Southern.
- Planned coordinated construction of gates, curb and gutter, sidewalk, barrier medians at Griffin and the CSX and Voorhees and the Norfolk Southern

#### The recent studies for rail safety include:

- The Bowman Avenue and Vermilion Street Corridor Study (Attachment B). This study recommends separation of grades on Bowman Avenue.
- The At Grade Railroad Crossing Study (Attachment C). This study recommends separation of grades and at grade crossing safety improvements.

- The Bowman Avenue Grade Separation Feasibility Study (Attachment D). This study investigates the feasibility of construction two grade separation structures on Bowman and provides preliminary estimates of cost.
- The Quiet Zone Study (Attachment E). This study recommends at grade crossing improvements including crossing closures adjacent to Bowman Avenue.

#### Continued Community Effort and Support

On September 18, 2018, the City Council of the City of Danville approved engineering agreements with expenditures of \$2,000,000 in local motor fuel tax funds for the Phase I preliminary engineering for the separation of grades of Bowman Avenue at the Norfolk Southern and the CSX Transportation. The City Council also approved application to the Illinois Commerce Commission for Grade Crossing Protection Funding assistance for the project at the same meeting. The Resolutions can be found in Attachment A.

#### RESOLUTION NO. 2018-91

### A RESOLUTION IN SUPPORT OF GRADE CROSSING PROTECTION FUNDS FROM THE ILLINOIS COMMERCE COMMISSION FOR THE CITY OF DANVILLE BOWMAN AVENUE RAILROAD CROSSINGS

WHEREAS, the City of Danville is a home rule unit of local government with authority to legislate in matters concerning its local government and affairs; and

WHEREAS, the Illinois Commerce Commission administers the State of Illinois Grade Crossing Protection Fund for railroad safety improvements; and

WHEREAS, the City has been studying the need for a grade separated roadway on Bowman Avenue (the "Project") for safety, freight related development, reduction in delays, and other benefits since 2012; and

WHEREAS, the results of the studies have shown a probable reduction in roadway and pedestrian fatalities along with improved emergency response times and reduced travel delays; and

WHEREAS, the City is familiar with the requirements of the Grade Crossing Protection Fund from the Winter Avenue and Fairchild Street projects;

WHEREAS, the Grade Crossing Protection Fund can pay up to 60% of the cost of eligible portions of the Project; and

WHEREAS, the corporate authority of the City of Danville desires to pass this Resolution to demonstrate its support for the application for the Illinois Grade Crossing Protection Funds for the Bowman Avenue Grade Separations Project.

NOW, THEREFORE, BEIT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DANVILLE, ILLINOIS:

SECTION ONE: That staff is authorized to proceed with the Grade Crossing Protection Fund applications for the crossing of Bowman Avenue and the CSX Transportation and the crossing of Bowman Avenue and the Norfolk Southern Railway Company. The City Council further states its support of the Bowman Avenue Grade Separations Project.

SECTION TWO: That the City Clerk be and she is hereby authorized and directed to attest the signature of the Mayor on said applications and retain an original in her office for public inspection.

PASSED this 18th day of September, 2018 by 10 Ayes, 2 Nays, 2 Absent.

APPROVED:

BY: Scott Eischauer
MAYOR

ATTEST:

POSTEDIT

SEP 2018

#### RESOLUTION NO. 2018-89

### A RESOLUTION APPROVING PHASE I ENGINEERING FOR THE BOWMAN AVENUE RAILROAD CROSSINGS AND APPROVING A BUDGET AMENDMENT TO THE MOTOR FUEL TAX FUND (103)

WHEREAS, the City has been studying the need for a grade separated roadway on Bowman Avenue (the "Project") for safety, freight related development, reduction in delays, economic growth, and other benefits since 2012; and

WHEREAS, the results of the studies have shown a probable reduction in roadway and pedestrian fatalities along with improved emergency response times and reduced travel delays; and

WHEREAS, the City has been successful in procuring State and Federal funds for the Winter Avenue and Fairchild grade separation projects by having the project engineering performed in advance; and

WHEREAS, the City applied for and received State funding for a freight study in Danville proper; and

WHEREAS, the City desires to use the findings from the freight study to guide the design of the Project; and

WHEREAS, the City has advertised for and requested qualifications from engineering firms to perform the Phase I engineering for the Project in conformance with the Federal Qualifications Based Selection process for professional services; and

WHEREAS, it was determined that Hanson Professional Services was the most qualified firm for the Project; and

WHEREAS, the City has negotiated a scope of services for the Project; and

WHEREAS, the City desires not to use retaining walls as part of the structures, but the agreement includes \$154,000.00 in soil borings should they be required; and

WHEREAS, engineering agreements with the railroads will also be required; and

WHEREAS, Motor Fuel Tax funds need to be appropriated to pay for the expenses associated with this Resolution.

### NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF DANVILLE, ILLINOIS:

1. The attached Resolution appropriating Motor Fuel Tax funds for this project, Section 18-00356-00-EG is hereby approved.

2. The Fiscal Year 2018-2019 Motor Fuel Tax (Fund 103) budget be amended by creating line item 103-103-18-6356E, Bowman Avenue Grade Separations, \$2,000,000.00; the funds for the amendment to come from the Motor Fuel Tax Fund Reserve.

3. The attached agreement for professional services between the City of Danville and Hanson Professional Services is hereby approved for an amount of \$1,524,860.00.

4. Should soil borings for retaining walls be required for the project, the attached agreement between the City of Danville and Hanson Professional Services shall be increased up to an amount of \$154,165.00 and the purchase order amended and increased accordingly.

5. The Mayor, City Clerk, and Comptroller are hereby authorized and directed to execute all documents necessary for this Resolution.

6. This resolution shall take effect upon its passage and publication.

PASSED this 18th day of September, 2018 by 10 Ayes, 2 Nays, 2 Absent.

APPROVED:

BY: <u>Scott Eischauer</u> Mayor

POSTED PUBLICLY SEP 2 0 2018



## Resolution for Improvement by Municipality Under the Illinois Highway Code

BE IT RESOLVED, by the Cour	cil				of the	
City	of	Council or President Danville	ent and Board of Trust	ees	Illinois	
City, Town or Village that the following described street(		e	idhway Code.			
				То		
Name of Thoroughfare  Bowman	Route	Main	om	Voorhees	\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-	
Downlan	1, 10, 10, 10, 10, 10, 10, 10, 10, 10, 1	IVIAIII		Voomees		
			\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	y .		
BE IT FURTHER RESOLVED,  1. That the proposed improvement	t shall consist	of Survey, engine	eering, appraisals,	land acquisition, leg	al fees,	
permits, railroad coordination						
·						
		and sha	all be constructed	various	wide	
and be designated as Section 18	3-00356-00-EC	3				
2. That there is hereby appropriate	ed the (addition	nal □ Yes □ No) S	um of TWO MIL	LION		
10.33 Millional	,				· ) for the	
,						
improvement of said section from t	he municipality	y's allotment of Moto	or Fuel Tax funds.			
3. That work shall be done by	3. That work shall be done by Contract Labor ; and,					
BE IT FURTHER RESOLVED, that district office of the Department of	the Clerk is h Transportation	ereby directed to tra	Contract or Day Labor Insmit two certified	copies of this resolu	ition to the	
Authorized MFT Expenditure	I. L	isa K. Monson		Clerk	in and for the	
	' =		anville			
	City City, To	of Da	arryine	c		
	Count			, here	eby certify the	
Date	foreac	oing to be a true, per	rfect and complete	copy of a resolution	adopted	
				12	K.	
	by the		on No. 2016-69  I or President and Boar	d of Trustees		
Department of Transportation	at a m	neeting on Septem	nber 18, 2018			
	IN TE	STIMONY WHERE	OF, I have hereun	Date to set my hand and s	eal this	
	20th	day of Se	eptember, 2018			
Regional Engineer	- 2011	uay or Se	spierriber, 2010			
		OFALL & CALL	Luak	Monson	ų.	
		18 0 ()6	City, Town, o	τ Village Clerk		

Page 1 of 1 Printed on 9/19/2018 3:21:08 PM BLR 09111 (Rev. 7/05)

#### RESOLUTION NO. 2018-90

A RESOLUTION AUTHORIZING AN ENGINEERING AGREEMENT WITH CSXT, INC. AND NORFOLK SOUTHERN FOR THE BOWMAN GRADE SEPARATION PROJECT

WHEREAS, the City of Danville has determined the need to perform Phase I engineering to grade separate Bowman Avenue from the CSX Transportation, Inc. and the Norfolk Southern railroads and has appropriated Motor Fuel Tax funds for the project; and

WHEREAS, an engineering agreement between the City and the railroads are required to reimburse them for their review costs and associated engineering costs related to the project; and

WHEREAS, as part of the Phase I engineering it is necessary to begin dialogue with the railroads to explore various engineering alternatives.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Danville, Illinois, that:

- 1. The attached agreement for professional services between the City of Danville and the CSX Transportation is hereby approved for an amount of \$75,000.00; and
- 2. The attached agreement for professional services between the City of Danville and the Norfolk Southern Railway is hereby approved for an amount of \$100,000.00; and
- 3. The Mayor and City Clerk are hereby authorized and directed to execute and deliver said agreements on behalf of the City; and
- 4. This work will be paid for from the MFT line item 103-103-18-6356E, MFT Section 18-00356-00-EG.

PASSED this 18th day of September, 2018 by 10 Ayes, 2 Nays, 2 Absent.

APPROVED:

BY: <u>Scort Eisenhautet</u> Mayor

ATTEST:

By:

POSTED

SEP 2 0 2018

#### PRELIMINARY ENGINEERING AGREEMENT

This Preliminary Engineering Agreement (this "Agreement") is made as of <u>September 18</u>, 2018, by and between CSX TRANSPORTATION, INC., a Virginia corporation with its principal place of business in Jacksonville, Florida ("CSXT"), and the CITY OF **DANVILLE**, a body corporate and political subdivision of the State of Illinois ("Agency").

#### **EXPLANATORY STATEMENT**

- 1. Agency wishes to facilitate the development of the proposed Bowman Avenue grade separation construction / at-grade crossing elimination project, in the vicinity of existing Bowman Avenue at-grade crossing (DOT# 353 714P) near Nashville Zone, Woodland Subdivision, Milepost 0ZA-123.35, as located in Danville, Vermilion County, Illinois (the "Project").
- 2. Agency has requested that CSXT proceed with certain necessary engineering and/or design services for the Project to facilitate the parties' consideration of the Project.
- 3. Subject to the approval of CSXT, which approval may be withheld for any reason directly or indirectly related to safety or CSXT operations, property, or facilities, the Project is to be constructed, if at all, at no cost to CSXT, under a separate construction agreement to be executed by the parties at a future date.

NOW, THEREFORE, for and in consideration of the foregoing Explanatory Statement and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the parties agree as follows:

#### 1. Scope of Work

- 1.1. Generally. The work to be done by CSXT under this Agreement shall consist of: (i) the preparation or review and approval of preliminary and final engineering and design plans, specifications, drawings, agreements and other documents pertaining to the Project, (ii) the preparation of cost estimates for CSXT's work in connection with the Project, and (iii) the review of construction cost estimates, site surveys, assessments, studies, agreements and related construction documents submitted to CSXT by Agency for the Project (collectively, the "Engineering Work"). Engineering Work may also include office reviews, field reviews, attending hearings and meetings, and preparing correspondence, reports, and other documentation in connection with the Project. Nothing contained in this Agreement shall oblige CSXT to perform work which, in CSXT's opinion, is not relevant to CSXT's participation in the Project.
- 1.2. Effect of CSXT Approval or Preparation of Documents. By its review, approval or preparation of plans, specifications, drawings or other documents pursuant to this Agreement (collectively, the "Plans"), CSXT signifies only that the Plans and the Project proposed to be constructed in accordance with the Plans satisfy CSXT's requirements. CSXT expressly disclaims all other representations and warranties in connection with the Plans, including, but not limited to, the integrity, suitability or fitness for the purposes of Agency or any other persons of such Plans or the Project constructed in accordance with the Plans.

1 of 6

2. <u>Project Construction</u>. Nothing contained in this Agreement shall be deemed to constitute CSXT's approval of or consent to the construction of the Project, which approval or consent may be withheld for any reason directly or indirectly related to safety or CSXT operations, property, or facilities. The Project if constructed is to be constructed, if at all, under a separate construction agreement to be executed by the parties at a future date.

#### 3. Reimbursement of CSXT Expenses.

- 3.1. Reimbursable Expenses. Agency shall reimburse CSXT for all costs and expenses incurred by CSXT in connection with the Engineering Work, including, without limitation: (i) all out of pocket expenses, (ii) travel and lodging expenses, (iii) telephone, facsimile, and mailing expenses, (iv) costs for equipment, tools, materials and supplies, (v) sums paid to consultants and subcontractors, and (vi) labor, together with labor overhead percentages established by CSXT pursuant to applicable law (collectively, the "Reimbursable Expenses").
- 3.2. Estimate. CSXT has estimated the total Reimbursable Expenses for the Project to be approximately \$75,000.00 (the "Estimate" as amended or revised). In the event CSXT anticipates that actual Reimbursable Expenses may exceed such Estimate, it shall provide Agency with the revised Estimate of total Reimbursable Expenses for Agency's approval and confirmation that sufficient funds have been appropriated to cover the total Reimbursable Expenses as reflected in the revised Estimate. CSXT may elect, by delivery of notice to Agency, to immediately cease all further Engineering Work, unless and until Agency provides such approval and confirmation.

#### 3.3. Payment Terms.

Base Form: PE/PA CSXT 051206

- 3.3.1. Advance Payment in Full. Upon execution and delivery of this Agreement by Agency, Agency will deposit with CSXT a sum equal to the Reimbursable Expenses, as shown by the Estimate. Agency shall pay CSXT for Reimbursable Expenses in the amount set forth in CSXT Schedule PA attached hereto, a copy of which shall accompany the advance payment. If CSXT anticipates that it may incur Reimbursable Expenses in excess of the deposited amount, CSXT will request an additional deposit equal to the then remaining Reimbursable Expenses which CSXT estimates that it will incur. CSXT shall request such additional deposit by delivery of invoices to Agency. Agency shall make such additional deposit within thirty (30) days following delivery of such invoice to Agency.
- 3.3.2. Following completion of all Engineering Work, CSXT shall reconcile the total Reimbursable Expenses incurred by CSXT against the total payments received from Agency and shall submit to Agency a final invoice if required. Agency shall pay to CSXT the amount by which actual Reimbursable Expenses exceed total payments, as shown by the final invoice, within thirty (30) days following delivery to Agency of the final invoice. CSXT will provide a refund of any unused deposits if the deposit exceeds the incurred Reimbursable Expenses for the Project.
- 3.3.3. In the event that Agency fails to pay CSXT any sums due CSXT under this Agreement: (i) Agency shall pay CSXT interest at the lesser of 1.0% per month or the maximum rate of interest permitted by applicable law on the delinquent amount until paid in full; and (ii) CSXT may elect, by delivery of notice to Agency: (A) to immediately cease all further work on the Project, unless and until Agency pays the

entire delinquent sum, together with accrued interest; and/or (B) to terminate this Agreement.

- 3.4. <u>Effect of Termination</u>. Agency's obligation to pay CSXT Reimbursable Expenses in accordance with this Section shall survive termination of this Agreement for any reason.
- 4. <u>Appropriations</u>. Agency represents to CSXT that: (i) Agency has obtained appropriations sufficient to reimburse CSXT for the Reimbursable Expenses encompassed by the initial Estimate; (ii) Agency shall use its best efforts to obtain appropriations necessary to cover Reimbursable Expenses encompassed by subsequent Estimates approved by Agency; and (iii) Agency shall promptly notify CSXT in the event that Agency is unable to obtain such additional appropriations.

#### 5. Termination.

- 5.1. By Agency. Agency may terminate this Agreement, for any reason, by delivery of notice to CSXT. Such termination shall become effective upon the expiration of fifteen (15) calendar days following delivery of notice to CSXT or such later date designated by the notice.
- 5.2. By CSXT. CSXT may terminate this Agreement (i) as provided pursuant to Section 3.3.3., or (ii) upon Agency's breach of any of the terms of, or its obligations under, this Agreement and such breach continues without cure for a period of ninety (90) days after written notification from CSXT to Agency of such breach.
- 5.3. Consequences of Termination. If the Agreement is terminated by either party pursuant to this Section or any other provision of this Agreement, the parties understand that it may be impractical to immediately stop the Engineering Work. Accordingly, both parties agree that, in such instance a party may continue to perform Engineering Work until it has reached a point where it may reasonably and/or safely suspend the Engineering Work. Agency shall reimburse CSXT pursuant to this Agreement for the Engineering Work performed, plus all costs reasonably incurred by CSXT to discontinue the Engineering Work and all other costs of CSXT incurred as a result of the Project up to the time of full suspension of the Engineering Work. Termination of this Agreement or Engineering Work on the Project, for any reason, shall not diminish or reduce Agency's obligation to pay CSXT for Reimbursable Expenses incurred in accordance with this Agreement. In the event of the termination of this Agreement or the Engineering Work for any reason, CSXT's only remaining obligation to Agency shall be to refund to Agency payments made to CSXT in excess of Reimbursable Expenses in accordance with Section 2.
- 6. <u>Subcontracts</u>. CSXT shall be permitted to engage outside consultants, counsel and subcontractors to perform all or any portion of the Engineering Work.
- 7. Notices. All notices, consents and approvals required or permitted by this Agreement shall be in writing and shall be deemed delivered (i) on the expiration of three (3) days following mailing by first class U.S. mail, (ii) on the next business day following mailing by a nationally recognized overnight carrier, or (iii) on the date of transmission, as evidenced by written confirmation of successful transmission, if by facsimile or other electronic transmission if sent on a business day (or if not sent on a business day, then on the next business day after the date sent), to the parties at the addresses set forth below, or such other addresses as either party may designate by delivery of prior notice to the other party:

3 of 6

If to CSXT:

CSX Transportation, Inc.

500 Meijer Drive, Suite 305

Florence, KY 41042

Attention: Amanda J. DeCesare, Project Manager II - Public Projects

If to Agency:

City of Danville

1155 E Voorhees Suite B Danville, Illinois 61832

Attention: R. David Schnelle, PE, SE - City Engineer

- 8. Entire Agreement. This Agreement embodies the entire understanding of the parties, may not be waived or modified except in a writing signed by authorized representatives of both parties, and supersedes all prior or contemporaneous written or oral understandings, agreements or negotiations regarding its subject matter. In the event of any inconsistency between this Agreement and the Exhibits, the more specific terms of the Exhibits shall be deemed controlling.
- 9. <u>Waiver</u>. If either party fails to enforce its respective rights under this Agreement, or fails to insist upon the performance of the other party's obligations hereunder, such failure shall not be construed as a permanent waiver of any rights or obligations in this Agreement.
- 10. <u>Assignment</u>. CSXT may assign this Agreement and all rights and obligations herein to a successor in interest, parent company, affiliate, or future affiliate. Upon assignment of this Agreement by CSXT and the assumption by CSXT's assignee of CSXT's obligations under this Agreement, CSXT shall have no further obligations under this Agreement. Agency shall not assign its rights or obligations under this Agreement without CSXT's prior written consent, which consent may be withheld for any reason.
- 11. <u>Applicable Law</u>. This Agreement shall be governed by the laws of the State of Illinois, exclusive of its choice of law rules. The parties further agree that the venue of all legal and equitable proceedings related to disputes under this Agreement shall be situated in Duval County, Florida, and the parties agree to submit to the personal jurisdiction of any State or Federal court situated in Duval County, Florida.

4 of 6

BY SIGNING THIS AGREEMENT, I certify that there have been no changes made to the content of this Agreement since its approval by the CSXT Legal Department on September 4, 2018.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed in duplicate, each by its duly authorized officers, as of the date of this Agreement.

#### CITY OF DANVILLE, ILLINOIS

Ву: _	Scott Eisenhauer
Print 1	Name: Scott Eisenhauer
Title:	Mayor
Resol	which No. 2018-90
CSX 7	TRANSPORTATION, INC.
Ву: _	
	Tony C. Bellamy, P.E.
	Director Project Management - Public Projects

Base Form: PE/PA CSXT 051206 This Document File: 082918

#### **CSXT Schedule PA**

(Advance Payment – Preliminary Engineering Agreement)

#### **PAYMENT SUBMISSION FORM**

*****************************					
Payment is hereby provided in accordance with the terms of Section 3.3 of the Agreement dated <u>September 18</u> , 2018, between Agency and CSXT.					
**********	*******	**********			
	A copy of this Payment Submission Form shall accompany all payments delivered by Agency to CSXT which shall be forwarded to the following address:				
	PO BO	sportation, Inc. OX 530192 GA 30353-0192			
	ned onto south such some some stars save some some some some some some				
Payment due within ten (10	) days of Agency's rece	eipt of fully executed agreement			
**********	*******	***********			
(All information below	v to be completed by A	gency providing Payment)			
Payment Date	Payment Amount	Check No.			
	\$75,000.00				
*********	*******	***********			
Date:	Ву:	·			
	Name	:			
	Title:	-			
	Phone	:			
	Email				

Base Form: PE/PA CSXT 051206

Project No. 16L0004

## **Bowman Avenue and Vermilion Street Study**

City of Danville

June 2018







#### **Table of Contents**

SECTION	ON 1.0 EXECUTIVE SUMMARY	3
SECTION	ON 2.0 DEFINING VISION AND GOALS	5
2.1.	Quality of Life6	
2.2.	Growth in the 21st Century Digital Economy	
SECTION	ON 3.0 SAFETY ANALYSIS	12
SECTIO	ON 4.0 STAKEHOLDER INFORMATION GATHERING	13
SECTION	ON 5.0 EXISTING AND NO BUILD TRAFFIC CONDITIONS	19
SECTION	ON 6.0 ADDRESSING THE TRANSPORTATION NEEDS	21
6.1.	Urban Redesign and Traffic Calming on Vermilion Street	
6.2.	Safer Mobility Options on Bowman Avenue and Voorhees Street31	
6.3.	Additional Traffic Associated with Potential Future Development33	
SECTIO	ON 7.0 PRIORITIZING TRANSPORTATION IMPROVEMENTS	
Tables	;	
Table 1	1: Household Projections and Housing Unit Projected Demand	11
Table 2	2: Crash Analysis	13
Table 3	3: Projected Vermilion ADT, No Build	20
Table 4	4: Expected Level of Service at Key Intersections, No Build	21
Table 5	5: Commercial Trips on Vermilion Street	28
Table 6	6: Personal Trips on Vermilion Street	30
Table 7	7: Existing and Remaining ADT	31
Table 8	3: Transportation Improvements	36

#### City of Danville



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-	Э,		

Figure 1: Existing Economic Trendlines	5
Figure 2: Map of Advanced Engineering Institutions	8
Figure 3: Advanced Manufacturing and Logistics Corridor	g
Figure 4: Industrial Use Development Map	10
Figure 5: Residential and Mixed Use Development Map	12
Figure 6: Danville Trend Public Involvement Board	15
Figure 7: Beltline or Bowman Avenue Public Involvement Board	16
Figure 8: Safety and Delay Public Involvement Board	17
Figure 9: Pedestrians on Vermilion Public Involvement Board	18
Figure 10: Speeds on Vermilion Public Involvement Board	19
Figure 11: Three-Lane Section on Vermilion Street	24
Figure 12: Raised Intersection at Winter Avenue and Vermilion Street	25
Figure 13: Trip Origin and Destination Zones	26
Figure 14: Fire Station Locations and Rail Crossings	32
Figure 15: Be Prepared to Stop Wig-Wag	33
Figure 16: Vermilion Street and Winter Avenue Raised Intersection	38
Figure 17: Vermilion Street 3-Lane Section	39
Figure 18: Relocation of Route 1	40
Figure 19: Bowman Avenue Grade Crossings and Danville Fire Department	41
Figure 20: Bowman Avenue as the Danville Beltline	42
Figure 21: Advanced Manufacturing, Commercial, and Residential Development Plan	43

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#### **SECTION 1.0 EXECUTIVE SUMMARY**

Hanson Professional Services and RATIO were hired by the Danville Area Transportation Study (DATS) to review Bowman Avenue and Vermilion Street and evaluate economic and transportation related alternatives for reducing the concentration of traffic along Vermilion Street.

An assessment of the existing economic conditions shows pockets of economic stability and growth centered on:

- The northern portions of Vermilion Street (IL Route 1) for commercial development.
- The residential corridor surrounding Vermilion Street from Voorhees Street to Winter Avenue.
- The intersection of Main Street and Bowman Avenue.

It will be the responsibility of Danville area leaders to leverage the stability of these economic zones while concurrently focusing their energies on efforts that will modernize the local economy and reverse employment and population declines. This effort can be supported through improvements to existing infrastructure assets that promote and enhance quality of life and economic conditions. Overarching themes from the public involvement effort were centered on the desire to calm traffic on Vermilion Street, make Vermilion Street safer between Voorhees Street and Winter Avenue, use the existing assets to make north-south travel easier, and remove delay associated with the Bowman Avenue grade crossings.

Using the information on relating improvements to quality of life and the potential for creating economic growth for a 21<sup>st</sup> Century digital economy, transportation needs and improvements identified. Each improvement was summarized by expected benefits of the project, potential implementation time frame, the necessary catalyst for moving forward, and the relative cost.

It is recommended to consider the "Be Prepared to Stop" wig-wag for Bowman Avenue for immediate implementation.

Following the implementation of the wig-wag, updates to Vermilion Street, including a road diet or raised intersection, should be discussed with IDOT to determine opportunities for improvements. The roadway is currently IL Route 1 and is under the jurisdiction of the Department.

The Bowman Avenue grade separations should continue to be studied until the benefit cost ratio is determined to be above 1.0. Items to include in the benefit-cost ratio include reduction in rear-end crashes as well as the efficiency benefits to the City of Danville Fire Department response times and operational costs.

The improvements to the Voorhees Street rail crossings and the Lynch Road improvements should be implemented as additional development begins to occur on Lynch Road.

A table summarizing all the studied transportation improvements is provide on the next page.



Improvement	Quality of Life	Facilitate 21st Century Digital	Recommended Time Frame	Catalyst	Cost
Vermilion Street Traffic Calming and Beautification	<b>√</b>		Near Term (1-5 Years)	Coordination and Agreement with IDOT	\$\$\$
Bowman Avenue Grade Separations	<b>√</b>		Mid Term (5-10 Years)	Benefit Cost Ratio above 1.0 including reduction in crashes and impacts to the Danville Fire Department Or Additional Residential Development on North Bowman Avenue	\$\$\$\$
Bowman Avenue Flashing Wig-Wag	✓		Immediate (0-1 Years)	Design and Coordination with the Railroads	\$
Voorhees Street Grade Separation	<b>√</b>	<b>√</b>	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$\$
Intersection Improvements at Lynch Road and Main Street		<b>√</b>	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$
Extension of Lynch Road North from Voorhees Street		<b>√</b>	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$\$



#### **SECTION 2.0 DEFINING VISION AND GOALS**

Using trend lines from 1990 to 2017, the Danville area employment data illustrates past and future economic challenges. These trend lines are shown in Figure 1.

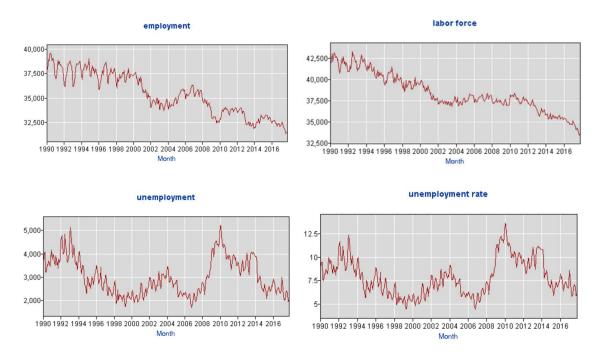


Figure 1: Existing Economic Trendlines

However, the in-depth assessment of the existing economic conditions shows pockets of economic stability and growth centered on:

- The northern portions of Vermilion Street (IL Route 1) for commercial development.
- The residential corridor surrounding Vermilion Street from Voorhees Street to Winter Avenue.
- The intersection of Main Street and Bowman Avenue.

It will be the responsibility of Danville area leaders to leverage the stability of these economic zones while concurrently refocusing their energies on efforts that will modernize the local economy and reverse employment and population declines. The goal of this document is to:

- Provide ways to leverage existing infrastructure assets in support of improvements to quality of life and economic conditions, and
- Present a vision for shifting the economic paradigm of the Danville region. The vision presented
  is not the only way to achieve success, but it is intended to provide the kind of thought
  provoking discussion required to lead the region towards future prosperity.



Transportation infrastructure improvements should support at least one of the two parts of the vision. Ideally, projects would support both an improvement in the quality of life for existing residents and a shift to a 21st century digital economy. The ability to support both objectives helps limit unwarranted capital investment and provide targeted funding opportunities once the market establishes its needs. The descriptions of these objects along with identification and analysis of the transportation projects that support the economic evolution of the region follows.

#### 2.1. Quality of Life

Quality of life can mean different things to different portions of the population within any region. In Danville, congestion is relatively minor, so recommended transportation projects that support improvements in quality of life should provide:

- · comfortable walking and biking facilities,
- fewer vehicular crashes,
- · efficient response from emergency services, and
- neighborhood redevelopment and stability.

Achieving these types of goals can stabilize, or even enhance, existing economic success through increasing property values, a more inviting environment to visitors, amenities for existing residents, and positive first impressions to people considering relocation to Danville.

The transportation improvements associated with this type of situation are not usually new alignment projects, but rather, projects that rebuild or maintain existing infrastructure. Incorporating road diets, right-of-way beautification, and other urban street design elements into regular maintenance or life cycle reconstruction is generally a cost effective method of project delivery.

Compiling the information gathered through the public involvement process and the existing conditions analysis, the residential context zone of Vermilion Street (Voorhees Street to Winter Avenue) should be considered for an urban redesign. The goal of the urban redesign would be to slow traffic through the context zone to create a safer condition for vehicles, pedestrians, and bikes without having a detrimental impact on the capacity of the roadway. The improvements should be constructed without the purchase of right-of-way and could include converting the road cross section from four to three lanes along with street trees in a green space between the curb and sidewalk, and the construction of wider sidewalks that meet public right-of-way guidelines (PROWAG).

Identified Transportation Need: Urban Redesign of Vermilion Street (Voorhees to Winter)

In Danville, at-grade crossings between busy railroads and arterial streets like Bowman Avenue or Voorhees Street can become barriers to commerce, create noise disturbances, require additional life-safety service investments, and create severe crashes between pedestrians, bikes, vehicles, and trains. The at-grade crossings along Bowman Avenue and Voorhees Street are example locations where grade separations should be installed.

Identified Transportation Need: Improved Mobility on Bowman Avenue and Voorhees Street



Investment in residential neighborhood plans for areas near the Main Street/Bowman Avenue intersection can help revitalize the local residential real estate market as well as provide a blueprint for creating new and attractive housing options. This type of planning document could be used to develop strategies to inventory and revitalize homes on the south end of the Bowman Avenue corridor. A neighborhood plan should take opportunities for demolition, infill, and adaptive reuse into consideration before making a recommendation to pursue greenfield residential development.

Lastly, quality of life is usually enhanced through retention and development of employment opportunities, and an effective way to stabilize the local job market is to inventory existing buildings or engage successful small businesses in transition and growth planning. Danville can use its existing EPA Brownfield Grant to complete these efforts.

#### 2.2. Growth in the 21st Century Digital Economy

A vision for the Danville area could be to create a 21st Century digital economy and build the transportation system that will support such an endeavor. Transformation of the local economy is intended to restore the employment and population base that was lost over the past generation. It will take another generation to build a high-skill workforce that can support a 21st Century digital economy. The high-skilled workforce and digital economy could be based on technologies like the Internet of Things (IoT) and 3D manufacturing. The transportation improvements that support these efforts should be considered for long term capital planning and implemented on an as needed basis given development conditions.

The suggested digital economy will significantly reduce manufacturing production costs by replacing rote labor jobs with full-scale robotics and processing automation. These types of activities will allow many manufacturing companies to return to the United States from countries where labor is cheap but digital expertise is rarer. Industries of this nature require proximity to engineering talent and a sophisticated workforce that can understand, maintain, and operate advanced manufacturing equipment.

Danville can take advantage of these trends and rebuild its workforce by leveraging the following competitive advantages:

Proximity to advanced engineering institutions and their graduates. The University of Illinois, Purdue University, and Rose Hulman Institute of Technology are all within a few hours of Danville. These universities will provide the highly educated leadership that can make the "I-74 Advanced Manufacturing and Logistics Corridor" a reality. The Danville Area Community College will also play a vital role in job training and matching pre-certified individuals with local employers' accelerating need for talented, tech-savvy employees. Figure 2 shows the engineering institutions in relation to the City of Danville.





Figure 2: Map of Advanced Engineering Institutions

- <u>Proximity to 40 million people within a five-hour drive</u>. Chicago, St. Louis, Indianapolis, Louisville, Cincinnati, Columbus, and Milwaukee are all within the five hour drive limit. This allows for on-demand shipping for parts and products between these major metropolitan areas without the daily delay that comes with operating inside of one.
- Immediate access to I-74 and CSX and NS Railroads. Trucks will need easy and direct access to I-74, which is fast becoming an Advanced Manufacturing and Logistics Corridor through the heart of the industrial Midwest from Cincinnati to the Quad Cities. The I-74 Corridor is intersected by six major interstate highways that serve critical manufacturing corridors: I-55 (St. Louis-Chicago), I-57 (Chicago-Memphis), I-65 (Chicago-Nashville), I-69 (Detroit-Houston), I-75 (Detroit-Atlanta), I-71 (Louisville-Cleveland).

Throughout the study process, stakeholders mentioned a desire for greenfield logistic and industrial development on North Bowman Avenue, and it was believed that unpredictable congestion at the



Bowman Avenue at-grade crossings combined with the need for more travel lanes on North Bowman Avenue limited the opportunities for this development.

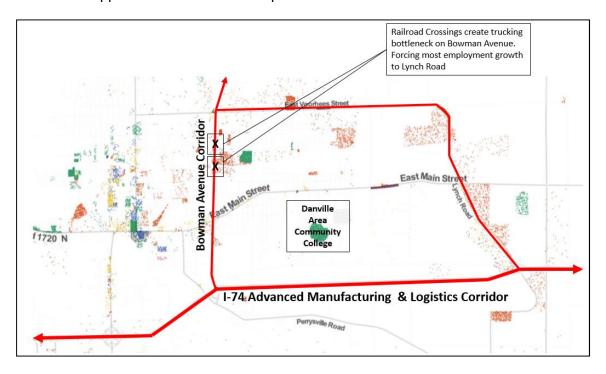


Figure 3: Advanced Manufacturing and Logistics Corridor

However, ground conditions give anecdotal evidence that logistic and manufacturing business prefer the more direct access to I-74 that the Lynch Road area provides. Fortunately, this portion of the urbanized area also has undeveloped land that could be used for these purposes.

Available ground around Lynch Road can contribute approximately 1,700 acres that could be used for advanced manufacturing and logistics development. Most of these undeveloped areas are served by, or could be relatively easily served by, water, sanitary sewer, and low cost roadway improvements.

**Identified Transportation Need:** Truck Accessibility Upgrades on Lynch Road, Voorhees Street, and Makemson Road

The development map in Figure 4 represents possible Near-Term (1-10 years) development areas in blue with orange road upgrades, and the red area represents Future Long-Term (10-20 years) development area with the yellow road upgrades for future development in this area. The Near-Term development areas represent more than 1000 acres while the Future Long-Term development area has an additional 700 plus acres. The road upgrades should be deferred until a development is committed and ideally, part of the initial construction burden could be incentivized or potentially shared with the developer.





Figure 4: Industrial Use Development Map

Approximately 1,700 acres could attract 30-70 advanced manufacturing and logistics firms, creating 2,400-7,000 new jobs. This would have a ripple effect, or "multiplier effect", within the Danville economy that could result in 3,400-11,000 new jobs in total. A summary of the household projections and housing unit demand increases is shown in Table 1.

Population will follow employment if Danville continues to improve its quality of life and K-12 educational system. If not, many top employees will commute to Danville from other regional centers in Illinois and Indiana.

This will increase the demand for rental and for-sale housing options in the Danville metropolitan area. Though this will occur over a 20-30 year period, the planning must be completed today to prepare for future growth.



Table 1: Household Projections and Housing Unit Projected Demand

Factor	Low Estimate	High Estimate	Comment
Total Employment	2,400	7,000	Derived from filling ~1700 acres of Advanced Manufacturing & Logistics with 30-70 firms with between 75-100 jobs/firm.
Total Population	6,000	17,000	Population derived from a 2.5 multiplier for every job created consistent with current job/population ratio.
New Households	2,500	7,100	Used 2.4 person per household consistent with current household size in Vermilion Co.
Owner Units (60%)	1,500	4,250	Vermilion Co. homeownership percent is 60% as of 2017 estimates.
Rental Units (40%)	1,000	2,850	Rental is around 40% for Vermilion Co.

The population expansion allows for future residential and mixed use growth around the Liberty Lane/Bowman Avenue intersection, and the development also supports quality of life goals associated with concerns obtained during the public involvement process that new growth should be encouraged to locate along North Bowman Avenue.

The conservative growth estimates in Danville may generate new demand for about 25,000 SF of commercial retail. This could be coupled with multifamily residential development of around 150 new apartment units, requiring about 150,000 SF and likely be built on two levels. If joined with commercial retail, a 175,000 SF mixed-use commercial development may be viable with future employment and population growth along North Bowman Avenue. The Liberty Lane/Bowman Avenue intersection may be an excellent location for this mixed-use project as it is able to support the 12-acre footprint required by such a development. Figure 5 shows the residential and mixed use development map.

Using the more conservative population growth projection, the single-family residential market would also receive a significant boost of around 1,500 housing units. Much of this housing will go to existing homes in Danville, but new housing may likely be demanded as well. Land along the west side of North Bowman south and north of Liberty Lane would fit existing land use patterns of single-family residential in the area. It could generate growth for 800-1200 new homes and would likely require 200 acres over the next 20-30 years.



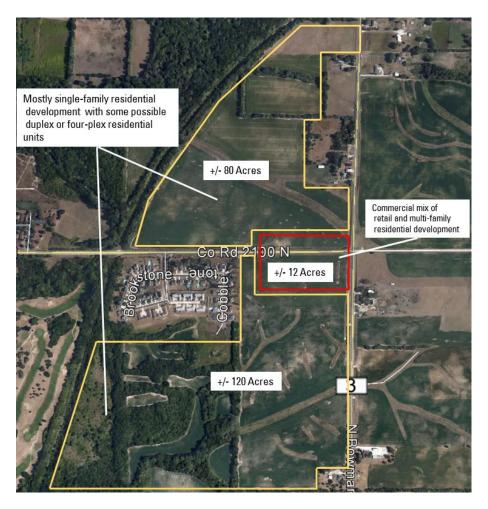


Figure 5: Residential and Mixed Use Development Map

**Identified Transportation Need:** Transportation Network Improvements to Facilitate Residential and Commercial Growth on North Bowman Avenue

#### **SECTION 3.0 SAFETY ANALYSIS**

A safety analysis reviewed crashes from 2012 through 2014.

Vermilion Street, from Fairchild Street to Voorhees Street experiences the highest crash rate on the portion of Vermilion Street studied. However, the severity rate of this section is among the lowest in the studied area. Most of the crashes occur at the major intersections along Vermilion, and safety improvements will be considered along the corridor in the upcoming evaluations. It should also be noted that the second highest crash rates within the studied Vermilion Street corridor is from Voorhees to Winter, which is most likely due to the lack of a center two-way left turn lane and high density of driveways and side streets.



Bowman Avenue between Main Street and Voorhees Street also experiences a high crash rate, and the severity rate is high as well. This is a trend that should investigated. The crash type with highest rate was rear-end crashes with 66 crashes over the three year period with 21 of the crashes resulting in some level of injury. There are two railroad at-grade crossings that could be contributing to the rear-end crashes.

Identified Transportation Need: Rear End Crash Reduction on Bowman Avenue

Table 2: Crash Analysis

Corridor	Segment	3-Year Crash Totals						Average	Length of	Crash Metrics	
		Total	Fatal	A Injury	B Injury	C Injury	PDO	Average ADT	Segment (mi)	Crash Rate	Severity Rate
Bowman Avenue	I-74 to Main	19	0	4	2	1	12	9040	1.10	1.7	3.2
Bowman Avenue	Main to Voorhees	141	0	4	20	22	95	8100	1.40	11.4	2.0
Bowman Avenue	Voorhees to Winter	29	0	3	2	5	19	7900	1.15	2.9	2.3
Bowman Avenue	Winter to Newell	27	1	0	4	0	22	6060	2.05	2.0	1.9
Vermilion Street	Fairchild to Voorhees	61	0	2	7	11	40	17700	0.50	6.3	1.9
Vermilion Street	Voorhees to Winter	85	0	3	12	7	63	17100	1.00	4.5	1.9
Vermilion Street	Winter to Liberty	92	0	5	8	11	68	21660	1.00	3.9	1.9
Vermilion Street	Liberty to Newell	98	1	3	6	10	78	13040	2.00	3.4	1.7

#### **SECTION 4.0 STAKEHOLDER INFORMATION GATHERING**

A public survey was available online or in hard copy at the public meeting. The survey was advertised on the City's website and on flyers.



#### The questions and responses were:

- 1. Would you be more likely to walk/bike if Vermilion Street was safer?
  - o 56% No, 43% Yes, 1% Skipped
- 2. Would you be more willing to us Bowman Avenue for Driving, rather than Vermilion Street if:
  - In order of most frequent selection: there were railroad overpasses/underpasses, it had more travel lanes, less traffic signals, and higher speed limits
- 3. As a driver, do you avoid any specific intersections, street or railroad crossing in Danville?
  - o 75% Yes, 24% No, 1% Skipped
    - Most common words were Bowman and Vermilion
- 4. Do you consider Vermilion Street to be safe?
  - o 56% Yes, 43% No, 1% Skipped
- 5. If you do not consider Vermilion Street to be safe, please select the following characteristics that you believe would help improve safety.
  - In order of most frequent selection: add a center lane from Voorhees to Winter, decrease the amount of traffic, decrease truck traffic, decrease vehicular speeds, Increase distance from the curb to the sidewalk, and widen sidewalks
- 6. As a pedestrian, do you avoid any specific intersections, street or railroad crossing in Danville?
  - o 59% No, 35% Yes, 6% Skipped
    - Most common word was Vermilion
- 7. As a bicyclist, do you avoid any specific intersections, street or railroad crossing in Danville?
  - o 63% No, 22% Yes, 15% Skipped
    - Most common words were Vermilion, Voorhees, and Gilbert
- 8. Do you live in Danville?
  - o 86% Yes, 13% No, 1% Skipped
    - What is the nearest intersection to your house? Most common words were:
       Vermilion, Winter, Voorhees, and Bowman
- 9. What do you like about Vermilion Street?



Most common words: Vermilion, homes, lanes, and north.

At the public meeting, several concepts were presented and the public was asked to place stickers to "vote" on their preferred solution.

The first board showed the "Danville Trends" which outlined the information presented in the existing conditions economic analysis. The board is shown in Figure 6.

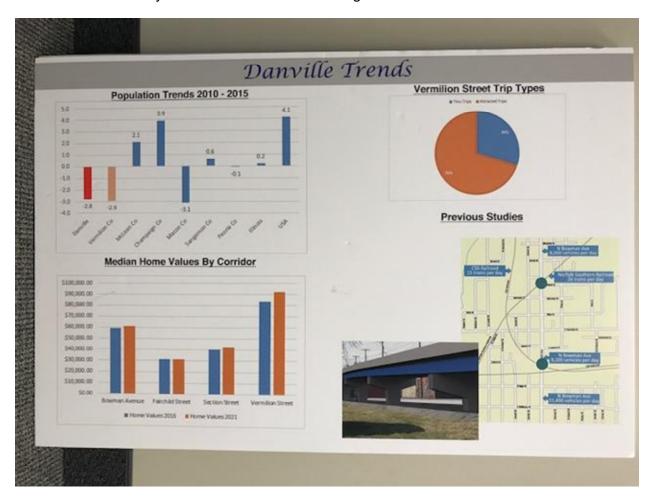


Figure 6: Danville Trend Public Involvement Board

The second board asked the question "Beltline or Bowman?" At the station, it was explained that the purpose of the Beltline project was to create a bypass of the downtown area for freight and passenger vehicles. This would help preserve Vermilion Street and create more efficient movements of freight. However, this is an expensive option. The other alternative is to improve Bowman Avenue in order to accomplish some of the same goals. There were spaces to place stickers next to "Beltline", "Bowman" or "No Build." As shown in Figure 7, Beltline and No Build were tied with five votes and using Bowman had nine votes.



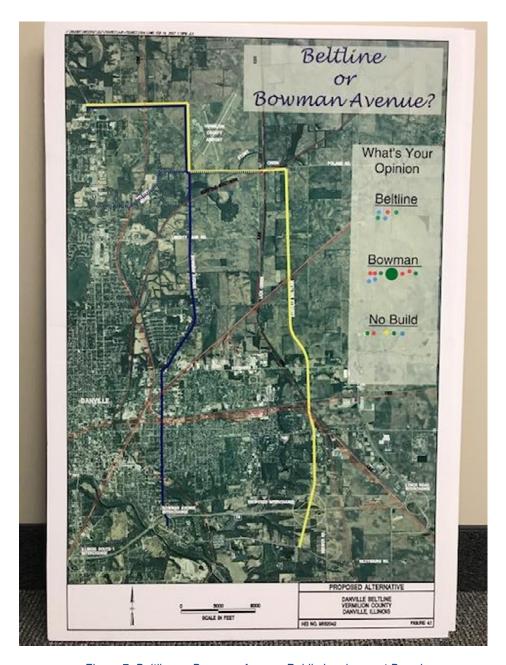


Figure 7: Beltline or Bowman Avenue Public Involvement Board

The third board asked the attendants to mark where they experienced delay and/or unsafe conditions. Delay was primarily associated with the railroad crossings and the most frequent unsafe conditions were noted on Vermilion Street between Voorhees Street and Winter Avenue. Figure 8 shows the board with the public responses.





Figure 8: Safety and Delay Public Involvement Board

The fourth board showed the conditions for pedestrians on Vermilion Street. The attendants were then asked what they would do to create more pedestrian space on Vermilion Street. The options included: reduce travel lanes, purchase land, or do not create more pedestrian space. As seen in Figure 9, the most popular answer was "reduce travel lanes", followed by "do not create more pedestrian space". "Purchase land" was the least popular option with only a single vote. The "do not create more pedestrian space" and "Purchase Land" responses were interpreted to mean that constituents would like to preserve the private property that fronts Vermilion Street by supporting reduction in travel lanes to create more comfortable and wider sidewalk facilities.



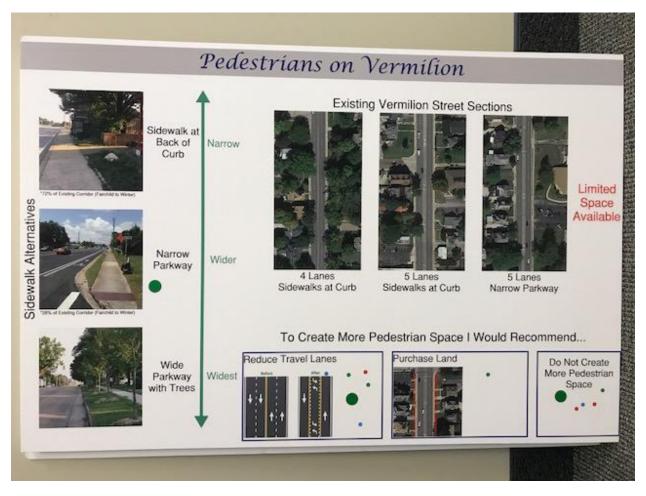


Figure 9: Pedestrians on Vermilion Public Involvement Board

The fifth and final board addressed speeds on Vermilion Street. The first question asked if people drive at an unsafe speed on Vermilion. Fourteen people answered yes and 4 people answered no. The bottom of the board then displayed several traffic calming measures that could be incorporated and asked for opinions. The options included reduce travel lanes, dynamic speed signs, and installing urban design elements. All the options saw similar levels of support. Figure 10 shows the board.



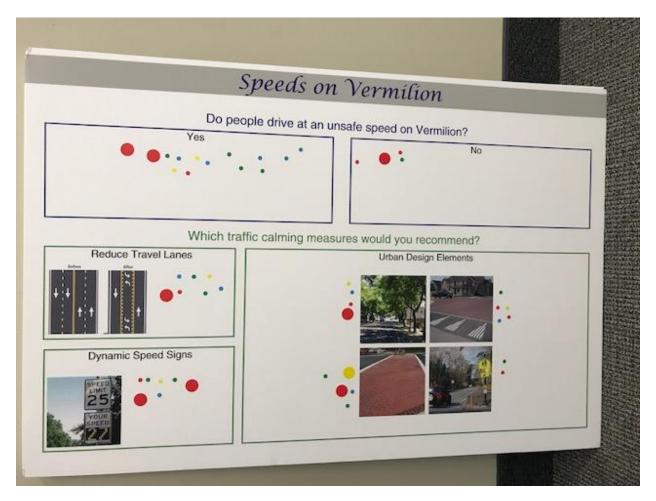


Figure 10: Speeds on Vermilion Public Involvement Board

The overarching themes of the public involvement process centered around the desire to calm traffic on Vermilion Street, make Vermilion Street safer through the four lane section, use the existing assets to make north-south travel easier, and remove delay associated with the Bowman Avenue grade crossing.

**Identified Transportation Need:** Traffic Calming and Safety on Vermilion Street and Delay Reduction on Bowman Avenue

#### **SECTION 5.0 EXISTING AND NO BUILD TRAFFIC CONDITIONS**

The average daily traffic (ADT) counts are posted online at gettingaroundillinois.com. The data is collected by either IDOT or local agencies and then combined in a single source that is publically available. Data is typically collected every other year for each location.



The ADT's for the past 11 years along the major corridors in Danville were collated along with the annual percent change for the past 10-11 years. In general, the corridors experienced some volume reductions or very small volume growth.

The roadways were grouped into sections to determine a projected growth rate. Although the traffic volumes have been historically declining, the lowest growth rate that was assumed was 0.0% and the highest growth rate assumed was 1.0%. In general, the growth rates coincided with data provided in the existing market analysis. Vermilion was shown as growing the most between 0.5% and 1.0% annually while Bowman Avenue was shown growing the least with the north section expecting no growth.

Figures showing the growth rate of the corridors in Danville are attached in the appendix.

Using this methodology, the expected average daily traffic volumes by 2040 in the No Build Scenario along Vermilion Street are shown in Table 3.

Vermilion Street Segment	Existing ADT	Future ADT
Fairchild Street to English Street	19,000	21,000
English Street to Voorhees Street	18,700	20,700
Voorhees Street to Winter Avenue	17,800	19,700
Winter Avenue to Liberty Lane	26,500	32,300
Liberty Lane to Poland Road	20,600	25,100
Poland Road to Newell Road	20,500	25,000

Table 3: Projected Vermilion ADT, No Build

If volume growth in Danville continues to be concentrated along the Vermilion Street corridor, the four lane section between Voorhees and Winter may be over capacity and require a center turn lane or barrier median in order to facilitate safe and efficient traffic operations. Widening this section is not desirable by the public. When asked to consider options for safety and pedestrian improvements in this section of the Vermilion Street, the least desirable course of action was widening the corridor to a five lane section.

Existing five lane sections may require a barrier median in order to address existing and anticipated safety concerns.

Identified Transportation Need: Prevention of Continued Traffic Consolidation on Vermilion Street



Key intersections throughout Danville were analyzed to determine future intersection level of service with the existing geometry. The 2040 No Build expected levels of service for 8 intersections are shown in Table 4. The intersections are level of service "C", or better, which is an acceptable design. This is because the intersections have been designed with the necessary turn lanes to allow for proper operations.

Table 4: Expected Level of Service at Key Intersections, No Build

Key Intersection	Existing LOS	Future LOS
Bowman Avenue and Fairchild Street	В	В
Bowman Avenue and Main Street	В	В
Bowman Avenue and Voorhees Street	В	С
Bowman Avenue and Winter Avenue	В	С
Vermilion Street and Fairchild Street	С	С
Vermilion Street and Voorhees Street	В	С
Vermilion Street and Winter Avenue*	С	С
Main Street and Gilbert Street	С	С

<sup>\*</sup> IDOT has recommended additional turn lanes at the Vermilion Street and Winter Avenue intersection. It was assumed the additional southbound right turn lane was to be constructed in 2018, and therefore, was included in both the existing and future analysis.

#### **SECTION 6.0 ADDRESSING THE TRANSPORTATION NEEDS**

Several transportation needs were identified during the vision defining, data collection, and public involvement sections. The impacts of implementing these visions and transportation projects have been evaluated at a high level to guide future planning and preliminary engineering efforts. The transportation needs fit into three categories:

- Improvements to Vermilion Street
  - Urban redesign on Vermilion Street from Voorhees Street to Winter Avenue (Section 2.1)
  - Traffic Calming on Vermilion Street (Section 4.0)
- Mobility Improvements on Bowman Avenue
  - o Improved mobility on Bowman Avenue and Voorhees Street (Section 2.1)
  - o Rear End Crash Reduction on Bowman Avenue (Section 3.0)
  - Delay Reduction on Bowman Avenue (Section 4.0)
- Planning for Future Traffic Associated with Growth
  - Truck accessibility upgrades on Lynch Road, Voorhees Street, and Makemson Road (Section 2.2)



o Prevention of continued traffic consolidation on Vermilion Street (Section 5.0)

#### 6.1. <u>Urban Redesign and Traffic Calming on Vermilion Street</u>

Two of the identified transportation needs touched on the concept of updating Vermilion Street to better match the surrounding context. Vermilion Street is primarily a residential corridor and the well-kept historic homes are holding or increasing in value. The 2016 median home value on Vermilion Street was \$83,529. This value was expected to rise to \$92,477 by 2021 which is an annual increase of 2.05%. This is solid growth in Illinois where home prices are expected to remain stagnant or fall. **The current roadway does not support these conditions.** The road is a wide four or five-lane facility with narrow sidewalks and heavy traffic volumes.

Previous speed studies have been performed along the corridor, and the observed 85<sup>th</sup> percentile speed is 43 mph. Since the noncompliance rate is greater than 50%, IDOT is recommending increasing the speed limit from 35 mph to 40 mph. The higher speed limit would likely increase the severity of pedestrian crashes and reduce safety through the high density access zones. Drivers are likely not complying with the speed limit because there is a disconnect between the roadway characteristics and expected operating speed. Geometric and urban design elements have been evaluated to reduce speeds as an alternative to increasing the posted speed limit.

The segment between Voorhees Street and Winter Avenue is the only four-lane section on the corridor. The quality of life portion of the regional overview and the public involvement process identified the need to slow vehicles and make a more comfortable environment for pedestrians through the residential context zone along Vermilion Street (Voorhees Street to Winter Avenue). Because of the residential character in this section of Vermilion, the public and city officials would like to achieve the intended goals without the purchase of right-of-way. Using that premise, Vermilion Street from Voorhees Street to Winter Avenue was evaluated for a potential road diet, converting four lanes to three lanes. Synchro/SimTraffic corridor level capacity analysis employing the No Build traffic demand assuming no migration to the surrounding streets shows the potential impacts that a road diet would have on Vermilion Street operations. The road diet would be expected to improve pedestrian comfort along Vermilion Street by:

- Decreasing vehicular speed through the area,
- Reducing vehicular crashes caused by the intersecting driveways/side streets by 20-40%, and
- Creating the room to add green space and street trees between the road and the sidewalk.

The right northbound lane on Vermilion would be dropped as a right turn lane at the intersection of Voorhees Street. The right side southbound lane would be dropped as a right turn lane at the intersection of Winter Avenue. If during preliminary engineering, the delay associated with a single southbound through lane is unacceptable, the southbound through lane could be continued and dropped after the intersection.

The impacts to the intersection of Vermilion Street and Voorhees Street include:

- Delay per vehicle at the intersection is estimated to be 30.7 seconds.
- There will be slight increases to the delay experienced for each movement.



- The westbound left turn lane will need to be extended 50 feet to accommodate the 95<sup>th</sup> percentile queue.
- All queues will clear during each peak hour cycle if the cycle length is lengthened to 120 seconds.
- Only the eastbound left turn movement is expected to increase to a level of service E (>55 seconds).
- Queues experienced at the intersection will be longer for the northbound through, southbound through, and westbound left turn movements.

The impacts to the residential segments include:

- Fewer gaps to turn from driveways and side streets onto Vermilion Street.
- Delay experienced for egress movements on side streets and driveways will slightly increase.

The impacts to the intersection of Winter Avenue and Vermilion Street include:

- Delay per vehicle at the intersection is estimated to be 34.7 seconds.
- A second northbound through lane will need to be added at the Vermilion Street and Raymond Avenue intersection.
- A westbound right turn lane should be constructed.
- The eastbound left turn movement will need to be extended 125 feet to accommodate the 95<sup>th</sup> percentile queue
- There will be increases to the delay experienced for each movement.
- The westbound left turn, westbound through, northbound left, and southbound left movements are expected to increase to a level of service E (>55 seconds).
- Of these movements, only the southbound left movement has an estimated demand greater than 70 vehicles per hour.
- Queues experienced at the intersection will be longer, especially for the southbound through and eastbound left turn movements.
- All queues will not clear during each peak hour cycle. The queues for the southbound through and westbound through will require two cycles to clear for approximately four traffic signals cycles during the peak hour.

The Vermilion Street and Winter Avenue intersection operations will be key to the perceived success of the road diet implementation. Currently, IDOT has completed an Intersection Design Study for Winter Avenue and Vermilion Street intersection. Since modifications to the intersection are pending, a detailed study of the road diet should be completed to influence IDOT's plan with the solution desired by Danville residents. The study should determine if drivers will begin to avoid the intersection or create unmet demand and congestion that Danville residents are not accustomed to encountering. There are three specific mitigations that need to be explored in more detail in order to determine the improvements that need implemented if a road diet is preferred.

1. The existing two southbound through lane configuration could be maintained southward to the intersection of Swisher Avenue and Vermilion Street. This configuration should provide level of service D or better (<55 seconds delay) for all movements and an approximate 30% reduction in the southbound queue length.



- Consider improvements to intersections along Jackson Street and Gilbert Streets if traffic
  begins to migrate to those corridors due to congestion at the Winter Avenue and Vermilion
  Street intersection. This condition could be studied further with travel demand modeling efforts
  if a Vermilion Street road diet is a desired outcome of this study as the current analysis does
  not predict any migration to Jackson Street or Gilbert Street.
- 3. Traffic signal coordination with the signal to the north will likely improve the operations of the southbound through movement by 5-10%.

The urban redesign should focus on adding beautification elements and improved multi-modal facilities in order to create an attractive corridor that represents the heart of Danville as well as the character of the street when the homes were built. Figure 11 shows how the 66 feet of existing right-of-way could be reconfigured to include canopy trees, wider sidewalks, and a wide comfortable parkway. These features would create a sense of comfort and beauty that would match the historic homes that line the corridor. The vertical elements of the trees would create a visual tunnel that has been proven to slow traffic.



Figure 11: Three-Lane Section on Vermilion Street



Another potential option for traffic calming on Vermilion Street is the potential for raised intersections to highlight locations where pedestrians may be present and to bookend the sections of the corridor where the purpose of the street is not solely vehicular throughput. These intersections would help communicate a change in context to drivers. Figure 12 shows the potential layout of a raised intersection at Winter Avenue.

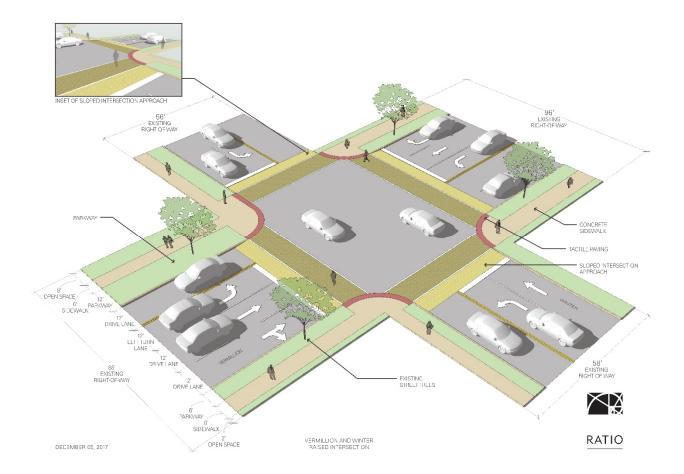


Figure 12: Raised Intersection at Winter Avenue and Vermilion Street

Another way to make Vermilion Street more inviting for pedestrians and other non-motorized travelers is the reduction of trucks on the corridor.

Streetlight Data uses cell phone usages and other GPS based applications to track a portion of all trips through the entire United States network. This allows for accurate extrapolation of ADT data into Origin-Destination pairs throughout the City. For this project, the data was used to estimate the rate that vehicles would likely reroute from Vermilion Street if an alternative route was provided.

The City was broken into 16 zones based on transportation barriers and the 5 major entry and exit locations were coded into the system. To determine how many trips would reroute, a "passthrough" marker was placed on Vermilion Street between Voorhees Street and Winter Street.



Figure 13 shows the origin and destinations zones for commercial trips that pass through Vermilion Street between Winter Avenue and Voorhees Street (Yellow Dot). The zones with darker red shades have a higher number of trips either beginning or ending in the zone. As shown, the zones near Vermilion Street are the heaviest and as the zones move further east, less trips on Vermilion Street are produced from these areas. This indicated that most of the commercial trips that are present on Vermilion Street are there because they are either beginning or ending on the corridor.

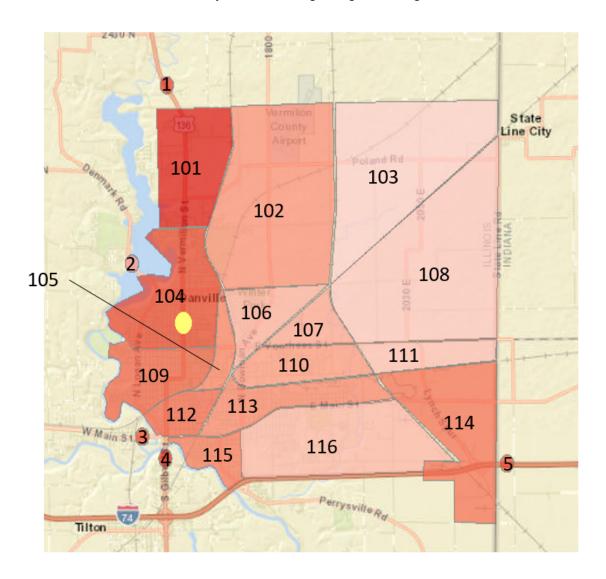


Figure 13: Trip Origin and Destination Zones

There are two types of commercial trips that would be able to relocate. They include:

- Trips that begin and end in locations that do not require traveling as far west as Vermilion Street (i.e. Zone 116 to Zone 1)
- Trips that begin and end outside of Danville that could be directed to use a different arterial



through town. (i.e. Zone 5 to Zone 1)

The percentage of existing commercial trips that would be able to reroute away from Vermilion Street are calculated in Table 5.



Table 5: Commercial Trips on Vermilion Street

Table   Tabl			Comm	ercial Trip	s With	Origins and De	estinations	That Do	o Not Require t	ne Use of	Vermi	lion Str	eet		Com		l Trips Th gh Danvi	
1   0.01%   4   0.00%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   5   0.01%   100   0.00%   100   0.00%   100   0.00%   110   0.00%	Origin	Destination	% of Vermilion Street Commercial Trips	Total	Origin	Destination % of Vermilion Street Commercial Trips	Total	Origin	Destination % of Vermilion Street Commercial Trips	Total	Origin	Destination	% of Vermilion Street Commercial Trips	Total	Origin	Destination	% of Vermilion Street Commercial Trips	Total
4   0.2%   5   0.00%   102   0.00%   103   0.00%   103   0.00%   103   0.00%   105		4 5 103 105 106 107 108 110 111 113 114 115	0.20% 0.01% 0.00% 0.05% 0.01% 0.00% 0.00% 0.00% 0.00% 0.00% 0.03% 0.01% 0.11%	0.42%		4 0.01% 5 0.01% 102 0.00% 103 0.00% 105 0.00% 106 0.00% 108 0.00% 111 0.00% 111 0.01% 114 0.01%	0.54%		4 0.02% 5 0.01% 102 0.02% 103 0.00% 105 0.00% 107 0.00% 108 0.00% 110 0.01% 111 0.00% 114 0.00% 115 0.00%	0.33%	1	103 105 106 107 108 110 111 113 114	0.00% 0.41% 0.18% 0.72% 0.00% 0.69% 0.61% 1.66% 0.27%	4.74%	4	5 1 5 1	3.94% 4.85% 0.15% 1.49%	17.48%
105   0.00%   106   0.01%   107   0.00%   111   0.00%   115   0.00%   116   0.00%	103	4 5 102 105 106 107 108 110 111 113 114 115	0.00% 0.02% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.02%	108	4 0.00% 5 0.00% 102 0.00% 103 0.00% 105 0.00% 106 0.00% 107 0.00% 111 0.00% 111 0.00% 113 0.00% 114 0.00%	0.01%	114	1 1.70% 4 0.03% 5 0.01% 102 0.00% 103 0.01% 105 0.00% 107 0.01% 108 0.00% 110 0.00% 111 0.00% 113 0.00% 115 0.00%	1.75%	4	103 105 106 107 108 110 111 113 114	0.02% 0.03% 0.04% 0.00% 0.01% 0.02% 0.01% 0.02% 0.02% 0.05% 0.06%	0.58%				
4   0.01%   5   0.00%   5   0.00%   102   0.00%   103   0.00%   105   0.01%   105   0.01%   105   0.00%   105   0.00%   106   107   0.00%   108   0.00%   108   0.00%   110   0.00%   111   0.00%   113   0.00%   114   0.01%   114   0.01%   115   0.00%   115   0.00%   115   0.00%   111   0.00%	105	4 5 102 103 106 107 108 110 111 113 114 115	0.35% 0.00% 0.00% 0.00% 0.01% 0.00% 0.00% 0.00% 0.00% 0.00% 0.01% 0.01% 0.01% 0.01%	0.51%	110	1 0.51% 4 0.01% 5 0.01% 102 0.02% 103 0.00% 105 0.00% 106 0.01% 107 0.00% 111 0.00% 111 0.00% 111 0.00% 111 0.00%	0.56%	115	1 0.34% 4 0.02% 5 0.03% 102 0.12% 103 0.00% 105 0.02% 107 0.00% 108 0.00% 110 0.00% 111 0.00% 113 0.01% 114 0.00%	- 0.55%	5	103 105 106 107 108 110 111 113 114	0.01% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.01% 0.01% 0.02%	0.14%				
	106	1 4 5 102 103 105 107 108 110 111 113 114 115	0.09% 0.01% 0.00% 0.00% 0.00% 0.01% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.14%	111	1 0.05% 4 0.00% 5 0.00% 102 0.00% 103 0.00% 105 0.00% 106 0.01% 107 0.00% 110 0.00% 111 0.00% 114 0.00% 115 0.00%	0.06%	116	1 0.08% 4 0.00% 5 0.00% 102 0.01% 103 0.00% 105 0.00% 107 0.00% 108 0.00% 110 0.00% 111 0.00% 111 0.00% 113 0.00%	0.09%								



The data presented in Table 5 shows that approximately 72% of trucks would not be able to be relocated away from Vermilion Street. The largest OD pair that is not a pass through is the combination of Route 1 to the north (Zone 1) and the area south of the east-west CSX Transportation railway and east of the north-south CSX Transportation railway (Zone 114). Trucks heading south on IL Route 1 could either continue south and turn left on Voorhees Street, or turn left onto Newell Road, right onto Bowman Avenue, and left onto Voorhees Street. Even without the rail crossing barriers that exist on Bowman Avenue and Voorhees Street, the additional turns could be enough to make the Vermilion Street corridor remain attractive. Using this pair as an example, it was assumed that only half of the commercial vehicles that could relocate would reroute to Bowman Avenue. This results in a reduction of 14% of the trucks on the corridor.

The same analysis was completed for personal trips, but the rate was found to be significantly lower. The data indicates that drivers that have the option to take alternate routes are already selecting them. The list of trips that do not require traveling as far west as Vermilion Street, and the percentage of personal trips on Vermilion Street that are making these trips are shown in Table 6.

Since this value is already a fairly small percentage of trips, it is assumed that no personal trips currently on Vermilion Street would relocate to a different corridor.



Table 6: Personal Trips on Vermilion Street

103   0.00%   105   0.00%   106   0.00%		ı	assenge	r Vehicle	Trips W	ith Ori	gins and [	Destinatio	ons That	: Do No	t Requir	the Use	of	Verm	ilion S	treet			_	ehicle Tr rugh Dan	-
1   0.00%   4   0.00%   5   0.00%   5   0.00%   5   0.00%   1.00   0.00%   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   1.00   0.00%   0	Origin	Destination	% of Vermilion Street Commercial Trips	Total	Origin	Destination	% of Vermilion Street Commercial Trips	Total	Origin	Destination	% of Vermilion Street Commercial Trips	Total		Origin	Destination	% of Vermilion Street Commercial Trips	Total	Origin	Destination	% of Vermilion Street Commercial Trips	Total
1   0.00%   4   0.00%   5   0.00%   105		1 4 5 103 105 106 107 108 110 111 113 114 115	0.37% 0.02% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.45%		1 4 5 102 103 105 106 108 110 111 113 114 115	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%			1 4 5 102 103 105 106 107 108 110 111 114	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.07%			102 103 105 106 107 108 110 111 113 114 115	0.00% 0.05% 0.05% 0.02% 0.00% 0.07% 0.00% 0.00% 0.05%	0.32%	4	4 5 1 5	0.10% 0.50% 0.00% 0.07%	1.14%
1	103	1 4 5 102 105 106 107 108 110 111 113 114 115	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.00%	108	1 4 5 102 103 105 106 107 110 111 113 114 115	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.00%	114	1 4 5 102 103 105 106 107 108 110 111 113	0.05% 0.02% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.07%		4	102 103 105 106 107 108 110 111 113 114 115	0.20% 0.00% 0.00% 0.07% 0.00% 0.00% 0.00% 0.00% 0.02% 0.00%	0.30%				
4   0.07%   5   0.02%   5   0.00%   5   0.00%   102   0.00%   103   0.00%   105   0.00%   105   0.00%   105   0.00%   105   0.00%   106   0.00%   107   0.00%   108   0.00%   110   0.00%   111   0.00%   111   0.00%   113   0.00%   110   0.00%   111   0.00%   111   0.00%   111   0.00%   112   0.00%   113   0.00%   110   0.00%   111   0.	105	1 4 5 102 103 106 107 108 110 111 113 114 115	0.00% 0.02% 0.00% 0.02% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.05%	110	1 4 5 102 103 105 106 107 108 111 113 114	0.02% 0.00% 0.00% 0.02% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.05%	115	1 4 5 102 103 105 106 107 108 110 111 113	0.07% 0.00% 0.00% 0.02% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.10%		5	102 103 105 106 107 108 110 111 113 114 115	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.00%				
110 0.0070 1 110 0.0070	106	1 4 5 102 103 105 107 108 110 111 113	0.10% 0.07% 0.02% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.20%	111	1 4 5 102 103 105 106 107 108 110 113	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.00%	116	1 4 5 102 103 105 106 107 108 110 111	0.00% 0.02% 0.00% 0.05% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.10%									



The assumed truck rate on Vermilion Street is 3%, with the expected redistribution of 14% of commercial vehicles, the new truck rate would be approximately 2.6%. Without the reduction in personal vehicles, the ADT and peak hour volumes are not expected to decrease significantly.

If transportation projects are implemented that can reroute truck traffic and provide alternative routes and zones for redevelopment, the future ADT of the corridor is expected to remain static for passenger vehicles and reduce slightly for commercial vehicles. With the truck percentage dropping from the current 3.0% to the expected 2.6%, approximately 75 to 100 trucks will be removed from Vermilion Street each day. Table 7 shows the existing and future ADT for the urban redesign and traffic calming on Vermilion Street scenario.

Vermilion Street Segment	Existing ADT	Remaining ADT
Fairchild Street to English Street	19,000	18,925
English Street to Voorhees Street	18,700	18,625
Voorhees Street to Winter Avenue	17,800	17,725
Winter Avenue to Liberty Lane	26,500	26,400
Liberty Lane to Poland Road	20,600	20,525
Poland Road to Newell Road	20,500	20,425

Table 7: Existing and Remaining ADT

The information in this section was presented to IDOT District 5 on April 27, 2018. At the meeting, City of Danville officials asked IDOT to either consider a road diet on Vermilion Street (IL Route 1) from Voorhees Street to Winter Avenue, or consider moving the IL Route 1 designation to Bowman Avenue. If IL Route 1 moves to Bowman Avenue the City of Danville would need to consider the implications of taking jurisdiction of Vermilion Street and potentially Gilbert Street from I-74 to Newell Road.

#### 6.2. Safer Mobility Options on Bowman Avenue and Voorhees Street

Three of the identified transportation needs discussed the importance of changes to the railroad crossings to improve the safety of Danville residents. These needs have been investigated by the City of Danville through the completion of a quiet zone study to reduce noise throughout the city and a Highway Safety Improvement Program study to evaluate benefits from improved protections or grade separations throughout Danville.

High frequency and severity crash rates were identified along Bowman Avenue. The higher than expected rates are likely associated with rear end collisions from congestion at the at-grade rail crossings. These crossing were also identified as congestion concerns from the public and the Danville Fire Department. Figure 14 shows the location of the three Danville Fire Stations in relation to the delay causing grade crossings.



The station on the east side of town is located on Griffin Street and is currently isolated by the two busiest tracks in Danville. The CSX Transportation railway line on the south side carries approximately 15 trains per day and the NS Railway line carries approximately 48 trains per day. The portion of town that this station can effectively serve is limited to the space between these tracks. However, without a station in this part of town, response times to emergencies would be increased.

Removing the delay associated with the crossings could allow for more efficient Fire Department operations. This could end up saving the tax payers money in the long term. The cost saving benefits to the Fire Department should be studied and considered when evaluating the benefit cost of the grade crossing alternatives.



Figure 14: Fire Station Locations and Rail Crossings



When rear end crashes are the most prevalent crash on a corridor it generally indicates that there are unexpected or lengthy queues. Since the intersections function at acceptable levels of service, the rear end crashes are likely caused by delay associated with the at-grade crossings on Bowman Avenue. A grade separated crossing would completely eliminate the queues associated with the crossings.

In the near term, "Be Prepared to Stop" or "Queue Ahead" signs with a dynamic, flashing wig-wag that is activated by the train could reduce the number of crashes for a significantly lower cost and in faster implementation time. Figure 15 shows what the wig-wag set up could look like. This could be especially helpful for southbound Bowman Avenue where the curves in the alignment may be causing sight distance concerns.

The construction of the Bowman Avenue Grade Separations can also support development around the Vermilion Regional Airport. Through the stakeholder interview process, airport personnel stated that the airport owns 177 acres of land that they believe to have potential for industrial and logistic development. Airport personnel has identified their ideal tenant as a distribution center. The grade separations may encourage this growth scenario by removing the delay and safety barriers between the airport and I-74.

#### 6.3. Additional Traffic Associated with Potential Future Development

The traffic associated with realizing the vision of a 21<sup>st</sup> Century manufacturing economy may require transportation upgrades to Bowman Avenue and Liberty Lane to support the residential and mixed use development and upgrades to Lynch Road, Voorhees Street, and Makemson Road.



Figure 15: Be Prepared to Stop Wig-Wag

There are three new uses that will have new trips associated with them:

- Residential Housing on North Bowman,
- Industrial Developments on Lynch, and
- Commercial Uses on North Bowman.

A portion of the trips will overlap. For instance, a typical trip from a housing unit is a trip from home to work and a typical trip at an industrial development is an employee traveling from home to work. In reality, these are the same trips. Therefore, a percentage of the trips from each use will be removed to avoid double counting.

The conversion to the 21<sup>st</sup> Century Digital Economy will create demand for increased transportation within and outside of Danville. In order to estimate the increases in demand, site specific trips were generated for an average weekday using the Trip Generation Manual, 10<sup>th</sup> Edition from the Institute of Transportation Engineers. This calculation was completed using a manufacturing land use creating 2,400 new jobs. Those 2,400 employees located in the previously identified 1,700 acres near Lynch Road and Voorhees Street are estimated to generate 5,930 trips per day. Of those 5,930 trips, 2520 are expected to derive from the Near Term Growth areas and 3,410 will be generated by the Long



Term Growth area. Trips associated with employment centers need to be distributed to the network. The following is the process required to complete that calculation.

- 1. The number of trips attracted to the site from outside the Danville area must be estimated. In this case, data from NCHRP 365 was used to determine that it is reasonable to assume that 50% of the trips attracted to the site could be from outside of the Danville region.
- 2. The number of trips attracted to the site from within the existing boundaries of Danville can then be determined through subtraction. For the manufacturing site near Lynch Road and Voorhees Street, 50% of the trips will come from within the City of Danville.
- 3. Trips need to be distributed to the network that accesses areas outside of Danville. It was assumed that I-74, via Lynch Road, and Main Street (US 136) were the external attraction nodes for all trips associated with areas outside of Danville. These assumptions and the accompanying calculations show an increase in ADT on:
  - Lynch Road, north of I-74, of 2350 vehicles per day, which results in an expected ADT of 7,850.
  - Main Street (US 136), east of Lynch Road, of 650 vehicles per day, which results in an expected ADT of 5,950.
- 4. Trips need to be distributed to the network that access the City of Danville. It was assumed that all the trips that desire to stay within the boundaries of the City of Danville would need to choose one of three arterial routes to move east and west. Those routes were assumed to be Main Street (US 136), Voorhees Street, and Winter Avenue as each of these streets will provide some level of access to the near and long term growth sites. These assumptions and the accompanying calculations show an estimated increase in ADT on:
  - Winter Avenue, east of Bowman Avenue, of 450 vehicles per day, which results in a proposed ADT of 4,500.
  - Voorhees Street, east of Bowman Avenue, of 1,050 vehicles per day, which results in a proposed ADT of 10,650.
  - Main Street (US 136), east of Bowman Avenue, of 1,500 vehicles per, which results in a proposed ADT of 15,000.
- 5. An assumption was made to not distribute the traffic volumes to north-south streets because trips will disperse and further mitigate any trip generation that will happen the further one gets from site.

The expansion of the Advanced Manufacturing and Logistics Development is predicted to have a ripple effect that will create the need for new housing stock. The new housing stock is expected to be centered around the intersection of Bowman Avenue and Liberty Lane. It was assumed that 200 acres near the intersection could be used to for residential development. Those 200 acres were estimated to contain 1,000 single family dwelling units. Again, the increases in transportation demand were calculated using the latest edition of the Trip Generation Manual. The 1,000 homes are expected to



generate 9,450 trips per day. These trips were distributed to the surrounding transportation network, and the calculations estimate that the average daily traffic on:

- Bowman Avenue, north of Liberty Lane, could increase from 5,200 to 8,000.
- Bowman Avenue, south of Winter Avenue, could increase from 8,500 to 13,000.
- Liberty Lane, west of Bowman Avenue, could increase from 4,100 to 6,300.

Due to the increase in traffic from the industrial uses on Lynch Road, the intersection of Lynch Road and Main Street will need studied in detail as development occurs. Peak hour counts and projections should be reviewed as developments are built along the roadway. Winter Avenue, Voorhees Street, and Main Street (US 136) are expected to function with appropriate levels of service even after the full build out of the development. As the build out of the manufacturing area progresses, the operations at the Voorhees Street at-grade crossing should be monitored for potential safety concerns.

The residential traffic produced at the Liberty Lane and Bowman Avenue node will be dispersed between north and south Bowman Avenue and west Liberty Lane. Bowman Avenue, south of Liberty Lane is expected to increase to an ADT around 13,000. IDOT standards would recommend widening the roadway to a five lane cross section after the ADT crosses the 12,500 vehicles per day threshold, however, in urban settings, this ADT usually operates very well in a three lane section. The corridor should be monitored for delay issues, but the three lane section is expected to be satisfactory.

The grade crossing on Liberty Lane should be monitored and evaluated due to the added traffic. The ADT is expected to be around 6,300 which would be able to be carried by the existing two lane roadway.

#### SECTION 7.0 PRIORITIZING TRANSPORTATION IMPROVEMENTS

The transportation improvements determined by addressing the transportation needs were compiled in a table to show the expected benefits of the projects, as well as the potential time frame, the necessary catalyst for moving forward, and the relative cost of the improvement. The information is summarized in

Table 8.



Table 8: Transportation Improvements

Improvement	Quality of Life	Facilitate 21st Century Digital	Recommended Time Frame	Catalyst	Cost
Vermilion Street Traffic Calming and Beautification	<b>√</b>		Near Term (1-5 Years)	Coordination and Agreement with IDOT	\$\$\$
Bowman Avenue Grade Separations	<b>√</b>		Mid Term (5-10 Years)	Benefit Cost Ratio above 1.0 including reduction in crashes and impacts to the Danville Fire Department Or Additional Residential Development on North Bowman Avenue	\$\$\$\$
Bowman Avenue Flashing Wig-Wag	<b>✓</b>		Immediate (0-1 Years)	Design and Coordination with the Railroads	\$
Voorhees Street Grade Separation	<b>√</b>	<b>✓</b>	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$\$
Intersection Improvements at Lynch Road and Main Street		<b>✓</b>	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$
Extension of Lynch Road North from Voorhees Street		<b>\</b>	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$\$



It is recommended to consider the "Be Prepared to Stop" wig-wag for Bowman Avenue for immediate implementation.

Following the implementation of the wig-wag, updates to Vermilion Street, including a road diet or raised intersection, should be discussed with IDOT to determine opportunities for improvements. The roadway is currently IL Route 1 and is under the jurisdiction of the Department.

The Bowman Avenue grade separations should continue to be studied until the benefit cost ratio is determined to be above 1.0. Items to include in the benefit-cost ratio include reduction in rear-end crashes as well as the efficiency benefits to the City of Danville Fire Department response times and operational costs.

The improvements to the Voorhees Street rail crossings and the Lynch Road improvements should be implemented as additional development begins to occur on Lynch Road.

#### **SECTION 8.0 PUBLIC INFORMATION MEETING**

After the Bowman Avenue and Vermilion Street Study was completed, a final public information meeting was held to present the results of the study. The meeting was held on June 7<sup>th</sup>, 2018 at the Danville First Church of Nazarene. Figure 16 through Figure 21 show the boards presented at the public meeting. Seven members of the public attended the meeting and responses to the proposed plan were generally positive. The concerns from the attendees involved finding funding avenues for the projects discussed without detrimentally affecting the on-going maintenance for the existing transportation system, and a concern that a three lane section would restrict traffic on the main thoroughfare through town (Vermilion Street/IL 1).

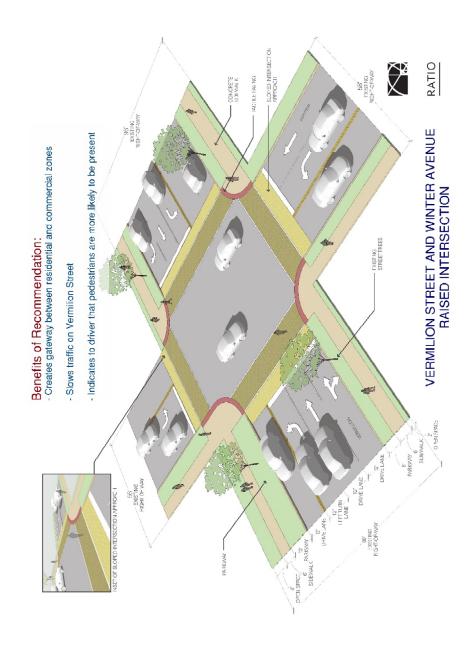


Figure 16: Vermilion Street and Winter Avenue Raised Intersection



Figure 17: Vermilion Street 3-Lane Section

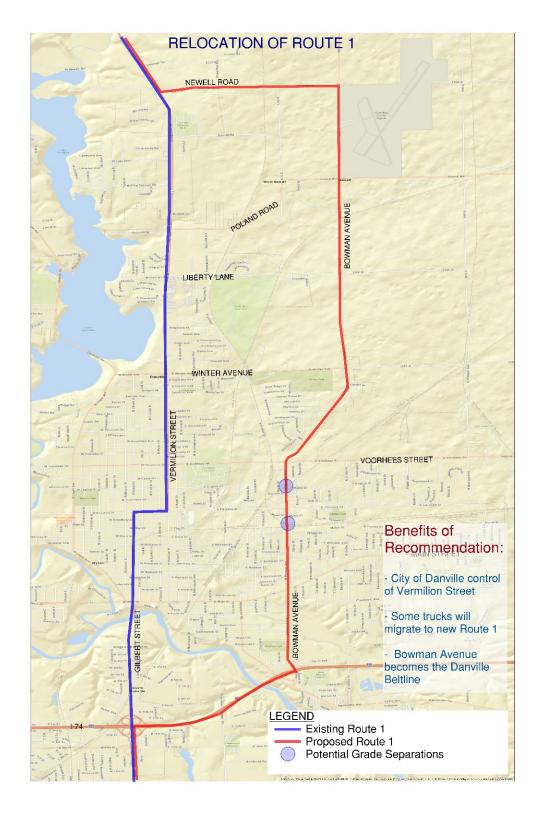


Figure 18: Relocation of Route 1

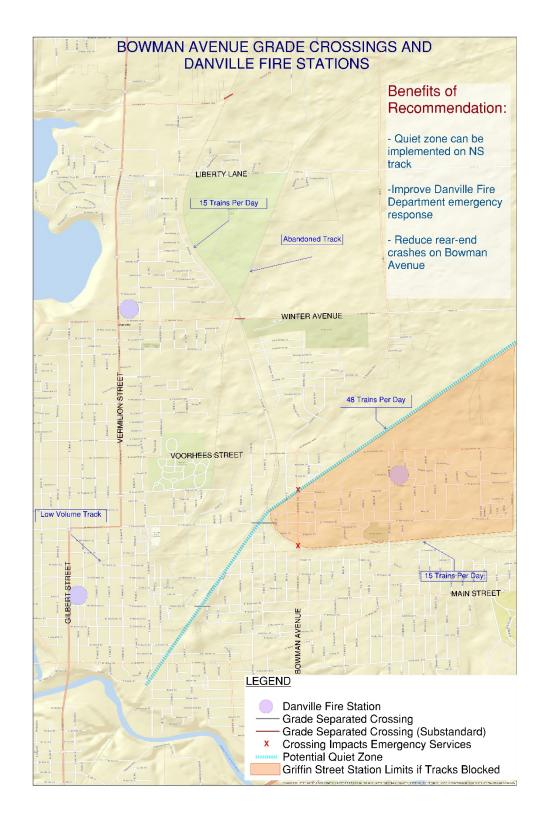


Figure 19: Bowman Avenue Grade Crossings and Danville Fire Department

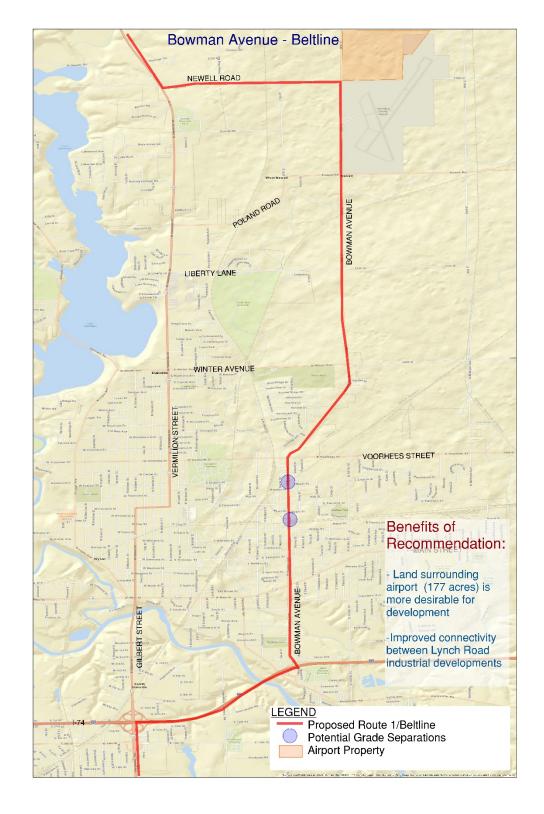


Figure 20: Bowman Avenue as the Danville Beltline

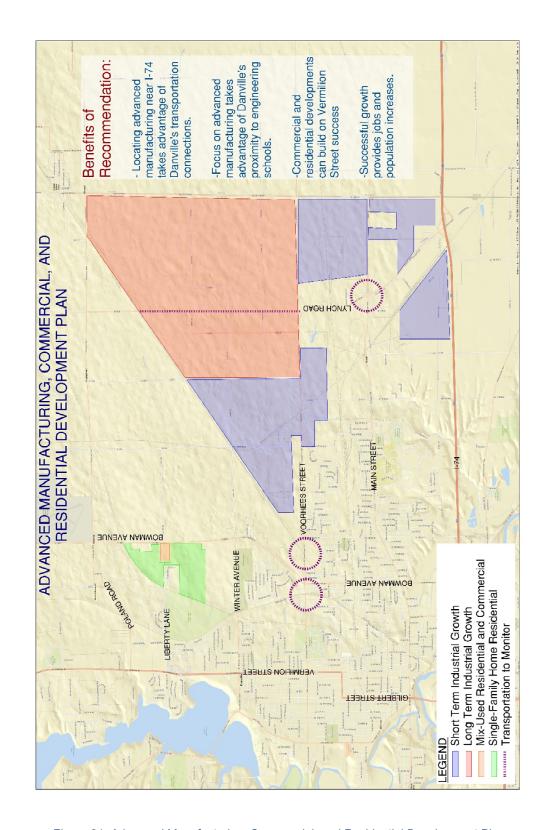


Figure 21: Advanced Manufacturing, Commercial, and Residential Development Plan

# At-Grade Railroad Crossing Study

# **Danville and Catlin**

Vermillion County, Illinois

June 2014

#### Prepared for:

Danville Area Transportation Study Metropolitan Planning Organization 1155 E Voorhees, Suite A Danville, IL 61832

#### Prepared by:

Hanson Professional Services Inc. 1525 South Sixth Street Springfield, IL 62703



# **Table of Contents**

1.	Introduction	4
2.	Initial Crossing Screening	4
	2.1 Expected Crash Frequency	6
	2.2 Crash History	6
	2.2.1 Total Delay Time	7
	2.2.2 Exposure Factor	7
	2.2.3 Initial Crossing Screening Recommendation	8
3.	Additional Crossing Screening	10
	3.1 Voorhees Street / NS	12
	3.2 Bowman Avenue / NS	15
	3.3 Williams Street / NS	18
	3.4 Griffin Street / CSX	21
4.	Recommendations	24
	4.1 Voorhees Street / NS	24
	4.2 Bowman Avenue / NS	24
	4.3 Williams Street / NS	25
	4.4 Griffin Street / CSX	25

# **Figures and Tables**

Figure 1 1	Project Location/At-Grade Crossings Studied	5
	Initial Crossing Screening Summary	
	Voorhees/NS Raised Median	
	Voorhees/NS Grade Separation	
Figure 3.3	Bowman/NS Flexible Delineators	16
Figure 3.4	Bowman/NS Grade Separation	17
Figure 3.5	Williams/NS Flexible Delineators	19
Figure 3.6	Williams/NS Grade Separation2	2C
Figure 3.7	Griffin/CSX Urban Gates	22
Figure 3.8	Griffin/CSX Grade Separation	23
Figure 4.1	Additional Crossing Study Safety Improvement Recommendations	26
Figure 4.2	Additional Crossing Study Delay Improvement Recommendations2	27
<b>Tables</b> Table 2.1	Data Collection Sources	4
	Calculated Expected Crash Frequency	
	Historical Crash History	
	Calculated Delay Time	
	Calculated Exposure Factors	
	Initial Crossing Screening Summary Table	
	Voorhees/NS Safety Improvement Analysis Summary	
	Voorhees/NS Delay Benefit/Cost Summary	
Table 3.3	Bowman/NS Safety Improvement Analysis Summary	15
Table 3.4	Bowman/NS Delay Benefit/Cost Summary	15
Table 3.5	Williams/NS Safety Improvement Analysis Summary	18
	Williams/NS Delay Benefit/Cost Summary	
Table 3.7	Griffin/CSX Safety Improvement Analysis Summary	21
Table 3.8	Griffin/CSX Delay Benefit/Cost Summary2	21

# **Appendices**

Appendix A – Draft Voorhees / NS IDOT HSIP Application for Raised Median

Appendix B – Draft Voorhees / NS ICC GCPF Application for Raised Median

Appendix C – Draft Voorhees / NS ICC GCPF Application for Grade Separation

Appendix D – Draft Bowman / NS IDOT HSIP Application for Flexible Delineator Installation

Appendix E – Draft Bowman / NS ICC GCPF Application for Flexible Delineator Installation

Appendix F – Draft Bowman / NS ICC GCPF Application for Grade Separation

Appendix G – Draft Williams / NS IDOT HSIP Application for Flexible Delineator Installation and Circuitry Upgrade

Appendix H – Draft Williams / NS ICC GCPF Application for Flexible Delineator Installation and Circuitry Upgrade

Appendix I – Draft Griffin / CSX IDOT HSIP Application for Warning Gates Installation and Circuitry Upgrade

Appendix J – Draft Griffin / CSX ICC GCPF Application for Warning Gates Installation and Circuitry Upgrade

Appendix K – Voorhees / NS Crossing Photos

Appendix L – Bowman / NS Crossing Photos

Appendix M – Williams/NS Crossing Photos

Appendix N – Griffin / CSX Crossing Photos

#### 1. Introduction

This study was prepared to evaluate eight mainline at-grade crossings along the Norfolk Southern Railway (NS) and CSX Railroad (CSX) through the City of Danville and Village of Catlin, located in Vermillion County, Illinois (see Figure 1.1). The purpose of the evaluation was to identify the highest priority safety improvements among the studied at-grade crossings for submission to the Illinois Department of Transportation (IDOT) Highway Safety Improvement Program (HSIP). The IDOT HSIP has a railway component that targets crossings to reduce the number of fatalities and serious injuries at public highway-railway crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

Two levels of evaluation were completed in the study to narrow down the initial eight crossings to identify the top priority crossings. The top two recommended crossings from the study have had HSIP applications prepared for their submission to IDOT.

# 2. Initial Crossing Screening

The initial screening for the eight crossings included collecting the following data for evaluation:

- Existing and Proposed ADT
- Existing and Proposed Daily Train Traffic
- Warning Components at each site
- Vehicular Crashes
- Vehicle-Train Crashes

Calculations completed for each crossing include:

- Expected Crash Frequency
- Delay Time
- 20 Year Exposure Factor

Table 2.1 lists the sources for the data collected and the source of the calculation.

Data	Source							
Current ADT	Getting Around Illinois Database							
Projected 2035 ADT Values	Danville Area Transportation Study (High Projection Values - 1% annual growth)							
Projected 2024, 2034 ADT Values	Interpolated using the growth rate between current and 2035 ADTs (1% annual growth)							
Current Train Traffic	ICC Crossing Database. Daily Train traffic for Lyons was reported at 17, but adjacent crossings reported at 47 and to remain consistent through the entire corridor, 47 was used. Daily train traffic for Williams and Voorhees was reported at 22, but all surrounding crossings were reported at 48. To keep the value consistent throughout the corridor, 48 was used because it seemed more logical considering Catlin traffic and a higher frequency of 48 being reported.							
Projected Train Crossing	Assumed 1.2% Growth							
Warning Components at Crossings	Google Earth/ICC Database							
Expected Crash Frequency Procedure	IDOT BLRS Chapter 40 Equation 40-2.1							
Historic Crashes	IDOT Safety Mart/ICC Database							
Delay Time Procedure	ICC Working Paper 2002-03, Motorist Delay at Public Highway Rail Grade Crossings in Northeastern Illinois							
Grade Separation Study Suggested	A report part of the Chicago to St. Louis High-Speed Rail Tier 1 EIS that identified a standard 20-Year Exposure value that would suggest a grade separation study for the relative population.							

**Table 2.1 Data Collection Sources** 

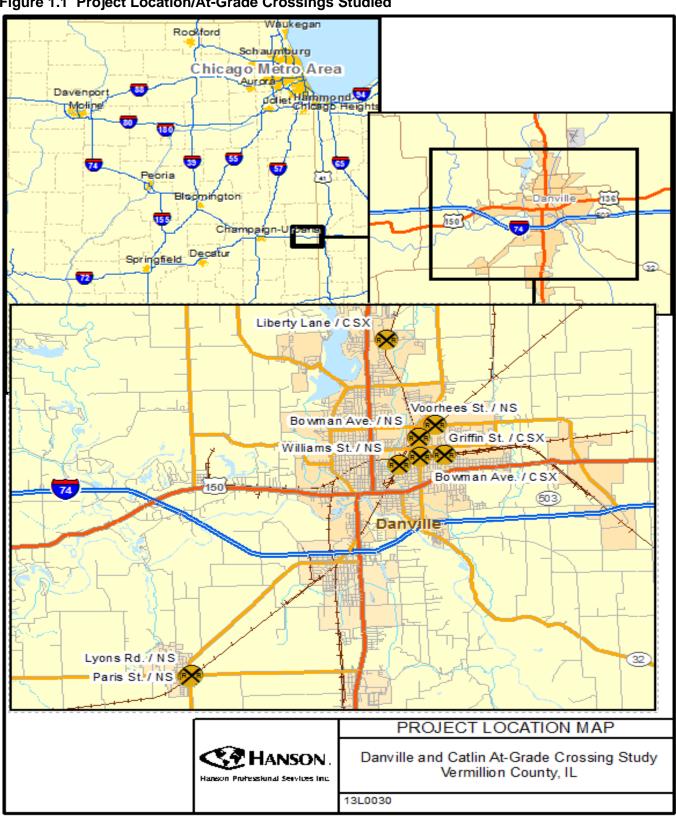


Figure 1.1 Project Location/At-Grade Crossings Studied

## 2.1 Expected Crash Frequency

The crash expectancy was calculated using equation 40-2.1 from the Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets (BLRS) Manual. The calculated expected crash frequency was compared to the standard of 0.02 crashes per year maximum to determine if current warning devices were sufficient. Table 2.2 shows the data and calculations for the expected crash frequency. Traffic factor and component factor come from table 40-2A in the BLRS Manual.

**Expected** Years Crash **Expected** 10 Year Traffic **Trains** Component Frequency Between **Rail Line** ADT Factor Per Day **Signal Component Factor** Per Year Crashes Road City NS Voorhees Street Danville 17680 0.023877 48 Gates, Urban 0.08 0.0917 10.9 0.012674 NS Bowman Avenue Danville 9668 48 Gates, Urban 0.08 0.0487 20.5 NS Williams Street Danville 6061 0.00772 48 Gates, Urban 0.08 0.0296 33.7 Lyons Road Catlin 1694 0.002627 47 Gates, Urban 0.0099 101.2 NS 0.08 NS Paris Street Catlin 2840 0.003981 47 Gates, Urban 0.08 0.0150 66.8 **CSX** Liberty Lane Danville 6790 0.010278 15 Gates, Urban 0.08 0.0123 81.1 Bowman Avenue Danville 0.012674 Gates, Urban **CSX** 10873 15 0.08 0.0152 65.8 CSX **Griffin Street** Danville 8063 0.010278 15 Flashing Lights, Urban 0.23 0.0355 28.2

**Table 2.2 Calculated Expected Crash Frequency** 

## 2.2 Crash History

The crash history was analyzed from both the IDOT Safety Mart and the ICC railroad crossing database. The numbers are summarized in Table 2.3 below.

				IDC	T Safe	ty Ma	rt Data	(2007	-2011)		IC	C Collision	History	
Rail Line	Road	City	Total Collisions	к	А	В	С	PD	Calculated Crash Frequency Per Year Based on Data	Total Collisions (1955-2012)	Number of Fatalities	Number of Injuries	Most Recent Collision	Calculated Crash Frequency Per Year Based on Data
NS	Voorhees Street	Danville	9	0	0	2	1	1	2.250	10	1	5	3/15/2004	0.175
NS	Bowman Avenue	Danville	15	0	0	4	4	4	3.750	4	0	5	2/16/2011	0.070
NS	Williams Street	Danville	9	0	1	3	0	0	2.250	11	3	1	2/5/2003	0.193
NS	Lyons Road	Catlin	4	0	0	3	0	0	1.000	2	0	1	1/18/2010	0.035
NS	Paris Street	Catlin	5	0	0	1	1	1	1.250	7	0	5	10/7/1998	0.123
CSX	Liberty Lane	Danville	3	0	2	0	0	0	0.750	5	1	1	4/22/2013	0.088
CSX	Bowman Avenue	Danville	15	0	0	2	3	3	3.750	14	0	3	1/6/2002	0.246
CSX	Griffin Street	Danville	4	0	0	2	0	0	1.000	6	0	1	8/8/2002	0.105

Table 2.3 Historical Crash History

The IDOT Safety Mart Data was collected between 2007 and 2011, excluding crashes that only resulted in property damage because data was only available between 2009 and 2011. ICC Collision History includes all crashes recorded since 1955. The calculated crash frequency per year based on the data provided was included for both the IDOT and ICC Collision data. A comparison of the expected crash frequency per year and historical actual crashes per year shows higher actual rates. The IDOT

data is substantially higher because it includes vehicular crashes in the vicinity of the at-grade crossing not just vehicle train collisions as is reported in the ICC Collision data.

### 2.2.1 Total Delay Time

The total delay time was calculated using the procedure described in the ICC Working Paper 2002-03, Motorist Delay at Public Highway Rail Grade Crossings in Northeastern Illinois. Table 4 summarizes the calculated delay times.

Rail Line	Road	City	2014 Total Daily Delay (Hours)	2034 Total Daily Delay (Hours)
NS	Voorhees Street	Danville	33.94	54.23
NS	Bowman Avenue	Danville	17.19	31.62
NS	Williams Street	Danville	32.75	48.42
NS	Lyons Road	Catlin	2.52	5.75
NS	Paris Street	Catlin	4.42	9.63
CSX	Liberty Lane	Danville	11.18	12.64
CSX	Bowman Avenue	Danville	13.29	25.47
CSX	Griffin Street	Danville	29.20	46.67

Table 2.4 Calculated Delay Time

# 2.2.2 Exposure Factor

As part of the preparation of the Chicago to St. Louis High-Speed Rail Tier 1 EIS, an analysis was developed that identified exposure factors for at-grade crossings to warrant grade separation studies within three population categories: over 200,000, 5,000-200,000 and less than 5,000. These categories were based on existing local agency grade separations currently within the State of Illinois. The averages were determined in each category and the resulting value was used as a threshold to determine if a crossing warranted further grade separation studies. Exposure factors are defined as the product of the roadway ADT and the number of trains along the rail line at the crossing. The Exposure level thresholds for grade separation studies are Urban (over 200,000) =1,445,011, Urban (5,000-200,000) = 150,379 and Rural (less than 5,000) = 53,267. Danville is urban (5,000-200,000) and Catlin is rural (less than 5,000).

**Table 2.5 Calculated Exposure Factors** 

							20 Year	Grade Separation
			Trains Per	Trains Per	Existing	Projected	Exposure	Study
Rail Line	Road	City	Day (2012)	Day (2034)	ADT	2034 ADT	Factor	Suggested
NS	Voorhees Street	Danville	48	62	15800	19417	1,211,711	Yes
NS	Bowman Avenue	Danville	48	62	8000	11320	706,412	Yes
NS	Williams Street	Danville	48	62	5600	6368	397,415	Yes
NS	Lyons Road	Catlin	47	61	1200	2102	128,439	Yes
NS	Paris Street	Catlin	47	61	2100	3523	215,282	Yes
CSX	Liberty Lane	Danville	15	20	7400	6435	125,481	No
CSX	Bowman Avenue	Danville	15	20	8800	12969	252,918	Yes
CSX	Griffin Street	Danville	15	20	7100	8730	170,252	Yes

## 2.2.3 Initial Crossing Screening Recommendation

Table 2.6 and Figure 2.1 show the summary results of all analysis completed for the initial screening. Based on the screening results, the following four rail crossings are suggested for additional analysis for safety improvements based on the following reasons:

- Voorhees Street at the NS has insufficient warning devices, the highest exposure factor, highest expected crash frequency and the highest delay.
- Bowman Avenue at the NS has insufficient warning devices, the second highest exposure factor, the second highest expected crash frequency and the highest number of crashes according to IDOT data.
- Williams Street at the NS has insufficient warning devices, the second highest delay and the highest number of fatalities according to ICC Collision Data.
- Griffin Street at the CSX has insufficient warning devices, the third highest delay and the third highest expected crash frequency.

**Table 2.6 Initial Crossing Screening Summary** 

						Expected		
				2014 Total	2034 Total	Crash		Sufficient/Insufficient
			20-Year	Daily Delay	Daily Delay	Frequency Per	Years Expected	Warning Devices (ECF<0.02
Rail Line	Road	City	<b>Exposure Factor</b>	(Hours)	(Hours)	Year	Between Crashes	to be sufficient)
NS	Voorhees Street	Danville	1211711	33.94	54.23	0.092	10.9	Insufficient
NS	Bowman Avenue	Danville	706412	17.19	31.62	0.049	20.5	Insufficient
NS	Williams Street	Danville	397415	32.75	48.42	0.030	33.7	Insufficient
NS	Lyons Road	Catlin	128439	2.52	5.75	0.010	101.2	Sufficient
NS	Paris Street	Catlin	215282	4.42	9.63	0.015	66.8	Sufficient
CSX	Liberty Lane	Danville	125481	11.18	12.64	0.012	81.1	Sufficient
CSX	Bowman Avenue	Danville	252918	13.29	25.47	0.015	65.8	Sufficient
CSX	Griffin Street	Danville	170252	29.20	46.67	0.035	28.2	Insufficient

\* Recommended for Further Study

I:\13jobs\13L0030\CAD\GIS\Projects\Danville\_Crossing\_Study.mxd Liberty Lane / CSX 2100 N 136 Lyons Rd. / NS W Vermillon St Chester Ave Paris St. / NS Danville E Winter Av W Conron Ave Swisher Ave **Catlin Crossing Inset** Wilkin Ave E Roselawn St. W Roselawn Dr Orchard St Voorhees St. / NS W Woodlawn Ave **LEGEND** Ν E Voorhees S \* Bowman Ave. / NS Large - 2034 Vehicle Delay > 30 hrs/day Medium - 2034 Vehicle Delay 15-30 hrs/day Small - 2034 Vehicle Delay < 15 hrs/day Bowman Ave. / CSX **Crossing Safety Devices Insufficient** Williams St. / NS **Crossing Safety Devices Sufficient** \* Griffin St. / CSX **Grade Separation Study Suggested** Danville/Catlin At-Grade Crossing Study Grade Separation Study Not Suggested CA HANSON. Initial At-Grade Crossing Analysis Summary

Job Number: 13L0030

Miles

0.5

Figure 2.1 Initial Crossing Screening Summary

Sheet 1 of 1

This initial crossing summary was submitted to the Danville Area Transportation Study for review and concurrence of the recommended crossings moving forward. After approval was received, additional crossing analysis was conducted on the four recommended crossings.

## 3. Additional Crossing Screening

Alternatives carried forward from the initial screening were reviewed for safety improvements that could be implemented to improve the expected crash frequency to the IDOT standard threshold of 0.02. They were also evaluated to determine the benefits and impacts of the improvements considered, the annual cost and benefit cost ratio of the improvements, the financial cost of delays and the benefits and impacts of grade separating the crossing. The annual cost and benefit/cost ratio of the improvements were determined using IDOT BLRS Manual Chapter 40-2.03. Delay calculations for benefit/cost were developed using the initial screening analysis delay hours calculated and the federal travel rate of \$20 per hour.

In reviewing the alternatives moving forward, it was noted that all alternatives, except for the Griffin Street / CSX crossing which has only flashing lights, already have the lights and gates configuration for crossing warning device. This is the highest type warning light configuration for the two lane urban streets in which these crossings are located. Also, none of the crossings being evaluated in the additional crossing screening are adjacent to signalized intersections which would provide an opportunity to interconnect and coordinate the traffic signal and train signaling systems.



The rail approach signaling system currently installed at the Voorhees/NS and Bowman/NS crossings is a constant warning time (CWT) system that provides uniform warning times between activation and train arrival, typically located where trains travel at different speeds or switching operations occur. This system is the highest level of activation that would be expected at this type of a crossing. As a result, other non-signalized improvements must be considered to improve the expected crash frequency of these crossings.

The Williams/NS and Griffin/CSX crossings currently have the direct current audio frequency overlay (DC-AFO) approach signaling system. This signaling system uses the track to detect the train with the signals being received at the control unit by either a circuit along the track or by radio frequency. The first improvement consideration at these crossing would be to upgrade the signaling system. Other non-signalized improvements will be reviewed at these crossings as well.

The following non-signaling improvements will be considered at each of the crossing locations:

• Flexible Delineator – This includes the installation of a flexible vertical delineator along the centerline of the roadway used to deter motorists from driving over the centerline and attempting to drive around traffic or gates to illegally cross the tracks when the signaling system has been activated. Based on IDOT BLRS figure 40-1C, a minimum distance of 150 feet will be required on either side of the tracks for the delineator installation. The expected crash reduction factor, or the estimated reduction in crashes at the location, for the flexible



delineator's is expected to be 0.75, which was estimated based on the Federal Railroad Administration (FRA) risk factors for mountable medians with channelization devices.

• Median – This includes the installation of a mountable or raised curb median to help define the traveled way and deter vehicles from attempting to cross over the centerline to drive around the gates. Signs or flexible delineators are often mounted in the median. Typically this installation requires widening to the outside of the roadway to accommodate the median installation. Like the flexible delineators, a 150 foot minimum length from track will be required for the median installation. For these two-lane urban roadways, a minimum median width of 4 feet was assumed. The expected crash reduction factor for the medians is 0.75 for mountable medians with reflective traffic control devices and 0.80 for raised curb medians.



• Grade Separation – This improvement would separate the rail and roadway traffic by way of a bridge structure, eliminating the possibility of train/vehicle collisions. This improvement is the most expensive improvement, but when vehicle delay on highly traveled roadways is considered, may provide a positive cost/benefit ratio. The expected crash reduction factor for grade separations is 1.00, meaning a 100% reduction in rail/train crashes. For this study, a road over rail grade separation was assumed with a touchdown distance of 750 feet each side of the existing tracks.



Four quadrant gates for non-signaling improvements were not considered for these locations as those installations have typically only been included along passenger rail corridors, specifically the High-Speed Rail corridors. The expected crash reduction factor of the four quadrant gate systems is 0.82, only slightly better than the flexible delineator and median measures being evaluated. Also the inclusion of the four quadrant gate systems typically include provisions for automatic vehicle detection for trapped vehicles and signaling systems for the trains along the corridor to detect vehicles within the crossings. The cost of these systems is also substantially higher (typically estimated at \$500,000 per location), so the expected cost/benefit at these locations would not be high.

In addition to the benefits and impacts of the safety improvements, a cost benefit and impact analysis was completed for the crossings for the expected delay. As determined in the initial screening analysis, all crossing carried forward had daily vehicle delays of over 30 hours, with some delays approaching 60 hours. While none of the safety improvements will be able to improve delays, except for the CWT upgrade which does provide a delay reduction, the grade separation alternative would eliminate the delays. However the significant costs of installation will be weighed against the delay and safety improvement benefits.

## 3.1 Voorhees Street / NS

The installation of flexible delineators and mountable medians would not decrease the expected crash frequency to below the 0.20 IDOT threshold, requiring a raised median as a minimum improvement at this location. Table 3.1 summarizes the results for the proposed improvement analysis.

Table 3.1 Voorhees/NS Safety Improvement Analysis Summary

Intersection	Existing Expected Crash Frequency	Proposed Installation	Component Crash Reduction	Proposed Expected Crash Frequency	ECF Savings	ECF Annual Safety Benefit	Initial Cost	Annual Cost	Safey Benefit-Cost Ratio
Voorhees/NS	0.092	Flexible Delineators	0.75	0.023	0.069	\$26,073	\$16,000	\$ 1,280.00	20.4
Voorhees/NS	0.092	Mountable Median	0.75	0.023	0.069	\$26,073	\$30,000	\$ 2,400.00	10.9
Voorhees/NS	0.092	Raised Median	0.80	0.018	0.074	\$27,811	\$58,000	\$ 4,640.00	6.0
Voorhees/NS	0.092	Grade Separation	1.00	0.000	0.092	\$34,764	\$7,000,000	\$300,000.00	0.1

Construction of a raised median would require access changes to the City of Danville Public Works facility as well as a parking lot to the Security Ventures, Inc. building southeast of the crossing (see Figure 3.1). It appears the installation of the raised median and required roadway widening could be completed within existing right-of-way, the existing sidewalk on the north side of the street would not be impacted and no other adjacent cross streets would be affected by the raised median installation. The benefit cost ratio for the installation of the raised median is 6.0, which is much higher than the base benefit cost ratio for improvement of one, which indicates that the public benefit is greater than the public cost.

The calculation for benefit/cost of delay with respect to a grade separation is shown in Table 3.2.

Table 3.2 Voorhees/NS Delay Benefit/Cost Summary

2034 Total Daily Delay	2034 Total Delay	Annual Delay	ECF Annual	Total Benefit		Delay and
Experienced by All	Experienced by All Motorists		Safety	for Grade	Annual Cost	Safety Benefit-
Motorists Collectively	Collectively (Hours/Year)	Benefit	Benefit	Separation		Cost Ratio
54.23	19794	\$395,879	\$34,764	\$430,643	\$300,000	1.4

The construction of a grade separation at this location would impact several properties, require total acquisitions due to loss of public highway access or significant changes in the existing access currently provided for from Voorhees Street (see Figure 3.2). A combination of MSE walls and frontage roads could mitigate the need to acquire full properties, which could be explored during more detailed study. The high volume of traffic along Voorhees does cause significant delays and the benefit of the grade separation would result in a combined delay and safety benefit cost ratio of 1.4, indicating that a grade separation should be a consideration at this location.

Figure 3.1 Voorhees/NS Raised Median

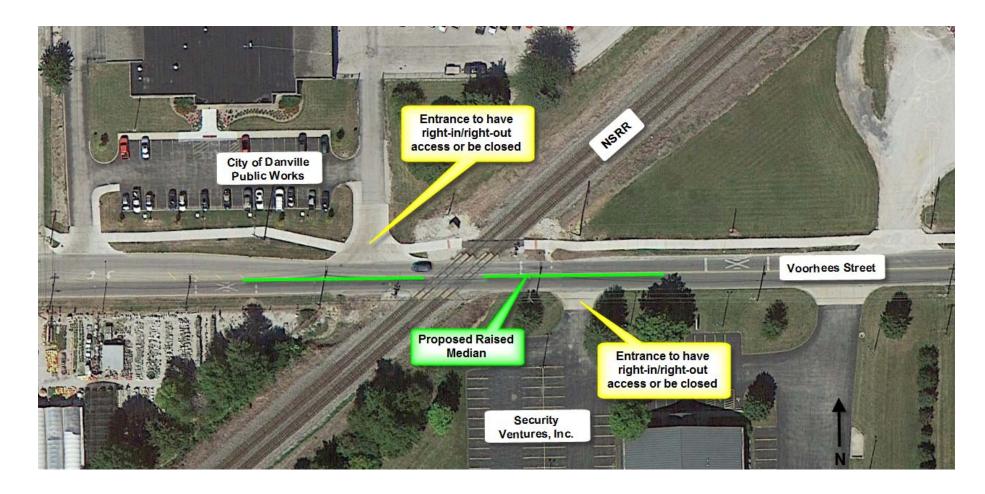
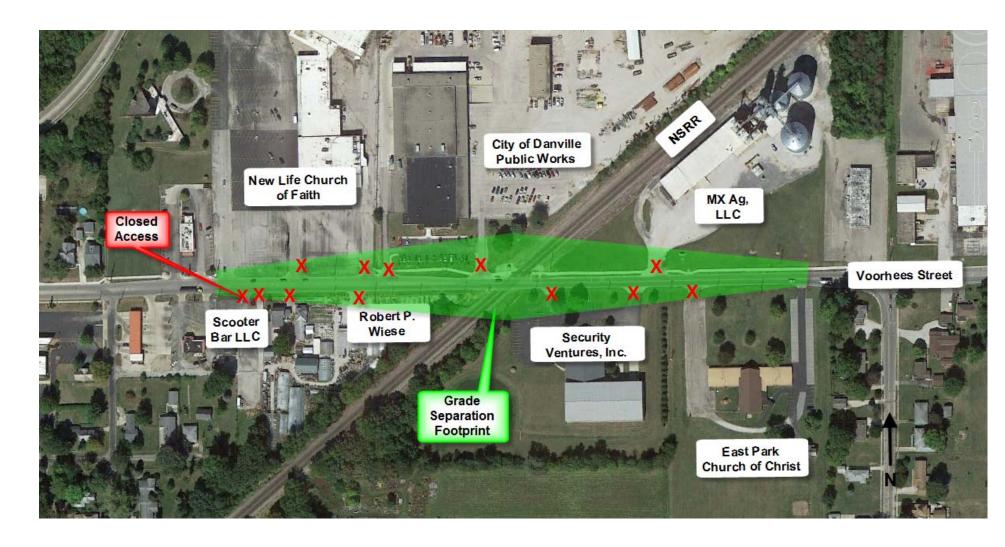


Figure 3.2 Voorhees/NS Grade Separation



### 3.2 Bowman Avenue / NS

The installation of flexible delineators would decrease the expected crash frequency to below the 0.20 IDOT threshold. Table 3.3 summarizes the results for the proposed improvement analysis.

Table 3.3 Bowman/NS Safety Improvement Analysis Summary

Intersection	Existing Expected Crash Frequency	Proposed Installation	Component Crash Reduction Factor	Proposed Expected Crash Frequency	ECF Savings	ECF Annual Safety Benefit	Initial Cost	Annual Cost	Safey Benefit- Cost Ratio
Bowman/NS	0.049	Flexible Delineators	0.75	0.012	0.037	\$13,887	\$16,000	\$ 1,280.00	10.8
Bowman/NS	0.049	Mountable Median	0.75	0.012	0.037	\$13,887	\$30,000	\$ 2,400.00	5.8
Bowman/NS	0.049	Raised Median	0.80	0.010	0.039	\$14,812	\$58,000	\$ 4,640.00	3.2
Bowman/NS	0.049	Grade Separation	1.00	0.000	0.049	\$18,516	\$6,000,000	\$ 260,000.00	0.07

Construction of flexible delineators at this location would affect the intersecting roadways of English Street and Maples Street, along with two residential and one commercial entrance access (see Figure 3.3). A determination would need to be made whether or not to modify access to right-in/right-out, provide access from another public street, or purchase the property. The benefit cost ratio for the installation of the flexible delineators is 10.8, indicating an extremely high public benefit.

The calculation for benefit/cost of delay with respect to a grade separation is shown in Table 3.4.

Table 3.4 Bowman/NS Delay Benefit/Cost Summary

	2034 Total Daily Delay Experienced by All Motorists Collectively (Hours)	2034 Total Delay Experienced by All Motorists Collectively (Hours/Year)	Annual Delay Benefit	ECF Annual Safety Benefit	Total Benefit for Grade Separation		Delay and Safety Benefit- Cost Ratio
L	31.62	11541	\$230,826	\$18,516	\$249,342	\$260,000	1.0

The construction of a grade separation at this location would impact several residential properties, require total acquisitions due to loss of public highway access or significant changes in the existing access currently provided for from Bowman Avenue (see Figure 3.4). A combination of MSE walls and frontage roads could mitigate the need to acquire full properties, which could be explored during more detailed study. The benefit cost ratio of the proposed grade separation based on the reduction of delay and safety improvements is 1.0, indicating the benefit would equal the expected public cost.

Figure 3.3 Bowman/NS Flexible Delineators

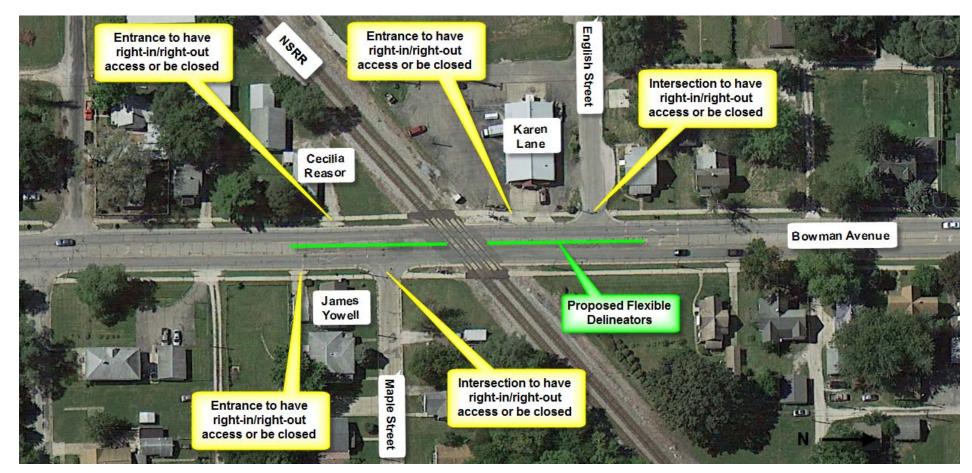
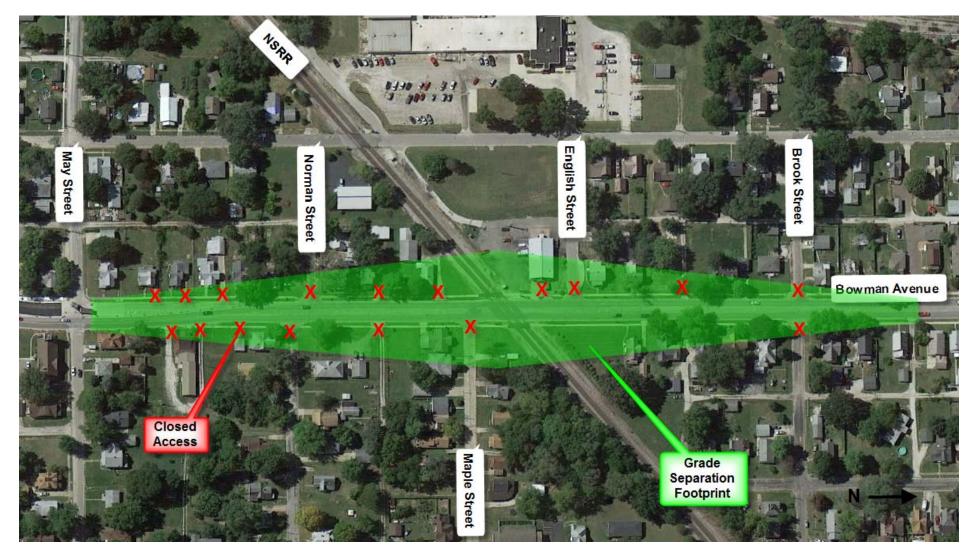


Figure 3.4 Bowman/NS Grade Separation



## 3.3 Williams Street / NS

The installation of flexible delineators would decrease the expected crash frequency to below the 0.20 IDOT threshold. Table 3.5 summarizes the results for the proposed improvement analysis.

Table 3.5 Williams/NS Safety Improvement Analysis Summary

Intersection	Existing Expected Crash Frequency	Proposed Installation	Component Crash Reduction Factor	Proposed Expected Crash Frequency	ECF Savings	ECF Annual Safety Benefit	Initial Cost	Annual Cost	Safey Benefit- Cost Ratio
Williams/NS	0.030	CWT Upgrade	0.26	0.022	0.008	\$2,947	\$100,000	\$ 8,000.00	0.4
Williams/NS	0.030	Flexible Delineators	0.75	0.008	0.023	\$8,502	\$16,000	\$ 1,280.00	6.6
Williams/NS	0.030	Mountable Median	0.75	0.008	0.023	\$8,502	\$30,000	\$ 2,400.00	3.5
Williams/NS	0.030	Raised Median	0.80	0.006	0.024	\$9,069	\$58,000	\$ 4,640.00	2.0
Williams/NS	0.030	Grade Separation	1.00	0.000	0.030	\$11,336	\$7,000,000	\$300,000.00	0.04

Construction of flexible delineators at this location would affect the intersecting roadways of Junction Street and Short Street, along with three commercial entrances (see Figure 3.5). A determination would need to be made whether or not to modify access to right-in/right-out, provide access from another public street, or purchase the property. The benefit cost ratio for the installation of the flexible delineators is 6.6.

The calculation for benefit/cost of delay with respect to a grade separation is shown in Table 3.6.

Table 3.6 Williams/NS Delay Benefit/Cost Summary

Proposed Installation	2034 Total Daily Delay Experienced by All Motorists Collectively (Hours)	2034 Total Delay Experienced by All Motorists Collectively (Hours/Year)	Annual Delay Benefit	ECF Annual Safety Benefit	Total Benefit for Grade Separation		Delay and Safety Benefit- Cost Ratio
CWT Upgrade	48.42	17673	\$107,413	\$2,947	\$110,360	\$8,000	13.8
Grade Separation	48.42	17673	\$353,466	\$11,336	\$364,802	\$300,000	1.2

The construction of a grade separation at this location would impact several commercial and residential properties, impact access to Section Street, Junction Street, Short Street and Anderson Street or require total acquisitions due to loss of public highway access or significant changes in the existing access currently provided for from Williams Street (see Figure 3.6). A combination of MSE walls and frontage roads could mitigate the need to acquire full properties, which could be explored during more detailed study. The benefit cost ratio of the proposed grade separation based on the reduction of delay and safety improvements would be 1.2. Upgrading the circuitry to CWT would provide a 30% delay reduction and the benefit cost ratio of this improvement is 13.8. This 30% reduction is based on the USDOT report on *Benefit-Cost Evaluation of a Highway-Railroad Intermodal Control System (ICS)*.

Figure 3.5 Williams/NS Flexible Delineators

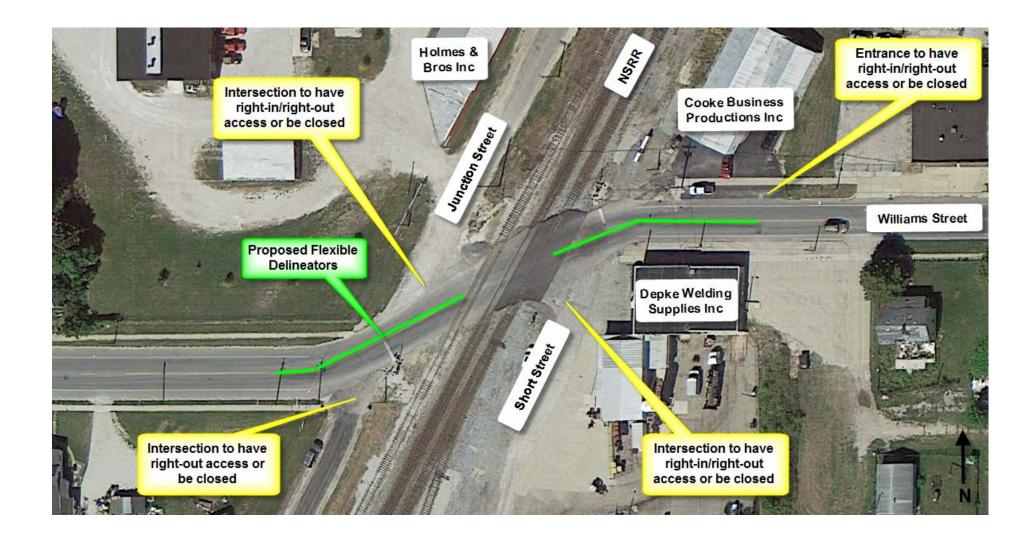
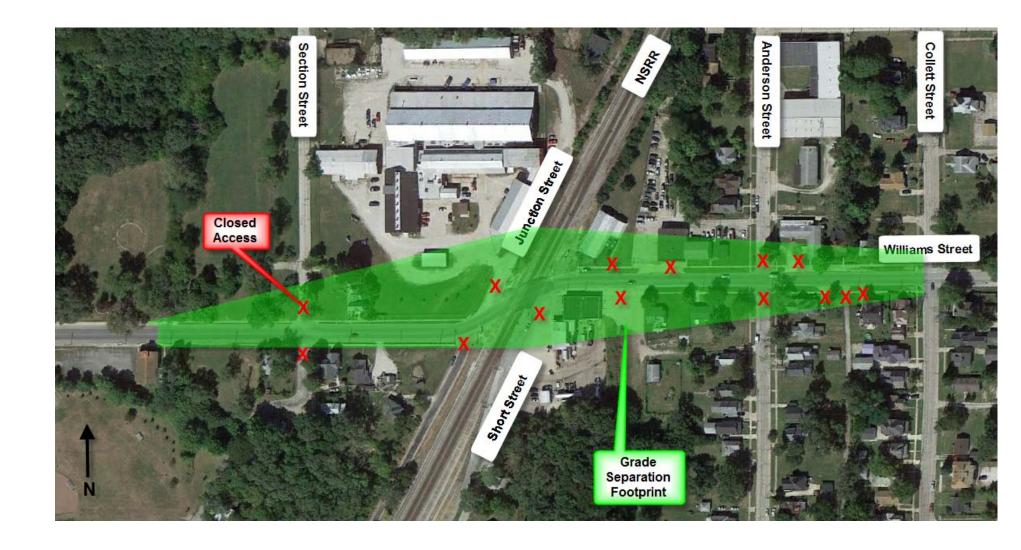


Figure 3.6 Williams/NS Grade Separation



## 3.4 Griffin Street / CSX

The installation of urban gates would decrease the expected crash frequency to below the 0.20 IDOT threshold. Table 3.7 summarizes the results for the proposed improvement analysis.

Table 3.7 Griffin/CSX Safety Improvement Analysis Summary

Intersection	Existing Expected Crash Frequency	Proposed Installation	Component Crash Reduction Factor	Proposed Expected Crash Frequency	ECF Savings	ECF Annual Safety Benefit	Initial Cost	Annual Cost	Safey Benefit- Cost Ratio
Griffin/CSX	0.035	CWT Upgrade	0.26	0.026	0.009	\$3,439	\$100,000	\$ 8,000.00	0.4
Griffin/CSX	0.035	Gates, Urban	0.57	0.012	0.023	\$8,691	\$250,000	\$ 20,000.00	0.4
Griffin/CSX	0.035	Gates, Urban with Flexible Delineators	0.89	0.004	0.031	\$11,804	\$266,000	\$ 21,280.00	0.6
Griffin/CSX	0.035	Gates, Urban Mountable Median	0.89	0.004	0.031	\$11,804	\$280,000	\$ 22,400.00	0.5
		Gates, Urban Raised							
Griffin/CSX	0.035	Median	0.91	0.003	0.032	\$12,088	\$308,000	\$ 24,640.00	0.5
Griffin/CSX	0.035	Grade Separation	1.00	0.000	0.035	\$13,225	\$7,000,000	\$300,000.00	0.04

Construction of urban gates at this location would have minimal affect to adjacent properties (see Figure 3.5). The benefit cost ratio for the installation of the urban gates is only 0.4.

The calculation for benefit/cost of delay with respect to a grade separation is shown in Table 3.8.

Table 3.8 Griffin/CSX Delay Benefit/Cost Summary

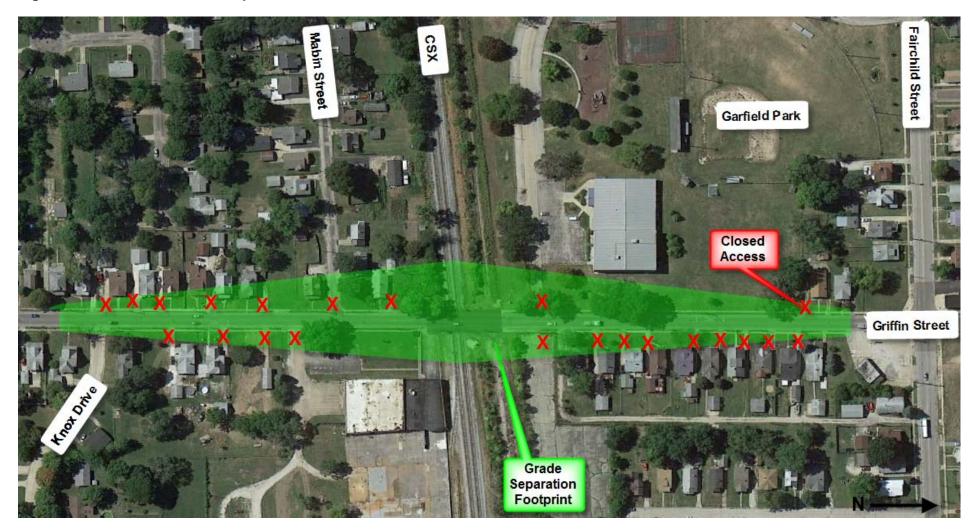
Proposed Installation	2034 Total Daily Delay Experienced by All Motorists Collectively (Hours)	2034 Total Delay Experienced by All Motorists Collectively (Hours/Year)	Annual Delay Benefit	ECF Annual Safety Benefit	Total Benefit for Grade Separation		Delay and Safety Benefit- Cost Ratio
CWT Upgrade	46.67	17035	\$103,531	\$3,439	\$106,969	\$8,000	13.4
Grade Separation	46.67	17035	\$340,691	\$13,225	\$353,916	\$300,000	1.2

The construction of a grade separation at this location would impact several residential properties, Garfield Park, require total acquisitions due to loss of public highway access or significant changes in the existing access currently provided for from Griffin Street (see Figure 3.8). A combination of MSE walls and frontage roads could mitigate the need to acquire full properties, which could be explored during more detailed study. The benefit cost ratio of the proposed grade separation based on the reduction of delay and safety improvements would be 1.2. Upgrading the circuitry to CWT would provide a 30% delay reduction and the benefit cost ratio of this improvement is 13.4.

Figure 3.7 Griffin/CSX Urban Gates



Figure 3.8 Griffin/CSX Grade Separation



### 4. Recommendations

This study recommends safety or delay improvements based on the data presented in this document. It should be used as a guide for future improvements, based on additional site specific studies, where required, confirming the assumptions made in this report.

Safety improvements recommended will require the confirmation of improvements based on the analysis of a diagnostic team evaluation of the crossing in the field. While this report recommends the minimum required safety improvement to meet the IDOT guidelines, a diagnostic team evaluation may recommend a lower level improvement if deemed justified by field conditions.

Recommended delay improvements, if provided, will need to be confirmed with a site specific engineering analysis and environmental review.

The preparation of an IDOT Project Development Report (PDR) will most likely be required for the recommended improvements due to the access changes required. These PDR's will most likely be processed as a Categorical Exclusion II (CEII) document.

See Figures 4.1 and 4.2 for a summary of the proposed recommendations.

## 4.1 Voorhees Street / NS

Safety Improvement – It is recommended that a raised median be installed along Voorhees Street to meet the IDOT recommended expected crash frequency at this location. The benefit cost ratio of 6.0 shows a significant public safety benefit for this improvement. This improvement may need to be balanced with the suggested delay improvement, possibly including the installation of flexible delineators as a short term, low cost acceptable solution for increased safety. Either the median or flexible delineator installation will need to address the loss of two-way access to the City of Danville Public Works facility and the commercial business southeast of the crossing. For this study, it was assumed that right-in/right-out access would be maintained, which would not require a payment of damages to the property owner.

Delay Improvement – It is recommended that an IDOT Project Development Report (PDR) be completed for a proposed grade separation at this location. The delay and safety benefit cost ratio of 1.4 shows a benefit to the public if this improvement were completed. Based on the 2010 Danville Area Transportation Study (DATS) Long Range Transportation Plan (LRTP), Voorhees Street is expected to be over capacity by 2035. The existence of an at-grade crossing along this route will only exacerbate the delay along the corridor, further supporting the need for a grade separation at this location. A four lane section may be justified based on the future roadway capacity needs.

## 4.2 Bowman Avenue / NS

Safety Improvement – It is recommended that flexible delineators be installed along Bowman Avenue to meet the IDOT recommended expected crash frequency at this location. The benefit cost ratio of 10.8 is extremely high, based on the relatively low cost of the delineators and the high safety return due to the restriction of drivers from driving over the centerline in the vicinity of the rail crossing. However, there may be costs for adjacent commercial businesses due to the change in access along Bowman Avenue which have not been accounted for in this analysis. Changes in access to the adjacent road

intersections of English and Maple Streets may also be undesirable to adjacent landowners. However, even with the mitigation of these impacts, the benefit could still be higher than the costs.

Delay Improvement – It is recommended that an IDOT Project Development Report (PDR) be completed for a proposed grade separation at this location. The delay and safety benefit cost ratio of 1.0 shows the cost and benefit to the public is equal if this improvement were completed. However, based on the 2010 Danville Area Transportation Study (DATS) Long Range Transportation Plan (LRTP), Bowman Avenue is expected to be over capacity by 2035 in the vicinity of this crossing. The existence of an at-grade crossing along this route will only exacerbate the delay along the corridor, further supporting the need for a grade separation at this location.

## 4.3 Williams Street / NS

Safety Improvement – It is recommended that flexible delineators be installed along Williams Street to meet the IDOT recommended expected crash frequency at this location. Also, as a baseline improvement to this location, the train signaling equipment should be upgraded to CWT as well. The benefit cost ratio of 6.6 shows this safety improvement would be beneficial. The challenge of this improvement would also be maintaining access along the major highway, and in this case, the horizontal curve located within the crossing itself. With two adjacent side streets parallel to the tracks and businesses in close proximity, the challenge of access would remain. Also, should the side streets not be restricted to right-in/right-out access or closed, it would be recommended to include side street gates in addition the side street lights currently installed to help prevent vehicles from crossing the tracks when the Williams Street gates are closed.

Delay Improvement – It is not recommended that a grade separation be constructed at this location at this time. Even though the expected benefit cost ratio is over one, it is recommended to focus efforts towards the Voorhees Street grade separation in order to have the most significant benefit among the crossings studied. Also, upgrading the circuitry at this location to CWT would decrease the delay by up to 30% for substantially less than the expected cost of the grade separation.

### 4.4 Griffin Street / CSX

Safety Improvement – It is recommended that this crossing should have warning gates installed and the train signaling system upgraded to CWT to meet the IDOT recommended expected crash frequency criteria. The benefit cost ratio of 0.4 shows that the impact of this safety improvement does not match the significance of other crossing improvements, however the implementation of the CWT and gates for both safety and delay has a very high benefit/cost ratio of 13.4, showing the public benefit that would still be gained by implementing these upgrades.

Delay Improvement – It is not recommended that a grade separation be constructed at this location at this time. Even though the expected benefit cost ratio is over one, it is recommended to focus efforts towards the Voorhees Street grade separation in order to have the most significant benefit among the crossings studied. Also, upgrading the circuitry at this location to CWT would decrease the delay by up to 30% for substantially less than the expected cost of the grade separation.

1:13/bbs/13L0030 (Admin/14-Reports/150627-Fihal Report/Figures/4.1-Danville Crossing Study Safety Recommendation.mxd LEGEND Voorhees St. / NS Large -Benefit Cost Ratio > 10 **Proposed Raised Median** Medium - Benefit Cost Ratio 1-10 Small - Beneift Cost Ratio < 1 E Voorhees Proposed Crossing Safety Devices Insufficient Meadow St **Proposed Crossing Safety Devices Sufficient** Bowman Ave. / NStaple St. E English St Proposed Flexible Delineators n St Penn St Norte Southern (NS) Sidell St E Fairchild St E Fairchild St Industrial St CSX Transportation (CSX) Griffin St. / CSX Mabin S **Proposed Warning Gates** and CWT Upgrade rings St Griggs St Griggs ( avis Sto E Williams St @ Williams St. / NS **Proposed Flexible Delineators** and CWT Upgrade Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, PC, TomTo Danville/Catlin At-Grade Crossing Study **₹HANSON**. Ν Recommended Safety Improvements Miles 0.125 0.25 0.5 Job Number: 13L0030 Sheet 1 of 1

Figure 4.1 Additional Crossing Study Safety Improvement Recommendations

th 13 obs/13.0030/Admin 14-Reports/150527-Final\_Report Figures/A2-Danville\_Crossing\_Study\_Delay\_Recommendation.mxd **LEGEND** Large -Benefit Cost Ratio > 10 Voorhees St. / NS Medium - Benefit Cost Ratio 1-10 Proposed Grade Separation Small - Beneift Cost Ratio < 1 E Voorhees **Grade Separation Recommended** Meadow St Grade Separation Not Recommended Brook St No Delay Reduction Bowman Ave. / N Staple St. 30% Delay Reduction Proposed Grade Separation 100% Delay Reduction Sidell St E Fairchild St E Fairchild St CSX Transportation (CSX) Griffin St. / CSX Proposed CWT Upgrade Griggs d E Williams St E Williams Williams St. / NS Proposed CWT Upgrade Danville/Catlin At-Grade Crossing Study HANSON. Ν Recommended Delay Improvements Miles 0.125 0.25 0.5 Job Number: 13L0030 Sheet 1 of 1

Figure 4.2 Additional Crossing Study Delay Improvement Recommendations





## **HSIP Candidate Form**

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ID:			Contrac	ct:		Awar	d Date:		С	ompletio	n Date:	
District	t: 5		County	Vermillion					City: I	Danville		
Key ro	ute:		Marked	route:								
Road N	lame: E.	. Voorhees S	Street		Intersect N/A	ting Roadv	vay: Norfoll	Southern	RR			
Length	: 0				⊠ N/A			Mile st	ation:	to		
Location	on Descr	ription: Vo	orhess S	Street and NS	SRR At-Grade	e Rail Cros	sing					
Rur	al	⊠ Urban		Lanes: 2								
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		Urban Two-			ade Crossing		Ct Documen	tation	☐ System	auc impri	□ N/A	] 14/74
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Year	Crashe s	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	(Not lighted) Crashes
2007	0											
2008	1			1								
2009	3			1						2		2
2010	1					1					1	1
2011	4									3	4	1
Total	9					2		1		5	6	4
Location	on Descr	iption: At	grade cro	ssing of the N	I/S and Voorhe	ees Street						
							er 40-2 criteri	ia indicating	the need for	a higher	type crossing sa	fety device
				None known							-71	,
Collisio	on Diagr	am: □ Y	⊠N					Images	s: 🛛 Y 🗀	N		
Predon	ninant C	rash Type:	s: Rear E	End								
Propos	ed Impr	ovement(s	): Raised	Median								
Estima	ted Proj	ect Cost (\$	000's):	\$58				Benefi	t-Cost Rat	io: 6.0		
Local F	Projects:											
Annua	Fatal C	rash Rate	(Fatal Cr	ashes/100 l	Miles):		Annual A-Ir	njury Crash	n Rate (A-I	njury Cra	ashes/100 Mile	es):
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State S	afety En	gineer										
Comm	ent:											
Distrib	ution:	ПОР	рΠ	District	□BSF	□ LRS						

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## ILLINOIS COMMERCE COMMISSION CROSSING SAFETY IMPROVEMENT PROGRAM GRADE CROSSING PROTECTION FUND PROJECT INFORMATION

Public Highway - Rail Bridge Projects

I. General Information
Applicant Type:
Resubmission:
Applicant Name: City of Danville Population: 32,523
Chief Elected Official: Scott Eisenhauer Title: Mayor
Business Address: 17 W. Main Street
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2400 Business Fax:
Email Address (if applicable): mayor@cityofdanville.org
State Legislative District: 52 (Senator Michael Frerichs)
II. Project Administrator
Contact Person: David Schnelle Title: Director Engineering and Urban
Company: City of Danville
Address: 1155 E. Voorhees Street, Suite A
City: Danville State: L Zip: 61832
Business Phone: (217) 431-2384 Business Fax:
Email Address (if applicable): dschnelle@cityofdanville.org
III. General Project Information  (Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)  County: Vermillion
Average Daily Traffic (ADT): 15,800 Daily Train Traffic: 22
(Number of Cars per Day over the Crossing) (Number of Trains per Day)
Number of School Buses over Crossing per Day:
Do vehicles carrying hazardous materials use crossing?
If yes, list the type and approximate number of hazardous material vehicles using the crossing per day:
Number of tracks through crossing: 2
Distance to, and street name of, the two nearest existing grade separations from location being applied for:
Crossing is currently: ☐ Grade Seperation ☒ An At-Grade Crossing ☐ No Crossing  If crossing is currently a grade crossing, identify the existing warning device type:  ☐ None ☐ Center Median or Median Barriers ☒ Automatic Flashing Light Signals and Gates  ☐ Automatic Flashing Light Signals ☐ STOP Signs Only ☐ Crossbucks Only
Other (please specify)
Are railroad signals interconnected with traffic signals at this location:    Yes   No   N/A
Vertical Clearance

## IV. Project Location Map and/or Photographs

A project location map must be included with the application. The project location map must show the crossing(s) for which application is being submitted, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. If the bridge will replace a grade crossing, provide a minimum of 4 digital photographs of the existing crossing (photos should show the existing warning devices, the existing crossing surface, and the existing highway approaches). If the new structure will replace an existing bridge, provide a minimum of 3 digital photographs of the existing structure (photos should show the width of the existing roadway surface on the bridge, the existing bridge spanning the railroad track, and the existing highway approaches.)

V. Project Summary. Application to (check all that apply):
☐ Reconstruct Existing Grade Separation ☐ Construct New Grade Separation
☐ Close Adjacent Crossing ☐ Increase Vertical Clearance at Highway Underpass
Other (please specify) Construction of raised medians
Is application for:   Design Only  Construction only  Design and Construction
Is application part of a larger "corridor" project:
Use the space below to provide a narrative of the proposed project. Items to include in this section are extenuating circumstances unique to this crossing, such as heavier seasonal traffic, visibility restrictions caused by trees, buildings, etc., proximity of schools and public buildings, etc., which explain why this crossing should be funded. Explain any work to by done by the local agency, such as roadway improvements in the immediate vicinity of the grade separation project. Approximate costs must be listed for each item of work to be done.
VI. Evidence of Community Effort and Support
Any preliminary engineering or planning studies, along with cost estimates, that have been prepared for this project must be included with your application. List any past efforts to improve safety at railroad crossings within applicant's jurisdiction. Any studies that have been conducted, regarding railroad crossing elimination or consolidation, must also be included.

## VII. Financial Need This narrative must justify the local government's need for assistance from the GCPF. One copy of the applicant's most recent financial audit must be included with your application (local government agencies only).

## VIII. Project Schedule

Provide information on when this project is anticipated to commence, or when improvements must be implemented. Provide an approximate timeline listing key milestones concerning the design and/or construction phases of the project.

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## ILLINOIS COMMERCE COMMISSION CROSSING SAFETY IMPROVEMENT PROGRAM GRADE CROSSING PROTECTION FUND PROJECT INFORMATION

Public Highway - Rail Bridge Projects

I. General Information
Applicant Type:
Resubmission:
Applicant Name: City of Danville Population: 32,523
Chief Elected Official: Scott Eisenhauer Title: Mayor
Business Address: 17 W. Main Street
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2400 Business Fax:
Email Address (if applicable): mayor@cityofdanville.org
State Legislative District: 52 (Senator Michael Frerichs)
II. Project Administrator
Contact Person: David Schnelle Title: Director Engineering and Urban
Company: City of Danville
Address: 1155 E. Voorhees Street, Suite A
City: Danville State: LL Zip: 61832
Business Phone: (217) 431-2384 Business Fax:
Email Address (if applicable): dschnelle@cityofdanville.org
III. General Project Information
(Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)  County: Vermillion
Street/Roadway Name: Voorhees Street
Railroad: Norfolk Southern Crossing Number: 479854T Railroad Milepost 299.87
Average Daily Traffic (ADT): 15,800 Daily Train Traffic: 22 (Number of Cars per Day over the Crossing)
Number of School Buses over Crossing per Day:
Do vehicles carrying hazardous materials use crossing?
If yes, list the type and approximate number of hazardous material vehicles using the crossing per day:
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Number of tracks through crossing:  2  Distance to and street name of the two posterior aviation from leasting being a like the posterior.
Distance to, and street name of, the two nearest existing grade separations from location being applied for:
Crossing is currently: ☐ Grade Seperation ☒ An At-Grade Crossing ☐ No Crossing
If crossing is currently a grade crossing, identify the existing warning device type:
<ul> <li>None ☐ Center Median or Median Barriers</li> <li>Automatic Flashing Light Signals and Gates</li> </ul>
☐ Automatic Flashing Light Signals ☐ STOP Signs Only ☐ Crossbucks Only
Other (please specify)
Are railroad signals interconnected with traffic signals at this location:
If nearest roadway crossing is currently a grade seperation, provide the following information:
☐ Highway Over Railroad ☐ Highway Under Railroad
Number of Traffic Lanes Width of Pavement
Vertical Clearance

IV. Project Location Map and/or Photographs

A project location map must be included with the application. The project location map must show the crossing(s) for which application is being submitted, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. If the bridge will replace a grade crossing, provide a minimum of 4 digital photographs of the existing crossing (photos should show the existing warning devices, the existing crossing surface, and the existing highway approaches). If the new structure will replace an existing bridge, provide a minimum of 3 digital photographs of the existing structure (photos should show the width of the existing roadway surface on the bridge, the existing bridge spanning the railroad track, and the existing highway approaches.)

# VII. Financial Need This narrative must justify the local government's need for assistance from the GCPF. One copy of the applicant's most recent financial audit must be included with your application (local government agencies only).

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## **HSIP Candidate Form**

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ID: Contract: Award Date:						d Date:		С	ompletio	n Date:		
District	t: 5		County	: Vermillion	n			City: Danville				
Key route: Marked route:												
Road Name: N. Bowman Avenue Intersecting Roadway: Nor							way: Norfolk	Southern I	RR			
Length: 0 ⊠ N/A							Mile sta	ation:	to			
Location Description:												
Rural Vrban Lanes: 2												
					Intersectio	n): 8000			Speed Li	mit: 30 mph		
Friction Test Results:			1	Total Entering AADT (Intersection): 8000  ⊠ N/A				g Present				
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Other:	ισ <b>υ</b> μ. 1-	Urban Two	- way Sue								☐ IN/A	
Julion.												
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2007	0											
2008	3					2		1				
2009	2									2		0
2010	2									2	1	0
2011	8					3		2		3	2	3
Total	15					5		3		7	3	3
Locatio	on Descr	iption:										
	m Descri											
		<u> </u>	ments: 1	None known	<u> </u>							
		am: 🗆 Y						Images: ⊠ Y □ N				
Predon	ninant C	rash Type	s: Rear	End (40%)	and Turning	(20%)						
Propos	ed Impre	ovement(s	s): Flexib	ole Delineato	or Installation							
Estimated Project Cost (\$000's): \$16							Benefit-Cost Ratio: 10.8					
Local F	Projects:	Expected	Crash Fre	equency in e	xcess of BLRS	Chapter 40-2	2 criteria indic	ating the nee	ed for a hig	her type cr	ossing safety de	vice
				ashes/100			Annual A-In	ijury Crash	Rate (A-l	njury Cra	ashes/100 Mile	es):
Local F	Roads Ru	ıral Funct	ional Cla	ass: Minor	r Arterial, Urba	n						
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State S	afety En	gineer										
Comment:												
Distrib	ution:	ПОР	РП	District	□BSE	□LRS	□BDE					

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## ILLINOIS COMMERCE COMMISSION CROSSING SAFETY IMPROVEMENT PROGRAM GRADE CROSSING PROTECTION FUND PROJECT INFORMATION

Public Highway - Rail Bridge Projects

I. General Information
Applicant Type:   City Village Town County Township Railroad
Resubmission: Yes No Company Name:
Applicant Name: City of Danville Population: 32,523
Chief Elected Official: Scott Eisenhauer Title: Mayor
Business Address: 17 W. Main Street
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2400 Business Fax:
Email Address (if applicable): mayor@cityofdanville.org
State Legislative District: 52 (Senator Michael Frerichs)
II. Project Administrator
Contact Person: David Schnelle Title: Director Engineering and Urbar
Company: City of Danville
Address: 1155 E. Voorhees Street, Suite A
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2384 Business Fax:
Email Address (if applicable): dschnelle@cityofdanville.org
III. Company   Dunis of Information
III. General Project Information (Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)
County: Vermillion 🗵 In City 🗌 Near City City: Danville
Street/Roadway Name: Bowman Avenue
Railroad: Norfolk Southern Crossing Number: 479856G Railroad Milepost 300.28
Average Daily Traffic (ADT): 8,000 Daily Train Traffic: 48
(Number of Cars per Day over the Crossing) (Number of Trains per Day)  Number of School Buses over Crossing per Day:
Do vehicles carrying hazardous materials use crossing?
If yes, list the type and approximate number of hazardous material vehicles using the crossing per day:
if yes, list the type and approximate number of hazardous material vehicles using the crossing per day.
Number of tracks through crossing: 2
Distance to, and street name of, the two nearest existing grade separations from location being applied for:
Crossing is currently: ☐ Grade Seperation ☒ An At-Grade Crossing ☐ No Crossing If crossing is currently a grade crossing, identify the existing warning device type:
☐ None ☐ Center Median or Median Barriers ☐ Automatic Flashing Light Signals and Gates
☐ Automatic Flashing Light Signals ☐ STOP Signs Only ☐ Crossbucks Only
Other (please specify)
Are railroad signals interconnected with traffic signals at this location: Yes No No
If nearest roadway crossing is currently a grade seperation, provide the following information:
☐ Highway Over Railroad ☐ Highway Under Railroad
Number of Traffic Lanes Width of Pavement
Vertical Clearance

## IV. Project Location Map and/or Photographs

A project location map must be included with the application. The project location map must show the crossing(s) for which application is being submitted, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. If the bridge will replace a grade crossing, provide a minimum of 4 digital photographs of the existing crossing (photos should show the existing warning devices, the existing crossing surface, and the existing highway approaches). If the new structure will replace an existing bridge, provide a minimum of 3 digital photographs of the existing structure (photos should show the width of the existing roadway surface on the bridge, the existing bridge spanning the railroad track, and the existing highway approaches.)

V. Project Summary. Application to (check all that apply):
☐ Reconstruct Existing Grade Separation ☐ Construct New Grade Separation
☐ Close Adjacent Crossing ☐ Increase Vertical Clearance at Highway Underpass
Is application for:   Design Only  Construction only  Design and Construction
Is application part of a larger "corridor" project:
Use the space below to provide a narrative of the proposed project. Items to include in this section are extenuating circumstances unique to this crossing, such as heavier seasonal traffic, visibility restrictions caused by trees, buildings, etc., proximity of schools and public buildings, etc., which explain why this crossing should be funded. Explain any work to by done by the local agency, such as roadway improvements in the immediate vicinity of the grade separation project. Approximate costs must be listed for each item of work to be done.
VI. Evidence of Community Effort and Support  Any preliminary engineering or planning studies, along with cost estimates, that have been prepared for this project must be included with your application. List any past efforts to improve safety at railroad crossings within applicant's jurisdiction. Any studies that have been conducted, regarding railroad crossing elimination or consolidation, must also be included.

## VII. Financial Need This narrative must justify the local government's need for assistance from the GCPF. One copy of the applicant's most recent financial audit must be included with your application (local government agencies only). VIII. Project Schedule Provide information on when this project is anticipated to commence, or when improvements must be implemented. Provide an approximate timeline listing key milestones concerning the design and/or construction phases of the project.

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### **HSIP Candidate Form**

											FY			
ID:			Contra	ct:		Awar	d Date:		Completion Date:					
District	t: 5		County	: Vermillion		I		City: Danville						
Key ro	ute:		Marked	route:										
Road N	lame: W	'illiams St.			Intersec N/A	ting Roadv	way: Norfoll	orfolk Southern Railway Co.						
Length: 0 ⊠ N/A								Mile sta	tion:	to				
Location Description:														
☐ Rural ☐ Urban				Lanes: 2										
AADT(	Segment	t):		Total Ente	ring AADT (I	ntersectio	n): 5600	Speed Limit: 30 mph						
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2007	1					1						1		
2008	0													
2009	2									2		1		
2010	5			1		1				3	1	3		
2011	1					1					1	1		
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Locatio	n Descr	iption: At	grade cro	ssing of the N	I/S and Williar	ns Street								
							ter 40-2 criteri	ia indicating t	he need for	a higher t	type crossing sa	fety device		
				None known								•		
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Printed 7/24/2014 BSE HS1



## ILLINOIS COMMERCE COMMISSION CROSSING SAFETY IMPROVEMENT PROGRAM GRADE CROSSING PROTECTION FUND PROJECT INFORMATION

Public Highway - Rail Bridge Projects

I. General Information
Applicant Type:
Resubmission: Yes No Company Name:
Applicant Name: City of Danville Population: 32,523
Chief Elected Official: Scott Eisenhauer Title: Mayor
Business Address: 17 W. Main Street
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2400 Business Fax:
Email Address (if applicable): mayor@cityofdanville.org
State Legislative District: 52 (Senator Michael Frerichs)
II. Project Administrator
Contact Person: David Schnelle Title: Director Engineering and Urban
Company: City of Danville
Address: 1155 E. Voorhees Street, Suite A
City: Danville State: LL Zip: 61832
Business Phone: (217) 431-2384 Business Fax:
Email Address (if applicable): dschnelle@cityofdanville.org
III. General Project Information  (Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)  County: Vermillion In City Near City City: Danville  Street/Roadway Name: Bowman Avenue  Railroad: Norfolk Southern Crossing Number: 479856G Railroad Milepost 300.28
Average Daily Traffic (ADT): 8,000 Daily Train Traffic: 48
(Number of Cars per Day over the Crossing) (Number of Trains per Day)
Number of School Buses over Crossing per Day:
Do vehicles carrying hazardous materials use crossing?
If yes, list the type and approximate number of hazardous material vehicles using the crossing per day:
Number of tracks through crossing: 2
Distance to, and street name of, the two nearest existing grade separations from location being applied for:
Crossing is currently: ☐ Grade Seperation ☒ An At-Grade Crossing ☐ No Crossing If crossing is currently a grade crossing, identify the existing warning device type:
<ul><li>☐ None</li><li>☐ Center Median or Median Barriers</li><li>☐ Automatic Flashing Light Signals and Gates</li></ul>
☐ Automatic Flashing Light Signals ☐ STOP Signs Only ☐ Crossbucks Only
Other (please specify)
Are railroad signals interconnected with traffic signals at this location:
If nearest roadway crossing is currently a grade seperation, provide the following information:
☐ Highway Over Railroad ☐ Highway Under Railroad
Number of Traffic Lanes Width of Pavement
Vertical Clearance

#### IV. Project Location Map and/or Photographs

A project location map must be included with the application. The project location map must show the crossing(s) for which application is being submitted, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. If the bridge will replace a grade crossing, provide a minimum of 4 digital photographs of the existing crossing (photos should show the existing warning devices, the existing crossing surface, and the existing highway approaches). If the new structure will replace an existing bridge, provide a minimum of 3 digital photographs of the existing structure (photos should show the width of the existing roadway surface on the bridge, the existing bridge spanning the railroad track, and the existing highway approaches.)

V. Project Summary. Application to (check all that apply):
Reconstruct Existing Grade Separation Construct New Grade Separation
☐ Close Adjacent Crossing ☐ Increase Vertical Clearance at Highway Underpass
Other (please specify)
Is application for:   Design Only  Construction only  Design and Construction
Is application part of a larger "corridor" project:
Use the space below to provide a narrative of the proposed project. Items to include in this section are extenuating circumstances unique to this crossing, such as heavier seasonal traffic, visibility restrictions caused by trees, buildings, etc., proximity of schools and public buildings, etc., which explain why this crossing should be funded. Explain any work to by done by the local agency, such as roadway improvements in the immediate vicinity of the grade separation project. Approximate costs must be listed for each item of work to be done.
VI. Evidence of Community Effort and Support  Any preliminary engineering or planning studies, along with cost estimates, that have been orepared for this project must be included with your application. List any past efforts to improve safety at railroad crossings within applicant's jurisdiction. Any studies that have been conducted, regarding railroad crossing elimination or consolidation, must also be included.

### VII. Financial Need

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## ILLINOIS COMMERCE COMMISSION CROSSING SAFETY IMPROVEMENT PROGRAM GRADE CROSSING PROTECTION FUND PROJECT INFORMATION

Public Highway - Rail Bridge Projects

I. General Information
Applicant Type:   City Village Town County Township Railroad
Resubmission:
Applicant Name: City of Danville Population: 32,523
Chief Elected Official: Scott Eisenhauer Title: Mayor
Business Address: 17 W. Main Street
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2400 Business Fax:
Email Address (if applicable): mayor@cityofdanville.org
State Legislative District: 52 (Senator Michael Frerichs)
II. Project Administrator
Contact Person: David Schnelle Title: Director Engineering and Urban
Company: City of Danville
Address: 1155 E. Voorhees Street, Suite A
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2384 Business Fax:
Email Address (if applicable): dschnelle@cityofdanville.org
III. General Project Information  (Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)  County: Vermillion In City Near City City: Danville  Street/Roadway Name: Williams Street  Railroad: Norfolk Southern Crossing Number: 479859C Railroad Milepost 301.02
(Number of Cars per Day over the Crossing) (Number of Trains per Day)
Number of School Buses over Crossing per Day:
Do vehicles carrying hazardous materials use crossing?
If yes, list the type and approximate number of hazardous material vehicles using the crossing per day:
Number of tracks through crossing: 3
Distance to, and street name of, the two nearest existing grade separations from location being applied for:
Crossing is currently: ☐ Grade Seperation ☒ An At-Grade Crossing ☐ No Crossing If crossing is currently a grade crossing, identify the existing warning device type:
☐ None ☐ Center Median or Median Barriers ☐ Automatic Flashing Light Signals and Gates
☐ Automatic Flashing Light Signals ☐ STOP Signs Only ☐ Crossbucks Only
Other (please specify)
Are railroad signals interconnected with traffic signals at this location:
Are railroad signals interconnected with traffic signals at this location:  \[ \sum_{Yes}  \text{No}  \text{N/A} \]  If nearest roadway crossing is currently a grade seperation, provide the following information:
Highway Over Railroad  Highway Under Railroad
Number of Traffic Lanes Width of Pavement

#### IV. Project Location Map and/or Photographs

A project location map must be included with the application. The project location map must show the crossing(s) for which application is being submitted, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. If the bridge will replace a grade crossing, provide a minimum of 4 digital photographs of the existing crossing (photos should show the existing warning devices, the existing crossing surface, and the existing highway approaches). If the new structure will replace an existing bridge, provide a minimum of 3 digital photographs of the existing structure (photos should show the width of the existing roadway surface on the bridge, the existing bridge spanning the railroad track, and the existing highway approaches.)

V. Project Summary. Application to (check all that apply):
☐ Reconstruct Existing Grade Separation ☐ Construct New Grade Separation
☐ Close Adjacent Crossing ☐ Increase Vertical Clearance at Highway Underpass
Is application for:   Design Only  Construction only  Design and Construction
Is application part of a larger "corridor" project:
Use the space below to provide a narrative of the proposed project. Items to include in this section are extenuating circumstances unique to this crossing, such as heavier seasonal traffic, visibility restrictions caused by trees, buildings, etc., proximity of schools and public buildings, etc., which explain why this crossing should be funded. Explain any work to by done by the local agency, such as roadway improvements in the immediate vicinity of the grade separation project. Approximate costs must be listed for each item of work to be done.
VI. Evidence of Community Effort and Support  Any preliminary engineering or planning studies, along with cost estimates, that have been prepared for this project must be included with your application. List any past efforts to improve safety at railroad crossings within applicant's jurisdiction. Any studies that have been conducted, regarding railroad crossing elimination or consolidation, must also be included.

# VII. Financial Need This narrative must justify the local government's need for assistance from the GCPF. One copy of the applicant's most recent financial audit must be included with your application (local government agencies only).


### VIII. Project Schedule

Provide information on when this project is anticipated to commence, or when improvements must be implemented. Provide an approximate timeline listing key milestones concerning the design and/or construction phases of the project.


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### **HSIP Candidate Form**

											FY		
ID:			Contrac	ct:		Awar	d Date:		Completion Date:				
District	t: 5		County	: Vermillion		<u> </u>		City: Danville					
Key ro	ute:		Marked	route:					II.				
Road Name: Griffin Street Intersecting Road N/A							way: CSXT	( Transportation, Inc.					
Length:								Mile sta	ation:	to			
Location Description:													
Rura	al	☑ Urban		Lanes: 2									
AADT(	Segment	t):		Total Ente	ring AADT (I	ntersectio	n): 7100	Speed Limit: 30 mph					
Friction	1 Test Re	esults:			N/A			Lightin	g Present	: 🗆 Y 🛭	<b>☑</b> N		
CHSDI	Emnhaci	e Aroa(e):	Highway	y Pailroad G	ade Crossing	□ Dietri	ct Documen	tation	☐ System	atic Impr	ovements C	] N/A	
		Urban Two			ade Crossing		Ct Documen	lation	☐ System	alic impri	□ N/A	] 19/74	
Other:	. эчр. 1-	CIDAN I WU	,, ay 50C								L 11//		
	Total				1	C	rashes Det	ails		ı	1	Darkness	
Year	Crashe s	Fatal Crashes	Fatalities	s A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	(Not lighted) Crashes	
2007													
2008													
2009	1					1					1		
2010	3					1				2		2	
2011													
Total				$\bot$		2				2	1	2	
Locatio	on Descr	iption: At	grade cro	ossing of CS2	X and Griffin S	Street							
Proble	m Descri	iption:											
Previou	us Safety	/ Improve	ments: 1	None known									
Collisio	on Diagra	am: 🗌 Y	⊠N					Images: ⊠ Y □ N					
Predon	ninant C	rash Type	s: Rear F	End									
Propos	ed Impre	ovement(s	s): Warni	ing Gates In	stallation and	Circuitry U	pgrade						
Estima	ted Proje	ect Cost (\$	 \$000's):	<b>\$</b> 350				Benefit	-Cost Rat	io: 13.4			
Local F	Projects:	Expected	Crash Fre	equency in ex	cess of BLRS	Chapter 40-2	2 criteria indic	cating the nee	ed for a high	ner type cr	ossing safety de	vice	
Annual	Fatal Cı	rash Rate	(Fatal Cr	rashes/100	Miles):		Annual A-Ir	njury Crash	Rate (A-I	njury Cra	ashes/100 Mile	es):	
Local F	Roads Ru	ural Funct	ional Cla	ss: Minor	Arterial, Urban								
Approv	/ed:							Central	HSIP App	oroval Da	ate:		
Signed	:							Funding:	☐ HSI	P 🗆 HR	RR ⊠ RAIL		
State S	afety En	gineer											
Commo	ent:												
Distribution:   □ OPP   □ District   □ BSE   □ LRS   □ BDE							BDE						

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## ILLINOIS COMMERCE COMMISSION <u>CROSSING SAFETY IMPROVEMENT PROGRAM</u> GRADE CROSSING PROTECTION FUND PROJECT INFORMATION

Public Highway - Rail Bridge Projects

I. General Information
Applicant Type:
Resubmission:
Applicant Name: City of Danville Population: 32,523
Chief Elected Official: Scott Eisenhauer Title: Mayor
Business Address: 17 W. Main Street
City: Danville State: IL Zip: 61832
Business Phone: (217) 431-2400 Business Fax:
Email Address (if applicable): mayor@cityofdanville.org
State Legislative District: 52 (Senator Michael Frerichs)
II. Project Administrator
Contact Person: David Schnelle Title: Director Engineering and Urban
Company: City of Danville
Address: 1155 E. Voorhees Street, Suite A
City: Danville State: L Zip: 61832
Business Phone: (217) 431-2384 Business Fax:
Email Address (if applicable): dschnelle@cityofdanville.org
III. General Project Information (Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)  County: Vermillion
Average Daily Traffic (ADT): 7,100 Daily Train Traffic: 15
(Number of Cars per Day over the Crossing)  Number of School Buses over Crossing per Day:  (Number of Trains per Day)
Do vehicles carrying hazardous materials use crossing?
If yes, list the type and approximate number of hazardous material vehicles using the crossing per day:
if you, not the type and approximate number of nazaradae material verifices doing the drotting per day.
Number of tracks through crossing: 2  Distance to, and street name of, the two nearest existing grade separations from location being applied for:
Crossing is currently: ☐ Grade Seperation ☒ An At-Grade Crossing ☐ No Crossing If crossing is currently a grade crossing, identify the existing warning device type:
<ul><li>☐ None</li><li>☐ Center Median or Median Barriers</li><li>☐ Automatic Flashing Light Signals and Gates</li></ul>
Other (please specify)
Are railroad signals interconnected with traffic signals at this location:
Are railroad signals interconnected with traffic signals at this location: Yes No No N/A  If nearest roadway crossing is currently a grade seperation, provide the following information:
☐ Highway Over Railroad ☐ Highway Under Railroad
Number of Traffic Lanes Width of Pavement
Vertical Clearance

### IV. Project Location Map and/or Photographs

A project location map must be included with the application. The project location map must show the crossing(s) for which application is being submitted, as well as any other improvements that are being submitted in conjunction with this application. If project is a part of a "corridor" project, indicate the limits of the entire "corridor" on the map. Paper size shall not exceed 11 x 17 inches. If the bridge will replace a grade crossing, provide a minimum of 4 digital photographs of the existing crossing (photos should show the existing warning devices, the existing crossing surface, and the existing highway approaches). If the new structure will replace an existing bridge, provide a minimum of 3 digital photographs of the existing structure (photos should show the width of the existing roadway surface on the bridge, the existing bridge spanning the railroad track, and the existing highway approaches.)

V. Project Summary. Application to (check all that apply):
Reconstruct Existing Grade Separation Construct New Grade Separation
☐ Close Adjacent Crossing ☐ Increase Vertical Clearance at Highway Underpass
☑ Other (please specify) Warning Gates Installation and Circuitry Upgrade
Is application for:   Design Only  Construction only  Design and Construction
Is application part of a larger "corridor" project: Yes No
Use the space below to provide a narrative of the proposed project. Items to include in this section are extenuating circumstances unique to this crossing, such as heavier seasonal traffic, visibility restrictions caused by trees, buildings, etc., proximity of schools and public buildings, etc., which explain why this crossing should be funded. Explain any work to by done by the local agency, such as roadway improvements in the immediate vicinity of the grade
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VI. Evidence of Community Effort and Support  Any preliminary engineering or planning studies, along with cost estimates, that have been prepared for this project must be included with your application. List any past efforts to improve safety at railroad crossings within applicant's jurisdiction. Any studies that have been conducted, regarding railroad crossing elimination or consolidation, must also be included.

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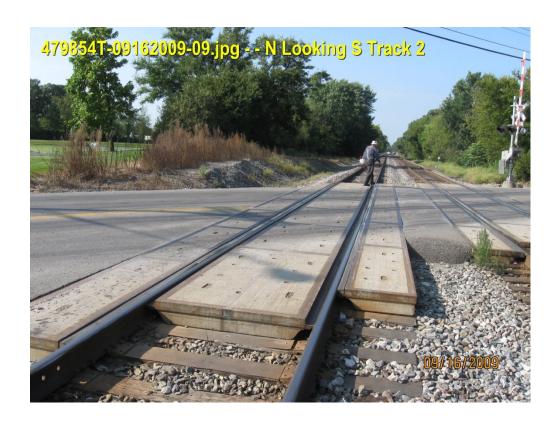
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353715W-09232009-06.jpg - - N Side of Xing;Down-the-Track looking W









# Bowman Avenue Grade Separation Feasibility Study

**Grade Separation of CSX and NS Railroads** 

PREPARED FOR:

**City of Danville** 

REVIEW DRAFT
February 14, 2012







**INTRODUCTION** 

# This report presents preliminary designs for grade separating the CSX and Norfolk Southern (NS) railroads on Bowman Avenue north and south of Fairchild Street. Conceptual designs

options for creating a grade separation at each railroad are presented along with their respective

direct impacts and estimated costs.

## BACKGROUND

The eastern portion of Danville, where a majority of the city's larger industries are located, is also where the roadway and rail networks intersect. Both the CSX and Norfolk Southern (NS) railroads cross this area. At-grade crossings on arterial roadways such as Bowman Avenue, Main Street, Williams Street, Voorhees Street and Lynch Road are routinely subject to train related delays at the crossings. Approximately 50-60 trains per day travel through Danville on the CSX and NS railroads. On average, this translates to a train every 24 – 28 minutes stopping traffic.

While good access to vehicular and rail transportation is a critical component of a community's economic health and vitality, they can also negatively affect quality of life. When traffic on a road increases beyond the roadway capacity, congestion and delays develop. High volumes of rail traffic impede the movement of local traffic through a community, resulting in delays from waiting on trains and increased response times for emergency services such as police, fire and ambulances.

Danville's street network relies heavily upon north-south arterial roadways to carry both local and regional traffic. These arterials, including streets such as Vermilion Street, Gilbert Street, Bowman Avenue and Lynch Road, provide a mechanism to move people and goods throughout the city and provide a connection with regional routes such as Interstate 74. These roadways service Danville's industries and therefore support the local economy. However, Danville's economic vitality is not reliant solely on the roadway network. Rail service to the city also supports industry by providing an alternate mode of transportation to move materials and goods.

There are two types of rail-roadway intersections. When a roadway intersects a railroad at the same level at a crossing, it is called an "at-grade" crossing. At-grade crossings typically have warning devices such as lights and gates. They can be a source of vehicular delay and there is the potential for vehicle-train collisions at an at-grade intersection. When a roadway passes either over or under a railroad, it is referred to as a "grade separation" or a "grade-separated intersection." Rail and roadway traffic at a grade-separated intersection experiences no delays and there is no conflict between rail and vehicular traffic.



1

## STUDY OBJECTIVES

The City has been proactive in managing roadway/rail intersections. The recent Winter Avenue project included the improvement of the existing grade-separation of Winter Avenue under the CSX tracks. Replacement of the Fairchild Street Subway with a new overpass of both the CSX and NS tracks is scheduled to start in 2012. While improvements to Winter Avenue and Fairchild Street will improve existing grade separations, these projects will not reduce the delays encountered by motorists at the other at-grade crossings in the eastern portion of the city.

One of the major north-south arterial roadways that provides direct access to I-74 and areas slated for current and future economic development is Bowman Avenue. Bowman Avenue also has an at-grade crossing of both the CSX railroad (located north of Griggs Street) and the NS railroad (located north of Maple Street). Traffic on Bowman Avenue experiences significant delays from trains at these two at-grade crossings located approximately 0.4 miles apart. In between these crossings is the Bowman Avenue/Fairchild Street signalized intersection. Traffic waiting on trains at either the NS or CSX crossings can backup into the Bowman Avenue/Fairchild Street intersection, which then disrupts east-west traffic on Fairchild Street.

The purpose of this study is to begin to answer the question: "What would it take to grade separate Bowman Avenue at the CSX and NS tracks?" This is a feasibility study, the first step in looking at potential future project. This study examines, on a preliminary and planning level basis, the requirements, direct impacts and potential costs of grade separating Bowman Avenue from the CSX at NS railroad tracks. A feasibility study is a decision making tool. It provides city officials and staff with information and analyses that will assist them in making a decision on whether to pursue funding for the construction of these projects. The study limits extend along Bowman Avenue from north of Williams Street on the south to approximately Brook Street. The limits are depicted on Exhibit 1 in the Appendix.

## **EXISTING CONDITIONS**

Bowman Avenue is a north-south arterial roadway that extends from Perrysville Avenue, just south of the I-74/Bowman Avenue interchange, north through the City of Danville, and then proceeds on as a County Highway (North 1800 E. Road). Bowman Avenue, with its interchange at I-74 and continuity throughout the City, accommodates both local traffic (traffic originating from, and destined to, locations within the City) as well as regional traffic that begins or ends outside of the City limits and is destined for locations in the City or beyond.

## Roadway Characteristics

From I-74 to Main Street (US Route 136), Bowman Avenue consists of two lanes in each direction in an urban cross-section (curb and gutter with parkway and sidewalks). North of the Main Street intersection at approximately Johnson Street, Bowman Avenue transitions down to one lane in each direction separated by striped center median, which also provides for left-turns



at intersections and driveways. This three-lane section continues past Voorhees Street until north of Crestview Drive where Bowman Avenue transitions down to a two lane road (one in each direction).

Within the study limits, Bowman Avenue has a right-of-way approximately 66- feet wide. The existing typical cross section of Bowman Avenue is shown on Exhibit 2 in the Appendix.

### Traffic Characteristics

Traffic volumes on Bowman Avenue are highest at the I-74 interchange and decrease as Bowman Avenue proceeds north. At I-74 the average daily traffic (ADT), defined as the total two-way volume in a 24-hour period, is approximately 11,400 vehicles per day. Between Main Street and Fairchild Street the ADT volume is approximately 10,700. North of Fairchild Street the ADT volume drops to approximately 8,000. A volume of in excess of 12,000 vehicles per day typically warrants two lanes in each direction (four-lane roadway).

#### Land Use

Land uses adjacent to Bowman Avenue are generally residential with single-family homes and some duplexes. The majority of these homes front Bowman Avenue. At major intersections, such as Main Street, Fairchild Street and Voorhees Street, land uses on the intersection quadrants are commercial in nature. Commercial uses are also present near the CSX and NS at-grade crossings. There are also several churches within the Bowman Avenue study corridor.

# **FUTURE NEEDS**

### Vehicular Needs

In order to assess the impacts of grade-separating Bowman Avenue at the CSX and NS crossings, an assessment of the future requirements for Bowman Avenue (number of lanes and pedestrian/bicycle accommodations) needs to be made. Based on the traffic volumes identified above, a modest increases in traffic (1-2% per year) on Bowman Avenue between Fairchild Street and Main Street will result in a volume that warrants widening of Bowman Avenue to provide two lanes in each direction in the not too distant future (approximately 6- 10 years). Traffic volumes north of Fairchild Street will reach the 12,000 ADT in approximately 20 years. The typical design horizon for a new facility such as grade separation is a minimum 20 years. Therefore, based on traffic volumes and projected growth, any proposed improvement to Bowman Avenue south of Voorhees Street should be designed to accommodate two lanes of traffic in each direction. This need exists regardless of whether a grade separation is implemented in the future.



## Pedestrian and Bicycle Needs

There are existing sidewalks along Bowman Avenue. The City has been proactive in both the planning and construction of multi-use paths (pedestrians and bicycles) to link schools, parks and other destinations. The proposed Fairchild Street overpass of the CSX and NS tracks will include an 8-foot wide multi-use path from Bowman Avenue west to Section Street. The City's long-range plan includes extending this path west to Danville High School. There are sections of multi-use path planned for other east-west arterial streets. A multi-use path along the west side of Bowman Avenue would provide both a north-south bicycle route and a connection to existing and planned east-west paths. This multi-use path should be included in future improvements to Bowman Avenue, along with a sidewalk on the east side of the road.

## GRADE SEPARATION CONCEPTS

Two design concepts have been developed for the CSX and NS at-grade crossings:

- Bowman Avenue over the railroads (overpass concept)
- Bowman Avenue under the railroads (underpass concept)

Each location is independent of the other. Either an underpass or overpass could be constructed or a combination of both. In other words, it is possible to construct an underpass of the CSX tracks and an overpass of the NS tracks and vice versa.

In developing the design concepts, roadway profile grades were limited to five percent (5%) with the exception of the overpass option over the CSX tracks. For the south approach, a grade of approximately 5.67 % is required in order to meet the existing profile grade of Bowman Avenue prior to the Williams Street intersection. Having a roadway approach to a signalized intersection on an incline grade is undesirable from a safety and operations standpoint. The decision to utilize a profile grade of 5% for the design concepts is to meet the provisions of the Americans with Disabilities Act (ADA) for pedestrian and bicycle facilities. Grades in excess of 5% would require periodic flat landing pads along the sidewalk or multi-use path, which increase cost and can result in separate structures for bikes/pedestrians. Grades in excess of 5% on an arterial roadway can also result in increased truck noise from acceleration/deceleration.

### **Concept Footprints**

Existing traffic volumes and future forecasts indicate that the Bowman Avenue will likely need to be widened to two lanes in each direction with a center median/turn lane. This improvement will require additional right-of-way from properties adjacent to Bowman Avenue regardless of whether an overpass or underpass is constructed at either the CSX or NS crossings. The primary difference between widening of the roadway and the grade-separation concepts is the additional width of right-of-way required for the structures (walls and foundations) and the need to provide alternative access to properties adjacent to Bowman Avenue where the grade of the roadway is either above or below the level of the adjacent properties. There are also other differences such



as changes in the view from existing properties, changes in noise and aesthetic considerations. As this is a preliminary feasibility study, only the direct impacts (property impacts and changes in access) are being considered. If it were decided to pursue grade separating either the CSX or NS crossings, more detailed engineering and environmental studies would be required to assess additional impacts and develop mitigation strategies if required.

In developing the footprint for the overpass and underpass concepts, a preliminary assessment of impacted properties was made. Rather than impact a large number of properties on both sides of the roadway from widening Bowman Avenue equally on both sides, it was determined that the impacts to adjacent properties could be minimized by shifting the roadway to the east to accommodate the widening and overpass/underpass structures. This impacts fewer properties. Typical cross sections for each concept are shown on Exhibits 3 and 4 in the Appendix.

Overpasses are generally less costly to construct, but the required clearance of the roadway over the railroad tracks is typically 30 feet. Overpasses typically do not require any temporary or permanent relocation of the railroad tracks during construction and are therefore less costly.

Underpasses, while more expensive to construct, have a required clearance of 14-18 feet below the railroad tracks which is much less than the 30 feet required to go over the tracks. Therefore, the required approaches to raise the roadway up and over a railroad are longer than what is required to go down and under the tracks. Underpasses cannot be constructed directly beneath operating railroad tracks. Temporary "run-arounds" or "shoo-fly" tracks must be constructed to move rail traffic away from the construction site. Once the underpass structure is completed, the tracks are typically moved back in their original location. Construction of the temporary tracks adds additional expense to the project and may result in property impacts beyond the roadway if the railroad right-of-way is limited. The conceptual footprints of the underpass and overpass options at the CSX and NS grade crossings are depicted on Exhibit 5 in the Appendix. It should be noted that for the underpass concept at the NS tracks, the footprint of the project extends east and west along the NS tracks due to the required temporary railroad tracks that would be required during construction. The NS right-of-way is limited in width and therefore these temporary track relocations would impact additional properties.

## **Preliminary Direct Impacts**

Based on the footprints of the overpass and underpass concepts, a preliminary assessment of the impacts to the adjacent properties was developed. As mentioned above, these impacts are preliminary in nature and additional studies and refinements would be required if these projects progress further. The direct impacts have been summarized into two categories:

- Acquisition of an entire property and relocation of the business or residents
- Partial acquisition of property and relocation of access to an adjacent street or alley.



For residential properties that currently have driveways on Bowman Avenue that would be impacted with a grade separation, access would have to be provided via a rear alley. In some instances, this would require modification or replacement of any existing garage structures to place the door on the alley side. If there is no alley present and no ability to provide an alley, full acquisition of a property and relocation would be necessary.

In accordance with Federal and State statutes, if a property is to be acquired in its entirety, the property owner is entitled to fair market value of the property as determined by an independent appraiser and the resident/tenant/business operator is entitled to relocation assistance as defined in State and Federal guidelines.

Table 1 below summarizes the direct impacts to adjacent properties for the overpass and underpass concepts. Full acquisition and access relocations are depicted on Exhibits 6 and 7.

Table 1
Comparison of Grade Separation Concepts
Direct Property Impacts Requiring Full Acquisition and Relocation
Or Reconfiguration of Access

	CSX Grade	Separation	NS Grade S	eparation	
Impact	Overpass	Underpass	Overpass	Underpass	
Residential Acquisition & Relocation	7	6	16	9	
Business Acquisition & Relocation	1	-	1	2	
Residential Access Relocation	8	5	11	6	
Business Access Relocation	4	4	1	1	
Institution access relocation	1	1	-	-	
Institution Relocation or Building Reconfiguration	1		-	-	

For the CSX overpass concept there would be major impacts to the Greater Shiloh Baptist Church. With this concept, there would also be acquisition of the adjacent residences. The acquisition of these residences could potentially allow for a reconfiguration of the church building. If it were not feasible to modify the church building, acquisition and relocation would be required. While the underpass footprint would be slightly smaller, the transition of Bowman Avenue into the underpass would still impact this church.

Although not directly attributable to either an underpass or an overpass, widening of Bowman Avenue would create impacts to the Methodist Church located north of Fairchild Street. Similarly, residences and businesses along Bowman Avenue outside the limits of either an overpass or underpass would like incur impacts from the widening of Bowman Avenue.



# **Preliminary Estimate of Costs**

A preliminary estimate of cost for both the overpass and underpass concepts was developed and is presented on Table 2 below:

Table 2
Comparison of Grade Separation Concepts
Preliminary Estimates of Cost

		Separation stimate	NS Grade S Cost Es	_
Item	Overpass	Underpass	Overpass	Underpass
Acquisition & Relocations	\$1,700,000	\$1,600,000	\$2,100,000	\$1,900,000
Access Reconfiguration	\$260,000	\$200,000	\$240,000	\$120,000
Construction & Engineering	\$19,737,600	\$25,587,700	\$14,497,200	\$25,674,900
Contingency (20%)	\$4,339,520	\$5,447,340	\$4,528,000	\$5,538,980
Total	\$26,037,120	\$32,864,040	\$27,168,000	\$33,233,880

As can be seen from a review of Table 1 and 2, the impacts for the overpass concepts are estimated to be greater than the underpass concepts. However, the costs of the overpasses are less than the underpasses. As mentioned earlier, there are other impacts that should be considered in any future engineering studies such as noise, aesthetics and other indirect impacts. The comparisons made in this feasibility study are intended to help make a decision on whether to proceed with grade separations on Bowman Avenue. Exhibit 8 in the Appendix provides a more detail breakdown of the construction and engineering estimates. In the cost estimates, it is assumed that the Fairchild/Bowman Avenue intersection would be improved to accommodate the cross-section of the underpass or overpass (2 lanes in each direction).

## **C**ONCLUSION

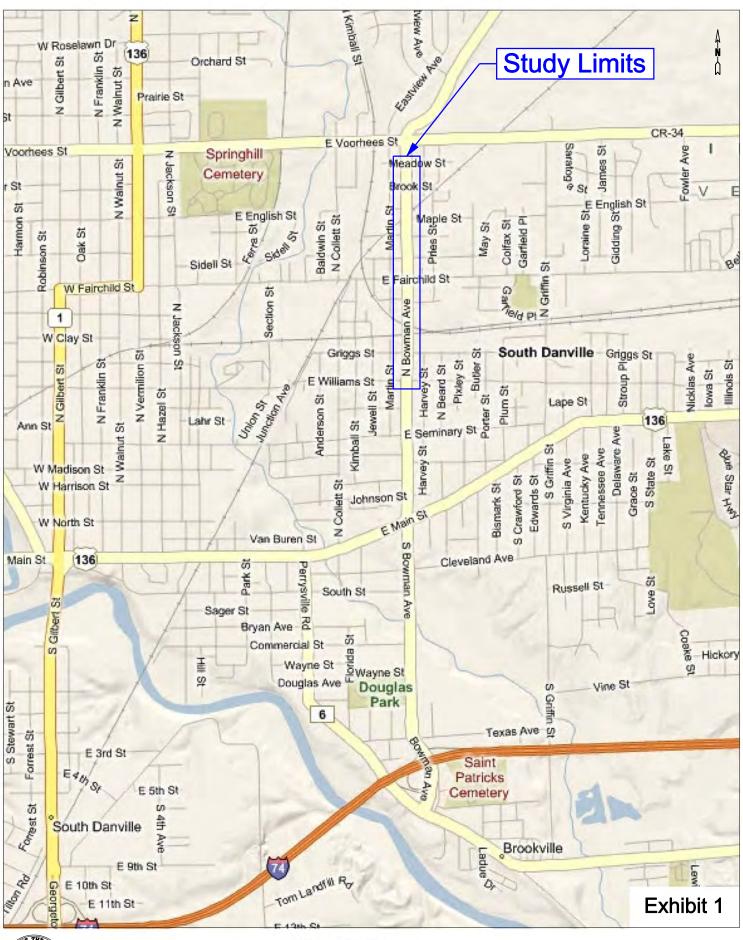
This feasibility study presents both underpass and overpass concepts to grade separate Bowman Avenue at the CSX and NS railroads. Both overpass and underpass concepts result in the acquisition of residences and businesses along with other property impacts. Preliminary estimates of cost have been developed as well.

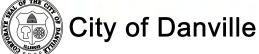
Additional dialogue with the public and city officials will be required before deciding whether to proceed with grade separating either railroad and to decide between overpass and underpass alternatives.



# **APPENDIX**







# **EXISTING BOWMAN AVENUE CROSS SECTION**

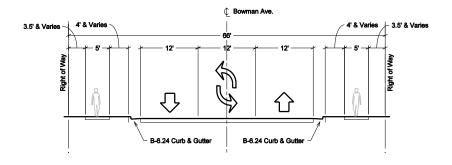
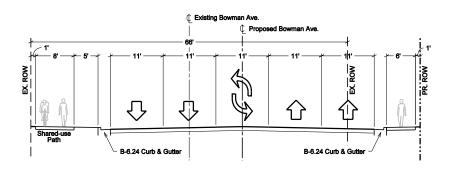


Exhibit 2





# BOWMAN AVENUE CONCEPT CROSS SECTIONS OVERPASS CONCEPT



**Outside of Overpass Limits** 

# Proposed Typical Section Bowman Avenue Over Railroads with 5 lanes, path & sidewalk (Looking North)

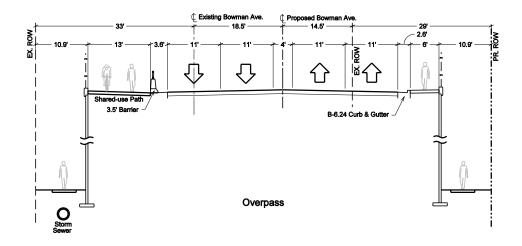
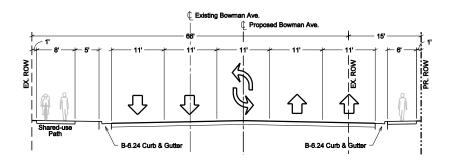


Exhibit 3





# BOWMAN AVENUE CONCEPT CROSS SECTIONS UNDERPASS CONCEPT



**Outside of Underpass Limits** 

# Concept Cross Section Bowman Avenue Under Railroads with 5 lanes, path & sidewalk (Looking North)

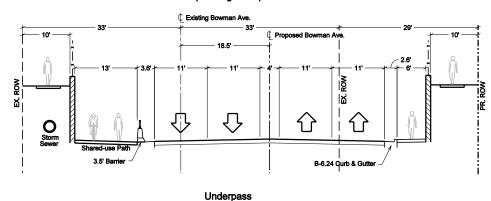


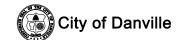
Exhibit 4



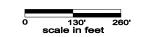


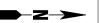


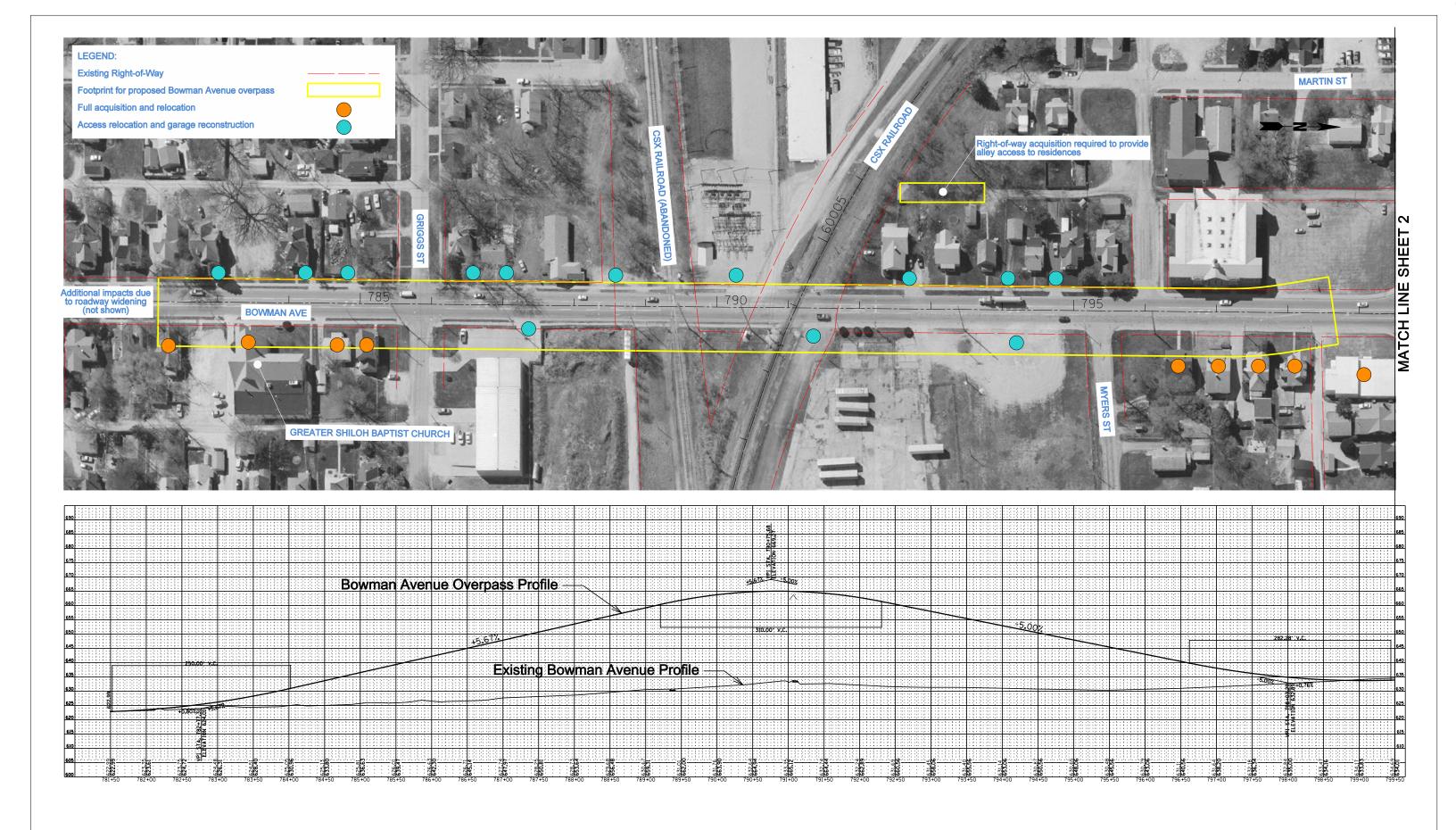




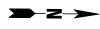




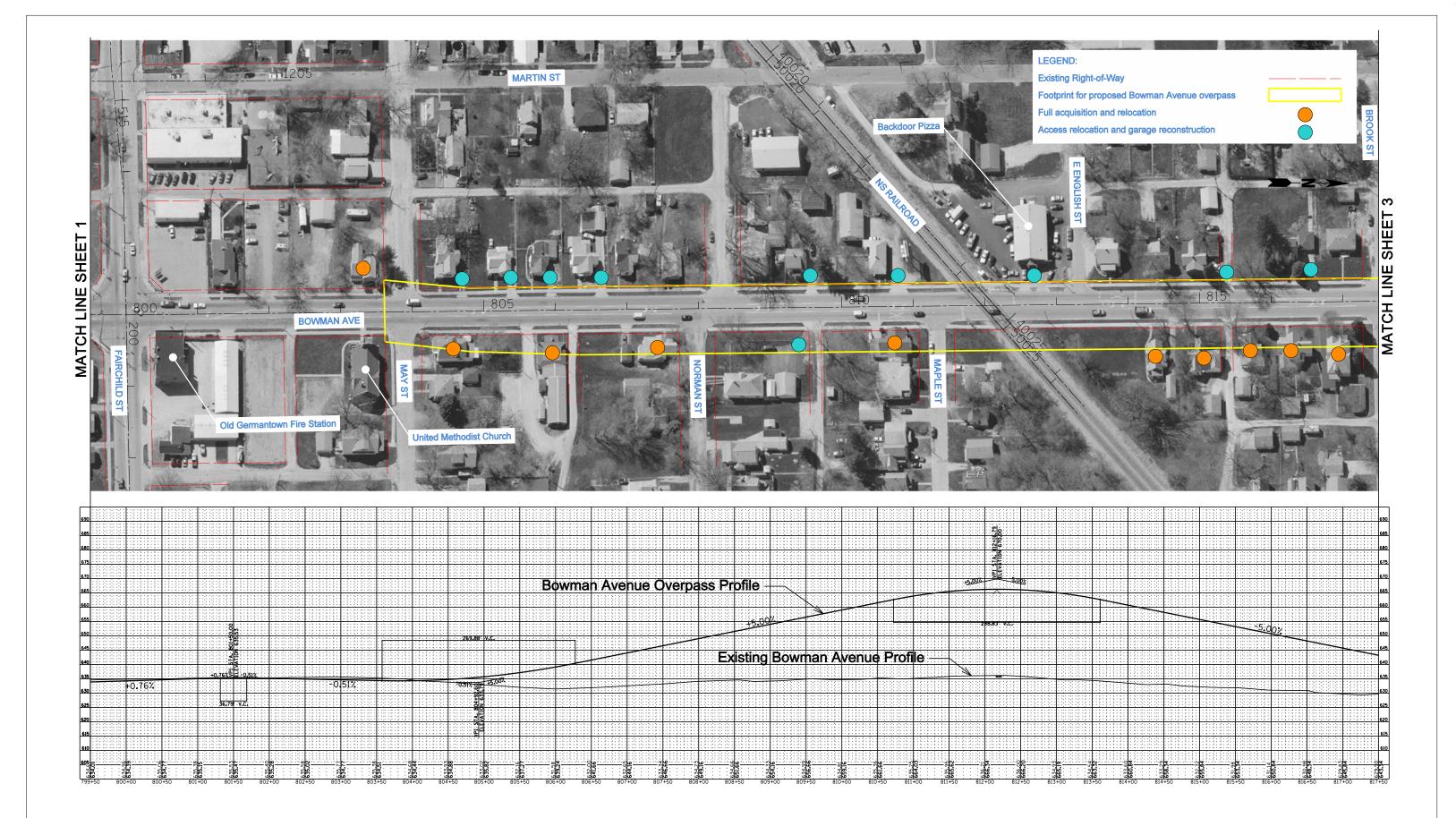






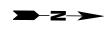




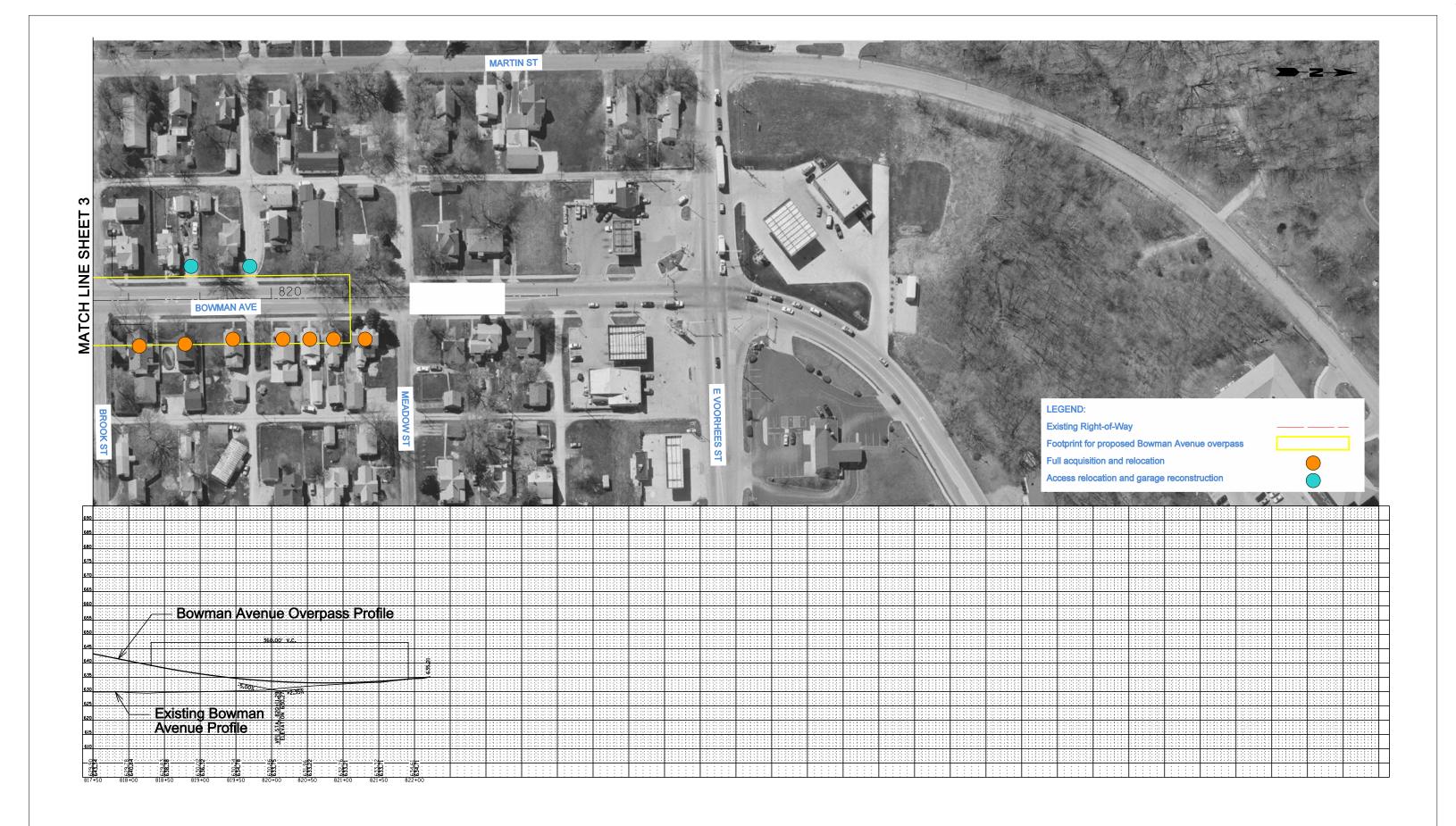




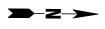




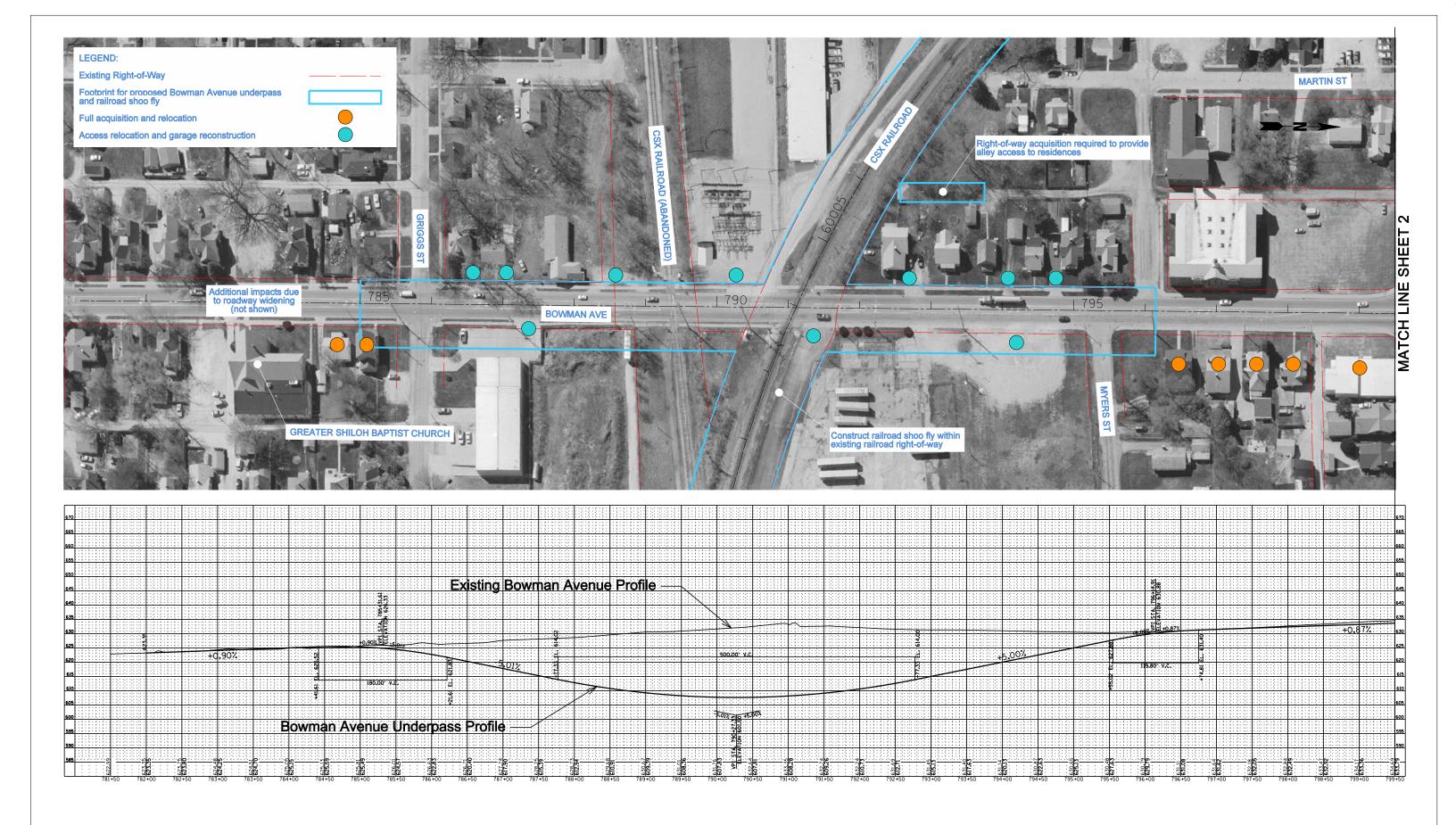




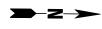




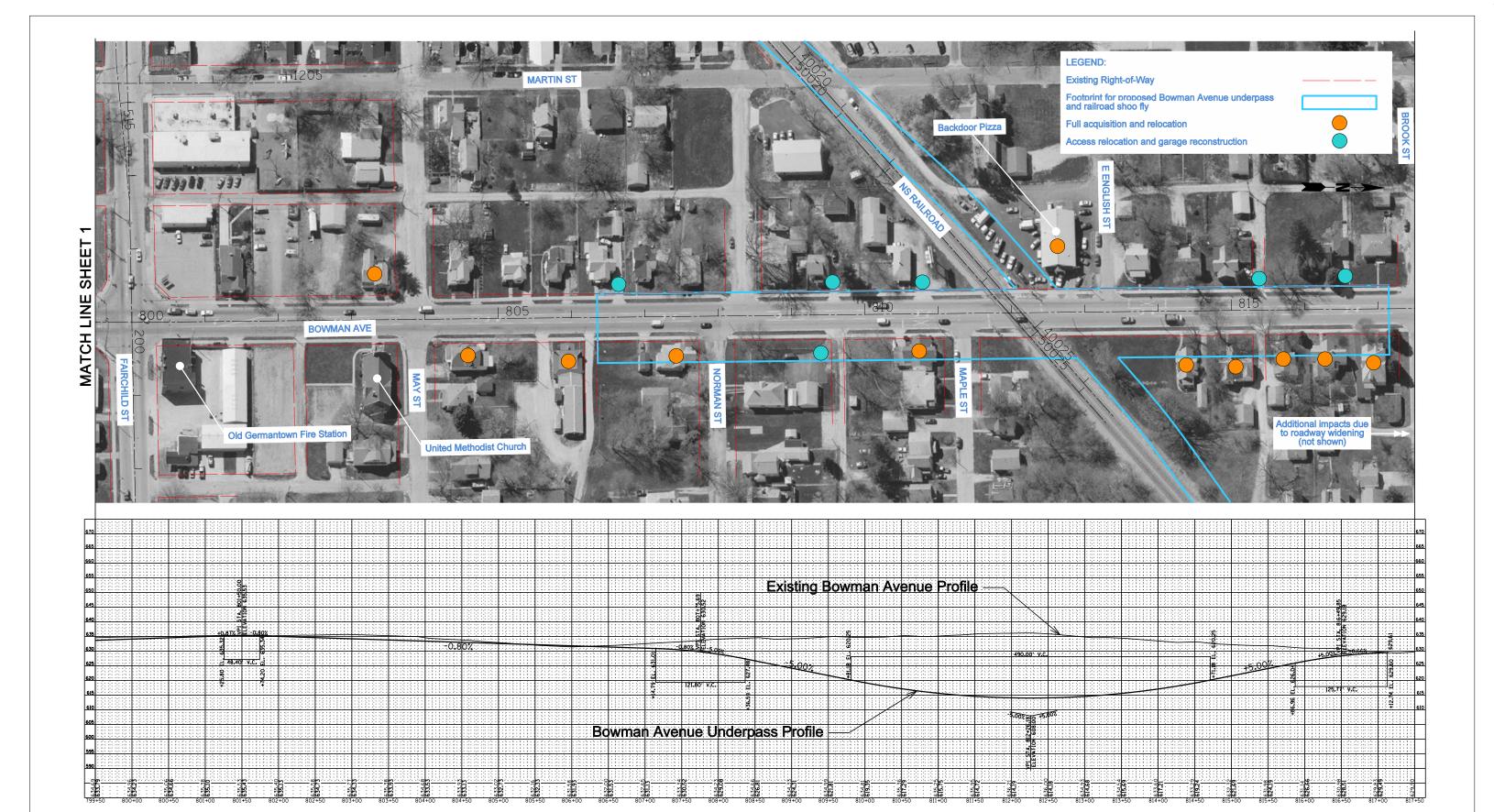




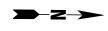














# Overpass Design Concept: Bowman Avenue over CSX Railroad

ITEM	QUANTITY	UNIT	UNI	T COST	Т	TOTAL COST
Roadway Removal	1,970	Ft	\$	70	\$	137,900
Proposed Roadway Items	1,665	Ft	\$	515	\$	857,475
Drainage	1,970	Ft	\$	150	\$	295,500
Major intersections	1	Each	\$ 50	00,000	\$	500,000
Minor Intersections	2	Each	\$ 15	50,000	\$	300,000
Signals & Lighting	1	Each	\$ 20	00,000	\$	200,000
Grade Separation Structure (Bowman over CSX RR)	23,547	Sq Ft	\$	250	\$	5,886,750
MSE Retaining Walls (Bowman over CSX RR)	124,500	Sq Ft	\$	60	\$	7,470,000
Furnished Embankment (Bowman over CSX RR)	40,000	Cu Yd	\$	20	\$	800,000
			Sı	ubtotal	\$	16,448,000
Design and Construction Engineering (20%) \$						
Subtotal Construction and Engineering \$						

# Overpass Design Concept: Bowman Avenue over Norfolk Southern Railroad

ITEM	QUANTITY	UNIT	UNI	T COST	T	TOTAL COST
Roadway Removal	2,130	Ft	\$	70	\$	149,100
Proposed Roadway Items	2,030	Ft	\$	515	\$	1,045,450
Drainage	2,130	Ft	\$	150	\$	319,500
Major intersections	-	Each	\$ 50	00,000	\$	-
Minor Intersections	4	Each	\$ 15	50,000	\$	600,000
Lighting	1	Each	\$ 5	50,000	\$	50,000
Grade Separation Structure (Bowman over NS RR)	7,475	Sq Ft	\$	250	\$	1,868,750
MSE Retaining Walls (Bowman over NS RR)	118,800	Sq Ft	\$	60	\$	7,128,000
Furnished Embankment (Bowman over NS RR)	46,000	Cu Yd	\$	20	\$	920,000
			S	ubtotal	\$	12,081,000
Design and Construction Engineering (20%) \$						
Subtotal Construction and Engineering \$						14,497,200

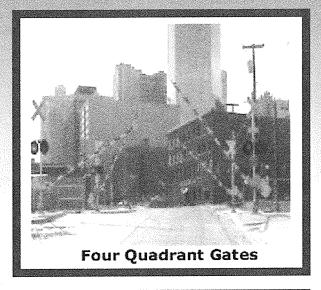
# Underpass Design Concept: Bowman Avenue under CSX Railroad

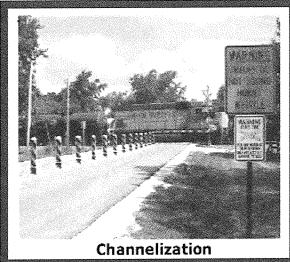
ITEM	QUANTITY	UNIT	UNIT UNIT COST			TOTAL COST	
Roadway Removal	1,750	Ft	\$	70	\$	122,500	
Proposed Roadway Items	1,750	Ft	\$	515	\$	901,250	
Drainage	1,750	Ft	\$	150	\$	262,500	
Major intersections	1	Each	\$	500,000	\$	500,000	
Minor Intersections	2	Each	\$	150,000	\$	300,000	
Signals & Lighting	1	Each	\$	200,000	\$	200,000	
Grade Separation Structure (CSX RR over Bowman)	80	Track Ft	\$	25,000	\$	2,000,000	
Retaining Walls (CSX RR over Bowman)	123,840	Sq Ft	\$	100	\$	12,384,000	
Temporary Retaining Walls (CSX RR over Bowman)	6,200	Sq Ft	\$	60	\$	372,000	
Temporary Railroad Shoo Fly (CSX RR, single track) plus							
signal costs @ \$500,000	1,400	Track Ft	\$	250	\$	850,000	
Excavation (CSX RR over Bowman)	171,500	Cu Yd	\$	20	\$	3,430,000	
Subtotal						21,322,250	
Design and Construction Engineering (20%)						4,264,450	
Total						25,586,700	

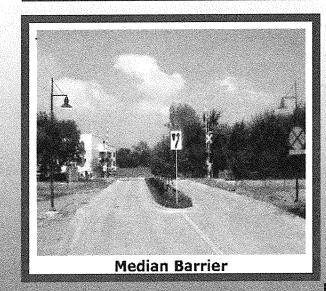
# Underpass Design Concept: Bowman Avenue under Norfolk Southern Railroad

ITEM	QUANTITY	UNIT	UNIT COST		TOTAL COST	
Roadway Removal	1,850	Ft	\$	70	\$	129,500
Proposed Roadway Items	1,850	Ft	\$	515	\$	952,750
Drainage	1,850	Ft	\$	150	\$	277,500
Major intersections	1	Each	\$	500,000	\$	500,000
Minor Intersections	2	Each	\$	150,000	\$	300,000
Signals & Lighting	1	Each	\$	200,000	\$	200,000
Grade Separation Structure (NS RR over Bowman)	80	Track Ft	\$	25,000	\$	2,000,000
Retaining Walls (NS RR over Bowman)	123,840	Sq Ft	\$	100	\$	12,384,000
Temporary Retaining Walls (NS RR over Bowman)	6,200	Sq Ft	\$	60	\$	372,000
Temporary Railroad Shoo Fly (CSX RR, single						
track)+signal costs \$500,000	1,400	Track Ft	\$	250	\$	850,000
Excavation (CSX RR over Bowman)	171,500	Cu Yd	\$	20	\$	3,430,000
				Subtotal	\$	21,395,750
De	\$	4,279,150				
Total						25,674,900

# DATS Quiet Zone Feasibility Study Final



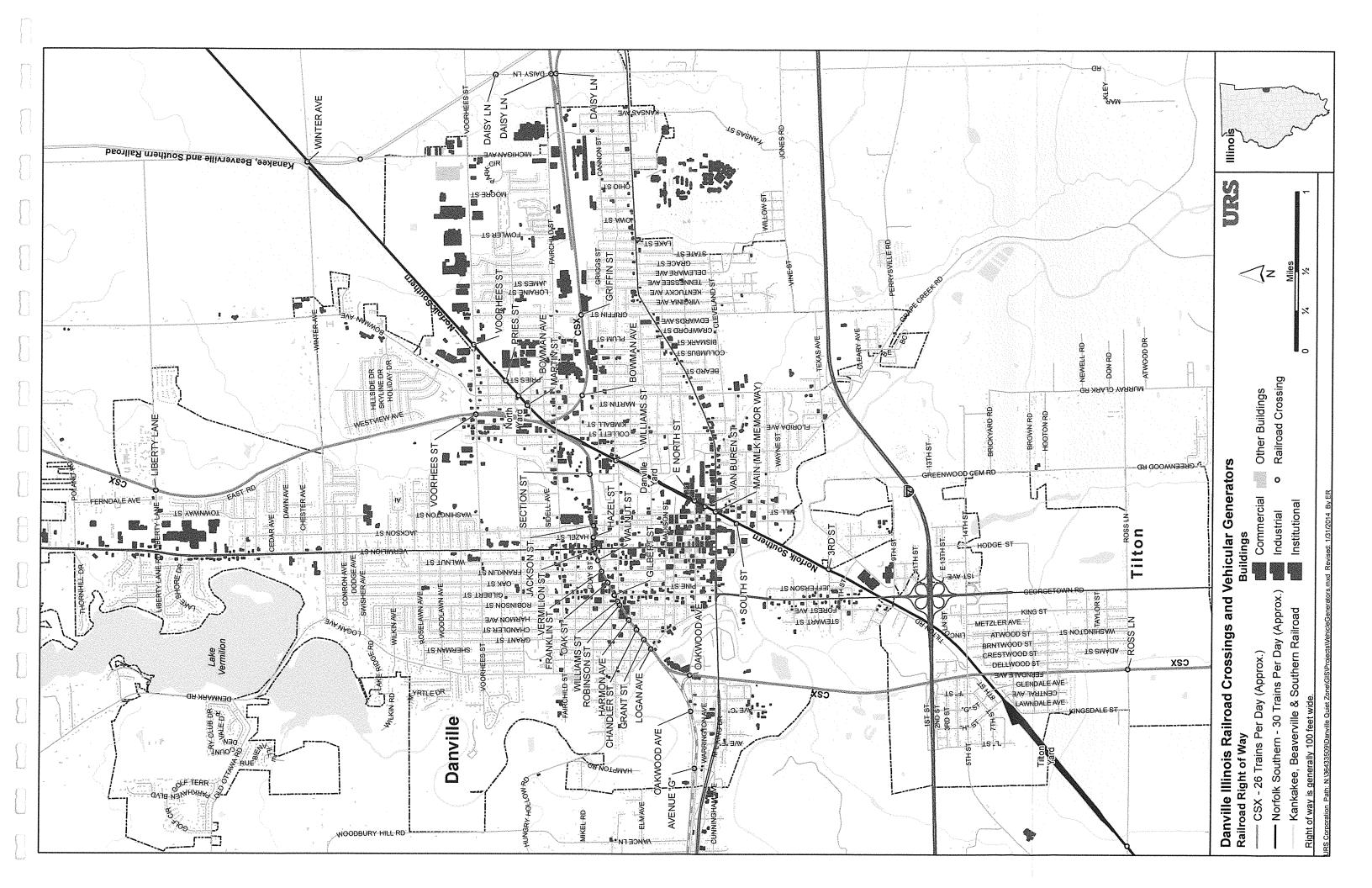




Prepared by URS Corporation
For the Danville Area Transportation Study

July 20

TAB 1
Technical Memo 1



# TAB 2 Technical Memo 2

# Existing Conditions Phase II Technical Memorandum DATS Quiet Zone Feasibility Study

This technical memo will summarize key deliverables and project progress in Phase II of the DATS Quiet Zone Feasibility Study.

# **Existing Condition**

A field check was conducted February 14, 2014 to compare the actual field conditions of each highway rail grade crossing in Danville, IL and Catlin, IL to the Illinois Commerce Commission Grade Crossing Inventory, which was completed in 2012. There were three differences found; the first was at Griffin Street where crossing AAR #543151P is now out of service. The second and third are at two highway rail grade crossings at Daisy Lane AAR #372813N, and N. Michigan Avenue AAR #372813N where yield signs were added to the existing cross bucks at both crossings. These are the only three differences noted between actual field conditions and the warning devices noted in the ICC inventory. There have been no recent upgrades to grade crossings that have flashers only or gates and flashers. There are no grade crossings within Danville that are equipped with four quad gates.

In addition, we looked for highway-rail grade crossings that are on one-way streets within the community as SSM's may be more easily and less expensively installed at those locations. Unfortunately, none were found in our field review.

### Rail Operations

URS has verified through train observations and dispatch systems that the majority of trains operating through Danville, are run through in nature. That is, they do not stop in Danville for any pick up or delivery while en route to their final destinations. However there are a small number of trains per week that are "local" in nature that operate to and from a handful of Danville industries that are served by rail. Nevertheless, these numbers are very small and 90% of trains in Danville are "run through".

# **Community Survey**

URS developed a community survey to gauge the importance to and interest in the implementation of a train horn ban. This was accomplished by questions that asked of the impact of train horns in the community and disruptions they may cause. This quality of life survey was advertised in the local newspaper, with a link to the website placed on the DATS website. In addition, hard copies of the surveys were distributed within the community to those who prefer to answer in a hard copy fashion. The survey began on February, 20, 2014 and will run for approximately 30 days or until the end of March 2014. Initial response to the survey has been positive with a higher than expected participation rate. Collection and evaluation of these surveys will take place in the next project phase.

# **Emergency Service Provider Outreach**

URS planning staff based in Chicago will initiate outreach efforts to engage the police, fire, ambulance, and public transit providers regarding grade crossings issues and to obtain the respective agencies input on the train horn community impacts. These interviews will be conducted by telephone, rather than survey completion as each of these organizations has a unique public service responsibility and that perspective may not be clearly represented by completion of the general public survey.

# Railroad and Federal Agency Existing Documentation Regarding Quiet Zones

We have included three appendices, the Quiet Zone information provided by CSX and Norfolk Southern as a general guideline for local municipalities to follow if they are interested in establishing a Quiet Zone. None of these activities need to be undertaken at the feasibility stage of this process, but are illustrative of requirements in future phases. We also include the "Guide to the Quiet Zone Establishment Process" document as an information resource. URS staff is familiar with and have utilized these documents associated with the Quiet Zone process.

# Appendix A CSX Quiet Zone Information



# **Quiet Zone Proposals**

#### **Key Points and Procedures**

- This section was developed as a guideline for communities that approach CSXT in regards to the implementation of a Quiet Zone under the Federal Railroad Administration's ("FRA") final rule on the use of locomotive horns at public highway-rail grade crossings (the "Rule"), and to ensure CSXT's full compliance and cooperation with respect to the Rule.
- According to the FRA's commentary on the Rule, implementation of Quiet Zones without appropriate safeguards and equipment increases the risk of accidents at highway-rail grade crossings. In this context, CSXT encourages communities considering whether to implement Quiet Zones to take into account the installation of appropriate Supplemental Safety Measures ("SSMs"), as defined in the Rule, as well as the consolidation and/or closing of adjacent crossings, all of which will act as a safeguard to potentially reduce the risk of accidents at each crossing below the risk level that existed prior to the implementation of the Quiet Zone.
- Communities that wish to implement Quiet Zones will be required to strictly comply with the Rule.
- Pursuant to the Rule, notifications and/or applications to implement or continue Quiet Zones are to be made to the FRA and involve relevant state and local agencies, CSXT, and other rail carriers operating in the area.
- CSXT will seek to be reimbursed for work performed to design, implement, and maintain railroad facilities within Quiet Zones.
- CSXT desires to be a good corporate citizen. CSXT also places importance on the quality and timeliness of service to its customers and the communities it serves. As such, consistent with the Rule, CSXT will seek to encourage communities requesting Quiet Zones to implement solutions and SSMs that optimally achieve safety while minimizing the impact on railroad operations.

#### Overview

CSXT will fully comply with the Rule, which provides requirements for the sounding of locomotive horns when approaching public highway-rail grade crossings. The Rule also will provide guidance for conditions under which Public Authorities may apply for and establish Quiet Zones. A Quiet Zone is a section of a rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. (For full details on the rules, CSXT recommends that communities either visit the FRA web site at www.fra.dot.gov. or contact the FRA's Office of Safety at 202-493-6299.)

#### **Policy on Quiet Zones**

The Rule clearly defines requirements that must be satisfied by the Public Authority requesting that a Quiet Zone be established or continued. CSXT will expect the Public Authority to strictly comply with these requirements.

#### **Identification of the Crossing and Location**

Each crossing has a unique DOT inventory identification number posted at the crossing. There is often more than one crossing on the same road. The crossing number (such as 123456A) must be used to identify the specific crossing in all communications with the railroad to reduce possible confusion about the specific location.

### **Preliminary Planning for Quiet Zones**

Preliminary work by CSXT personnel and/or its consultants is likely to be required in connection with the proposed new or continued Quiet Zone, including, but not limited to: updating crossing inventory information; attending meetings; participating, to the extent feasible, in diagnostic reviews of the public, private and pedestrian crossings in a proposed Quiet Zone; preparing and processing estimates covering the cost of work to be performed by CSXT, if applicable; and processing necessary agreements. CSXT will coordinate preliminary planning activities with each Public Authority pursuant to an initial agreement that will also provide for payment to CSXT for services

provided during development of Quiet Zones.

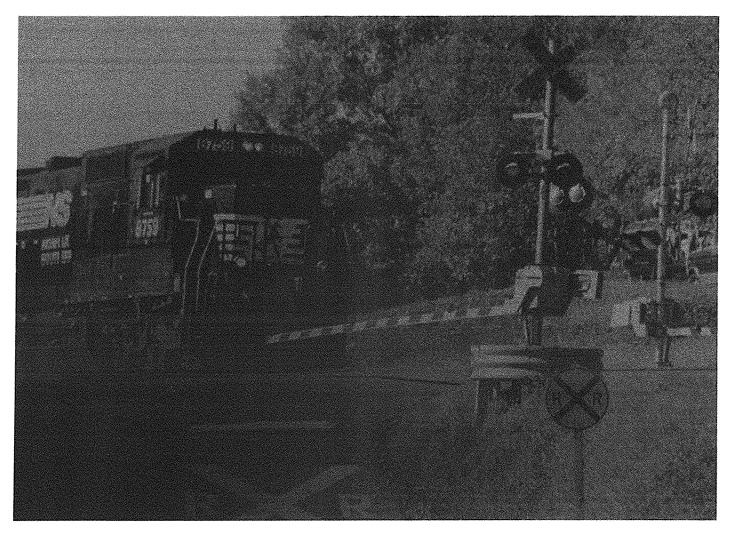
### **Getting Started: Process for Pursuing a Quiet Zone**

- Groups or individuals interested in Quiet Zones should first contact the Public Authority responsible for the highway where the Quiet Zone would be located. Public Authorities should then contact the FRA for additional information on Quiet Zone requirements and procedures.
- 2. The Public Authority should direct initial CSXT contact relating to possible Quiet Zones to: Director of Public Safety, 500 Water Street (C205), Jacksonville, Florida 32202. Those making this contact will be furnished with the Quiet Zone policy and advised of the appropriate contact within the CSXT Public Projects Group for the initial planning activities with CSXT.
- 3. If the Public Authority decides to proceed with preliminary planning for a Quiet Zone CSXT will assist by providing, when required, DOT inventory information and attending diagnostic review meetings, to the extent schedules permit. CSXT resources to attend these meetings are limited and thus CSXT will seek flexibility in establishing meeting dates and times in order to permit CSXT representatives to attend.
- 4. The Preliminary Planning for a Quiet Zone project should include a review of the following principles:
  - a. CSXT will cooperate and work in good faith with local communities and the appropriate Public Authority to provide all possible assistance in a manner that protects the safety of local citizens and their communities as well as CSXT's employees. Communities should keep in mind that, because of the anticipated large volume of Quiet Zone applications and the demands placed on CSXT resources by other transportation and safety projects, it is difficult at this time to estimate how long the planning and implementation process will take.
  - b. In accordance with the Rule, CSXT's support of a Quiet Zone proposal will require the plan to meet very specific FRA measures and requirements, which, in some cases, may be subject to FRA review, approval and on-going oversight. Accordingly, CSXT retains the right to review and comment on the requests.
  - c. CSXT expects the involvement of the state DOT, FRA, and/or state regulatory authority in any diagnostic review of a public, private and pedestrian crossing in the Quiet Zone corridor being proposed.
  - d. As discussed above, the appropriate Public Authority will be expected to reimburse CSXT for its cost of installation and future maintenance of Quiet Zones, including, but not limited to, its installation of Supplemental Safety Measures (SSMs) and Alternative Safety Measures (ASMs). As an example, CSXT installs and maintains active warning systems at Highway-Rall Grade Crossings that may be modified or expanded for a Quiet Zone. Curbs, medians, pavement markings and other traffic control signs such as advance warning signs are installed and maintained by Public Authorities. The specific responsibilities are expected to be resolved during the Preliminary Planning for a Quiet Zone.
  - e. If one or more SSMs or ASMs selected to be installed require work by CSXT, a separate standard Preliminary Engineering Agreement will be required to cover CSXT's engineering, review, handling, and estimate preparation connected with the proposed work. A separate Construction Agreement will be used for implementation of the projects. The cost of this work will be the responsibility of the requesting Public Authority.

- f. SSMs or ASMs installed and maintained by the Public Authority as described above are important parts of traffic control at each crossing. The Public Authority is responsible for periodic inspection and repair of these items.
- 5. Standard CSXT Public Projects Group design and estimating procedures will be used for projects related to Quiet Zones.

# Appendix B Norfolk Southern Quiet Zone Information

# QUIET ZONE INFORMATION



Locomotive horns enhance safety at highway-rail crossings by warning of approaching trains. The Federal Railroad Administration requires horns be sounded where trains approach public grade crossings. An exception is where a public authority has created a valid "quite zone."

The rule was published in the Federal Register April 27, 2005, Volume 70, No. 80, beginning on page 21,888.

Learn more about the locomotive horn rule.

# Community request to establish a new quiet zone

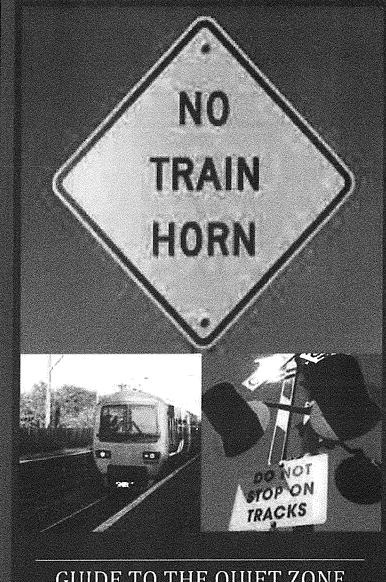
All requirements of the FRA rule must be met to establish a new quiet zone, including submitting a written notification to initiate the process. Proposed quiet zones involving NS public grade crossings should be submitted to:

W.L. (Bill) Barringer Norfolk Southern Corporation Director Grade Crossing Safety 1200 Peachtree St. N.E., Box 36 Atlanta GA 30309-0036

	To implement safety enhancements to comply with Part 222 involving active warning devices at crossings, contact the NS Communications & Signal Department. Upgrades will be performed under NS' direction, and the city will cover costs of installation and maintenance.
70 <sub>0</sub>	For more info:
The state of the s	Cayela J. Wimberly
1	Administrator Highway Grade Crossings
4	Norfolk Southern Corporation
2781	1200 Peachtree St. N.E.
	Atlanta GA 30309 Telephone: 404-529-1234
North Control of the	A \$2,800 quiet zone administrative handling fee applies. Requesting parties will be responsible for payment before completion of NS' review.
	Costs of quiet zone safety measures
	NS' primary concern at rail-highway grade crossings is safety. The company will assist communities as necessary, but
1	the responsible public authority must fully comply with federal rules. Public authorities pay for preliminary engineering,
	construction, maintenance, and replacement of active warning devices or their components installed at crossings to meet
	quiet zone standards. Public authorities must enter into a contract guaranteeing reimbursement to the railroad 30 days after railroad work is completed. Costs to install safety measures vary. Examples include:
1	after failfoad work is completed. Costs to install salety measures vary. Examples include.
	Four-Quadrant Gate Systems - \$300,000 to \$500,000
	Basic Active Warning System including flashing lights and gates, constant warning time, power out indicator, and cabin - \$185,000 to \$400,000
	Basic Interconnect - \$5,000 to \$15,000-
J.	Annual Maintenance - \$4,000 to \$10,000
- Comment	
.#	TAILEDE TAIE OTAND
Ì	WHERE WE STAND
	Where we stand creates possibilities today and tomorrow.
	Balanced regulation »
4	Dalancen regulation »
	Stay informed about NS' impact in your community.
À.	
	JOIN THE LINE
a)	
	DELATED LINUX
u)	RELATED LINKS
	IN YOUR COMMUNITY
ail.	Working together to create prosperity

# Appendix C Guide to the Quiet Zone Establishment Process Federal Railroad Administration





GUIDE TO THE QUIET ZONE ESTABLISHMENT PROCESS

AN INFORMATION GUIDE

Federal Railroad Administration

1200 New Jersey Avenue S.E. Washington, DC 20590 Telephone: 202-493-6299 www.fra.dot.gov

Federal Railroad Administration

Highway-Rail Crossing and Trespasser Programs Division

Follow FRA on and

#### **Purpose of the Guide**

This brochure was developed to serve as a guide for local decision makers seeking a greater understanding of train horn sounding requirements and how to establish quiet zones. Its purpose is to provide a general overview and thus does not contain every detail about the quiet zone establishment process. For more detailed and authoritative information, the reader is encouraged to review the official regulations governing the use of locomotive horns at public highway-rail grade crossings and the establishment of quiet zones that are contained in 49 CFR Part 222. A copy of the rule can be downloaded or printed at http://www.fra.dot.gov/eLib/Details/L02809.

#### About Quiet Zones



FRA is committed to reducing the number of collisions at highway-rail grade crossings, while establishing a consistent standard for communities who opt to preserve or enhance quality of life for their residents by establishing quiet zones within which routine use of train horns at crossings is prohibited.

Federal regulation requires that locomotive horns begin sounding 15–20 seconds before entering public highway-rail grade crossings, no more than one-quarter mile in advance. Only a public authority, the governmental entity responsible for traffic control or law enforcement at the crossings, is permitted to create quiet zones.

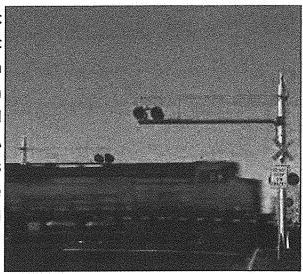
A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies to trains when approaching and entering crossings and does not include train horn use within passenger stations or rail yards. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a quiet zone. Quiet zone regulations also do not eliminate the use of locomotive bells at crossings. Therefore, a more appropriate description of a designated quiet zone would be a "reduced train horn area."

Communities wishing to establish quiet zones must work through the appropriate public authority that is responsible for traffic control or law enforcement at the crossings.

#### **Historical Context**

Historically, railroads have sounded locomotive horns or whistles in advance of grade crossings and under other circumstances as a universal safety precaution. Some States allowed local communities to create whistle bans where the train horn was not routinely sounded. In other States, communities created whistle bans through informal agreements with railroads.

In the late 1980's, FRA observed a significant increase in nighttime train-vehicle collisions at certain gated highway-rail grade crossings on the Florida East Coast Railway (FEC) at which nighttime whistle bans had been established in accordance with State statute In 1991, FRA issued Emergency Order #15 requiring trains on the FEC to sound their horns again. The number and rate of collisions at affected crossings returned to pre-whistle ban levels.



In 1994, Congress enacted a law that required

FRA to issue a Federal regulation requiring the sounding of locomotive horns at public highway-rail grade crossings. It also gave FRA the ability to provide for exceptions to that requirement by allowing communities under some circumstances to establish "quiet zones."

The Train Horn Rule became effective on June 24, 2005. The rule set nationwide standards for the sounding of train horns at public highway-rail grade crossings. This rule changed the criteria for sounding the horn from distance-based to time-based. It also set limits on the volume of a train horn. The rule also established a process for communities to obtain relief from the routine sounding of train horns by providing criteria for the establishment of quiet zones. Locomotive horns may still be used in the case of an emergency and to comply with Federal regulations or certain railroad rules.

#### **Public Safety Considerations**

Because the absence of routine horn sounding increases the risk of a crossing collision, a public authority that desires to establish a quiet zone usually will be required to mitigate this additional risk. At a minimum, each public highway—rail crossing within a quiet zone must be equipped with active warning devices: flashing lights, gates, constant warning time devices (except in rare circumstances) and power out indicators.

In order to create a quiet zone, one of the following conditions must be met

- 1. The Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT) with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs) described below. The QZRI is the average risk for all public highway-rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation's public highway-rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded.
- 2. The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index With Horns (RIWH) with additional safety measures such as SSMs or ASMs. The RIWH is the average risk for all public highway-rail crossings in the proposed quiet zone when locomotive horns are routinely sounded.
- 3. *Install SSMs at every public highway-rail crossing*. This is the best method to reduce to reduce risks in a proposed quiet zone and to enhance safety.

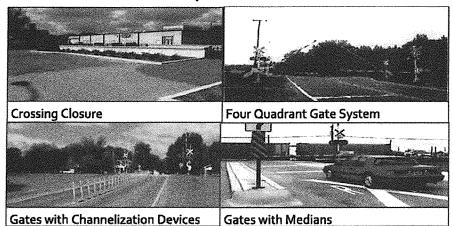
SSMs are pre-approved risk reduction engineering treatments installed at certain public highway-rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures. Examples of SSMs are shown on the next page.

ASMs are safety systems, other than SSMs, that are used to reduce risk in a quiet zone. ASMs typically are improvements that do not fully meet the requirements to be SSMs and their risk reduction effectiveness must be submitted in writing and approved by FRA.

FRA strongly recommends that all crossings in the quiet zone be reviewed by a diagnostic team. A diagnostic team typically consists of representatives from the public authority, railroad, and State agency responsible for crossing safety and FRA grade crossing managers.

#### **Public Safety Considerations continued**

#### **Examples of SSMs**





Wayside Horns The train horn rule also provides another method for reducing the impact of routine locomotive horn sounding when trains approach public highway-rail grade crossings. A wayside horn may be installed at highway-rail grade crossings that have flashing lights, gates,

constant warning time devices (except in rare circumstances), and power out indicators. The wayside horn is positioned at the crossing and will sound when the warning devices are activated. The sound is directed down the roadway, which greatly reduces the noise footprint of the audible warning. Use of wayside horns is not the same as establishing a quiet zone although they may be used within quiet zones.

#### **Cost Considerations**

The enabling Federal statute did not provide funding for the establishment of quiet zones. Public authorities seeking to establish quiet zones should be prepared to finance the installation of SSMs and ASMs used. Costs can vary from \$30,000 per crossing to more than \$1 million depending on the number of crossings and the types of safety improvements required.

**Legal Considerations** 

The courts will ultimately determine who will be held liable if a collision occurs at a grade crossing located within a quiet zone, based upon the facts of each case, as a collision may have been caused by factors other than the absence of an audible warning. FRA's rule is intended to remove failure to sound the horn as a cause of action in lawsuits involving collisions that have occurred at grade crossings within duly established quiet zones.

#### **Guide to the Quiet Zone Establishment Process**

#### The Quiet Zone Establishment Process

Under the Train Horn Rule, only public authorities are permitted to establish quiet zones. Citizens who wish to have a quiet zone in their neighborhood should contact their local government to pursue the establishment of a quiet zone. The following is a typical example of the steps taken to establish a quiet zone:

- 1. **Determine** which crossings will be included in the quiet zone. All public highway-rail crossings in the quiet zone must have, at a minimum, an automatic warning system consisting of flashing lights and gates. The warning systems must be equipped with constant warning time devices (except in rare circumstances) and power out indicators. The length of the quiet zone must be at least one-half mile in length.
- 2. *Identify* any private highway-rail grade crossings within the proposed quiet zone. If they allow access to the public or provide access to active industrial or commercial sites, a diagnostic review must be conducted and the crossing(s) treated in accordance with the recommendations of the diagnostic team.
- 3. *Identify* any pedestrian crossings within the proposed quiet zone and conduct a diagnostic review of those crossings too. They also must be treated in accordance with the diagnostic team's recommendations. *NOTE*: While it is not required by the regulations, FRA recommends that every crossing within a proposed quiet zone be reviewed for safety concerns.
- 4. Update the U.S. DOT Crossing Inventory Form to reflect current physical and operating conditions at each public, private, and pedestrian crossing located within a proposed quiet zone.
- 5. **Provide** a Notice of Intent (NOI) to all of the railroads that operate over crossings in the proposed quiet zone, the State agency responsible for highway safety and the State agency responsible for crossing safety. The NOI must list all of the crossings in the proposed quiet zone and give a brief explanation of the tentative plans for implementing improvements within the quiet zone. Additional required elements of the NOI can be found in 49 CFR 222.43(b). The railroads and State agencies have 60 days in which to provide comments to the public authority on the proposed plan.
- 6. Alternative Safety Measures If ASMs are going to be used to reduce risk, an application to FRA must be made. The application must include all of the elements provided in 49 CFR 222.39(b)(1) and copies of the application must be sent to the entities listed in 49 CFR 222.39(b)(3). They will have 60 days to provide comments to FRA on the application. FRA will provide a written decision on the application typically within three to four months after it is received.

#### The Quiet Zone Establishment Process continued

- 7. **Determine** how the quiet zone will be established using one of the following criteria: (Note that Options 2 through 4 will require the use of the FRA Quiet Zone Calculator available at <a href="http://safetydata.fra.dot.gov/quiet/">http://safetydata.fra.dot.gov/quiet/</a>.)
  - 1. Every public highway-rail crossing in the proposed quiet zone is equipped with one or more SSMs.
  - 2. The Quiet Zone Risk Index (QZRI) of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) without installing SSMs or ASMs.
  - 3. The QZRI of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) after the installation of SSMs or ASMs.
  - 4. The QZRI of the proposed quiet zone is less than or equal to the Risk Index with Horns (RIWH) after the installation of SSMs or ASMs.



- 8. **Complete** the installation of SSMs and ASMs and any other required improvements determined by the diagnostic team at all public, private, and pedestrian crossings within the proposed quiet zone.
- 9. **Ensure** that the required signage at each public, private, and pedestrian crossing is installed in accordance with 49 CFR Sections 222.25, 222.27, and 222.35, and the standards outlined in the Manual on Uniform Traffic Control Devices. These signs may need to be covered until the quiet zone is in effect.
- 10. *Establish* the quiet zone by providing a Notice of Quiet Zone Establishment to all of the parties that are listed in 49 CFR Section 222.43(a)(3). Be sure to include all of the required contents in the notice as listed in 49 CFR Section 222.43(d). The quiet zone can take effect no earlier than 21 days after the date on which the Notice of Quiet Zone Establishment is mailed.
- \*\*\*Appendix C to the Train Horn Rule provides detailed, step by step guidance on how to create a quiet zone.\*\*\*

#### **Guide to the Quiet Zone Establishment Process**

#### **Required Documentation**

Public authorities interested in establishing a quiet zone are required to submit certain documentation during the establishment process. FRA has provided checklists for the various documents that can be found at <a href="http://www.fra.dot.gov/Elib/Details/L03055">http://www.fra.dot.gov/Elib/Details/L03055</a>.

FRA's Regional Grade Crossing Managers are available to provide technical assistance. A State's department of transportation or rail regulatory agency also may be able to provide assistance to communities pursuing quiet zones.

Public authorities are encouraged to consult with the agencies in their State that have responsibility for crossing safety. Some States may have additional administrative or legal requirements that must be met in order to modify a public highway-rail grade crossing.

#### Role of Railroads

Communities seeking to establish a quiet zone are required to send a Notice of Intent and a Notice of Quiet Zone Establishment to railroads operating over the public highway-rail grade crossings within the proposed quiet zone. Railroad officials can provide valuable input during the quiet zone establishment process and should be included on all diagnostic teams. Listed below are links to the Class I Railroads and Amtrak.

BNSF Railway (BNSF)	Canadian Pacific (CP)
CSX Transportation (CSX)	Norfolk Southern (NS)
Canadian National (CN)	Union Pacific (UP)
Kansas City Southern (KCS)	Amtrak (ATK)

#### **FINAL NOTE**

The information contained in this brochure is provided as general guidance related to the Quiet Zone Establishment Process and should not be considered as a definitive resource. FRA strongly recommends that any public authority desiring to establish quiet zones take the opportunity to review all aspects of safety along its rail corridor. Particular attention should be given to measures that prevent trespassing on railroad tracks since investments made to establish a quiet zone may be negated if the horn has to be routinely sounded to warn trespassers.

#### **POINTS OF CONTACT**

#### **General Questions:**

Inga Toye, 202-493-6305 Debra Chappell, 202-493-6018 Ron Ries, 202-493-6285

#### **Regional Contacts**

Region 1 Connecticut, Maine, Massachusetts, New Hampshire, New Jersey,
New York, Rhode Island, and Vermont
1-800-724-5991

Region 2 Delaware, Maryland, Ohio, Pennsylvania, Virginia, West Virginia, and Washington, D.C.

1-800-724-5992

Region 3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee

1-800-724-5993

Region 4 Illinois, Indiana, Michigan, Minnesota, and Wisconsin 1-800-724-5040

Region 5 Arkansas, Louisiana, New Mexico, Oklahoma, and Texas 1-800-724-5995

Region 6 Colorado, Iowa, Kansas, Missouri, and Nebraska 1-800-724-5996

Region 7 Arizona, California, Nevada, and Utah 1-800-724-5997

Region 8 Alaska, Idaho, Montana, North Dakota, South Dakota, Oregon,
Washington, and Wyoming
1-800-724-5998



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#### U.S. Department of Transportation Federal Railroad Administration

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## TAB 3 Technical Memo 3

## Community Survey, Phase III Technical Memorandum

DATS Quiet Zone Feasibility Study

Prepared by URS Corporation

For the Danville Area Transportation Study

April 2014



## Community Survey Phase III Technical Memorandum DATS Quiet Zone Feasibility Study

This technical memorandum will serve to aid the analysis of the Danville Area Transportation Study (DATS) community survey associated with the DATS Quiet Zone Feasibility Study. The survey was available to the public for approximately 30 days from February 23 thru March 24, 2014. The survey was developed by URS and distribution of the survey into the community was undertaken by the DATS, and the link was distributed to a myriad of civic and volunteer groups throughout the community. The hard copies of the survey were distributed via regular post. 100 surveys were sent out to businesses and private residences adjacent to the rail line corridors in the study. Additionally, 20 surveys were mailed directly to the Danville neighborhood associations.

In total, there were 73 responses to the survey from community members. The surveys could be completed on-line (managed by URS) or a hard copy could be filled out and returned to the Study Director, who subsequently submitted them to URS for processing. 59 of the responses (80%) were on-line, and the remaining 14 (20%) were hard copies. While the raw survey numbers are not statistically significant, it does not diminish from the overall objective of this survey, which is to identify train horn impacts to the community and other railroad issues in Danville and Catlin. The survey results by question are presented as an attachment to this Technical Memorandum.

#### Question #1 "Please select what best describes where you live.

The vast majority of respondents identified themselves as Danville residents (83.6%), with a few respondents from Catlin (8.2%), other areas in Vermilion County (6.8%) and outside of Vermillion County (1.4%). It is evident that the survey reached its target market of Danville and Catlin and is not skewed towards individuals who do not live in these communities in general.

#### Question #2 "Please select what best describes where you work"

The distribution of respondents also mirrored the response in Question #1; over 90% are from the Danville and Catlin area. We can say with some certainty that the reach to the

URS Corporation 345 East Ash Avenue Decatur, IL 62526 Tel: 217-875-4800 Fax: 217-875-3577 www.urscorp.com



target market is confirmed both at work and at home from the answers to the first two questions.

Question #3 "Do you live or work near a railroad line or crossing?"

It is significant to note that 90% of respondents live or work near a railroad line. As railroad lines traverse Danville and Catlin from multiple directions, it is important to verify from the respondents that they have a familiarity with the rail lines and are aware of their presence and significance within the community. There is also an understanding within the community of the importance to the railroads to the city as a transportation hub and as a job creation source.

Question #4 "In your time living and/or working in the area, do you feel that train traffic has impacted any of the following?"

By far the greatest impact identified in the survey is the disruption to vehicular traffic caused by grade crossings. This is to be expected as everyone has been stopped by a train at a grade crossing, but not everyone lives close to an area where a train horns are sounded frequently. This impact to the motoring public is followed by the "quality of life" response with most of the comments referencing train noise, either by horns or idling locomotives. Lesser importance was attached to the overall roadway safety and non-motorized safety survey choices.

Question #5 On a scale of 1 to 10 where 1 represents "no problem" and 10 represents a "very significant problem", what is your opinion of overall train traffic in the area? We again see confirmation of the response to Question #4 with the overall average response at 6.95 out of 10 for this question. It is clear that train traffic in general is an issue for the people of Danville and Catlin. Our supposition from comments relates to long delays at crossings at key locations with switching moves blocking traffic for extraordinarily long times. A contributing factor is the number of train movements in and out of the 4 rail yards in the study area, which are CSX North and Brewer Yards and NS Danville and Tilton Yards.



Question #6 On a scale of 1 to 10 where 1 represents "no problem" and 10 represents a "very significant problem", what is your opinion specifically related to train horn noise in the area?

The train horn noise average value is 5.91, a full point lower than train traffic issue raised in Question #5. There also seems to be a significant dichotomy with both extremes (1 and 10) with high representations at either end of the spectrum and a relatively low representation of the middle values (4-7).

Question #7 Do you believe there is an issue with the frequency of train horns in the area?

Two-thirds of the survey respondents think the frequency of train horns being activated in the area is a minor or no problem. However, it appears that a vocal one-third minority are affected and voiced their concerns in the comments section.

Question #8 What time of the day do you believe this problem exists?

The greatest percentage response to this question is "all day". This is borne out by the Class I railroad freight operations which operate 24 hours a day/7 days a week with the trains normally distributed throughout the day. The next highest value, at night, is reflective of the population's expectations for quiet in the evening, but then it is disrupted by the train horn noise.

Question #9 If you live in Vermillion County provide the nearest roadway intersection to your home

See Exhibit A identifies location of residential population of survey submissions.

Question #10 If you work in Vermillion County provide the nearest roadway intersection to your place of employment.

See Exhibit B identifies location of workplace population of survey submissions.

Question #11 How many trains per day do you believe operate in the following areas? The actual number of trains per day 56, the average survey estimate of trains per day is 38. The survey values are somewhat close to the actual train volumes through Danville.



## Question #12 Additional comments related to the rail/roadway crossings in the Danville/Catlin area.

There were significant comments received from the survey participants, which usually indicates an interest in the subject of the survey. The types of comments were divided into four categories; each of the four categories had a roughly equal number of comments:

- 1. Railroads are Part of the Community: There were comments that stated that trains are a long standing part of the community and that if you live here you should just accept that fact. There is also an understanding that the railroad presence contributed to the growth of Danville and is important to the community as a whole.
- 2. Trains blocking Crossings for Extended Periods: There were also comments that addressed long train crossing blockages as a disruptor of the smooth flow of the roadway system; examples were also provided of extraordinarily long blocked crossings at specific locations.
- 3. <u>Train Horn Noise</u>: Comments also were addressing the train horn blowing and how disruptive it is to the quality of life. There were several statements regarding the engineers "laying on the horn" when they do not have to.
- 4. Rail Safety at Crossings: The last category of comments addressed rail safety, lack of gates at some crossings, trains being too long and trains not moving.

#### Conclusion

Residents of Danville generally accept that railroads are part of the City and understand that rail traffic has benefits.

Residents agree that vehicular traffic delays caused by highway rail grade crossings blockages are the most problematic rail issue.

Residents agree that train noise, while perhaps not the most significant rail issue, is something that affects the quality of life for many that live or work close to highway rail grade crossings. A resident may be able to find an alternate route to avoid a blocked

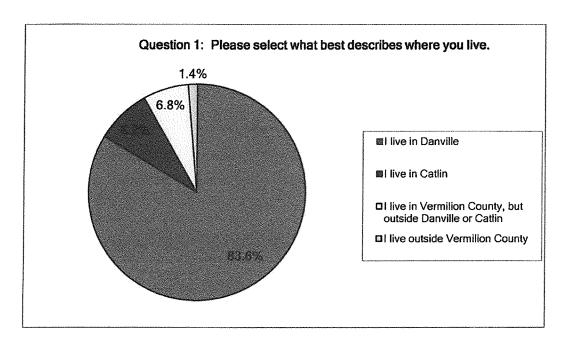


crossing, but there is no alternative to 24 hours a day/7 days a week train horn noise, if you live in close proximity to the railroad tracks.

## Survey Data Attachment

Question 1: Please select what best describes where you live.

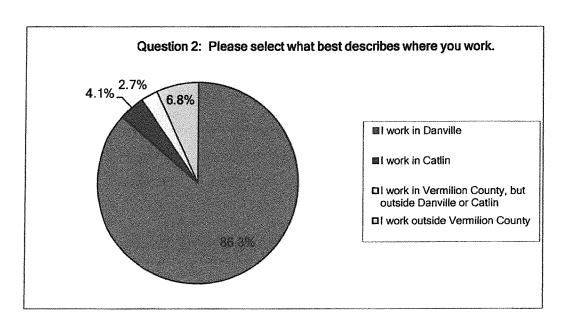
Answer Options	Response Percent	Response Count
I live in Danville	83.6%	61
I live in Catlin	8.2%	6
l live in Vermilion County, but outside Danville or Catlin	6.8%	5
l live outside Vermilion County	1.4%	1
ans	wered question	73
S	kipped question	



Question 1 Page 1 of 1

Question 2: Please select what best describes where you work.

Answer Options	Response	Response
	Percent	Count
l work in Danville	86.3%	63
work in Catlin	4.1%	3
work in Vermilion County, but outside Danville or Catlin	2.7%	2
work outside Vermilion County	6.8%	5
ans.	wered question	7
<i>SI</i>	ripped question	



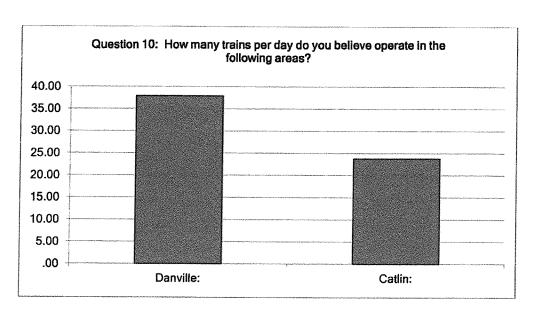
Question 9: If you work in Vermilion County, please provide the nearest roadway intersection to your place of employment. As an example, please use the following format to provide your response: Fairchild and Bowman (example only)

Answer Options	Response Count
answered question	36 36
skipped question	37

Number	Response Date	Response Text
1	Mar 31, 2014 2:34 PM	Voorhees and Bowman
2	Mar 26, 2014 8:56 PM	Bowman and Voorhees
3	Mar 26, 2014 8:51 PM	Main and Jackson
4	Mar 21, 2014 6:15 PM	Griffin and Fairchild
5	Mar 21, 2014 6:13 PM	South St. and Jackson
6	Mar 21, 2014 6:11 PM	Jackson and South
7	Mar 21, 2014 6:10 PM	Voorhees and Bowman
8	Mar 19, 2014 5:58 PM	Gilbert & English
9	Mar 7, 2014 11:59 PM	Fairchild and Bowman at rescue mission
10	Mar 3, 2014 6:05 PM	N/A
11	Mar 2, 2014 11:38 PM	I work all over town as I do home visits for therapy
12	Feb 27, 2014 6:39 PM	Hazel & Madison
13	Feb 26, 2014 1:00 AM	Bowman
14	Feb 25, 2014 9:12 PM	Voorhees and Griffin
15	Feb 24, 2014 7:45 PM	Voorhees and Grffin
16	Feb 24, 2014 6:22 PM	Gilbert and 9th
17	Feb 24, 2014 6:09 PM	Main and Griffin
18	Feb 24, 2014 3:05 PM	Main and Jackson
19	Feb 24, 2014 2:33 AM	Griffin
20	Feb 24, 2014 12:13 AM	Main St.
21	Feb 24, 2014 12:01 AM	Voorhees
22	Feb 23, 2014 6:01 PM	Winter / Vermilion
23	Feb 23, 2014 5:47 PM	I am a contractor but I would said the entire North
		and South EAST sides of town.
24	Feb 23, 2014 5:09 PM	Retired
25	Feb 23, 2014 3:50 PM	Lynch Road
26	Feb 23, 2014 1:28 PM	Fairchild and Bowman
27	Feb 22, 2014 5:57 PM	Vermilion and North
28	Feb 22, 2014 4:01 PM	North & Jackson
29	Feb 22, 2014 3:46 PM	North and Jackson
30	Feb 21, 2014 5:18 PM	Main and Washington
31	Feb 21, 2014 4:48 PM	near Garfield Park
32	Feb 21, 2014 3:45 PM	Woodbury and Franklin
33	Feb 21, 2014 3:43 PM	Voorhees and Bowman, Danville
34	Feb 21, 2014 3:27 PM	Vermilion and Williams
35	Feb 21, 2014 2:06 PM	Voorhees and Griffin
36	Feb 20, 2014 10:03 PM	Sandusky - Catlin

Question 10: How many trains per day do you believe operate in the following areas?

Answer Options	Response	Response	Response
Allower Options	Average	Total	Count
Danville:	37.87	2,310	61
Catlin:	23.75	855	36
	an.	swered question	61
		skipped question	12



Question 10: How many trains per day do you believe operate in the following areas?

Number	Response Date		Categories	Catlin:	
1	Mar 26, 2014 8:56 PM	25			10
2	Mar 26, 2014 8:53 PM	12			
3	Mar 26, 2014 8:51 PM	8			-
4	Mar 21, 2014 6:21 PM	50			
5	Mar 21, 2014 6:19 PM	30		T I	
6	Mar 21, 2014 6:17 PM	25			
7	Mar 21, 2014 6:15 PM	6	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		******************
8	Mar 21, 2014 6:13 PM	20			
9	Mar 21, 2014 6:11 PM	75			
10	Mar 21, 2014 6:10 PM	20	***************************************		1(
11	Mar 21, 2014 6:08 PM	10	Traditional Committee		
12	Mar 19, 2014 5:58 PM	25			10
13	Mar 14, 2014 4:51 PM	50	<del>M-13 (2007)                                   </del>		35
14	Mar 7, 2014 11:59 PM	25	······		10
15	Mar 5, 2014 7:01 PM	6	<del>*************************************</del>		6
16	Mar 3, 2014 6:05 PM	6			***************************************
17	Mar 2, 2014 11:38 PM	100			***************************************
18	Mar 2, 2014 5:53 PM	10			10
19	Feb 28, 2014 1:40 PM	15			
20	Feb 27, 2014 6:39 PM	12			3
21	Feb 27, 2014 6:44 AM	200	Endrein eine belann ist mainstillanum en		50
22	Feb 26, 2014 2:45 AM	40	***************************************		22
23	Feb 26, 2014 12:55 AM	100	·	<del></del>	
24	Feb 25, 2014 9:12 PM	20	······································		10
25	Feb 25, 2014 1:31 PM	10		_	5
26	Feb 25, 2014 12:07 AM	30			10
27	Feb 24, 2014 8:31 PM	300			150
28	Feb 24, 2014 7:45 PM	30			10
29	Feb 24, 2014 7:06 PM	15			10
30	Feb 24, 2014 6:22 PM	30		-	20
31	Feb 24, 2014 6:09 PM	10		<del></del>	5
32	Feb 24, 2014 5:52 PM	20			
33	Feb 24, 2014 3:32 FM				10
34		50			20
35	Feb 24, 2014 3:05 PM	20		-	20
36	Feb 24, 2014 2:33 AM	15			5
37	Feb 24, 2014 2:05 AM Feb 24, 2014 12:13 AM	5 15			<del></del>
38				-	
39	Feb 24, 2014 12:01 AM	15		-	
40	Feb 23, 2014 6:01 PM	35		<del> </del>	20
	Feb 23, 2014 5:47 PM	50	***************************************	<b>_</b>	
41	Feb 23, 2014 5:09 PM	60			
42	Feb 23, 2014 4:31 PM	3		<u> </u>	
43	Feb 23, 2014 3:50 PM	100		<b>_</b>	50
44	Feb 23, 2014 1:28 PM	100		1	100
45	Feb 23, 2014 12:20 PM	50			15
46	Feb 23, 2014 10:26 AM	60			
47	Feb 22, 2014 7:07 PM	15			
48	Feb 22, 2014 5:57 PM	10		<u> </u>	0
49	Feb 22, 2014 4:01 PM	13			5
50	Feb 22, 2014 3:46 PM	40			30
51	Feb 22, 2014 1:57 AM	20			
52	Feb 21, 2014 5:18 PM	30			15

Question 10 Page 2 of 3

Number	Response Date	Danville:	Categories	Catlin:
53	Feb 21, 2014 4:48 PM	10		
54	Feb 21, 2014 3:46 PM	10		
55	Feb 21, 2014 3:45 PM	20		
56	Feb 21, 2014 3:43 PM	5		5
57	Feb 21, 2014 3:27 PM	100		100
58	Feb 21, 2014 2:06 PM	75		45
59	Feb 20, 2014 11:11 PM	10	<del>}</del>	
60	Feb 20, 2014 10:55 PM	4		
61	Feb 20, 2014 10:03 PM	35		20

Question 10 Page 3 of 3

If you have any additional comments related to rail/roadway crossings in the Danville or Catlin area, please use the space below to provide this

Answer Options	Response
Allawei Optiona	Count
	42
answered question	42
skipped question	31

Number	Response Date	Response Text
1	Mar 31, 2014 2:34 PM	When working either trains or switches at track by Voorhees and Bowman and trains by Bob's Market went to work at about 6:20 am and the switch people never seem to care about tying up traffic or for how long can't guess 'em either
2	Mar 26, 2014 8:56 PM	The tracks on Voorhees by the Bowman intersection are closed periodically for long periods of time at high traffic times. I don't know how there has not been an accident at the intersection due to backed up traffic from the railroad tracks.
3	Mar 26, 2014 8:53 PM	I live close to the train tracks Chester Deadends at the tracks. Trains don't bother us at all. When you live close you are used to them.
4	Mar 26, 2014 8:51 PM	The people knew the railroads were here when they moved into the neighborhood
5	Mar 21, 2014 6:22 PM	There is constant train traffic on Voorhees tracks (Norfolk and SCX) also CSX on Griffen
6	Mar 21, 2014 6:19 PM	too long trains, can't wait for the Fairchild overpass is open
7	Mar 21, 2014 6:17 PM	trains blocks Gilbert St. for over an hour
8	Mar 21, 2014 6:15 PM	No rear problem the horn comes from when trains approach intersection
9	Mar 21, 2014 6:13 PM	By getting the Fairchild Bridge done it will help all matters
10	Mar 21, 2014 6:11 PM	Some engineers leave the horn on all the way through the intersection
11	Mar 19, 2014 5:58 PM	In February, 2014, a train stopped & sat idling the diesel engines for 4 DAYS @ our back yard. It rumbling with Air Brake noises throughout the entire time. The air was full of diesel smell. It was AWFUL for 4 days & nights. Trains often stop here for more than a day, but normally do not continue running (but this DOES happen a few times a year!).
12	Mar 7, 2014 11:59 PM	the tracks all have crossing arms but yet the trains will sound a horn up to 7 blasts in a row

Question 11 Page 1 of 4

Number	Response Date	Response Text
13	Mar 5, 2014 7:01 PM	How can I get more information about becoming a hobbo?
14	Mar 2, 2014 11:38 PM	Train noise at night is my main problem but it can also be during the day as well. Also train frequency on the East side of town seems to disturb traffic virtually every time I go on that side of town.
15	Mar 2, 2014 5:53 PM	Extremely tired of hearing the train engine idling at all hours of the day and night. I know there are two tracks but this noise is unnecessary. Also tired of hearing the horn sounding and the echo that follows. The train rarely moves.
16	Feb 28, 2014 1:40 PM	The trains blow the horn way before their location to blow the horn. I know where their spot is located and horns are blown unnecessarily.
17	Feb 27, 2014 6:44 AM	The railroad has been a part of this area for years. What do people expect in a blue collar community? Very much in disbelief that this has been such an issue for people in the area!!!
18	Feb 26, 2014 1:00 AM	The amount of time you have to wait for the trains to pass is so long. Also sometimes one train will be done and immediately another train will start.
19	Feb 26, 2014 12:55 AM	I have been late to work because of trains. I have also cancelled plans for recreation when more than one train stopped me and I would have been late. If I could plan for them, I could work around them.
20	Feb 25, 2014 9:12 PM	The train horns disrupt sleep in the night hours. Trains prevent emergency vehicles from timely response. Not all have crossing arms giving motorist and pedestrians too much opportunity to cross with train approaching
21	Feb 25, 2014 1:31 PM	if you have grown up in vermilion County, odds are you sleep right through the horns!
22	Feb 25, 2014 12:07 AM	Pretty sure most of these tracks have been there for a long time. Want to get you ups or mail or other goodsdeal with it. Trains were here long before we were
23	Feb 24, 2014 8:31 PM	Trains are an essential part of our community and provide jobs for the area. We should not impose any greater restrictions upon them for fear they might leave the area.

Question 11 Page 2 of 4

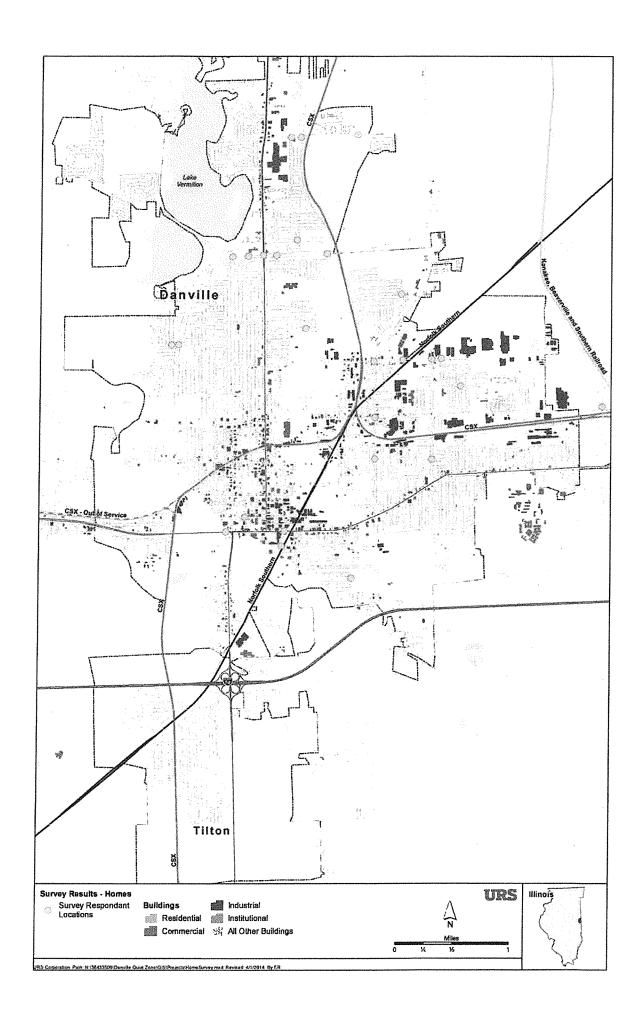
Number	Response Date	Response Text
24	Feb 24, 2014 6:22 PM	i think all crossings should have gates
25	Feb 24, 2014 6:09 PM	i live 1 1/2 blocks away from a train crossing, it seems there are trains running there constantly. we will go down road to gas station, get 1 or 2 trains at the same time. then when we head back home, again another train or two. just to go a few minutes down the road. also at night, they constantly wake me up w/ their noise, mainly idling. it's very frustrating.
26	Feb 24, 2014 5:52 PM	I find trains fascinating. Most of the time I don't mind getting stopped by a train at a crossing they're amazing to watch. Ocassionally, I am in a hurry and they add to the stress of driving; but it's a small inconvenience, really!! They keep countless additional trucks off the roadways and conserve energy!
27	Feb 24, 2014 3:05 PM	It is the long horn sounds that are a nuisance. Shorter less aggressive sounds would help.
28	Feb 24, 2014 2:33 AM	Make them fix the tracks. Most in town are horrible.
29	Feb 23, 2014 6:01 PM	Being a native, train noise is something I'm inured to. But the affect on traffic is. at times, ridiculous. I would be wonderful to be able to get to downtown or DACC without catching a train. At night it's not unusual at all to catch a train going out to DACC, and another on the way home.
30	Feb 23, 2014 5:47 PM	While I am annoyed by traffic problems and delays that the trains present, my main problem is train noise and horns at night during evening & sleeping hours. The noise very negatively affects quality of life for everyone within earshot of it. Of course, some people sleep during the day due to their work schedule, so I could see how eliminating noise at all times in town would be beneficial for everyone.
31	Feb 23, 2014 5:09 PM	excessive horn blowing & noise levels prevents us from sleeping with window open. So loud if you are outsde can't carry on a conversation when horn blowing.
32	Feb 23, 2014 4:31 PM	They also are stopped longer than they are suposed to be, but nothing ever gets done about it Even if you call the phone number provided, nothing ever gets done, no fines, tickets issed, etc

Question 11 Page 3 of 4

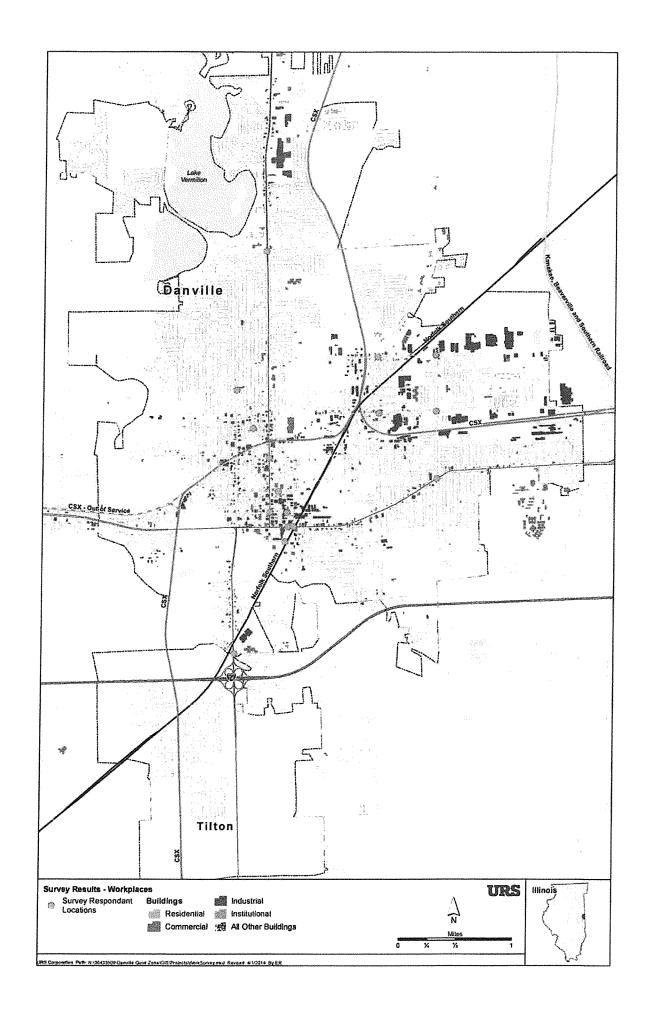
Number	Response Date	Response Text
33	Feb 23, 2014 3:50 PM	The crossings on Voorhees St, both east and west of Bowman, cause the most traffic delays.
34	Feb 23, 2014 1:28 PM	A quiet zone would be an excellent idea!
35	Feb 23, 2014 12:20 PM	Moving trains mean a moving economy.
36	Feb 22, 2014 5:57 PM	No doubt the trains were the heart and soul of this town at one timebut now
37	Feb 22, 2014 3:46 PM	Rail relocation around the city would be ideal
38	Feb 21, 2014 4:48 PM	limit train traffic, they back up and take forever especially without a viaduct its terrible
39	Feb 21, 2014 3:46 PM	train over aqueduct on winter has woken me up in the middle of the night, trains crossing Main st near Bunge greatly disrupt traffic flow
40	Feb 21, 2014 3:27 PM	I have no idea number of trains, annoyed I have to put in a number b/c I have no clue I live near the hospital, seldom trains on vermilion and williams. Sometimes I can hear the Junction/Williams St. horn and train, seems far away
41	Feb 20, 2014 10:55 PM	some need repair
42	Feb 20, 2014 10:03 PM	They do need to blow there horn all throughout the town. I understand there was a law suit years ago: however, they still do not need to "lay on the horn"

Question 11 Page 4 of 4

## Exhibit A



## Exhibit B



TAB 4
Technical Memo 4

#### Technical Memo IV Analysis and Recommendations of Quiet Zone Improvements

#### Introduction

The sounding of a locomotive horn is a common occurrence in our daily lives. The Federal Railroad Administration (FRA) regulations determine when the horn shall be blown and for how long. It even specifies that the sounding of a locomotive horn will be two long blasts, one short blast and one long blast when approaching a highway-rail grade crossing. Failure to sound the horn or failure to sound the horn in the prescribed pattern will subject the offender to civil penalties up to \$7,500 for a willful violation.

In August 2006, the FRA changed the regulations to allow for quiet zones, where the locomotive train horn is exempt from sounding if a quiet zone is established and maintained. Nevertheless, train horns will continue to be sounded in all rail yards; the Quiet Zone process does not impact train horn noise generated within a yard.

This study is designed to investigate the feasibility of establishing a Quiet Zone in Danville or Catlin, based upon the Request for Proposal (RFP) released by the Danville Metropolitan Planning Organization (MPO) in December 2013. This Technical Memo IV is designed to analyze and recommend a Quiet Zone Improvement within the study area.

#### Details of the Quiet Zone (QZ) Safety Measures

The details of the appropriate Federal Regulations associated with Supplementary Safety Measures (SSM) and Alternative Safety Measures (ASM) are found in the Code of Federal Regulations (CFR) Title 49: Transportation Part 222 Appendices A and B. All of the information associated with the QZ process is contained within Part 222.

In order for a quiet zone to be implemented, certain SSMs and/or ASMs need to be implemented within the proposed quiet zones. For example, at a minimum, each highway rail grade crossing within the QZ must have gates, flashers, Constant Warning Time devices, and "power-out" indicators. In addition to the above-specified requirements, certain additional safety methods must be implemented-SSMs. The FRA has approved five SSMs that may be installed at highway rail grade crossings within QZs for risk credit reductions. Each SSM has been assigned an effectiveness rate which becomes a factor in the QZ analysis when using the Quiet Zone Calculator.

#### Supplementary Safety Measures (SSMs)

### 1. & 2. Closure of a Public Highway-Rail Grade Crossing –Temporary or Permanent

Effectiveness	1.0
---------------	-----

If a grade crossing is closed, it must effectively prevent a vehicle or a pedestrian entrance into the crossings; hence the probability of a collision with a train at the crossing is zero. However, one must take into account the redistribution of the traffic that would have used that closed crossing into other adjacent crossings or grade separations as part of the QZ. If a grade separation is implemented at an adjacent crossing, then there is no redistribution of the old traffic to adjacent crossings. The FRA also allows for a "temporary" closure of a grade crossing during certain hours as an SSM, however, this is allowed only if there is a "Partial Quiet Zone" that will be implemented.

### 3. Four-Quadrant Gate Systems

Effectiveness, no presence detection	0.82
Effectiveness with presence detection	0.77
Effectiveness with traffic of at least 60 feet	0.92
(regardless of presence detection)	

Four-quadrant gate systems must comply with the standards contained within the Manual of Uniform Traffic Control Devices (MUTCD). This will result in all highway approach and exit lanes on both sides of the grade crossings spanned by gates, thus denying the motorist the opportunity to switch lanes and cross the grade crossing while the gates are in the down position. Four Quad Gate Systems also must have Constant Warning Time devices and "power out" indicators in place.

Further determination regarding Vehicle Presence Detectors (VPDs) will need to be made. This technology allows for the detection of a "trapped" vehicle between all four-quad gates in the down position. The vehicle presence will be detected by the inductive loops in the crossing surface and an exit gate will raise allowing passage out the grade crossing surface and away from an oncoming train. VPD is not a requirement for the installation of the four-quad gates at the crossing to implement a QZ.

Four-quadrant gate systems with VPDs are being implemented on the Chicago to St. Louis High Speed Intercity Passenger Rail corridor with many systems are already operational.

#### 4. Gates with Medians or Channelization Devices

Effectiveness with channelization devices	0.75
Effectiveness with non-traversable curbs	0.80
with or without channel devices	

In this case, opposing traffic lanes on both sides of the grade crossings, which are equipped with gates and flashers, must be separated by either channelization devices or non-traversable curbs. These medians or channelization devices must extend 100 feet from the crossing gate, but at least 60 feet if there is an intersection within 100 feet of the crossing. The details associated with median length, placement, and location are found in Appendix A to Part 222, Section A (3) (b) and (c). Both Constant Warning Time devices and "power out" indicators are also required at these grade crossings.

These devices must be considered in light of nearby driveways, alleys and streets as disruption of access needs to be considered when implementing. Complex issues involving this SSM are addressed thoroughly in the next project phase, which involves a grade crossing diagnostic process that will engage the affected railroad, FRA, Illinois Commerce Commission (ICC), the railroads (owners and those with operating rights), and local officials.

### 5. One Way Street with Gate(s)

In this case, the gate arms on the approach side of the crossing must extend across the road to within one foot of the far edge of the pavement. The edge of the road opposite the gate mechanism must be configured with a non-traversable curb extending at least 100 feet. Unfortunately, there are no one way streets within the project limits that are applicable to this SSM.

### **Alternative Safety Measures (ASMs)**

The FRA has designated three types of Alternative Safety measures available to an agency interested in implementing a QZ. They are: Modified SSM, Non-Engineering ASM and Engineering ASM. The traits of each are described below.

#### **Modified SSM**

In certain instances, the FRA will allow, under unique circumstances, "partial credit" for an SSM that is not quite fully compliant of the full requirements of the SSM. The public authority must provide the effectiveness estimate and present it to the FRA for their review and approval. The FRA will also call upon similar examples in other communities in helping the local agency determine the effectiveness value.

#### Non-Engineering ASM

Non engineering ASMs require a programmed enforcement program, public education and awareness, or photo enforcement. Each of these options requires a vigorous statistically valid establishment of a baseline violation rate and a continuous law enforcement effort that must be well defined, along with a three-month continual monitoring effort. The same is applicable to a proposed public education program. Photo enforcement is also subject to the same audit and a statistically valid baseline rate through monitoring.

The effectiveness value determination is determined by a formula that takes into account the baseline and the violation rate reduction as a result of the ASM. The ASM violation rates are monitored for the first two quarters after implementation, and every second quarter thereafter for five years.

### **Engineering ASM**

A similar process of monitoring for three months and auditing that applied to Non-Engineering ASMs also applies to Engineering ASMs. Engineering ASMs focus on geometric conditions, such as sight distance improvements that are the source of the increased risk. After the improvement is made, the audit continues, with the train horns still sounding, in order to evaluate incidents that occur at the crossing through the monitoring period. After the monitoring is completed, evaluation continues for additional quarters, as above.

# Analysis of Quiet Zone (QZ) Performance and Measurement of Risk

In order for a QZ to be implemented it must be shown that the lack of a train horn does not represent a significant risk with respect to loss of life or serious personal injury, or that the significant risk has been compensated for by other means. Since the implementation of this rule in 2006 there have been four ways in which a quiet zone may be established:

- 1. One or more SSMs (as identified above) are installed at each public crossing in the QZ.
- 2. The Quiet Zone Risk Index (QZRI) must be less than or equal to the Nationwide Significant Risk threshold without implementation of any further safety measures.
- Additional safety measures are implemented at selected crossings, that result in the QZRI reduced to a level less than or equal to the Nationwide Significant Risk Threshold.
- 4. Additional safety measures are taken at selected crossings resulting in the QZRI being reduced to at least the level of the Risk Index with Horns.

The Nationwide Significant Risk Threshold is a value calculated by the FRA annually and can be found on their website. The QZRI is obtained from inputs to the Quiet Zone Risk Index Calculator that is also on the FRA website and is utilized in the scenarios below. Other inputs to

the QZRI calculator include the grade crossing U. S. Department of Transportation (USDOT) number for each crossing within the proposed Quiet Zone. The USDOT number for each crossing also contains an average daily traffic (ADT) value for the crossing. However, if that ADT value is older than three years, the sponsoring agency must provide recent ADT values to insure the existing conditions are properly reflected in the QZRI calculations. Our research shows that the USDOT ADT values for Danville crossings are from 2008; new ADTs will need to be provided if the Danville QZ process continues past this feasibility phase.

It should be noted, and the FRA cautions, that the use of the QZRI calculator only provides an output that is a relative cost for the proposed improvements and does not take into account local conditions and actual costs that can only be determined by a detailed grade crossing field diagnostic exercise. These diagnostics, which would occur at the next phase of this project, are staffed by personnel from the FRA, ICC, host railroad and railroads with operating rights, highway jurisdiction, and agency sponsoring the QZ effort.

### **Quiet Zone Scenarios**

Several different scenarios are presented for review for consideration in Danville/Catlin. It should be noted that a Quiet Zone must be a minimum length of ½ mile and each of these scenarios meet that test. The scenarios are identified as follows:

### Scenario A

Location:	Catlin
Affected Railroad:	Norfolk Southern
Grade Crossings with	Sandusky St 479876T
USDOT Crossing Numbers:	• Paris St 479875L
	• Catlin Rd 479874E
Existing Warning Devices:	Gates and Flashers

### Scenario B

Location:	Danville – North	
Affected Railroad:	CSX Transportation	
Grade Crossings with	Liberty Lane 353708L	
USDOT Crossing Numbers:		
Existing Warning Devices:	Gates and Flashers	

Figure 2: Catlin Raised Median SSMs

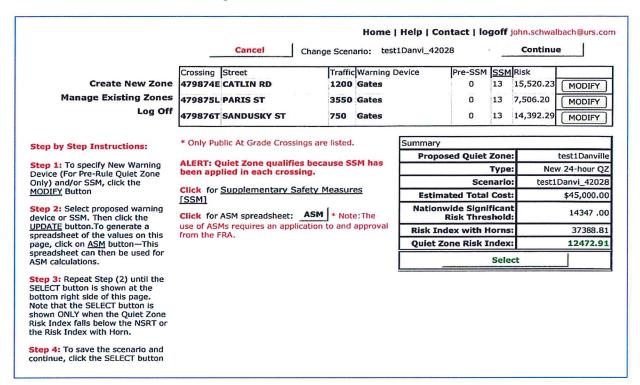
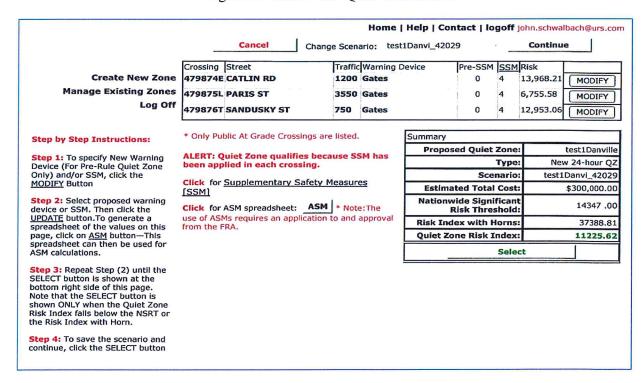


Figure 3: Catlin Four-Quad Gate SSM's



#### Scenario B: Danville North

This scenario involves only one grade crossing, Liberty Lane, located in an area with expanding residential and commercial businesses. Since this location is quite a distance from the closest crossing, train horn noise would be nearly undetectable from other crossings.

At a cursory review of the grade crossing geometrics, it appears that the raised median SSM option would not be a good solution because of a business' close proximity to the grade crossing; raised medians could affect customer access to the business. The installation of four-quadrant gates at this location is a feasible alternative at this location as the QZ calculator results indicate in Figure 4-Liberty Lane Existing Conditions and Figure 5-Liberty Lane Four Quadrant Gate SSM.

Home | Help | Contact | logoff john.schwalbach@urs.com Change Scenario: DANVILLE N\_42031 Cancel Continue Traffic Warning Device Crossing Street Pre-SSM SSM Risk **Create New Zone** 353708L LIBERTY LANE 4450 Gates 62.621.1 MODIFY Manage Existing Zones Log Off \* Only Public At Grade Crossings are listed. Summary Click for Supplementary Safety Measures Danville North Liberty **Proposed Quiet Zone** [SSM] Step by Step Instructions: Click for ASM spreadsheet: ASM | \* Note:The Type New 24-hour QZ use of ASMs requires an application to and approval DANVILLE N 42031 Scenario Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the from the FRA. **Estimated Total Cost** \$0.00 Nationwide Significant MODIFY Button 14347 .00 Risk Threshold: Step 2: Select proposed warning **Risk Index with Horns:** 37542.64 device or SSM. Then click the **Ouiet Zone Risk Index:** 62621.12 UPDATE button. To generate a spreadsheet of the values on this page, click on ASM button-This spreadsheet can then be used for ASM calculations. Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn. Step 4: To save the scenario and continue, click the SELECT button

Figure 4: Liberty Lane Existing Condition QZ Calculator

### Figure 5 Liberty Lane Four Quad Gate SSM

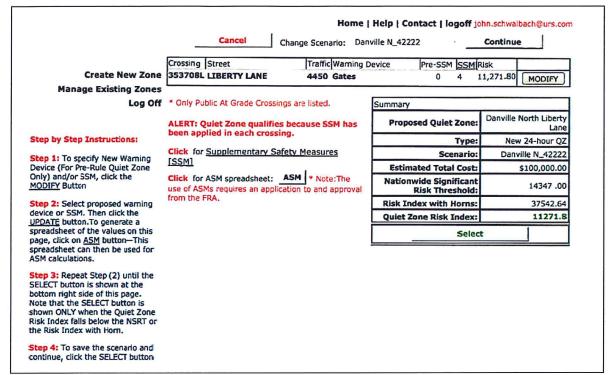
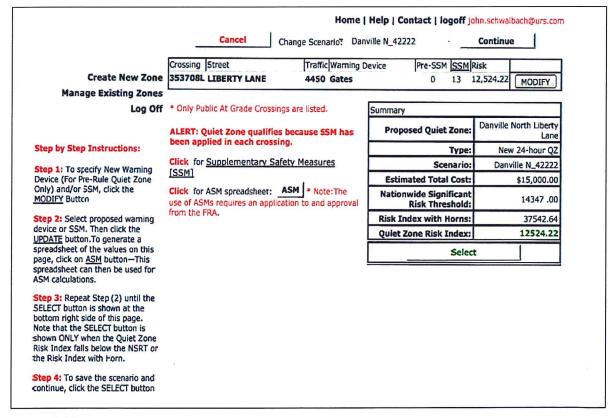


Figure 6: Liberty Lane with Raised Median SSM's



#### Scenario C: Danville - Downtown

This location contains high traffic volume areas and is in the heart of the downtown Danville area. Many of the respondents to the survey that was conducted in Phase III of this project either work or live nearby and addressing a QZ in the downtown area may have a greater impact within the community as it affects so much of the population.

This proposed five grade crossing QZ starts at the south at Third Street and continues north to South Street, Main Street (MLK Memorial) Van Buren Street, and Williams Street, for a total distance of just over 1.5 miles. This QZ also encompasses one private at-grade industrial crossing, North Street. In addition, trains are still required to sound their horns while traversing within the NS yard between North Street and Williams Street.

In order to develop a feasible QZ for this scenario, significant infrastructure improvements will need to be made if the Quad Gate SSM is accepted. This will require the closing of the existing Van Buren Street grade crossing, the installation of two four -Quad gate SSM systems at Main Street and Williams Street and 100-foot long, non-traversable median SSMs at South Street. If instead raised medians at each crossing are implemented, there will be less total infrastructure cost as no Quad Gates SSM's would be installed, but raised medians would be implemented at each grade crossing. This may be problematic from a traffic engineering standpoint, but that can be addressed at the next project Phase.

It should also be noted that technically medians would not have to be implemented at every grade crossing to establish at QZ. However, if SSM's are implemented at <u>each</u> crossing, then the Quiet Zone will be secure and not subject to the vagaries associated with a changing Nationwide Significant Risk Threshold. URS recommends this approach (SSM's at each location) rather than putting the QZ at risk based on the unknown change in the FRA Risk Threshold. If not, it is possible that the Quiet Zone designation could be removed without additional infrastructure improvement; if an SSM is implemented at each crossing in the QZ, the QZ's future is secure. As with all scenarios, significant engineering and review, including the private crossing at North Street, will need to be reviewed in the next phase of this project.

Figure 7: Danville Downtown Existing Conditions QZ Calculator

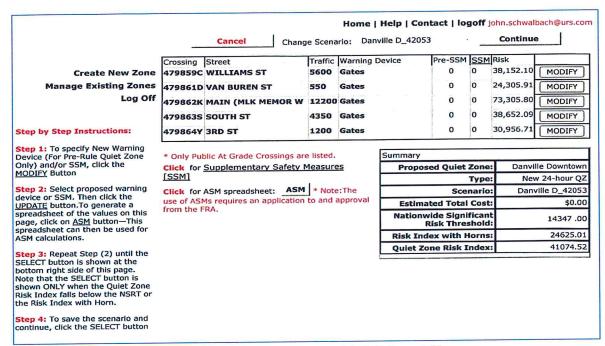


Figure 8: Danville Downtown with SSMs and Closures

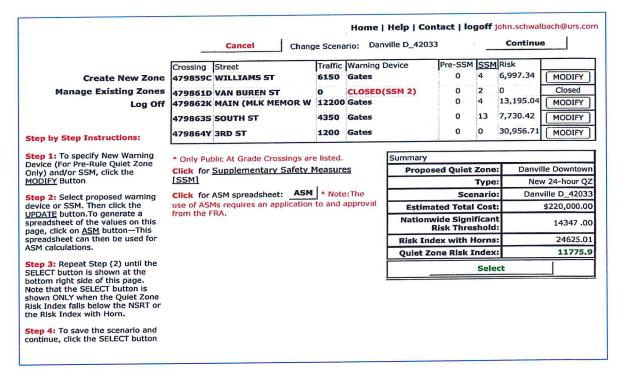
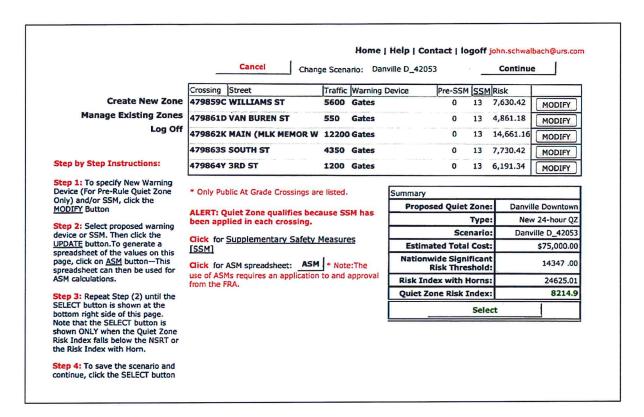


Figure 9: Danville Downtown with Raised Median SSM's



#### Scenario D: Danville - Northeast

This location also demonstrated, through survey responses, a significant interest in the train noise issue based on the volume and location of respondents. This proposed four grade crossing QZ begins at Martin Street and includes Bowman Ave., Pries Street, and Voorhees Street, a distance of 0.5 miles, on the Norfolk Southern tracks.

The feasibility of the QZ presented in Figure 10 requires the installation of a raised median barrier SSM at South Street, closing of Pries Street and Martin Street, and the installation of four-quad gate SSMs at Voorhees Street and Bowman Avenue. As part of the QZRI process, existing traffic from Pries Street and Martin Street is channeled into the highway rail grade crossings that remain open. This option is relatively expensive because of the two Four Quad Gate Installations at Voorhees and Bowman.

Another option, presented in Figure 10, includes no Quad Gate SSM's, but rather raised medians SSM's at Voorhees, Bowman, and Martin Street, with a closure of Pries Street. As in other median applications, traffic considerations must be taken into account concerning the geometrics of the locations, along with rail safety implications. Nevertheless, both options present feasible Quiet Zones, with Figure 11 as the less expensive alternative,

Figure 10: Danville Northeast Existing Conditions QZ Calculator

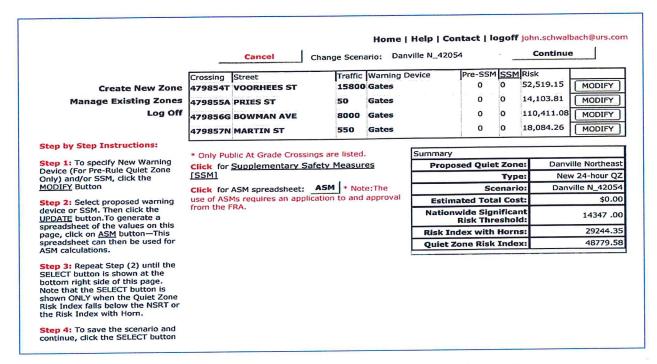


Figure 11: Danville Northeast with Four Quad Gate SSM's and Closures

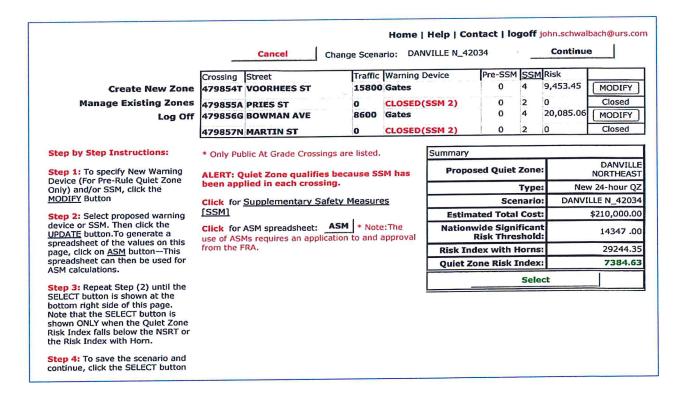
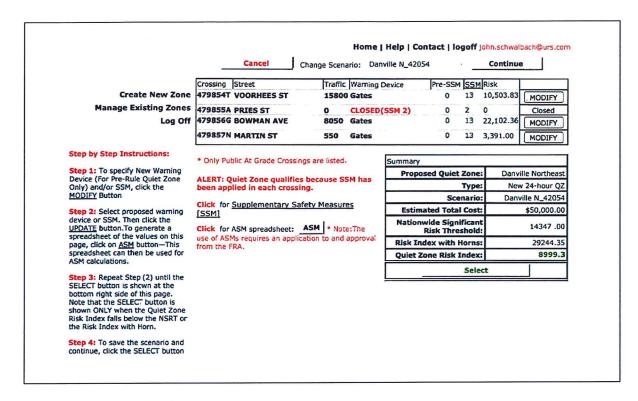


Figure 12: Danville Northeast with Raised Median SSM and Closure



### Scenario E: Danville East

This location involves the CSX and grade crossings at Bowman Avenue and Griffin Street. Bowman currently is equipped with gates and flashers, however Griffin is only equipped with flashers (no gates). Consequently, the Griffin Street grade crossing fails the requirement of having gates and flashers as the existing condition of the QZ. However, if Danville were to discuss this with CSX and they were to install gates at this location, along with the existing flashers, this could become a viable candidate for a QZ. However, for now, this Scenario E is not feasible for a Quiet Zone. The FRA QZ calculator requires that before a QZ can even be calculated, the minimum standard of gates and flashers must be in place. Consequently the QZRI will not even operate without this upgrade at Griffin St. implemented. However, if gates are installed at Griffin, the QZRI could then be run and we believe that raised median SSM's, implemented at both Bowman St. and Griffin St., would result in a feasible Quiet Zone

### Additional Scenario Request: Voorhees CSX

In July 2014 DATS requested that the Voorhees highway rail grade crossing on the CSX line (353711U), just north of the North Yard be considered for a standalone QZ. It should be noted

that a QZ cannot be located within a rail yard and the close proximity of this yard to this crossing will not eliminate all train horn noise in this vicinity. The existing conditions are presented in Figure 13 and Figure 14 presents the conditions if raised median SSM's are installed. This will result in a Feasible Quiet Zone at this location.

Figure 13: Existing Conditions at CSX Voorhees Grade Crossing QZ Calculator

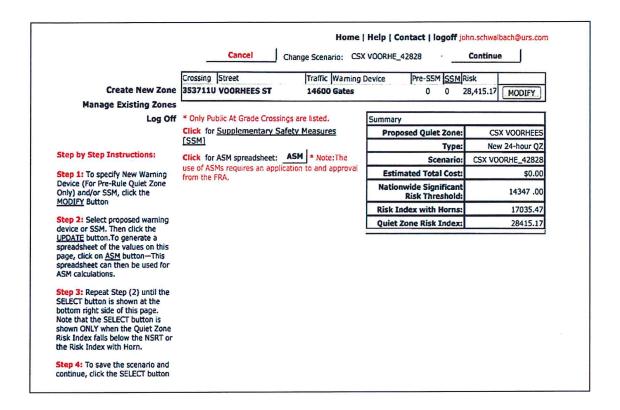
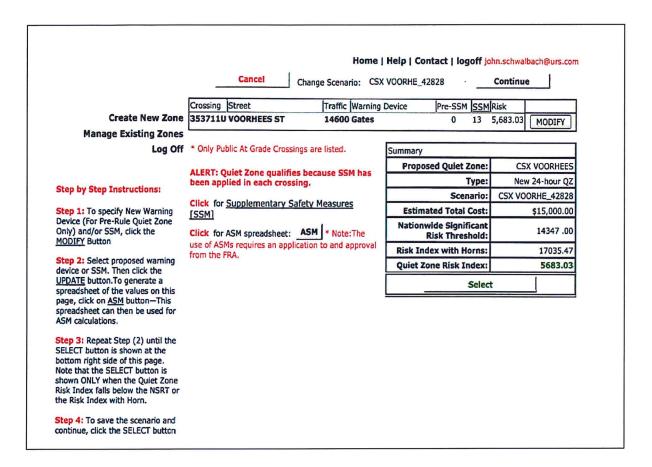


Figure 14: Voorhees CSX with Raised Median SSM's



### **Infrastructure Costs Associated with Quiet Zones**

The costs presented in the FRA QZ calculator are only to be considered as costs for the improvement, primarily with the objective of helping QZ applicants compare the costs of different QZ's that are anticipated for review. It is very important for Danville to understand that these FRA relative values should not be used to develop a true project cost estimate.

Although a Feasibility Study such as this does not include an engineer's cost estimate, we can identify certain cost drivers that must be considered by the local agency in their decision making process:

- Four Quad Gate SSMs without VPD's are at least \$495,000 per installation
- Property acquisition costs for installation of the median SSMs should be considered, as the geometrics of the project area will be expanded.
- If a traffic signal device is close to the grade crossing or on an adjacent street, an interconnect with the grade crossing warning device may be needed.

- Constant Warning Time installation and "Power Out" indicators are at least \$175,000 per grade crossing. It appears that none of the grade crossings in Danville currently have these features, but this will need to be verified with CSX and Norfolk Southern.
- Maintenance of the QZ improvements is the responsibility of the QZ applicant.
- Grade Crossing closures may incur costs associated with public hearings and costs associated with the Administrative Law process of the Illinois Commerce Commission.

# **Safety Data**

Appendix A of this section is a collection and summarization of accident/incident data at each highway rail grade crossing that is part of a proposed QZ. This information was obtained from the FRA database. The summary table contains information regarding the number of incidents, personal injuries and fatalities at each grade crossing. An examination of the details contained within each accident/incident may be useful in the Field Diagnostic phase of the project. It may also be valuable to note item #41 in each incident report that describes the driver's behavior at the highway-rail grade crossing; the number of drivers that drove around the gates while in the "down" position is significant and could be mitigated by the raised medians or channelization devices addressed in this section

# Path Forward to Implement a Quiet Zone

In order to implement a QZ there are very specific steps that need to be followed, involving production of specific documents and initiation of the QZ process. The four steps are as follows:

- 1. Prepare a QZ Study Document
- 2. Provide a Notice of Intent (NOI) to Create a Quiet Zone
- 3. Provide a Notice of Intent to Establish a Quiet Zone
- 4. Provide a Notice of Intent to Implement a Quiet Zone

### **Quiet Zone Study Document**

- Purpose is to document the existing conditions of the proposed QZ.
- Conduct the Field Diagnostic Review. Invite the FRA, ICC, IDOT, local agencies, host railroads, and railroads with operating rights on the track. FRA, local agency and host railroad must participate. Make sure the ICC is invited also; their input is critical and ICC will need to approve the proposed crossing improvements through their petition and public hearing process during the final design phase.
- Document the Diagnostic Review and include photos and comments from all participants.
- Based on the diagnostic review options discussed, run the QZ calculator for the QZ Zone.
- Prepare conceptual exhibit plans for the crossing improvements.

- Prepare engineering cost estimates.
- Update the Average daily traffic Counts (ADT) if data is greater than three years old.
- Update the USDOT crossing inventory forms with latest ADT values and any other changes to the grade crossing that are not reflected in the existing inventory.
- Update the ICC crossing inventory forms with latest ADT values and any other changes to the grade crossing that are not reflected in the existing inventory.
- Public Involvement is not required at this stage, it is up to the local agency to include public involvement in the process.

### Notice of Intent to Create a Quiet Zone

- Provide a Notice of Intent to all the railroads that operate over the crossings in the proposed quiet zone, the FRA, ICC, and IDOT.
- The NOI must list all of the crossings within the proposed QZ and provide a brief explanation of the proposed plans to implement the improvements within the QZ. It must also state the time period when the restrictions would be imposed on the sounding of the train horn. The NOI must also state the name and title of the person who is the point of contact during the development process and how that person should be contacted. The agency must also list the names and addresses of each party that will receive the NOI. The required elements of the NOI can be found at 49 CFR § 222.43 (b).
- For 60 days after the NOI was mailed, any party that receives a copy of the NOI may comment or submit information about the proposed QZ to the public authority advancing the project.
- The public authority must address the comments received during this 60 day period.

### Notice of Intent to Establish a Quiet Zone

- A means for the public authority to formally advise the affected parties that a quiet zone is being established, specific requirements can be found at 49 CFR § 222.43 (d)
- If the agency will utilize ASMs within the Quiet Zone, these ASM applications to the FRA should be submitted at this stage and copies to all others as listed. FRA will take three to four months to provide a written decision.
- Engineering final design and detailed cost estimates will be prepared and submitted.
- Improvements to the highway rail grade crossings are constructed.
- Proper signage must be in place at each public, private, and pedestrian crossing per MUTCD standards.

### Notice of Intent to Implement a Quiet Zone

- This Notice is submitted when all field work is completed.
- There is a 60 day notice required.

### **Final Comments**

In the implementation of a QZ, it must be borne in mind that the safety of the highway rail grade crossing is of paramount importance in the process. While many factors come into play, it is important to realize that it is the totality of the improvement at the grade crossing that needs to be most closely considered. Consequently, the Diagnostic Review and the comments that come from that review will give the MPA the best understanding of the probability of a QZ. The diagnostic review is critical as new perspectives about the proposed improvements will be developed, with the full evaluation of each SSMs' and ASMs' effectiveness reviewed. It is possible that initial thoughts about the suitable SSM will be summarily dismissed, but other alternatives might be suggested at this stage by respective participants that will have a greater potential for success and are based on experiences with QZ implementation across the United States.

It is also important for the MPA to revisit the Danville LRTP, as QZs are discussed within that document. Those organizations who will participate in the diagnostics should be made aware that establishment of a QZ in Danville is a well thought out strategy to improve the quality of life for the residents and not a quick fix to rectify a short-term problem.

While the opinions provided within this document are based on sound reasoning and interpretation of 49 CFR § Part 222, the actual language contained within this regulation supersedes any language contained within this deliverable to the MPA.

# Appendix A

# Phase IV Technical Memorandum

# Highway-Rail Grade Crossing Accident/Incident Reports by Proposed Quiet Zones

Danville, IL

## Summary of Data by Proposed QZ

QZ Name	Grade Crossings	Incidents	Injuries	Fatalities
Catlin	3	9	4	0
Liberty Lane	1	6	1	1
Downtown	5	34	10	1
Northeast	4	14	4	0
East	2	12	3	0
Newell	1	2	0	1
Voorhees CSX	1	3	0	0

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in Catlin

DEPARTMENT OF TRANSPORTATIO FEDERAL RAILROAD ADMINISTRATION (F
1.Name of Reporting Railroad
Norfolk Southern Corp. INS 1

### HIGHWAY-RAIL GRADE CROSSING

OMP Approval No. 2420 DEDO

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Norfolk Southern Corp. [NS ]							NS					10469			
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E0 0F		single entry)	4 Dark		Code 2	23, Weat	4.5	-	5,000	1 Fog F	Sleet	6. Snow	•		Code
(specify if minus) 70 F 1. I		Day 3. Dusk 5. Single		O Maint fin			-	oudy 3,	, Raili •	4. rug 3	. Siect	o. Show		-	
Consist 2. Passeng	er Train-Pu er Train-Pu	ulling 6, Cut of Illing 7, Yard/ 8, Light	f cars Switching	9, Maint./in A. Spec. M B. Passeng C. Commu	loW Equi	ip, E.DM -Pushing	U Code	Equip	ment In		Rail g 4. Indu	Cod		E MAIN	r Name
27. FRA Track 28. Number of		29. Numb	177.50			Speed (Re					Code		e Table Direc	tion	Code
Class (1-9,X) Locomoti	ve 2	3-30 5000000	98		R. Rec E. Estir	orded				mph	E	15,000	North 3. Eas South 4. We		4
32. Type of 1. Gates 4.	Wig wags	7.		ks 10. Flag	gged by o	crew	33	. Signa	led Cros	ssing Wa	arning	34. Roa A. Dry	adway Conditi	ons	
Crossing 2. Cantilever FLS 5.	Hwy. traffic	c signals 8,	Stop sign	s 11. Oth	er (spec	cify)			verse s	ide for id codes	)	B. Wet C.Snow	v/Slush		
Warning 3, Standard FLS 6.	Audible	9. '	Watchma	n 12. Non	ie						Code	D.Ice F. Sand	d,Mud,Dirt,Oil,0	Gravel	Code
Code(s) 03 06												F.Wate	er (Standing, Me		
35. Location of Warning				Crossing W			ed				_	Illuminat Special I	led by Street		
Both Sides     Side of Vehicle Approach		Cod	ue	with Highwa				1	Code	1 '	_		_		Code
3. Opposite Side of Vehicle App		1 Highway Use				. Unknown	Highway	Llear	2			r (spe	i, Unknown		2
38.Highway 39.Highway User's Ge User's Age 1. Male 10		and Struck o			ond Train	Code	1. Went 2. Stopp	around ed and	•		6. Wen	t around/ es, see ir	(thru temporar estructions)	y barricad	le , Code
2. Female	Code	1. Yes 2. N	lo 3. Un	known		-	<ol><li>Did no</li><li>Stopp</li></ol>	Charles and Charles	rossina			nt thru the	e gate npted suicide		3
42. Driver Passed Standing		Code	43. View	of Track Ob	oscured t		ary obs								Code
Highway Vehicle		1 -		1. Perman						/egetatio			er (specify)		١٥
1. Yes 2. No 3. Unknown		2	44. Drive		g railroad	d equipment	t 4. Top	ography				8. Not	Obstructed e?		8 Code
Casualties to:	Killed	Injured		lled 2. Injure	ed 3. U	ninjured		3		1. Yes					1
46. Highway-Rail Crossing Users	0	0	_	way Vehicle dollar damag		Damage		\$100		(includii	ng driver,	)	Occupants	1	
49. Railroad Employees	0	0		Number of F	-				51.			nent Acci			Code
52. Passengers on Train	0	0	(inclu	de passenge	ers and t	rain crew)					t Report 2. No	Being Fil	ed		2
53a. Special Study Block	Video Ta		Yes [	No		53b. Spec	ial Study	Block							
54. Narrative Description (Be sp	Video Us pecific, and	continue on	res separate	sheet if nec	essary)										
55. Typed Name and Title NOTE: This report is part of the repo	orling rolls	adle accide-t	renort		. Signatu		tatute as	d ac c	ich eho	Il not "he	admitto	57. Da		for any re	irnose
in any suit or action for damages gro	owing out o	of any matter	mentione	ed in said rep	port," 4	9 U.S.C. 20	903. Se	49 C.F	R. 225	5.7 (b).	aumme	u as eviu	ionice or used	ioi ally pu	i pose
FORM FRA F 6180.57 (Rev. 08	/10)	*NOTE		L CASUALTI DMB appro				FORM	FRAF	6180.55A					

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

TEBERAL TO MERCOND TRAINING TO	THOM (I	100						- Citiz Trapicital Ita			
Name Of							Alphabetic Cod	le RR Accident/In	cident No.		
1. Reporting Railroad	HOLLOW SOUTHER COLD. 143										
Other Railroad Involved in Train		PRODUCTION OF THE PROPERTY.					2a. 3a. NS	2b.			
Railroad Responsible for Track	3b. 095360										
4. U.S. DOT-AAR Grade Crossing	ID No.	479	875L		te of Accident/Incident	1	6. Time of Accid	ent/Incident 07:1			
7. Nearest Railroad Station  CATLIN			-, -	Division	3	9, County VERM	IILION	10, State Abbr.	Code 7 IL		
11. City (if in a city) CATLI	٧		12. H	Highway N	lame or No. PARIS S	ST.		✓ Public	Private		
Highway											
13. Type C. Truck-trailer F. Bu	s.	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units pulling	4. Car(s)	(moving) 8.	Other (specify)	Code		
A. Auto D. Pick-up truck G. Sc	Train pulling-RCL Train pushing-RCL	1									
A. Auto D. Pick-up truck G. School Bus K. Pedestrian  B. Truck E. Van H. Motorcycle M. Other (specify)  B. Truck E. Van H. Motorcycle M. Other (specify)  B. Train (standing) 7. Light loco(s) (standing) C. Train standing)											
14. Vehicle Speed15. Direction (geographical)Code (est. mph at impact)15. Direction (geographical)Code (18. Position of Car Unit in Train)1. North 2. South 3. East 4. West (14. West)14. Position of Car Unit in Train											
16. Position 1. Stalled on crossing 2. Stopped on Cross		oving over cr	rossing	Code   4	19. Circumstance 1. R		nt struck highway user nt struck by highway us	er	Code		
20a. Was the highway user and/or			d	Code	20b. Was there a haza				Code		
in the impact transporting haz			4 M-14	4	1 Highway Ha	or 2 Pail	Equipment 3 Peth	4 Noither	4		
Highway User 2. Rail Ed     State the name and quantity of	-				i. Highway Us	ei Z, Kali	Equipment 3. Both	4, Neither	<u> </u>		
20c, State the flame and quality c	ii uit iiaza	ardous mater	iai releaseu	, ii aliy							
21. Temperature 22.	Visibility	(single entry	)	Code	23. Weather (single of	entry)			Code		
(specify if minus) 60 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1, Clear 2, Cloudy	3. Rain 4.	Fog 5. Sleet 6. Snov	W	2		
24. Type of Equipment			A. Spec. Mo	oW Equip	25. Track Type Used	by Rail	Code	26. Track Number of	r Name		
		ain 7. Yard/S	_		Equipment Involve		-				
(single entry) 2, Passenger train 5. Single car 8. Light loco(s) Code 3, Commuter train 6, Cut of cars 9, Main, /inspect, car   1											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomotive Cars R. Recorded 4 Units 2 34 E. Estimated 38 mph E 1. North 2, South 3, East 4, West 4											
- Olimo	. Wig wag				agged by crew			34. Whistle Ban	Code		
Crossing 2. Cantilever FLS 5					ther (specify)	Warn	ing	1. Yes			
Warning 3. Standard FLS 6.	. Audible	- 1 9	9. Watchma	n 12. No	one	20	! (1)-	2. No	1 2		
Code(s) 01			36 (	Crossing	Naming Interconnected		arn min (1);	3. Unknown			
35. Location of Warning 1. Both Sides		C		1/2 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	way Signals	Code	<ol> <li>Crossing Illumin Lights or Specia</li> </ol>	The Control of the Co	Code		
2. Side of Vehicle Approach		1		4 Vac 1	No. 2 Halmann	2	4 Van O Na	2 Halianum	1 2		
3. Opposite Side of Vehicle App					. No 3. Unknown		1. Yes 2. No	3. Unknown			
38. Driver's 39. Driver's Code Age Gender	Louise permitted	r Drove Behi Struck or was			The section of the se		or thru the gate 4. S	topped on crossing	Code		
50 1. Male 1		1. Yes 2. N			1 1		then proceeded 5. C		1 4		
2. Female		T			3. [	Did not stop			<u></u>		
42. Driver Passed Standing Highway Vehicle	Code	43, View of	f Track Obsi nanent Struc		(primary obstruction 3. Passing Train 5. \	1.00	7. Other (spec	ifv)	Code		
1. Yes 2. No 3. Unknown	2				ent 4. Topography 6. I				8		
0101	Killed		44. Driver	was	С	ode	45. Was Driver in the	Vehicle?	Code		
Casualties to:	Killed	Injured	1. Kill	led 2. Inju	ured 3. Uninjured	3	1. Yes 2. No		2		
46, Highway-Rail Crossing Users	0	0	47. Highw	vay Vehicl	e Property Damage		48. Total Number of I	Highway-Rail Crossi	ng Users		
	U	0		dollar dam		S0	(include driver)		0		
49. Railroad Employees	0	0			f People on Train		51. Is a Rail Equipme Incident Report Bo		Code		
52. Passengers on Train	0	0	(includ	ıe passen	gers and crew)	2	1. Yes 2. No		2		
53a. Special Study Block				<u> </u>	53b. Special Study Blo	ck					
54. Narrative Description											
		50.01						I			
55. Typed Name and Title		56. Signatur	e					57. Date			
								-1-			

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incide											Incident No.
											6014
2. Other Railroad Involved in Train Ad	ccident/l	ncident						2a.		2b.	
3. Railroad Responsible for Track Ma	aintenan	ce No	orfolk & W	estern	Rwy Co. [NW	/ 1		3a. N	W	3b. X19098	6014
4, U.S. DOT-AAR Grade Crossing ID	4. U.S. DOT-AAR Grade Crossing ID No. 479875L 5. Date of Accident/Incident 09/26/86 6. Time of Accident/Inc										45 PM
7. Nearest Railroad Station TILTON			8. Div	rision			9. County VERM	ILION		10. State Abbr.	Code 17   IL
11. City (if in a city) CATLIN			12. Hig	hway N	lame or No. S.	PARIS				✓ Public	Private
Highway U	Jser Invo	olved					Rail Equip	ment Involve	d		
13. Type C. Truck-trailer F. Bus		J. Other Mo	tor Vehicle	Code	17. Equipment			(moving) (standing)	8.	Other (specif	fy) Code
A. Auto D. Pick-up truck G. Scho	ol Bus			1.	1. Train (unit					Train pulling- RCL Train pushing- RC	1 1
B. Truck E. Van H. Motor	rcycle	M. Other (		A	3. Train (sta	nding)	7. Light I	oco(s) (stand		Train standing- Ro	
14. Vehicle Speed 15. Direction (geographical) Code 18. Position of Car Unit in Train											
(est. mph at impact) 45   1. North 2. South 3. East 4. West   1   16. Position 1. Stalled on crossing 3. Moving over crossing Code 19. Circumstance 1. Rail equipment struck highway user											
2. Stopped on Crossing		manage a press page	ossing	3	13. Circumstan		(5.00)	it struck by his		er	1
20a. Was the highway user and/or ra	il equipn	nent involved	d	Code	20b. Was there	a hazaro	dous materi	als release by	1		Code
in the impact transporting hazar 1. Highway User 2. Rail Equi			Neither	4	1 High	hway Use	r 2 Rail	Equipment	3 Both	4. Neither	
20c. State the name and quantity of the					1, 11191	inaj osc	2.110	Equipment	0, 2001	1, 110,1110	
200. Otate the name and quantity of a	IIO IIOZU	dodo maton	ai roioaooa, i	· any							
21. Temperature 22. Vis	sibility (	single entry)		Code	23. Weather	(single er	ntry)				Code
(specify if minus) 68 °F 1. Da	awn 2.	Day 3. Dus	sk 4. Dark	4	1, Clear 2,	Cloudy	3. Rain 4.	Fog 5, Sleet	6. Sno	N	1
24. Type of Equipment			A. Spec, MoV	V Equip	25. Track Typ	e Used by	y Rail		Code	26. Track Number	or Name
		in 7. Yard/S		Cada	Equipmen	t involved	d				
(single entry) 2. Passenger train 5. 3 3. Commuter train 6. 0				Code   1	1. Main	2. Yard	3. Siding	4. Industry	1	SINGLE MA	INLINE
27. FRA Track 28. Number of		29. Number		sist Spe	eed (Recorded i	f available	e) Code	31. Time Tal	ole Direct	ion	Code
Class Locomotive		Cars	_	Recorde	_		1				1 -
4 Units	1			stimate	21 17	nph mph			-	. East 4. West	3
32. Type of 1. Gates 4. V Crossing 2. Cantilever FLS 5. H	Nig wags				lagged by crew ther (specify)		33. Signal Warni	ed Crossing	13	34, Whistle Ban 1, Yes	Code
Warning 3. Standard FLS 6. A			. Watchman		The state of the s		VVAIII	iiig		2. No	1
Code(s) 03							20 sec w	arn min (1)	;	3. Unknown	
35. Location of Warning		C			Warning Intercor	nnected	Code	Andrew Co. Ann. Co. Co. Co. Co. Co. Co. Co. Co. Co. Co	_	ated by Street	Code
Both Sides     Side of Vehicle Approach		1.		ith High	way Signals		1 .	Lights	or Specia	I Lights	
Side of Vehicle Approach     Opposite Side of Vehicle Appro	oach	1	1.	Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No	3. Unknown	1
38. Driver's 39. Driver's Code 40	0. Driver	Drove Behi	nd or in Front	of Trai	n Code	41. Drive					Code
Age Gender			Struck by S		rain I					topped on crossin	g
1. Male 2. Female		1. Yes 2. No	o 3. Unknov	wn	2	5000 100	id not stop	then proceed	eu 5. C	Other (specify)	3
42. Driver Passed Standing	Code	43. View of	Track Obscu	red by	(primary ob	0.00					Code
Highway Vehicle	•		anent Structu		3. Passing T ent 4. Topograp				Chstructe		8
1. Yes 2. No 3. Unknown	2	Z. Stand			T. TOPOGIAP			-			
Casualties to:	Killed	Injured	44. Driver v			. 1	de	45, Was Dri		Vehicle?	Code
		,			ured 3. Uninjur						1
46. Highway-Rail Crossing Users	0	2	47. Highwa (est. do.	=,	le Property Dam nage)	age \$	0	48. Total Nu (include		Highway-Rail Cros	ssing Users 2
49. Railroad Employees	0	0	50. Total N	umber o	of People on Tra	in				ent Accident /	Code
	0	0	(include	passer	ngers and crew)			Incident 1. Yes		eing Filed	1
53a, Special Study Block					53b, Special S	tudy Bloc	k				
54. Narrative Description	53a. Special Study Block  54. Narrative Description										
55. Typed Name and Title		56. Signatur	е							57. Date	

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

C N 06								Alababatia C	- 42	RR Accide	ent/Inci/	tont No.
Name Of  1. Reporting Railroad				•				Alphabetic Co	ode			
Other Railroad Involved in Train	Assident		ortolk & W	estern	Rwy Co. [NW]	1		1a. NW		1b. X191 2b.	182014	1
		water trans	2 11 0 13/		- ~ /5/5/ 1	_			_		10201	
3. Railroad Responsible for Track					Rwy Co. [NW ]		- 14 - 100	3a. NW	·	3b. X191		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9875L		te of Accident/Incide	ent	1	6. Time of Acc			)2:25 I	
7. Nearest Railroad Station  DANVILLE			8. Div	rision			9. County VERM	IILION		10, State Abbr.	17	Code
11. City (if in a city) CATTIN	1		12. Hig	jhway N	lame or No. PAR	RIS S	T			✓ Public	P	rivate
Highway	y User Inv	olved					Rail Equi	pment Involved				
13. Type C. Truck-trailer F. Bus			otor Vehicle	Code	17. Equipment 1. Train (units p	nulling	4. Car(s)	) (moving) 8	B. Othe	er (spen	ecify)	Code
A, Auto D. Pick-up truck G. Sc B. Truck E. Van H. Mo				M	2. Train (units p	pushin	ng) 6. Light I	loco(s) (moving) E	B. Traii	n pushing-	RCL	1
- The state of the	otorcycle Direction	M. Other (		Code	Train (standi     Nosition of Ca			loco(s) (standing) C	ا. Iran	n standing-	RCL	
111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.000	South 3. East		4	10.1 00.23 3.			1				
16. Position 1. Stalled on crossing		loving over cr	rossing	Code	19. Circumstance		100	nt struck highway use				Code
Stopped on Crossi     20a. Was the highway user and/or			ed .	Code	20b. Was there a			nt struck by highway i rials release by	user			Code
in the impact transporting haz	ardous m	naterials?								CACA 0000 <u>2</u>	1	0000
1. Highway User 2. Rail Ed				2	1, Highwa	ay Use	er 2, Rail	Equipment 3, Both	h 4.	Neither		
20c. State the name and quantity of	f the haza	ardous mater	rial released, it	fany								
21. Temperature 22.	Visibility	(single entry)	<i>'</i> )	Code	23. Weather (sin	ingle e	entry)					Code
	-	Day 3, Dus		2		-	5.5	Fog 5. Sleet 6. Sn	iow		- 1	1
24. Type of Equipment			A. Spec. MoV	V Equip				Code	1	Track Num	ber or N	lame
Consist 1. Freight train 4		ain 7. Yard/S	Switching		Equipment In		-					
(single entry) 2, Passenger train 5 3, Commuter train 6			- 101	Code	1. Main 2. \	Yard	3. Siding	4. Industry 1	SI	INGLE M	IAIN	
27. FRA Track 28. Number of		29. Number		1175	ed (Recorded if av	_		31. Time Table Dire				Code
Class Locomot		Cars	R. R	Recorde stimate	d a	mpl	1 -	1. North 2. South		ıst 4.We	st	3
	. Wig wag	js ī			agged by crew			led Crossing	1 / / / /	Vhistle Ban		Code
Crossing 2. Cantilever FLS 5.	NAME OF TAXABLE PARTY.		SEC CONSIDER TO THE PERSON OF		5 (5)		Warni	ing		. Yes		
Warning 3. Standard FLS 6. Code(s) 03	Audible	- 1	9. Watchman	12. N	one		20 sec w	arn min (1);		. No . Unknown	. 1	
Code(s) 03 35. Location of Warning	<u></u>		ode 36. Cro	ossina !	Naming Interconne	ected	Code	37. Crossing Illum				Code
1. Both Sides		_	the second of the second of		way Signals			Lights or Spec				-
2. Side of Vehicle Approach		1	1 1	Yes 2	. No 3. Unknown	,	2	1. Yes 2. No	3.1	Inknown	- 1	1
Opposite Side of Vehicle App     Section 38. Driver's 39. Driver's Code		- Drove Behi	ind or in Front			1. Driv		1. 100 2		7111101111		Code
Age Gender	0.00		s Struck by Se		o 100			d or thru the gate 4.	Stopp	ed on cros	sing	Ouc
1. Male	1		lo 3. Unknow		2	2. S	Stopped and	then proceeded 5.			_	4
2. Female	Code	T <sub>42</sub> View of	f Track Obscu	rod by	(primary obstr	11,000	Did not stop					Code
42. Driver Passed Standing Highway Vehicle	Code	DOMESTICAL SECURIOR DESIGNATION	nanent Structu		(pnmary obstr 3. Passing Train			7. Other (spe	ecify)			Coue
1. Yes 2. No 3. Unknown	2							nicles 8. Not Obstruc				8
0 101	Villad	ll	44. Driver w	as		Co	ode	45. Was Driver in th	ne Veh	nicle?		Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inji	ured 3. Uninjured	3	3	1. Yes 2. No				2
46. Highway-Rail Crossing Users	_		47. Highway	y Vehicl	e Property Damage	е		48. Total Number o	f High	way-Rail C	rossing	Users
40. Filgilway-Nail Glossing Gools	0	0	(est. dol	lar dam	age)	\$	\$50	(include driver)			0	
49. Railroad Employees	0	0			f People on Train			51. Is a Rail Equipn Incident Report				Code
52. Passengers on Train	0	0	(incluae	passer	igers and crew)			1. Yes 2. No	Demy	Luca		2
53a. Special Study Block	,				53b, Special Stud	ly Bloc	ck					
54. Narrative Description												
55. Typed Name and Title		56. Signatur	'e							57. Date	į	

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of				WH 11-				Alphabe	tic Code	RR Accide	ent/Incident No.
1. Reporting Railroad		N	forfolk & V	Vestern	Rwy Co. [NW ]	1		1a. NW	,	1b. B115	17
2. Other Railroad Involved in Train	Accident/	A STATE OF THE STA						2a.		2b.	
3. Railroad Responsible for Track	Maintenan	ice N	orfolk & V	Vestern	Rwy Co. [NW ]	1		3a. NW	7	3b. B115	17
4, U.S. DOT-AAR Grade Crossing	ID No.		9875L		te of Accident/Incide		1/10/81	6. Time o	f Accident	Incident (	03:10 PM
7. Nearest Railroad Station CATLIN			8. D	ivision	Dec -800		9. County	ILION		10. State Abbr.	Code
11. City (if in a city) CATLII	v		12. H	ighway N	Name or No. PAR	RIS ST		LLIOIT		✓ Public	Private
	User Inv	olved	- 4					pment Involved			
13. Type C. Truck-trailer F. Bu	s	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units p	IPN	4. Car(s)	(moving)	8. Oth	er (spe	ecify) Code
A. Auto D. Pick-up truck G. Sc				1 .	1. Irain (units p	pulling) pushing	<ol> <li>5. Car(s)</li> <li>6. Light</li> </ol>	(standing) oco(s) (moving		in pulling-'R in pushing-	RCI I
	torcycle			В	3. Train (standi	ling)	7. Light	oco(s) (standin			
Make a manager of some and	irection	(geograp outh 3 Fas	ohical) st 4. West	Code 2	18. Position of Ca	ar Unit i	in Train		1		
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance	1. Ra	il equipme	nt struck highwa			Code
2. Stopped on Cross				3				t struck by high	way user		2
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a	hazaro	dous mater	als release by			Code
1. Highway User 2. Rail Ed			4. Neither	4	1. Highwa	ay Use	r 2. Rail	Equipment 3	. Both 4	Neither	
20c. State the name and quantity of	of the haza	rdous mate	rial released,	if any							
21. Temperature 22.	Vinibility	(single entry	()	Code	23 Woother (six	nalo or	ntn d				Code
0 %		Day 3, Du		l 2	23. Weather (sin			Fog 5. Sleet	6. Snow		1
24. Type of Equipment	2	J., 0. J.	A. Spec. Mo						1	Track Num	ber or Name
		in 7. Yard/	Switching		Equipment In			2 <del>.</del>			
(single entry) 2. Passenger train 5 3. Commuter train 6				Code	1. Main 2. \	Yard :	3. Siding	4. Industry	-	INGLE M RACK	IAIN
27. FRA Track 28. Number	of	29. Numbe	r of 30. Co	nsist Sp	eed (Recorded if av	vailable	e) Code	31. Time Table	Direction		Code
Class Locomot	ive 3	Cars		Recorde		mph	R	1, North 2, 5	South 3 F	ast 4 We	st 3
	. Wig wag				lagged by crew			ed Crossing	-	Whistle Ban	
Crossing 2. Cantilever FLS 5	(A)	9.5					Warn	ing		1. Yes	
Warning 3, Standard FLS 6	. Audible		9. Watchmar	1 12, N	one		20 eac w	arn min (1);		2. No 3. Unknown	1
Code(s) 03 35, Location of Warning			ode 36. C	rossing	Waming Interconne	ected	Code	37. Crossing		11. = 10.51 10.00	Code
1. Both Sides			500A0000000	72 27 1 14 27 1	way Signals				Special Li		-
2. Side of Vehicle Approach		1	ι .	I. Yes 2	2. No 3. Unknown		2	1. Yes	2. No 3.	Unknown	2
3. Opposite Side of Vehicle App 38, Driver's 39, Driver's Code		r Drovo Bob	ind or in Fro			I. Drive		1. 100	2.110		Code
Age Gender	1		s Struck by					d or thru the gat	e 4. Stop	ped on cros	
1. Male		1. Yes 2. N	lo 3. Unkno	own	2			then proceeded	d 5. Othe	r (specify	)   3
42. Driver Passed Standing	Code	43 View o	of Track Obse	ured by	(primary obstr		id not stop				Code
Highway Vehicle	1	The state of the state of the state of	nanent Struc		3. Passing Train			7. Other	(specify)		1
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad	equipme	ent 4. Topography	6. Hi	ighway Veh	icles 8. Not Ol	ostructed	TOTAL STREET	8
Casualties to:	Killed	Injured	44. Driver			Co	de	45. Was Drive		hicle?	Code
		ga.ica			ured 3. Uninjured	1		1. Yes 2.			1
46. Highway-Rail Crossing Users	0	2	Ann de la company	ay Vehic ollar dam	le Property Damage nage)	1	2,800	48. Total Num (include dr		iway-Rail C	rossing Users 2
49. Railroad Employees	0	0			of People on Train	J	2,000	51. Is a Rail E	-70.000	Accident /	Code
52. Passengers on Train	0	0			ngers and crew)	1		Incident Re 1. Yes 2		g Filed	2
53a. Special Study Block					53b. Special Stud	ly Block	k	1. 163 2	. 140		
54. Narrative Description			***************************************		SOD. OPECIAI OLGO	y Dioci					
54. Natiative Description											
	1	<del></del>		and the second	- with the second					1	-15-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-
55. Typed Name and Title		56, Signatu	re							57, Date	

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

			-				-			DD 4	
Name Of  1. Reporting Railroad									betic Code		lent/Incident No.
	Assidant		orfolk & W	estern	Rwy Co. INW	<u> </u>		1a. N	W	1b. B103	189
2. Other Railroad Involved in Train								2a.		2b.	200
3. Railroad Responsible for Track	Committee of the Commit	- 110	ner cally threat the	1	Rwy Co. [NW	-	00 100 170	3a. N		3b. B103	
4. U.S. DOT-AAR Grade Crossing	ID NO.	479	875L	5. Da	te of Accident/Inc	cident	02/02/79	6. Time	of Accident/		03:45 PM
7. Nearest Railroad Station  CATLIN			8. Div	ision			9. County VERM	ILION		10. State Abbr.	Code 17 IL
11. City (if in a city) CATLIN	V		12. Hi	ghway N	lame or No. So	O. PAI	RIS ST			✓ Public	Private
Highway	/ User Inv	olved					Rail Equi	ipment Involve	d		
13. Type C. Truck-trailer F. Bu	S	J. Other Mo	tor Vehicle	Code	17. Equipment 1. Train (unit	to outlin	4. Car(s	(moving)	8. Othe	er (sp n pulling-	pecify) Code
A. Auto D. Pick-up truck G. Sc	hool Bus	K. Pedestria	an	A				loco(s) (movi		n pushing-	
	torcycle				3. Train (state			loco(s) (stand	ling) C. Trai	n standing	- RCL
	irection lorth 2.S	(geograph outh 3. East	- 35	Code 2	18. Position of	Car Uni	it in Train		1		
16. Position 1, Stalled on crossing		oving over cre		Code	19. Circumstan	ice 1. F	Rail equipme	nt struck high	vay user		Code
2. Stopped on Cross				3				nt struck by hi			1 2
20a. Was the highway user and/or in the impact transporting haz			i	Code	20b. Was there	a haza	irdous mater	rials release by	1		Code
1. Highway User 2. Rail Ed			. Neither	4	1. High	nway Us	ser 2. Rail	Equipment	3. Both 4.	Neither	
20c. State the name and quantity of	f the haza	ardous materi	al released, i	fany							
	•	(single entry)		Code	23, Weather	_					Code
(specify if fillifus) 10 1.	Dawn 2.	Day 3, Dus		2	The state of the s	Cloudy	3, Rain 4.	Fog 5, Sleet	6. Snow		
24. Type of Equipment  Consist 1. Freight train 4	Work tra	ain 7. Yard/S	A. Spec. MoV	V Equip					Code 26.	Track Nun	nber or Name
(single entry) 2. Passenger train 5				Code	Equipmen	it involv	ea				
3. Commuter train 6	. Cut of ca	ars 9, Main,/ir	nspect, car	1	1. Main 2	2. Yard	3. Siding	4. Industry	1 S	INGLE N	MAIN
27. FRA Track 28. Number		29. Number	Action to the second second		eed (Recorded it	f availal	ble) Code	31. Time Tal	ole Direction		Code
Class Locomot  4 Units	ive 4	Cars 9	_	Recorde Stimate		n m	oh E	1 North 2	South 3. Ea	et 4 W/	est 3
	. Wig wag	<u> </u>			lagged by crew	111)		led Crossing	-	Vhistle Ba	
Crossing 2. Cantilever FLS 5		in the same of the					Warn	ing	1	. Yes	
Warning 3, Standard FLS 6	Audible	9	. Watchman	12. N	one		20		-	. No . Unknowr	. 1
Code(s) 03 35, Location of Warning			ode 36. Cr	nesina	Warning Intercon	nected		varn min (1)	ng Illuminated		
1. Both Sides			1		way Signals	medica	Code		or Special Lig		Code
2. Side of Vehicle Approach		1		Voc. 5	. No 3. Unknov		2	1 Voc	2. No 3. l	Inknown	3
3. Opposite Side of Vehicle App		r Drove Behir			100000000000000000000000000000000000000	41. Dri		1. 103	2.110 0.0	JIKIIOWII	Code
38. Driver's 39. Driver's Code Age Gender	A1000000000000000000000000000000000000	Struck or was			(A)	10 10 VO 1000 1000		d or thru the g	ate 4. Stopp	ed on cro	
1. Male	1	1. Yes 2. No			2	2.	Stopped and	then proceed	ed 5. Other	(specif	y)   3
2 Female	0-4-	40.15	T! Ob				Did not stop				
42. Driver Passed Standing Highway Vehicle	Code	43. View of 1. Perma	anent Structu		(primary ob 3. Passing Tr			7. Othe	r (specify)		Code
1. Yes 2. No 3. Unknown	3	2. Stand	ling railroad e	equipme	ent 4. Topograph						8
20 200			44. Driver w	/as		C	Code	45. Was Driv	er in the Ver	nicle?	Code
Casualties to:	Killed	Injured	1. Killed	d 2, Inj	ured 3. Uninjure	ed	2	1. Yes	2. No		1
40 11:1			47. Highway	y Vehic	e Property Dama			48. Total Nu	mber of High	way-Rail (	Crossing Users
46. Highway-Rail Crossing Users	0	1	(est. doi	llar dam	age)	3	\$4,500	(include d	driver)		1
49. Railroad Employees	0	0	50. Total Nu	umber c	of People on Trai	in			Equipment A		Code
52. Passengers on Train	0	0	(include	passer	gers and crew)	- 1		1. Yes	Report Being 2. No	Filed	2
53a. Special Study Block					53b. Special St	tudy Blo	ock				
54. Narrative Description						,					
55. Typed Name and Title		56. Signature	9							57. Date	•
											ı

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

FEDERAL RAILROAD ADMINISTR	ATION (F	(A)								D Approval 140, 2	
Name Of								Alphabetic Co	ode	RR Accident/Inci	dent No.
Reporting Railroad			orfolk S	Southern (	Corp. INS 1			1a. NS		1b. 038135	
2. Other Railroad Involved in Train								2a.	_	2b.	
Railroad Responsible for Track		111			Corp. [NS ]			3a. NS		3b. 038135	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	874E		te of Accident/Incid	dent (	1			ncident 08:50	
7, Nearest Railroad Station  CATLIN				8. Division ILLINOI:	S		9. County VERN	IILION		10. State Abbr. 17	Code
11. City (if in a city) CATLI!	V		12	2. Highway I	Name or No. CA	TLIN	ROAD			✓ Public 1	Private
Highway	/ User Inv	olved					Rail Equi	pment Involved			
13. Type C. Truck-trailer F. Bu	s	J. Other Mo	otor Vehic	cle Code	17. Equipment 1. Train (units)		4. Car(s	(moving) 8	. Other	(specify)	Code
A. Auto D. Pick-up truck G. Sc				1	2. Train (units )	pulling, pushin	g) 6. Light	) (standing) A loco(s) (moving) B		pulling- RCL pushing- RCL	
	torcycle	M. Other (		A	3, Train (stand			loco(s) (standing) C	. Train	standing- RCL	1
2 2 0 2 0 0	irection Iorth 2, S	<i>(geograp)</i> South 3, East	E	Code	18. Position of Ca	ar Unit	in Train	1			
16. Position 1. Stalled on crossing		oving over cr	ossing	Code	19. Circumstance			nt struck highway use			Code
Stopped on Cross     20a. Was the highway user and/or	_		d	Code	20b. Was there a			nt struck by highway united in the high many	usei		Code
in the impact transporting haz				1				_			4
1. Highway User 2, Rail Ed					1. Highwa	ay Use	er 2, Rail	Equipment 3. Both	1 4.1	Neither	
20c. State the name and quantity of	f the haza	ardous materi	ial releas	ed, if any							
21. Temperature 22.	Visibility	(single entry)	)	Code	23. Weather (sin	inale e	ntrv)				Code
10 05	_	Day 3, Dus					• •	Fog 5, Sleet 6, Sno	ow	- 1	4
24. Type of Equipment	Dawn 2.			MoW Equip	A-1			Code	1	rack Number or I	Nama
	. Work tra	ain 7. Yard/S			25. Track Type L Equipment Ir			Code	20, 1	Tack Number of	Name
(single entry) 2. Passenger train 5				Code						A TD: 110	
3, Commuter train 6		r			1, Main 2,			4, Industry 1	1	AIN #2	
27, FRA Track 28, Number of Class Locomot		29. Number Cars		Consist Sp. R. Recorde	eed (Recorded if a	vailabl	le) Code	31. Time Table Direct	ction		Code
4 Units	2	7. MAGGARITATIO		E. Estimate		mph	h E	1. North 2. South	3. Eas	st 4. West	4
32. Type of 1, Gates 4	. Wig wag		7. Crossb	oucks 10.F	lagged by crew		33. Signa	led Crossing	34. W	histle Ban	Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6	-		s. Stop sig 9. Watchn				Warn	ing		Yes No	
Code(s) 01 03	07						20 sec w	arn min (1);		Unknown	2
35. Location of Warning		Cr	ode 36	6. Crossing	Warning Interconne	ected	Code	37. Crossing Illumi	inated	by Street	Code
1. Both Sides		1		with High	way Signals		ı	Lights or Speci	ial Ligh	nts	
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	nroach	1		1. Yes 2	2. No 3. Unknown	1	2	1. Yes 2. No	3. U	nknown	2
38. Driver's 39. Driver's Code		r Drove Behi	nd or in F	Front of Trai	in Code 41	1. Drive	er				Code
Age Gender	Technological and	Struck or was			(73) E73(E5)(E5)(E7)			d or thru the gate 4.	Stoppe	ed on crossing	
46 1. Male 2		1. Yes 2. No	o 3. Uni	known	2			then proceeded 5.	Other	(specify)	4
42. Driver Passed Standing	Code	43. View of	Track O	bscured by	(primary obstr		oid not stop				Code
Highway Vehicle	1	1. Perm	anent Str	ructure	3. Passing Train	in 5. V	egetation	7. Other (spe		1	1
1. Yes 2. No 3. Unknown	2	2. Stand			ent 4. Topography			nicles 8. Not Obstruct			8
Casualties to:	Killed	Injured		ver was Killed 2. Ini	jured 3. Uninjured		ode	45. Was Driver in th 1. Yes 2. No	e Vehi	cle?	Code
					le Property Damage			48. Total Number of	f Highw	yay-Rail Crossing	2
46, Highway-Rail Crossing Users	0	0		t. dollar dan			3,000	(include driver)	i i iigiiii	0	Cacia
49. Railroad Employees	0	0			of People on Train			51. Is a Rail Equipm Incident Report I			Code
52. Passengers on Train	0	0	(inc	lude passe	ngers and crew)	2		1. Yes 2. No	bellig i	riled	2
53a. Special Study Block	,	70.	-		53b. Special Stud	dy Bloc	k				
54. Narrative Description 1997 PONTIAC SUNFIRE LOST CO 19KD118. TRAIN KNOCKED VEHI WAS CHARGED WITH DRIVING U	CLE CLE	AR OF MAIN	#2, CAUS	SING TOTA							
55. Typed Name and Title		56. Signature	е							57. Date	

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone at Liberty Lane

DEPARTMENT OF TRANSPORTATION	HIGHWAY-RAI	IL GRADE CR	OSSING		
FEDERAL RAILROAD ADMINISTRATION (FRA)		INCIDENT REP		OMB Approval No. 2130-	0500
1.Name of Reporting Railroad		10004090	Alphabetic Code	1b, Railroad Accident/Incident	
CSX Transportation [CSX ]			CSX	000024033	
2.Name of Other Railroad or Other Entity Filling for Equipment I	Involved in Train Accident	/Incident   2a.	Alphabetic Code	2b. Railroad Accident/Incident	No.
3. Name of Railroad or Other Entity Responsible for Track Main	ntenance (single entry)	3a.	Alphabetic Code	3b. Railroad Accident/Incident	No.
CSX Transportation [CSX ]			CSX	000024033	
4. U.S. DOT Grade Crossing ID No.		5. 0	Date of Accident/Incident	6. Time of Accident/Incident	
	353708L		0 6 1 0 2006	10:33 AM ✓ F	РМ
7. Nearest Railroad Station	8. Subdivision	9.0	County	10. State	Code
DANVILLE	T		VERMILION	Abbr. IL	17
11. City (if in a city)  DANVILLE	12. Highway Name	or No.	RTY LANE	Public Priva	ate
Highway User Involved			Rail Equipment		
13. Type C. Truck-trailer F. Bus J. Other Motor Ve	na	17. Equipment	4. Car(s) (moving funits pulling) 5. Car(s) (standing		
C. Truck-trailer F. Bus J. Other Motor Ve A. Auto D. Pick-up truck G. School Bus K. Pedestrian	500 mm		(units pulling) 5. Car(s) (standing) (units pushing) 6. Light loco(s) (n	moving) C. Train standing- RCL	Code
B. Truck E. Van H. Motorcycle M. Other (speci	ify) Code		(standing) 7. Light loco(s) (s 8. Other (specifi		1
14. Vehicle Speed 15. Direction (geographical)	Code	18. Position of 0	Car Unit in Train	y) L. Dillo Lossilloure, c)	<u> </u>
(est. mph at impact) 10   1. North 2. South 3. East 4.  16. Position 1. Stalled or stuck on crossing 4. Trapped on cro		40 Cinumatan	1		
2. Stopped on Crossing 5. Blocked on cro	Code	19, Circumstand			Code
3. Moving over crossing	3	I. Kan equipi	ment struck highway user 2, Rail e	equipment struck by nighway user	1
20a. Was the highway user and/or rail equipment involved	Code	20b, Was there	a hazardous materials release by		Code
in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neit		1. High	way User 2. Rail Equipment	3. Both 4. Neither	4
20c. State here the name and quantity of the hazardous materia					-
22 Visibility (single entry)	Code	l on takether	Antonia di Langua		
21. Temperature 22. Visibility (single entry) (specify if minus) 55 °F 1. Dawn 2. Day 3. Dusk 4. [	Code	23, Weather			Code
(specify if minus) 55 F 1. Dawn 2. Day 3. Dusk 4. I 24, Type of Equipment 1. Freight Train 5. Single Ca			Cloudy 3, Rain 4, Fog 5, Sleet	6, Snow	,
Consist 2, Passenger Train-Pulling 6, Cut of car			25. Track Type Used by Rail	Code 26. Track Number or	Name
(single entry) 3. Commuter Train-Pulling 7. Yard/Swit		F	Equipment Involved	1	
4. Work Train 8. Light loco			1. Main 2. Yard 3. Siding 4. Indi	ustry 1 LIBERTY LANE	E
27. FRA Track 28. Number of 29. Number o			ed speed if available) Code	31. Time Table Direction	Code
Class (1-9,X) Locomotive 4 Units 3	R. Reco		55 mph E	1. North 3. East 2. South 4. West	2
32. Type of 1. Gates 4. Wig wags 7. Cros	ssbucks 10. Flagged by c	rew	33, Signaled Crossing Warning	34. Roadway Conditions A. Dry	
Crossing  2. Cantilever FLS 5. Hwy, traffic signals 8. Ston			(See reverse side for	B. Wet	
vvarning	chman 12. None	''''	instructions and codes) Code	C.Snow/Slush D.Ice	Code
Code(s) 01 03 06 11	T		1	E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving)	
35. Location of Warning	36. Crossing Warning Int	terconnected	37. Crossing	Illuminated by Street	
Both Sides     Side of Vehicle Approach     Code	with Highway Signals	S	I Code Lights or	Special Lights	Code
3. Opposite Side of Vehicle Approach	1. Yes 2. No 3.	Unknown		2. No 3. Unknown	3
	ent Behind or in Front of T	4 104		er (specify) nt around/thru temporary barricade	_
User's and Struck or wa	as Struck by Second Train			es, see instructions)	. Code

	Units				/ 4		minutou					Z. Coddi T. West	
32. Type of	1. Gates	4. Wig wag	_	7 0		10 Flamed b			33, Signa	aled Cros	sing Warning	34. Roadway Conditions	
Crossing						IO. Flagged by	crew		/C		d- f	A. Dry	
	2. Cantilever FLS	5. Hwy. traf	ffic signals	8. Stop	signs 1	1. Other (sp	ecify)			everse si		B. Wet C.Snow/Slush	
Warning	3. Standard FLS	6. Audible		9. Wate	chman 1	2. None			n i o i o	ociona and	Code	D.Ice	Code
Code(s)					1	1					10000	E. Sand, Mud, Dirt, Oil, Gravel	1
- Code(s)	01	03	06	11							11	F.Water (Standing, Moving)	
35, Location					36. Cros	sing Warning	Intercon	nected			37. Crossing	Illuminated by Street	
1. Both S			. (	Code	with	Highway Sign	als		1	Code	Lights or	Special Lights	, Cod
	f Vehicle Approach		11	1	1. Ye	s 2. No	3. Unkn	01415		·	1 Yes	2. No 3. Unknown	2
	ite Side of Vehicle Ap	***		1	120/29///		-, -,			1			3
	39.Highway User's (	Sender 40				f or in Front of		41. High	vay User ent around	d the gets	5. Othe	er (specify) nt around/thru temporary barrica	nde
User's			and Struc	k or wa	s Struck b	y Second Tra	in	[95200.000.000				es, see instructions)	au e
Age	1. Male	Code					Code		opped and			nt thru the gate	Cod
30	2. Female	2	1. Yes 2	. No 3	3. Unknow	n	2	200	opped on			cide/Attempted suicide	1
42. Driver Pa	assed Standing		Code	43.	View of Tr	ack Obscured	by	(primary o	bstruction	1)			Code
Highway '	Vehicle			1	1. P	ermanent Str	ucture	3 P	assing Tr	ain 5 Va	ecetation	7. Other (specify)	
1. Yes 2. N	o 3. Unknown		2		2.5	standing railro	ad equir				ighway Vehicles	A 18 18 18 18 18 18 18 18 18 18 18 18 18	8
				44. E	Driver was						Was Driver in th		Code
Cas	sualties to:	Killed	Injured		1. Killed 2	2. Injured 3. I	Uninjure	d	3	14	1. Yes 2. No		1
46. Highway-	Rail Crossing Users			47. F	lighway V	ehicle Proper	ty Dama	ige		48.	Total Number of	f Vehicle Occupants	
		0	0	(6	est. dollar	damage)	•		\$6,50	00	including driver	) 1	
49, Railroad I	Employees	0	0	50. 7	Total Numi	ber of People	on Train	1			ls a Rail Equipn		Code
52. Passenge	ers on Train	0	0	(1	include pa	ssengers and	train cn	ew)	2		Incident Report	Being Filed	1 2
53a. Special				1			Lea	0 : 10			1. Yes 2. No	The state of the s	
ooa. Special	Study Block	Video Ta Video U		Yes Yes	No No		53b.	Special St	пай вюск				
54. Narrative	Description (Be	specific, and	d continue o	on sepa	rate shee	t if necessary	1						
DRIVER OF VI	EHICLE DROVE AROU							DTECTION	ALSO AT	CROSSING	G: 2 SIGNS (2TR	ACKS).~	
												and the same of th	
55. Typed Na	me and Title					56. Signal	ure					57. Date	
NOTE: This re	eport is part of the re	porting railre	oad's accide	ent repo	ort pursua	nt to the accid	ent repo	orts statute	and, as s	uch shall	not "be admitte	d as evidence or used for any	ourpose
in any suit or	action for damages g	rowing out	of any matte	er ment	tioned in s	ald report"	49 U.S.	C. 20903. S	See 49 C.	F.R. 225.	7 (b).		
FORM FRA	F 6180.57 (Rev. 0	8/10)	* NO	TE THA	T ALL CAS	SUALTIES MUS	ST BE R	EPORTED	ON FORM	FRA F 61	180.55A		
		educa internal #0.			OMB	approval ex	pires (	02/28/201	4				

DEPARTMENT OF TRANSPORTATION

# HIGHWAY-RAIL GRADE CROSSING

FEDERAL RAILROAD ADMINISTR	ATION (FR	A)		ACC	IDENT	INCIDENT	REPORT			OMB A	pproval No. 2130-	-0500
1.Name of Reporting Railroad							1a. Alphabet	ic Code		1b. Railro	ad Accident/Incident	No.
CSX Transportation [CSX]							CSX			10952	1034	
2.Name of Other Railroad or Other	Entity Fillin	g for Equip	ment involv	ed in Train	Accident	/Incident	2a. Alphabet	tic Code		2b. Railro	oad Accident/Incident	No.
3. Name of Railroad or Other Entity	Responsit	le for Track	Maintena	nce (single	anteni		3a. Alphabe	tic Code		3b. Railro	ad Accident/Incident	No.
CSX Transportation [CSX ]				Isingle	emry		CSX			10952		
4. U.S. DOT Grade Crossing ID No	).		(A) (A)				5. Date of A	ccident/l	ncident		f Accident/Incident	
			1	25270	01		month	day	7.00 Professional Control of the Con			
				35370	8L		1 0	2	5 1995	8:35		PM[_]
7. Nearest Railroad Station			8. S	ubdivision			9. County	II ION		10, State		Code
RA JCT				Lan III-t			VERM	ILION			Abbr. IL	17
11. City (if in a city)  DANVIL	LE			12. Highw	ay Name	or No.	BERTY LA	NE			Public / Priv	ate
Hig	hway Us	er Involve	d					R	all Equipment	Involved		
13. Type		3440				17. Equipr	ment		Car(s) (moving		Train pulling- RCL	
C. Truck-trailer F. Bu	5	J. Other M	olor Vehicle			1. Tra		""y)	. Car(s) (standing Light loco(s) (n		Train pushing- RCL Train standing- RCL	
A. Auto D. Pick-up truck G. Sc	hool Bus	K. Pedestr	ian		Code	2. Tra	1000 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ining)	Light loco(s) (s		EMU Locomolive(s)	Code
B. Truck E. Van H. Mo	otorcycle	M. Other	(specify)		8	3, Tra	ain (standing		Other (specify		DMU Locomotive(s)	1
14. Vehicle Speed 15. I	Direction	(geographi	cal)		Code	18. Positio	n of Car Unit i	n Train				
	North 2. Sc				3			_	111			
16. Position 1. Stalled or stuck or		2.000			Code	19. Circum	nstance					Code
Stopped on Cross     Moving over cross	_	5. Blocked	on crossing	by gates	3	1, Rail e	equipment stru	ick highw	ay user 2. Rail e	equipment s	truck by highway use	er   1
		ant involve	4		1 3	20h 14/aa	there a barer	da	esiele selecee bu		MANAGEMENT OF THE STATE OF	
20a. Was the highway user and/or in the impact transporting has	6 (8)		a		Code	200. Was	there a nazaro	ious mai	erials release by			Code
1. Highway User 2. Rail E			4. Neither		4	1.	Highway Use	r 2. Ra	ail Equipment	3. Both 4.	Neither	
20c. State here the name and quar				eased, if any								
21. Temperature 22.	Visibility (S	ingle entry	)		Code	23. Weat	her (single e	ntry)				Code
(specify if minus) 36 °F 1.	Dawn 2. D	Day 3. Dus	sk 4. Dark		1 2	1. Cle	ar 2. Cloudy	3. Rain	4. Fog 5. Sleet	6. Snow		2
24. Type of Equipment 1. Freight			gle Car	9. Maint./ir		-						
	ger Train-Pu			A. Spec. M			25. Trac		Ised by Rail	Code	26. Track Number of	r Name
				B. Passen		Maria / 2011/2014/2014	Code	ipment k	rvolved	1	1	
4. Work Tra			it loco(s)	C. Commu			1 1. Main	2, Yard	3. Siding 4. Indi	ustry 1	MAIN	
27. FRA Track 28. Number	of	29. Nun	nber of Car	30	. Consist	Speed (Re	corded speed	if availab	ole) Code	31. Time	Table Direction	Code
Class (1-9,X) Locomot					R. Rec					1. No		2
4 Units	2		95	<u> </u>	E. Estir	mated			mph E		uth 4. West	1 2
32. Type of 1. Gates 4	. Wig wags	7	. Crossbuo	ks 10. Flag	aged by	crew	33. Sign	aled Cro	ssing Warning	A. Dry	way Conditions	
Crossing 2. Cantilever FLS 5	•				er (spec			reverse s		B. Wet		
Warning 3. Standard FLS 6			. Watchma			,,,	instru	ictions ar	nd codes) Code	C.Snow/S D.Ice	olusn	Code
Code(s) 01 03		06	07	12,140	I	T			0000	The second secon	/lud,Dirt,Oil,Gravel	1
	, ,	10		Crossing M	lamina In	iterconnecte	<u></u>		37. Crossing		Standing, Moving )	
35. Location of Warning 1. Both Sides		_		with Highwa	(0.000)		·u		Lights or	Special Lig	THE PARTY OF THE PROPERTY OF THE PARTY OF TH	, Code
<ol><li>Side of Vehicle Approach</li></ol>			oue					Code		2. No 3. L		190
3. Opposite Side of Vehicle App		1 15-6		1. Yes 2.		. Unknown	Highway User			er (specif		3
38.Hignway 39.Highway User's Go User's				uck by Seco			1. Went aroun				ru temporary barricad	de
Control of the Contro	Code	una onaon	0. 1100 01	aux by cour		Code	2. Stopped an			es, see inst		Code
2. Female		1. Yes 2.	No 3. Un	known	I	2000	<ol> <li>Did not stop</li> <li>Stopped on</li> </ol>			nt thru the g cide/Attemp		1
42. Driver Passed Standing	!	Code		of Track Ob	bscured b		ary obstruction		, 0. Juli	ondon allemp	,ou outout	Code
Highway Vehicle		1	1800 F.D.D.	1. Perman			3. Passing T	17.0	/egetation	7. Other	(specify)	
1. Yes 2. No 3. Unknown		1		2. Standin	ig railroad	d equipment	4. Topograph	hy 6.1	Highway Vehicles		bstructed	8
	Killed	Injured	44. Drive				1	45	. Was Driver in th	e Vehicle?		Code
Casualties to:		,		led 2. Injur				<u>.</u>	1. Yes 2. No	(Makiri C		1
46. Highway-Rail Crossing Users	1	0		vay Vehicle		Damage	1000		. Total Number o		ccupants	
49. Railroad Employees				<i>lollar damag</i> Number of I	-	n Train	0,88		(including driver Is a Rail Equipn		nt /	Code
	0	0		de passeng	S 0400 Prop 50		1	"	Incident Report			1 2
52. Passengers on Train	0	0		_					1. Yes 2. No	ned		
53a, Special Study Block	Video He		Yes Yes	No No		53b. Speci	ial Study Bloc	K				
54, Narrative Description (Be s	Video Us		-	sheet if ned	essarvi							
(D0 3)		- Direction Of	. sopulate									
55. Typed Name and Title					. Signatu	THE OWNER OF THE OWNER, WHEN THE PARTY OF				57. Date		
NOTE: This report is part of the rep	orting railro	ad's accide	nt report pu	ursuant to th	ne accide	nt reports st	atute and, as	such sha	Il not "be admitte	d as eviden	ice or used for any pu	ırpose

### **DEPARTMENT OF TRANSPORTATION**

# HIGHWAY-RAIL GRADE CROSSING

FEDERAL RAILROAD ADMINISTR	ATION (FF	RA)		ACCIDE	ENT/I	NCIDENT	REPORT			ONB Approva	11 NO. 213U	-0500
1.Name of Reporting Railroad							1a. Alphabe	etic Co	de	1b. Railroad Acc	ident/Inciden	t No.
CSX Transportation [CSX ]	F-19 - FIRE	f F '-					CSX			109221031	:	4 NI=
2.Name of Other Railroad or Other	Entity Fillin	ng for Equip	ment involv	ed in Train Acc	ident	Incident	2a. Alphab	etic Co	de	2b. Railroad Acc	idenvinciden	t NO.
Name of Railroad or Other Entity	Responsi	ble for Trac	k Maintenar	nce (single entr			3a. Alphab	etic Co	de	3b, Railroad Acc	ident/Incident	t No
CSX Transportation [CSX ]	,,			(single entr	<i>y)</i>		CSX	0.10 00		109221031		1110,
4. U.S. DOT Grade Crossing ID No	).						5. Date of	Accide		6. Time of Accide	ent/Incident	
			1	353708L			mont	. 1	day vear 1992	12.15	AM 🗸	РМ
7. Nearest Railroad Station			8. S	ubdivision			9. County	)   2	3   1992	12:15 10. State	AW	Code
DANVILLE							VERN	MILIC	ON	20.2	IL	17
11. City (if in a city) DANVIL	l.E.			12. Highway I	Name	or No.	BERTY L	ANE		Pı	iblic Priv	/ate 🗍
Committee of the Commit		er Involv	ed			211	JIJKI I LA	ALVES .	Rail Equipment	Constitution of the Consti		4.0
13. Type						17, Equipm	ent		4. Car(s) (moving			
C. Truck-trailer F. Bu	IS	J. Other M	lotor Vehicle			1. Trai		-	5. Car(s) (standin 6. Light loco(s) (i		ishing-RCL anding-RCL	
A. Auto D. Pick-up truck G. Sc		K Pedest		Co	ode	2. Trai			7. Light loco(s)	D. CHULL	comotive(s)	Code
	otorcycle	M. Other			В	3, Trai		550	B. Other (specif	E. DMU Lo	comotive(s)	1
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Direction	(geograph		La Alberta	ode	18. Position	of Car Unit	in Trai				
16. Position 1. Stalled or stuck o			st 4. West		4	19. Circums	stance		1			
2. Stopped on Cross			on crossing		ode			ruck hic	nhwayuser 2 Raili	equipment struck by	hinhway use	Code
3, Moving over cross	sing				3	1, Itali oc	quipinient su	dok mg	grivay door 2, realis	equipment added by	mgmway use	1
20a. Was the highway user and/or	The second second		ed	C	ode	20b. Was th	nere a haza	rdous r	materials release by			Code
in the impact transporting ha 1. Highway User 2, Rail E			4. Neither	ľ	4	1, F	lighway Us	er 2	. Rail Equipment	3. Both 4. Neither		
20c. State here the name and qua			7.62 (00)	eased, if any	-	THE REAL PROPERTY OF THE PARTY				***************************************		
										San		
The second secon	Visibility (	single entry	)	Co	ode	23, Weath	er (single	entry)				Code
		Day 3. Du	sk 4. Dark		4	1. Clear	r 2. Cloudy	3. Ra	in 4. Fog 5. Sleet	6. Snow		1
24. Type of Equipment 1, Freight Consist 2 Passent			igle Car	9. Maint./inspe			125 Tra	ick Typ	e Used by Rail	Code 26, Tra	ack Number o	or Name
2,7 4000113		ulling 6. Cu		A. Spec. MoW					nt Involved			
4. Work Tra				B. Passenger C. Commuter		and the same of th		n 2. Ya	ard 3, Siding 4, Ind	ustry 1 MAI	N 001	
27. FRA Track 28. Number	of		mber of Car			Speed (Reco	orded speed	d if ava	ilable) Code	31. Time Table D	irection	Code
Class (1-9,X) Locomot				R.	Reco				(0		East	2
4 Units 32. Type of		3	77	I E.	Estim	nated	33 Cin	naled (	60 mph E	2, South 4, 34, Roadway Cor		1 4
	. Wig wags		7. Crossbuc	ks 10. Flagged	d by c	rew				A. Dry	Idilions	
2. Cantilever FLS 5 Warning	. Hwy. traffi	ic signals	B. Stop sign:	s 11. Other	(speci	ify)			se side for s and codes)	B. Wet C.Snow/Slush		
3. Standard FLS 6	Audible		9. Watchma	n 12. None					Code	D.Ice E. Sand,Mud,Dirt,	Oil Gravel	Code
Code(s) 01 03	3									F.Water (Standing	( Moving )	
35. Location of Warning 1. Both Sides			- 1	Crossing Warni	_				5 5 5 5 5	Illuminated by Stre	eet	
2. Side of Vehicle Approach			Joue	with Highway S	_				ode		_	Code
3. Opposite Side of Vehicle App 38. Highway 39. Highway User's Gi				1. Yes 2. No	_	Unknown	ighway Use	2		2. No 3, Unknows er (specify)	1	2
User's	ender 40.			uck by Second		1.11	. Went arou	nd the	gate 6. Wer	nt around/thru temp		de
Project Co.	Code				,0		Stopped a			es, see instructions nt thru the gate	)	Code
2. Female		1. Yes 2	No 3. Uni	known		_	Stopped o			cide/Attempted suic	ide	1
42. Driver Passed Standing		Code	43. View	of Track Obscu		,	ry obstruction	on)		Value Value and Artist		Code
Highway Vehicle  1, Yes 2, No 3, Unknown		2		1. Permanent					5. Vegetation	<ol> <li>Other (specify</li> <li>Not Obstructe</li> </ol>	•	8
1, 163 2, 140 0, Olikilowii	Killed		44. Driver	2. Standing ra	illoau	equipment	4. ropograp		45. Was Driver in the		id .	Code
Casualties to:	Killed	Injured		ed 2. Injured			2		1. Yes 2. No			1
46. Highway-Rail Crossing Users	0	1		ray Vehicle Pro	perty I	Damage	\$0			f Vehicle Occupants	5	
49. Railroad Employees	0	0		ollar damage) Number of Peo	ple on	Train	30	-	(including driver 51. Is a Rail Equipm			Code
52. Passengers on Train	0	0	1000	le passengers a	•		1		Incident Report			1 1
53a, Special Study Block	Video Ta	_	Yes [	7No		53b. Specia	I Study Blog	ck	1, Yes 2. No			
	Video Us	_	Yes	No		spoolu						
54. Narrative Description (Be s	pecific, and	continue o	n separate :	sheet if necess	ary)							
55. Typed Name and Title				56. Sig	natun	e			- AF	57. Date		
NOTE: This report is part of the report in any suit or action for damages or	orting railro	ad's accide	nt report pu	rsuant to the ad	cciden	nt reports stat	tute and, as	such s	shall not "be admitte	d as evidence or us	ed for any pu	urpose

DEPARTMENT OF TRANSPORTATION HIGHWAY-RAIL GRADE CROSSING OMB Approval No. 2130-0500 FEDERAL RAILROAD ADMINISTRATION (FRA) ACCIDENT/INCIDENT REPORT 1.Name of Reporting Rallroad 1a. Alphabetic Code 1b. Railroad Accident/Incident No. LN 097806402 Louisville And Nashville RR Co. [LN ] 2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident 2a. Alphabetic Code 2b. Railroad Accident/Incident No. 3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) 3a. Alphabetic Code 3b. Railroad Accident/Incident No. Louisville And Nashville RR Co. [LN ] 097806402 LN 4. U.S. DOT Grade Crossing ID No. 5. Date of Accident/Incident 6. Time of Accident/Incident 353708L AM PM 0 9 1978 10-15 7. Nearest Railroad Station 9. County 10. State Code Abbr. IL DANVILLE VERMILION 17 11. City (if in a city) 12. Highway Name or No. Public Private DANVILLE Highway User Involved Rail Equipment Involved 13. Type 17. Equipment 4. Car(s) (moving) A. Train pulling- RCL 5. Car(s) (standing) B. Train pushing- RCL 1 Train (units pulling) C. Truck-trailer F. Bus J. Other Motor Vehicle 6. Light loco(s) (moving) C. Train standing-RCL 2. Train (units pushing) 7. Light loco(s) (standing) D. EMU Locomotive(s) A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code Code (standing) 3. Train B. Truck E. Van H. Motorcycle M. Other (specify) E, DMU Locomotive(s) 1 A (specify) 18. Position of Car Unit in Train 14. Vehicle Speed 15. Direction (geographical) Code (est. mph at impact) 45 1. North 2. South 3. East 4. West 2 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 19. Circumstance Code Code 2. Stopped on Crossing 5. Blocked on crossing by gates 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2 3 3. Moving over crossing 20a. Was the highway user and/or rail equipment involved 20b. Was there a hazardous materials release by Code Code in the impact transporting hazardous materials? 1. Highway User 2, Rail Equipment 3, Both 4. Neither 1. Highway User 2. Rail Equipment 3. Both 4. Neither 20c. State here the name and quantity of the hazardous material released, if any 22. Visibility (single entry) 21. Temperature Code 23. Weather (single entry) Code (specify if minus) 70 °F 1. Dawn 2. Day 3. Dusk 4. Dark 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 24. Type of Equipment 1. Freight Train 5. Single Car 9. Maint./inspect, car D. EMU 25, Track Type Used by Rail 26, Track Number or Name Consist 2. Passenger Train-Pulling 6. Cut of cars A. Spec, MoW Equip. **Equipment Involved** (single entry) 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code MAIN 1. Main 2. Yard 3. Siding 4, Industry 1 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 1 27, FRA Track 31. Time Table Direction 28. Number of 30. Consist Speed (Recorded speed if available) 29. Number of Cars R. Recorded 1. North 3. East Class (1-9,X) Locomotive 1 35 mph F Estimated 2. South 4. West Units 32. Type of 33. Signaled Crossing Warning 34. Roadway Conditions 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing B. Wet C.Snow/Slush (See reverse side for 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) instructions and codes) Warning D.Ice 3. Standard FLS 6. Audible 9. Watchman 12. None Code Code E. Sand, Mud, Dirt, Oil, Gravel Code(s) F. Water (Standing, Moving) 36. Crossing Warning Interconnected 37. Crossing Illuminated by Street 35. Location of Warning Lights or Special Lights Both Sides
 Side of Vehicle Approach with Highway Signals Code Code Code 1. Yes 2, No 3. Unknown 1. Yes 2. No 3. Unknown 1 3. Opposite Side of Vehicle Approach 5. Other (specify) 38. Highway | 39. Highway User's Gender | 40. Highway User Went Behind or in Front of Train 41. Highway User 6. Went around/thru temporary barricade 1. Went around the gate and Struck or was Struck by Second Train Users (if yes, see instructions) 2. Stopped and then proceeded Age Code 1. Male Code Code 3. Did not stop 7. Went thru the gate 1. Yes 2. No 3. Unknown 2. Female 1 2 8. Suicide/Attempted suicide 4. Stopped on crossing 42. Driver Passed Standing Code 43. View of Track Obscured by (primary obstruction) Code Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Yes 2. No 3. Unknown 2 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8 Code Killed Injured 1. Yes 2. No Casualties to: 1. Killed 2. Injured 3. Uninjured 1 47. Highway Vehicle Property Damage 46. Highway-Rail Crossing Users 48. Total Number of Vehicle Occupants n n \$3,500 (including driver) (est. dollar damage) 49. Railroad Employees 51. Is a Rail Equipment Accident / Code 50. Total Number of People on Train 0 0 Incident Report Being Filed (include passengers and train crew) 2 52. Passengers on Train 0 0 1. Yes 2. No 53a. Special Study Block Video Taken? 53b. Special Study Block Video Used? 54, Narrative Description (Be specific, and continue on separate sheet if necessary)

55. Typed Name and Title | 56. Signature | 57. Date NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

DEPARTMENT OF TRANSPORTATION	HIGHWA	AY-RAIL GR	ADE CR	OSSING					
FEDERAL RAILROAD ADMINISTRATION (FRA)	ACCII	DENT/INCID	ENT RE	PORT			OMB A	pproval No. 213	0-0500
1.Name of Reporting Railroad			ta.	Alphabetic Co	ode		1b. Railn	oad Accident/Incide	nt No.
Louisville And Nashville RR Co. [LN ]				LN			10770	6402	
2.Name of Other Railroad or Other Entity Filling for Equipme	nt Involved in Train A	ccident/Incider	nt 2a.	Alphabetic C	ode		2b. Railro	oad Accident/Incide	nt No.
3. Name of Railroad or Other Entity Responsible for Track N	laintenance (single el	ntry)	3a.	Alphabetic C	ode		3b. Railre	oad Accident/Incide	nt No.
Louisville And Nashville RR Co. [LN ]  4. U.S. DOT Grade Crossing ID No.				N			10770	1000	
4, U.S. DOT Grade Crossing ID No.	1		5,1	Date of Accide	ent/Incide	ent year	6. Time o	of Accident/Incident	
	353708	BL			1 3	1977	12:15	AM 🗸	PM
7. Nearest Railroad Station	8. Subdivision		9.	County			10. State	)	Code
DANVILLE JCT				VERMILI	ON			Abbr. IL	17
11. City (if in a city)  DANVILLE	12. Highwa	y Name or No.						Public Pr	ivate
Highway User Involved			-		Rail E	quipment	Involved	1 40110 0 11	Wate
13. Type		17. Ed	quipment			(s) (moving	THE REAL PROPERTY.	Train pulling- RCL	
C. Truck-trailer F. Bus J. Other Moto	r Vehicle		1 Train	(units pulling)		(s) (standing		Train pushing- RCL	
A. Auto D. Pick-up truck G. School Bus K. Pedestrian		Code	2. Train	(units pushing,	,	nt loco(s) (n		Train standing- RCL EMU Locomotive(s)	
B. Truck E. Van H. Motorcycle M. Other (sp.	pecify)	м	3. Train	(standing)	7. Ligi 8. Oth	nt loco(s) (s er (specify	tonung)	DMU Locomotive(s)	1 1
14. Vehicle Speed (est. mph at impact) 15. Direction (geographical 1. North 2. South 3. East		Code 18. Po	sition of (	Car Unit in Tra		1	,		
16. Position 1. Stalled or stuck on crossing 4. Trapped on	crossing by traffic		rcumstan	ce					
O Channed on Ossa-is-	crossing by gates	Code			ighway u	ser 2. Rail e	equipment s	struck by highway us	Code
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?		Code 20b. V	Vas there	a hazardous	material	s release by			Code
1. Highway User 2. Rail Equipment 3. Both 4.	Veither	4	1. High	way User 2	2. Rail Ed	uipment 3	3. Both 4.	Neither	1
20c. State here the name and quantity of the hazardous mat	erial released, if any								
21. Temperature 22. Visibility (single entry)		Code 23. V	Veather	(single entry)					Code
(specify if minus) 40 °F 1. Dawn 2. Day 3. Dusk				Cloudy 3. Ra	ain 4 Fo	n 5 Sleet	6 Snow		3
24. Type of Equipment 1. Freight Train 5. Single			EMU	Oldddy O. 14	4.10	y 5. 5leet	O. GIIOW	İ	
Consist 2, Passenger Train-Pulling 6, Cut of	cars A. Spec. Mo	W Equip. E.	DMU	25. Track Typ Equipme		Prof. Systems Inc.	Code	26, Track Number	or Name
(single entry) 3. Commuter Train-Pulling 7. Yard/S 4. Work Train 8. Light k		r Train-Pushing r Train-Pushing		1. Main 2. Y	ard 3. S	iding 4. Indu	istry 1	SINGLE MAIN	٧
27. FRA Track 28. Number of 29. Number		Consist Speed		d speed if av	ailable)	Code	31. Time	Table Direction	Code
Class (1-9,X) Locomotive	500 S	R. Recorded				. 1	1. No	rth 3. East	1
2 Units 3	44   1	E. Estimated			15 mp			uth 4. West	2
32. Type of 1. Gates 4. Wig wags 7. C	rossbucks 10, Flagg	ed by crew	1	33. Signaled	Crossing	Warning	34. Roady A. Dry	vay Conditions	
2. Cantilever FLS 5 Hwy traffic signals 8 S		1.0		(See rever			B. Wet		
vvarrung	/atchman 12, None	1.7		instruction	s and co	des) Code	C.Snow/S D.Ice	lush	Code
Code(s) 03	1					Code		lud,Dirt,Oil,Gravel	1
35. Location of Warning	36. Crossing War	nina Interconn	ected		1:	37. Crossing		Standing, Moving )	
1. Both Sides 2. Side of Vehicle Approach Code	with Highway						Special Ligi	A 1 = 17 = 155	ı Code
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	1. Yes 2. N	o 3. Unknov	wn	3	ode	1. Yes	2. No 3. U	Inknown	
38.Hignway 39.Highway User's Gender 40. Highway User			41. Highw				r (specify		3
User's and Struck or	was Struck by Second		1. We	nt around the		<ol><li>Went</li></ol>	around/thr	u temporary barrica	de
Age 1. Male Code		Code	2, Sto	pped and the not stop	n procee		es, see instr t thru the ga		Code
2. Female 1. Yes 2. No	3. Unknown	2		pped on cross	sing		ide/Attempt		4
	<ol><li>View of Track Observed</li></ol>	cured by (	orimary of	bstruction)	-				Code
Highway Vehicle  1. Yes 2. No 3. Unknown 2	1. Permanen			assing Train			7. Other		1
44	2, Standing i	railroad equipm	nent 4. To	pography		ay Vehicles Driver in the		ostructed	8 Code
Casualties to: Killed Injured	1. Killed 2. Injured	3. Uninjured		3		es 2. No	- volitor f		2
46. Highway-Rail Crossing Users 0 47	. Highway Vehicle Pr	operty Damage	е		48. Tota	Number of	Vehicle Oc	cupants	

55. Typed Name and Title 56. Signature

Yes

Yes

(Be specific, and continue on separate sheet if necessary)

0

0

0

Video Taken?

Video Used?

57. Date

Code

2

49. Railroad Employees

52. Passengers on Train

53a. Special Study Block

54. Narrative Description

\$6,000

53b, Special Study Block

(including driver)

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No

(est. dollar damage)

No

50. Total Number of People on Train

(include passengers and train crew)

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in Downtown Danville

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

1. Reporting Railroad Involved in Train Accident/Incident 2. Other Railroad Involved in Train Accident/Incident 3. Railroad Responsible for Track Maintenance  Norfolk & Western Rwy Co. [NW ] 3. Railroad Responsible for Track Maintenance  Norfolk & Western Rwy Co. [NW ] 3. Railroad Responsible for Track Maintenance  Norfolk & Western Rwy Co. [NW ] 3. Ny 3. X190284014  4. U.S. DOT-AAR Grade Crossing ID No.  479864Y 5. Date of Accident/Incident 02/26/84 6. Time of Accident/Incident 11:12 AM  7. Nearest Railroad Station DANVILLE  12. Highway Name or No. 3RD ST    Public   Private
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co.   NW   3a. NW 3b. X190284014  4. U.S. DOT-AAR Grade Crossing ID No. 479864Y 5. Date of Accident/Incident 02/26/84 6. Time of Accident/Incident 11:12 AM  7. Nearest Railroad Station 9. County VERMILION 10. State Abbr. 17 IL.  11. City (if in a city) DANVILLE 12. Highway User Involved 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) 14. Vehicle Speed (set. mph at impact) 25 1. North 2. South 3. East 4. West 2 16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3 2. Rail Equipment involved 18. Position of Car Unit in Train (units pushing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) 15. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3 2. Rail Equipment struck highway user Code 19. Circumstance 1. Rail equipment struck highway user 2. Rail Equipment 3. Both 4. Neither 20c. State the name and quantity of the hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 20c. State the name and quantity of the hazardous material released, if any 21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 23. Weather (single entry) Code 24. Weather (single entry) Code 25. Weather (single entry) Code 26. Weather (single entry) Code 26. Weather (single entry) Code 27. Weather (single entry) Code 28. Weather (single entry) Code 29. Weather (single
4. U.S. DOT-AAR Grade Crossing ID No.  479864Y  5. Date of Accident/Incident 02/26/84  6. Time of Accident/Incident 11:12 AM  7. Nearest Railroad Station DANVILLE  11. City (if in a city) DANVILLE  12. Highway Name or No. 3RD ST  Highway User Involved  13. Type C. Truck-trailer F, Bus J. Other Motor Vehicle A, Auto D. Pick-up truck G, School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)  14. Vehicle Speed 15. Direction (geographical) (est. mph at impact) 25 1. North 2. South 3. East 4. West 2  16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3  20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment struck by highway user 2. Rail Equipment involved in the impact transporting hazardous materials released, if any  5. Date of Accident/Incident 02/26/84  6. Time of Accident/Incident 11:12 AM  10. State Vcode Abbr. 17   IL  11. City (if in a city) DANVILLE  12. Highway User on No. 3RD ST  VERMILION  14. Car(s) (moving) 8. Other (specify) A. Train pulling. RCL 9. Train (units pulling) 5. Car(s) (standing) 7. Light loco(s) (moving) 8. Train pulling. RCL 9. Train (units publing) 6. Light loco(s) (moving) 8. Train pulling. RCL 9. Train (units publing) 7. Light loco(s) (standing) 8. Other (specify) 8. Other (specif
7. Nearest Railroad Station DANVILLE 11. City (if in a city) DANVILLE 12. Highway Name or No. 3RD ST Highway User Involved 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) 14. Vehicle Speed (est. mph at impact) 15. Direction (geographical) 16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 19. Code 20b. Was there a hazardous materials released, if any  10. State don't in the impact transporting hazardous material released, if any  10. State don't in the impact involved in the impact transporting hazardous material released, if any  10. State don't in the impact involved in the impact transporting hazardous material released, if any  11. Tight loco(s) (moving) 12. Train (units pulling) 13. Train (units pulling) 14. Car(s) (moving) 15. Car(s) (moving) 15. Car(s) (moving) 15. Car(s) (moving) 16. Highway User (standing) 17. Light loco(s) (moving) 18. Position of Car Unit in Train  19. Circumstance 1. Rail equipment struck highway user Code 20b. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 21. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Highway User 3. Rail Equipment 3. Both 4. Neither 4. Highway User 3. Rail Equipment 3. Both 4. Neither 4. Highway User 3. Rail Equipment 3. Both 4. Neither 4. Highway User 3. Rail Equipment 3. Both 4. Neither 4. Highway User 3. Rail Equipment 3. Both 4. Neither 4. Highway User 3. Rail Equipment 3. Both 4. Neither 4. Highway User 3. Ra
DANVILLE  11. City (if in a city) DANVILLE  Highway User Involved  12. Highway Name or No. 3RD ST  Highway User Involved  13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)  14. Vehicle Speed (est. mph at impact) 25 1. North 2. South 3. East 4. West 2  15. Direction (geographical) (est. mph at impact) 2. Stapped on crossing 2. Stopped on Crossing 4. Trapped 2. Stopped on Crossing 4. Trapped 3 2. Rail Equipment struck by highway user and/or rail equipment involved in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neither  2. Temperature  2. Visibility (single entry)  Code 23. Weather (single entry)  Code 23. Weather (single entry)  Code 23. Weather (single entry)  Code 23. Weather (single entry)  Code 24. Car(s) (moving) 5. Car(s) (standing) 7. Light loco(s) (moving) 7. Light loco(s) (moving) 8. Other (specify) 8. Other (specify) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 7. Light loco(s) (st
Highway User Involved  13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)  14. Vehicle Speed (est. mph at impact)  15. In North 2. South 3. East 4. West  2 16. Position 1. Stalled on crossing 2. Stopped on Crossing 4. Trapped  20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neither  2. Train (units pulling) 5. Car(s) (standing) 6. Light loco(s) (moving) 8. Other (specify) A. Train pulling-RCL B. Train pushing-RCL B. Train pushing-RCL Code 18. Position of Car Unit in Train  18. Position of Car Unit in Train  Code 19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2. Rail equipment involved in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neither  2. Train (units pulling) 5. Car(s) (standing) 7. Light loco(s) (moving) 8. Other (specify) A. Train pulling-RCL B. Train pushing-RCL 1. Train (units pulling) 7. Light loco(s) (standing) 7. Li
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B. Train (units pushing) 5. Car(s) (standing) 5. Car(s) (standing) 6. Light loco(s) (moving) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 7. Light loco(s) (standing) 7. Light loco(s) (standing) 7. Light loco(s) (standing) 8. Other (specify) 1. North 2. South 3. East 4. West 2 1. North 2. South 3. East 4. West 2 1. North 2. South 3. East 4. West 2 1. North 2. Stopped on Crossing 4. Trapped 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3. Moving over crossing 3. Moving over crossing 4. Trapped 3. East 4. West 2. Rail equipment struck by highway user 2. Rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 2. Rail Equipment 3. Both 4. Neither 2. Rail Equipment 3. Both 4. Neither 2. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 24. Weather (single entry) Code 25. Weather (single entry) Code 25. Weather (single entry) Code 26. Code 26. Code 26. Code 26. Code 26. Code 27. Rail Equipment 3. Both 4. Neither 26. Code 27. Rail Equipment 3. Both 4. Neither 27. Rail Equipment 3. Both 4. Neither 27. Rail Equipment 3. Both 4. Neither 28. Rail Equipment 3. Both 4. Neither 29. R
A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)  1. Train (units pulling) 1. Light loco(s) (revorting) 1. Train (units pulling) 1. Train (units publing) 1. Light loco(s) (revorting) 1. Train (units publica) 1. Train (
A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)  14. Vehicle Speed (geographical) (gest mph at impact) 25 1. North 2. South 3. East 4. West 2 15. Direction (geographical) 16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 2. Stopped on Crossing 4. Trapped 2. Stopped on Crossing 4. Trapped 2. Stopped on Crossing 4. Trapped 2. Stopped on Crossing 4. Trapped 3. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 1. Rail equipment struck highway user 3. Rail equipment struck highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 3. Rail equipment struck by highway user 4. H. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Neither 3. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 1. It is pushing in pu
14. Vehicle Speed (est. mph at impact) 25 1. North 2. South 3. East 4. West 2 16. Position 1. Stalled on crossing 2. Stopped on Crossing 4. Trapped 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 20c. State the name and quantity of the hazardous material released, if any 21. Temperature 22. Visibility (single entry) 23. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 4. Position of Car Unit in Train 20de 19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2. Rail equipment struck by highway user 2. Code 19. Code 20b. Was there a hazardous materials release by 20b. Was there a hazardous materials release by 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 4. Position of Car Unit in Train 4. Position of Car Uni
(est. mph at Impact) 25 1. North 2. South 3. East 4. West 2 16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3 2. Rail equipment struck by highway user 2. Rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 20c. State the name and quantity of the hazardous material released, if any
2. Stopped on Crossing 4. Trapped 3 2. Rail equipment struck by highway user 2  20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 2  20c. State the name and quantity of the hazardous material released, if any  21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 20c. State the name and quantity of the hazardous material released, if any  21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code
in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neither 4  20c. State the name and quantity of the hazardous material released, if any  21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code
20c. State the name and quantity of the hazardous material released, if any 21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code
10 95
(specify if minus) 40 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved  (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code
3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   WESTBOUND MAIN
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code
Class Locomotive Cars R. Recorded  3 Units 2 100 E. Estimated 30 mph E 1. North 2. South 3. East 4. West 4
32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing 34. Whistle Ban Code
Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 1. Yes
Warning 3, Standard FLS 6, Audible 9, Watchman 12, None 2, No Code(s) 07 3, Unknown
Code(s) 07 3. Unknown  35. Location of Warning Code 36. Crossing Warning Interconnected Code 37. Crossing Illuminated by Street Code
1. Both Sides with Highway Signals Lights or Special Lights
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 1. Yes 2. No 3. Unknown
3. Opposite Side of Vehicle Approach 1. 165 2. No 3. Official Indiana 1. 165 2. No 3. Official Indi
Age Gender and Struck or was Struck by Second Train 1. Drove around or thru the gate 4. Stopped on crossing
1. Male 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3
42. Driver Passed Standing Code 43. View of Track Obscured by (primary obstruction) Code
Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)  1. Yes 2 No. 3 Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8
THE LINE COMMON
Casualties to: Killed Injured 44. Driver was Code 45. Was Driver in the Vehicle? Code 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 1. Yes 2. No 1
1. Killed 2. Injured 3. Uninjured 3 1. Yes 2. NO 1  47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users
46. Highway-Rail Crossing Users 0 (est. dollar damage) (include driver) 1
49. Railroad Employees 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Code
(include passengers and crew) Incident Report Being Filed
52. Passengers on Train U U 1. Yes 2. No 2  53a. Special Study Block 53b. Special Study Block
53. Special Study Block  54. Narrative Description
54. Natrauve Description
55. Typed Name and Title 56. Signature 57. Date

### **DEPARTMENT OF TRANSPORTATION**FEDERAL RAILROAD ADMINISTRATION (FRA)

New Of										
Name Of Alphabetic Code RR Accident/Incident No.  1. Reporting Railroad Norfalls & Wasters Page Co. INW. I										
Reporting Railroad     Other Railroad Involved in Trair	1 raident		Norfolk & V	Vestern	Rwy Co. [NW ]		1a. NW	1b. X19128301	15	
Other Railroad Involved in Train     Railroad Responsible for Track	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			-			2a.	2b.		
Railroad Responsible for Track     U.S. DOT-AAR Grade Crossing					Rwy Co. [NW ]		S Time of Assides	3b. X19128301		
	ID No.	4/:	9864Y		ate of Accident/Incident		6, Time of Acciden			
7. Nearest Railroad Station  DANVILLE			8. DI	Division		9. County	y MILION	10. State Abbr. 17	Code	
11. City (if in a city) DANVI	LLE		12. H	lighway I	Name or No. 3RD S		MILION		Private	
	y User Inv	volved	200000	· · · · · ·	Tame or		uipment Involved	V 1 20	Flivace	
13, Type C. Truck-trailer F. Bu		****	Motor Vehicle	Code	17. Equipment 1. Train (units pulli		•	her (specify)	Code	
A, Auto D. Pick-up truck G, Sc	chool Bus	K. Pedestr	trian	В	1. Train (units pulli 2. Train (units pusi	ing) 5. Car(s shing) 6. Light	s) (standing) A. 118 t loco(s) (moving) B. Tr	ain pulling-RCL ain pushing-RCL		
	otorcycle	M. Other			3. Train (standing)	) 7. Light	and the state of t	ain standing- RCL	1	
1 · · · · · · · · · · · · · · · · · · ·	Direction North 2. S	geograu) South 3. Eas		Code 2	18. Position of Car U	nit in Train	2			
16. Position 1. Stalled on crossing	g 3. M	loving over c		Code	19. Circumstance 1.	. Rail equipme	ent struck highway user		Code	
2. Stopped on Cross	sing 4. Tr	rapped	_	3	2.	Rail equipme	ent struck by highway user		2	
20a. Was the highway user and/or in the impact transporting has			ed	Code	20b. Was there a haz	zardous mate	rials release by		Code	
1. Highway User 2. Rail Ed	quipment	3. Both		4	1. Highway l	User 2. Rai	il Equipment 3. Both 4	I. Neither		
20c, State the name and quantity of	of the haza	ardous mate	rial released,	if any						
21, Temperature 22.	Visibility	(single entry	nr)	Code	23. Weather (single	c ontry)			Code	
c ∘c	****	. Day 3. Du		1 2	,		. Fog 5, Sleet 6, Snow	ſ	Code	
24. Type of Equipment	<b>D</b> 4,		A. Spec. MoV					T		
Consist 1. Freight train 4		ain 7, Yard/S	/Switching		Equipment Invol		Code 26.	. Track Number or I	Name	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   EASTBOUND MAIN										
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 EAST  27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction									Code	
Class Locomotive Cars R. Recorded									1	
3 Units	3			Estimate		nph E	1. North 2. South 3. E		3	
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5.	. Wig wags				lagged by crew other (specify)	33. Signa Warn		Whistle Ban  1. Yes	Code	
Warning 3. Standard FLS 6.			9. Watchman					2. No		
Code(s) 07								3. Unknown		
35, Location of Warning  1, Both Sides		U			Warning Interconnected way Signals	ed Code	37. Crossing Illuminate Lights or Special Li		Code	
2. Side of Vehicle Approach		1,	1			2			2	
3, Opposite Side of Vehicle App			1.		2. No 3. Unknown		1, Yes 2, No 3,	Unknown		
38. Driver's 39. Driver's Code Age Gender			nind or in Front as Struck by Se				nd or thru the gate 4. Stop	and an emesting	Code	
1. Male			No 3. Unknow		2 2.	. Stopped and	then proceeded 5. Other		1	
2. Female 42. Driver Passed Standing	Code	12 View C	of Track Obscu	and by	(primary obstruction	. Did not stop	<u> </u>	NE SE	4 Code	
Highway Vehicle	1	1. Perm	manent Structu	ture	3. Passing Train 5.	. Vegetation	7. Other (specify)		Code	
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad e	equipme			hicles 8. Not Obstructed		8	
Casualties to:	Killed	Injured	44. Driver w			Code	45. Was Driver in the Ve	hicle?	Code	
Oddudities to.	Kines	Mjureu			ured 3, Uninjured	3	1. Yes 2. No		2	
46. Highway-Rail Crossing Users	0	0	2 2		e Property Damage		48. Total Number of High	hway-Rail Crossing	Users	
(est. dollar damage) \$1,000 (include driver)								2		
49. Railroad Employees	0	0	0.000 0.000		of People on Train		Incident Report Being		Code	
52. Passengers on Train	0	0	(MISINES	passon	gers and creary		1. Yes 2. No		2	
53a, Special Study Block					53b. Special Study Blo	ock				
54. Narrative Description										
55. Typed Name and Title	Į,	56, Signatur	re					57, Date		
		70, O.g	ū					SI, Dale		

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.												
4 Panadira Palland											ent No.	
Other Railroad Involved in Train	Accident		Norfolk & V	vestern	Rwy Co. [NW ]	L		1a. N	W	1b. <b>D3</b> 060	16	
Railroad Responsible for Track										2		
U.S. DOT-AAR Grade Crossing	Manual -10				Rwy Co. [NW ]			3a. N		3b. <b>D3</b> 060		
Market State of the Control of the C	ID NO.	4/8	9864Y	5. Da	te of Accident/Incide	ent I	1/17/79	6. Time	of Accident/	ncident 0	7:30 P	M
7. Nearest Railroad Station  DANVILLE			8. Di	vision			9. County VERN	<b>ILION</b>		10. State Abbr.	17	Code
11. City (if in a city) DANVI	LLE		12. Hi	ghway N	Name or No. 3RD	ST				✓ Public	Pr	ivate
Highwa	y User Inv	olved	•				Rail Equ	ipment Involve	d			
13. Type C. Truck-trailer F. Bu A. Auto D. Pick-up truck G. Sc			otor Vehicle	Code	1. Train (units p	oulling)	4. Car(s 5. Car(s	) (moving) ) (standing)		n pulling- RO	CL	Code
	torcycle			A	2. Train (units p 3. Train (standii			loco(s) (movi		n pushing- F n standing- l		1
11111	irection	(geograp		Code	18. Position of Car				-			
		South 3. Eas		4					49			
16. Position 1, Stalled on crossing 2. Stopped on Cross		oving over c	rossing	Code	19. Circumstance			nt struck highy nt struck by hig			1	Code
20a. Was the highway user and/or			ed	Code	20b. Was there a h							2 Code
in the impact transporting haz			0.22.22	1							1	oouo
1. Highway User 2. Rail Ed				4	1. Highwa	ay Use	r 2. Rail	Equipment	3. Both 4.	Neither		
20c. State the name and quantity of	n me naza	ardous mate	riai released,	ir any								
21, Temperature 22.	Visibility	(single entry	1)	Code	23. Weather (sin	ngle en	ntry)					Code
(specify if minus) 40 °F 1.	Dawn 2	Day 3. Du	ısk 4. Dark	4	1. Clear 2. Clo	oudy 3	3. Rain 4.	Fog 5. Sleet	6. Snow			1
24. Type of Equipment			A. Spec. MoV	N Equip	25. Track Type U:	Jsed by	y Rail		Code 26.	Frack Numb	er or Na	ame
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   WESTBOUND MAIN												
										Code		
Class Locomotive Cars R. Recorded S. House S. Locomotive Cars R. Recorded S. Locomotive Cars R. Recorded S. Locomotive R. Recorded S. Locomotive Cars R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded S. Locomotive R. Recorded R. Locomotive R. Recorded R. Recorded R. Locomotive R. Recorded R. Recorded R. Locomotive R. Recorded R.												
	. Wig wag				agged by crew	1	33. Signa	led Crossing	34. V	Vhistle Ban	-	Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6		_	8. Stop signs 9. Watchman		5 64		Warn	ing		Yes		
Code(s) 07	Addible		9. VVatCililan	12, 14	one					. No . Unknown	1	
35, Location of Warning		C	ode 36. Cr	ossing \	Warning Interconnect	cted	Code	37. Crossin	g Illuminated			Code
1. Both Sides			w	ith High	way Signals	. 1			or Special Lig			
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	roach	1	1 1.	Yes 2	. No 3. Unknown		2	1. Yes	2. No 3. U	nknown	1	2
38. Driver's 39. Driver's Code		r Drove Behi	ind or in Front	t of Train	Code 41.	. Drive	er					Code
Age Gender	STATE OF STREET		s Struck by S					d or thru the g	ate 4. Stopp	ed on crossi	ng	0000
1. Male 2. Female		1. Yes 2. N	lo 3. Unknov	٧n	2		2000	then proceed	ed 5. Other	(specify)	1	3
42. Driver Passed Standing	Code	43. View of	f Track Obscu	red by	(primary obstru		id not stop					Code
Highway Vehicle	1		nanent Structu		3. Passing Train	n 5. Ve	egetation		(specify)		1	5000,0000
1. Yes 2. No 3. Unknown	2	2, Stan	ding railroad e	equipme	ent 4. Topography	6. Hi	ghway Vel	nicles 8, Not C	Obstructed			8
Casualties to:	Killed	Injured	44. Driver v		ured 3. Uninjured	Cod		45. Was Driv 1, Yes 2	er in the Veh	icle?	1	Code
						2				vov Boil Cro	ooina I	l laora
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) \$300 (include driver) I									Jsers			
49. Railroad Employees	0	0			f People on Train			51. Is a Rail				Code
52. Passengers on Train	0	0	(include	passen	gers and crew)			1. Yes	Report Being 2. No	Filea	1	2
53a. Special Study Block					53b, Special Study	y Block	k					
54. Narrative Description												
55. Typed Name and Title		56. Signatur	re							57. Date		
										1		

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
1. Reporting Railroad Norfolk & Western Rwy Co. [NW ] 1a. NW 1b. B9306  2. Other Railroad Involved in Train Accident/Incident 2a. 2b.											
2. Other Railroad Involved in Train A	ccident/l	ncident						2a.		2b.	
3. Railroad Responsible for Track Ma	aintenan	ce N	orfolk & W	estern	Rwy Co. [NW	V 1		3a. NW	7	3b. <b>B9306</b>	
4. U.S. DOT-AAR Grade Crossing ID	No.	479	864Y	5. Dat	te of Accident/Inc	cident	05/12/77	6. Time o	of Accident/I	ncident 08:15	PM
7. Nearest Railroad Station  DANVILLE			8. Div	vision			9. County VERM	ILION		10. State Abbr. 1	Code 7 IL
11. City (if in a city) DANVILI	LE		12. Hig	ghway N	lame or No. E	AST TI	HIRD STI	REET		✓ Public	Private
Highway U	Jser Invo	olved				316	Rail Equi	ipment Involved			
13. Type C. Truck-trailer F. Bus		J. Other Mc	otor Vehicle	Code	17. Equipment 1. Train (uni	to pulling	4. Car(s	) (moving)	8. Othe	r (specify) pulling-RCL	Code
A. Auto D. Pick-up truck G. Scho	ool Bus	K. Pedestri	an	A				loco(s) (moving		pushing-RCL	1
	rcycle	M. Other (			3. Train (sta			loco(s) (standir	ng) C. Train	standing- RCL	<u> </u>
14. Vehicle Speed 15. Dire (est. mph at impact) 30 1. No		<i>(geograpi</i> outh 3. East	•	Code 3	18. Position of	Car Unit	in Irain		1		
16. Position 1. Stalled on crossing		oving over cr		Code	19. Circumstan	ice 1. R	ail equipme	nt struck highwa	ay user		Code
2. Stopped on Crossing		-1,1		3				nt struck by high	nway user		2
20a. Was the highway user and/or ra in the impact transporting hazar	7		d	Code	20b. Was there	a hazar	dous mater	rials release by			Code
1. Highway User 2. Rail Equi			1. Neither	4	1. High	hway Us	er 2. Rail	Equipment 3	3. Both 4.	Neither	
20c. State the name and quantity of t	the haza	rdous mater	ial released, i	if any							
04 7	- that it is a	(single entry)		0-4-	1 00 10/	(-il	-4-4				Code
50 °F		Day 3. Dus		Code	23. Weather			Fog 5. Sleet	6 Snow		l 1
24. Type of Equipment	awii Z.		A. Spec. MoV						1	Frank Number of	Alama
	Work tra	in 7. Yard/S		v Equip	25. Track Type Equipmen			,	Code   26.7	Frack Number or	Name
	(single entry) 2. Passenger train 5. Single car 8. Light loco(s)  3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   TRACK  27. ERA Track   28. Number of   30. Consist Speed (Recorded if available)   Code   31. Time Table Direction   Code   22. Number of   33. Consist Speed (Recorded if available)   Code   34. Time Table Direction   Code   34. Time Table Dir										
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code										Code	
Class Locomotive	e 2	Cars		Recorde Estimate	_	2 mp	h   E	1, North 2, 5	South 3 Fa	st 4 West	3
	Nig wags				lagged by crew	ШР		led Crossing		/histle Ban	Code
Crossing 2. Cantilever FLS 5. F		-	and the second s		0.0		Warn	ning	1	Yes	
Warning 3. Standard FLS 6. A	Audible	9	. Watchman	12. N	one		-			No Unknown	1
Code(s) 07 35, Location of Warning			ode 36. Cr	rossina \	Warning Intercor	nnected	Code	37, Crossing		Committee even	Code
1. Both Sides		· ·			way Signals			and a supplied of the contract of	Special Lig	The state of the s	5565
2. Side of Vehicle Approach		1	1	Ves 2	. No 3. Unkno	wn	2	1 Yes	2. No 3. U	nknown	3
3. Opposite Side of Vehicle Appro		Denve Dahi	nd or in Front			41. Driv		1, 103	2.140 0.0	TIMIO III	Code
Age Gender			s Struck by S			and the second		d or thru the ga	te 4. Stopp	ed on crossing	Code
1. Male	•	1. Yes 2. N	o 3. Unknov	wn	2		The second second	then proceede	d 5. Other	(specify)	3
2. Female 42. Driver Passed Standing	Code	43 View of	Track Obscu	red by	(primary ob		old not stop				Code
Highway Vehicle	Code	respects represent the	anent Structu		3. Passing T		200	7. Other	(specify)		1
1. Yes 2. No 3. Unknown	3	2. Stand	ding railroad	equipme	ent 4. Topograpi	hy 6. F	lighway Vel	hicles 8. Not O	bstructed		8
Conversion to	Killed	Injured	44. Driver v	vas		C	ode	45. Was Drive		icle?	Code
Casualties to:	Killeu	injurea	1. Kille	d 2. Inj	ured 3. Uninjur	ed 2	2	1. Yes 2.	No		1
46. Highway-Rail Crossing Users 0 2 47. Highway Vehicle Property Damage (est. dollar damage) \$300 (include driver) 2											
49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident /								Code			
	0	0			ngers and crew)			Incident R 1. Yes 2	eport Being	Filed	2
53a. Special Study Block					53b. Special S	tudy Bloc	ck	1. 100 2	. 110		<u> </u>
54. Narrative Description											
55. Typed Name and Title		56. Signatur	е							57. Date	

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
1. Reporting Railroad		7	Norfolk Sc	outhern (	Corp. INS I			1a. NS		1b. 015288	
2. Other Railroad Involved in Train	Accident	/Incident						2a.		2b.	
3. Railroad Responsible for Track	Maintena	nce N	orfolk So	outhern C	Corp. INS I			3a, NS		3b. 015288	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9863S	5. Da	te of Accident/Inc	ident	01/10/04	6. Time of Ac	cident/l	ncident 08:20	6 PM
7. Nearest Railroad Station  DANVILLE				Division	S		9. County VERM	<b>MILION</b>		10. State Abbr. 1	Code 7   IL
11. City (if in a city) DANVI	LLE		12.	Highway N	Name or No. S.	ST				✓ Public	Private
Highwa	y User inv	olved					Rail Equi	ipment Involved			
13, Type C. Truck-trailer F. Bu	s	J. Other M	lotor Vehicle	e Code	17. Equipment 1. Train (units	e nulling	4. Car(s	) (moving)	8. Othe	er (specify) n pulling- RCL	Code
A. Auto D. Pick-up truck G. Sc				E	2. Train (units	s pushir	ng) 6. Light	loco(s) (moving)	B. Train	n pushing- RCL	
	otorcycle Direction	M. Other		Code	3. Train (star 18. Position of 0			loco(s) (standing)	C, Train	n standing- RCL	
St. Control Section Control		South 3, Eas			TO. T OGIZOTT OF C	Jul Offic	in Han	1			
16. Position 1. Stalled on crossin	-	loving over c	crossing	Code   3	19. Circumstano		ACCOUNTS OF THE CONTRACT OF THE	nt struck highway us			Code
Stopped on Cross     20a, Was the highway user and/or			ed	Code	20b, Was there			nt struck by highway rials release bv	user		Code
in the impact transporting haz	ardous m	naterials?		1							1 4
1. Highway User 2. Rail Ed				4	1. High	way Use	er 2. Rail	Equipment 3, Bo	th 4.	Neither	
20c, State the name and quantity of	or the naza	ardous mate	riai release	d, if any							
21, Temperature 22.	Visibility	(single entry	v)	Code	23. Weather (	single e	entry)				Code
(specify if minus) 29 °F 1.	Dawn 2	Day 3. Du	ısk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet 6. S	now		1
24. Type of Equipment	I Mark to	nin 7 Voed/	A. Spec. N	NoW Equip				Code	26.	Track Number o	r Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code											
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1 1. Main 2. Yard 3. Siding 4. Industry 1 NO. 2 MAINLINE											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomot	ive	Cars	00	R. Recorde E. Estimate		mp	h E	1. North 2. South	h 3. Ea	st 4. West	4
32. Type of 1. Gates 4	. Wig wag	JS.			agged by crew			led Crossing		Vhistle Ban	Code
Crossing 2. Cantilever FLS 5 Warning 3, Standard FLS 6		_	<ol> <li>Stop sign</li> <li>Watchma</li> </ol>		and the second s		Warn	ing		Yes	
Code(s) 01	, Addibit	T	J. Waterini	411 12.14	UIIC		20 sec w	varn min (1);		. No . Unknown	2
35, Location of Warning		Ċ	code 36.	Crossing \	Naming Intercon	nected	Code	37. Crossing Illur	minated	by Street	Code
Both Sides     Side of Vehicle Approach		1		with High	way Signals		Î.	Lights or Spe	cial Lig	hts	
Side of Verlide Approach     Side of Verlide Approach     Side of Verlide Approach	oroach	1	ı	1. Yes 2	. No 3. Unknow	/n	1	1. Yes 2. N	o 3. U	nknown	1
38. Driver's 39. Driver's Code	1.0	r Drove Beh				41. Driv	er				Code
Age Gender	and	Struck or wa 1. Yes 2. N	The second second second		1 1			d or thru the gate 4 then proceeded 5			
68 2 Female 1		1, 163 2.10	10 3, Oliki	nown	2		oid not stop	And the control of th	, Oulei	(Specify)	1
42. Driver Passed Standing	Code	43. View o			(primary obs		-	7.04			Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Stru ding railroa		<ol> <li>Passing Transition</li> <li>Topography</li> </ol>			7. Other (sp nicles 8. Not Obstru			8
			44. Drive	er was		Cr	ode	45. Was Driver in t	he Vehi	ide?	Code
Casualties to:	Killed	Injured	1. Ki	illed 2. Inju	ured 3. Uninjure			1. Yes 2. No			1 1
47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users											
46. Highway-Rail Crossing Users 0 (est. dollar damage) (include driver) 1											
49. Railroad Employees	0	0			f People on Train	١.		51. Is a Rail Equip			Code
52, Passengers on Train			(inclu	ide passen	gers and crew)	2		1. Yes 2. No	Locing	riicu	2
53a. Special Study Block					53b. Special Stu	udy Bloc	ck				
54. Narrative Description											
55. Typed Name and Title		56. Signatur	re							57. Date	
Typou mante and 1100		co, oignatui								Jr. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphabetic Co	de RR Accident/In	cident No
1. Reporting Railroad Norfolk Southern Corp. [NS ] 1a. NS 1b. 005286										oldoni ito
2. Other Railroad Involved in Trail	n Accident			Cournelli	corp. [NO ]		-	2a.	2b. 005286	
3. Railroad Responsible for Track	Maintena	nce	Norfolk	Southern	Corp. [NS ]			3a. NS	3b. 005286	
4. U.S. DOT-AAR Grade Crossing	ID No.		9863		ate of Accident/Ir	ncident	04/23/01		dent/Incident 10:0:	5 AM
7. Nearest Railroad Station DANVILLE				8. Division	6		9. Count	у	10. State	Code
11. City (if in a city) DANV	ILE			ILLINOI	Name or No.	CTDE		MILION	Abbr. 1	7 IL
	y User Inv	volved		12. Tilgilway	I I I I I I I I I I I I I I I I I I I	. SIKE		dans at level and	V Fuone	Jrnvate
42 Tues				Code	17. Equipmen	t		uipment Involved	Other (specify)	Code
A. Auto D. Pick-up truck G. So		J. Other N K. Pedesi		nicle I	1. Train (un	its pulling	g) 5. Car(	s) (standing) A.	Train pulling- RCL	. Code
B. Truck E. Van H. M.	otorcycle			) A	3. Train (sta				Train pushing- RCL Train standing- RCL	1
	Direction	(geogra		Code	18. Position of	Car Uni	t in Train	•		
(est. mph at impact) 6 1. 16. Position 1. Stalled on crossin		South 3, Ea		est 3	10 Circumsta	nce 1 D	ail equipme	1 ent struck highway user		Code
2. Stopped on Cross	sing 4. To	rapped		3	19. Circuitsta		200	ent struck highway user ent struck by highway us		l 1
20a. Was the highway user and/or			ed	Code	20b. Was then			rials release by		Code
in the impact transporting ha 1. Highway User 2. Rail E			4. Neith	er 4	1. Hig	hway Us	er 2. Ra	il Equipment 3. Both	4 Neither	4
20c. State the name and quantity									i. Heldler	1
								-		
	Visibility	(single entr	ry)	Code	23. Weather	(single e	entry)			Code
(specify if fillings) 55 1.	Dawn 2	. Day 3. D			-	. Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sno	w	2
24. Type of Equipment  Consist 1. Freight train	4 Work tra	ain 7 Vard/		. MoW Equip			2.5	Code	26. Track Number of	Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code EASTBOUNT										
3. Commuter train 6. Cut of cars 9. Main./inspect. car   1 1. Main 2. Yard 3. Siding 4. Industry 1 MAII										
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction									tion	Code
Class Locomotive Cars R. Recorded  3 Units 2 53 E. Estimated 24 mph E 1, North 2, South 3, East 4, West 3										3
32. Type of 1. Gates 4	. Wig wag	ıs	7. Cross	bucks 10. F	lagged by crew	т	33, Signa	aled Crossing	34, Whistle Ban	Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6		mic signals	9. Watch		1010 000		Warr	ning	1, Yes 2, No	
Code(s) 01 03	04	1 (	06				20 sec v	varn min (1);	3. Unknown	2
35. Location of Warning		(	Code 3	_	Warning Interco	nnected	Code	37. Crossing Illumin		Code
Both Sides     Side of Vehicle Approach		Ĩ		with High	way Signals		1	Lights or Specia	Il Lights	
Opposite Side of Vehicle Ap	proach		1	1. Yes 2	2. No 3. Unkno	wn	2	1, Yes 2, No	3. Unknown	2
38. Driver's 39. Driver's Code				Front of Trai		41. Driv				Code
Age Gender	1	Struck or wa 1. Yes 2. N		by Second 1	Frain			nd or thru the gate 4. S		
50 2 Female 1		1, 103 2,1	3.0	IIKIIOWII	2		olopped and	then proceeded 5. C	лиег (ѕреспу)	1
42. Driver Passed Standing	Code			Obscured by	(primary of					Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		manent S nding railr		<ol> <li>Passing T ent 4. Topograp</li> </ol>			7. Other (spec hicles 8. Not Obstructe	<i>ify)</i> :d	8
				iver was			ode	45. Was Driver in the		Code
Casualties to:	Killed	Injured	1.50		ured 3. Uninjur			1. Yes 2. No	venior:	1
					e Property Dam	3	•	48. Total Number of H	Highway-Rail Crossin	n Heere
46. Highway-Rail Crossing Users 0 (est. dollar damage) 50 (include driver)								1	9 000.0	
49. Railroad Employees	0	0	50. To	tal Number o	of People on Train	_		51. Is a Rail Equipme	nt Accident /	Code
52. Passengers on Train	0	0	(in	clude passer	gers and crew)	2		Incident Report Be 1. Yes 2. No	eing Filed	2
53a. Special Study Block	l				53b, Special S	tudy Bloc	:k			
54. Narrative Description										
55. Typed Name and Title		56. Signatu	re						57. Date	

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.												
1. Reporting Railroad Norfolk Southern Corp. [NS ] 1a. NS 1b. 005181											ent no.	
Other Railroad Involved in Train	Accident	The state of the s	NOTIOIK SOI	itnern (	.orp. INS			2a.		2b. 00518		
Railroad Responsible for Track			Jawfall, Ca.	thoun C	Corn INC 1			3a. NS		3b. 00518		
4. U.S. DOT-AAR Grade Crossing			9863S		te of Accident/Inc	cident	04/13/01	6. Time of Acc	ident/l			M
7. Nearest Railroad Station	15 110.	4/3			- Control Control		1		1		J3.13 A	1304 107
DANVILLE			13000	Division LINOIS			9. County	<b>IILION</b>		10. State Abbr.	17	Code
11. City (if in a city) DANVI	LLE				Name or No. S.	STRE		ILLIOIV		✓ Public		rivate
	y User Inv	olved				01111		ipment Involved				
13. Type C. Truck-trailer F. Bu			lotor Vehicle	Code	17. Equipment 1. Train (unit	n sebuar	<u> </u>	<u> </u>	3. Othe	er (spe	ecify)	Code
A. Auto D. Pick-up truck G. Sc				1				) (standing) A loco(s) (moving) E		n pulling-R n pushing-		
	torcycle			D	3. Train (star	nding)	7. Light	loco(s) (standing)				1
	Direction	(geograp		Code	18. Position of 0	Car Uni	t in Train	73	2			
(est. mph at impact) 20 1. No. 16. Position 1. Stalled on crossing		oving over c		3 Code	19 Circumstan	ce 1 R	Pail equinme	nt struck highway use				Code
2. Stopped on Cross	-		ii Ossii ig	3	15. Oll Cullistati			nt struck by highway				2
20a. Was the highway user and/or	950 (050		ed	Code	20b. Was there	a haza	rdous mater	rials release by				Code
in the impact transporting haz 1. Highway User 2. Rail Ed			4 Neither	4	1. High	way Us	ser 2.Rail	Equipment 3. Bot	h 4.	Neither		4
20c. State the name and quantity of												
, ,												
ATTENDED OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PR	Visibility	(single entry	y)	Code	23. Weather	(single	entry)					Code
(specify if minus) 45 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	] 4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sn	ow			1
24. Type of Equipment			A. Spec. Mo	W Equip	25. Track Type	e Used	by Rail	Code	26.	Track Numl	ber or N	ame
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		ain 7. Yard/§ ear 8 Liochtl	_	Code	Equipment	t Involve	ed		E	ASTBOU	ND	
	3. Commuter train 6. Cut of cars 9. Main.finspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE											
27. FRA Track 28. Number	The state of the s											
Class Locomotive Cars R. Recorded												
	. Wig wag				lagged by crew	mp.		led Crossing		Vhistle Ban		Code
Crossing 2. Cantilever FLS 5							Warn		2 22 22	. Yes		0000
Warning 3. Standard FLS 6	. Audible		9, Watchma	n 12. N	one		1	-		. No	1	2
Code(s) 07										Unknown		
35. Location of Warning 1. Both Sides		C	S. 948836		Warning Intercon way Signals	inected	Code	37. Crossing Illum Lights or Spec				Code
2. Side of Vehicle Approach		1 :					2		_		1	1
Opposite Side of Vehicle Apple	proach			1. Yes 2	. No 3. Unknov	wn		1, Yes 2, No	3. U	Jnknown		
38. Driver's 39. Driver's Code Age Gender	A. (100 pt ) 100 pt 100	r Drove Beh			400	41. Driv		d ar that the eate of	Ctoon	od on oron	alaa.	Code
1 Male I	1	Struck or wa 1. Yes 2. N						d or thru the gate 4. I then proceeded 5.				_
34 2. Female 1					2		Did not stop	and the same of th				3
42. Driver Passed Standing	Code	43. View o			(primary ob			7.04 (	:6.3			Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Struc iding railroad		<ol> <li>Passing Tr ent 4, Topograph</li> </ol>			7. Other (spenicles 8, Not Obstruct			1	8
1. 100 E. NO O, OHAHOM			44. Driver				ode	45. Was Driver in th		icle?		Code
Casualties to:	Killed	Injured			ured 3. Uninjure	. 1	2	1, Yes 2, No	10 1011		1	
			47 Highw	av Vehic	e Property Dama		2	48. Total Number o	f High	way-Rail Cr	rossing	llsers
46. Highway-Rail Crossing Users 0 1 (est. dollar damage) \$0 (include driver) 1									Oscis			
49. Railroad Employees	0	0	•		of People on Train	-		51. Is a Rail Equipn	nent A	ccident /		Code
	0	0			gers and crew)	1	2	Incident Report	Being	Filed	1	
52. Passengers on Train	U	0						1. Yes 2. No				2
53a, Special Study Block					53b. Special St	udy Blo	ck					
54. Narrative Description	Narrative Description											
												_
55, Typed Name and Title		56. Signatui	re							57. Date		
These trains and the		-5. Oignatu								., 540		

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
Name Of     Alphabetic Code     RR Accident/Incident No.       1. Reporting Railroad     Norfolk & Western Rwy Co. [NW ]     1a. NW     1b. 080580											
			orfolk & W	Vestern	Rwy Co. [NW				<i>N</i>		
2. Other Railroad Involved in Train	ALL COMMENTS OF	10.500001.19-00.7.10						2a.		2b.	
Railroad Responsible for Track I					Rwy Co. [NW			3a. N		3b. 080580	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	863S	5. Da	te of Accident/Inc	ident 1	12/02/93	6. Time	of Accident	/Incident 02:05	AM
7. Nearest Railroad Station  DANVILLE			8. Di	vision			9. County VERM	ILION		10. State Abbr. 11	Code 7 IL
11. City (if in a city) DANVII	LLE		12. Hi	ghway N	Name or No. S(	OUTH S	ST.			✓ Public	Private
Highway	/ User Inv	olved					Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bus	s	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (unit		4. Car(s	) (moving)	B. Ott		Code
A. Auto D. Pick-up truck G. Sc				1 24	2. Train (unit	s pulling, s pushin	g) 6. Light	) (standing) loco(s) <i>(movii</i>		ain pulling- RCL ain pushing- RCL	1
	torcycle	M. Other (		M	3. Train (star	nding)	7. Light	loco(s) (stand		ain standing- RCL	1
	irection	(geograp	8-8	Code	18. Position of 0	Car Unit	in Train		1		
(est. mph at impact) 6 1. N		outh 3, East oving over cr		4 Code	19. Circumstan	co 1 Po	ail equipme	nt etruck highy	Vav liser		Code
2. Stopped on Crossi	2007 117795		ussing	3	19. Circumstant			nt struck by high			1 1
20a. Was the highway user and/or			d	Code	20b. Was there						Code
in the impact transporting haz			4 N1-246	4	1 Uigh	wou Hee	ar 2 Pail	Equipment	3 Roth A	Neither	1
Highway User 2. Rail Ed  20c. State the name and quantity of	_				r. rigit	way Use	2. Rail	Equipment	J. Boui 4	, Iveluiei	
200. State the hame and quantity of	i ule naza	ildous mater	iai reieaseu,	ii aiiy							
21. Temperature 22.	Visibility	(single entry	)	Code	23. Weather	single e	ntry)				Code
(specify if minus) 46 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6, Snow		3
24. Type of Equipment		-	A. Spec, Mol	W Equip					-	. Track Number or	Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code											
3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   WESTBOUND MAIN  27. FRA Track   28. Number of   29. Number of   30. Consist Speed (Recorded if available)   Code   31. Time Table Direction   Code											
27, FRA Track 28, Number of Class Locomot		29. Number Cars		nsist Sp Records	The same of the sa	availabl	e) Code	31. Time Tab	ole Direction	1	Code .
3 Units	2			Estimate		mpl	n E	1. North 2.	South 3, E	ast 4. West	4
32. Type of 1. Gates 4.	. Wig wag	s 7	7. Crossbuck	s 10.F	lagged by crew		33. Signa	led Crossing	34.	Whistle Ban	Code
Crossing 2. Cantilever FLS 5.		_					Warr	ning	- 1	1, Yes	
Warning 3. Standard FLS 6	. Audible	1 9	9. Watchman	12, N	one		20 sec v	varn min (1):		2. No 3. Unknown	1
Code(s) 01 35. Location of Warning			ode 36. C	rossina	Warning Intercon	nected	Code			ed by Street	Code
1. Both Sides		·		econe was a first	way Signals		oodc	Constant or or	or Special L		5545
2, Side of Vehicle Approach		1		V (	a Na - a Haliaan		2	1 Van	2. No 3.	Hakaawa	1 1
Opposite Side of Vehicle Apple	Tona car a				2, No 3, Unknov		<u> </u>	1, 165	2, 110 3,	Ulkliowii	
38. Driver's 39. Driver's Code Age Gender			ind or in Fron s Struck by S		A.C	41. Drive		d or thru the o	ate 4 Stor	ped on crossing	Code
Age Gender	2000		o 3. Unkno		1 1			then proceed			1 .
2. Female					2	3. D	id not stop				1
42. Driver Passed Standing	Code		Track Obsc				F-12	7.0%			Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2	1. Perm 2. Stand	nanent Struct ding railroad	ure eauipme	<ol> <li>Passing Trent 4. Topograph</li> </ol>	rain 5. V ny 6. H	egetation lighway Ve		r <i>(specify)</i> Obstructed	,	8
1. 165 2. NO 3. UIKIOWII							ode	45. Was Driv		abiolo?	Code
Casualties to:	Killed	Injured	44. Driver		jured 3. Uninjure	. 1		1. Yes		silide?	1 .
										D-11 01-	1
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (include driver) 1											
	-					_	0	51. Is a Rail		Accident /	Code
49, Railroad Employees	0	0			of People on Trainingers and crew)	n I			Report Bein		. Code
52. Passengers on Train	0	0	(III)CIUGE	e passei	ngers and crewy			1. Yes			2
53a. Special Study Block	•				53b. Special St	udy Bloc	k				
54. Narrative Description											
l											
55. Typed Name and Title		56, Signatur	e							57. Date	

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
1. Reporting Railroad Norfolk & Western Rwy Co.  NW   1a. NW 1b. X190986013											
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track	Maintenan	ice N	lorfolk & V		Rwy Co. JNW			3a. N	W	3b. X1909860	113
4, U.S. DOT-AAR Grade Crossing	ID No.	479	9863S	5. Da	te of Accident/Inc	cident (	09/28/86	6. Time	of Accider	nt/Incident 12:4	) AM
7. Nearest Railroad Station  DANVILLE			8. D	ivision			9. County VERM	IILION		10. State Abbr.	Code 7 IL
11. City (if in a city) DANVI	LLE		12. H	ighway N	Name or No. Se	OUTH	ST			Public	Private
Highway	User Inv	olved					Rail Equip	oment involve	ed .		
13. Type C. Truck-trailer F. Bu	3	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (unit	to mulling	4. Car(s)	(moving)	B, Q	ther (specify) ain pulling- RCL	Code
A. Auto D. Pick-up truck G. Sc	hool Bus	K. Pedestr	rian	A	2. Train (uni				ing) B. Tr	ain pushing-RCL	
	torcycle irection	M. Other (geographics)			3, Train (sta			oco(s) (stand	ding) C. Ti	rain standing- RCL	<u>.                                    </u>
110 120000 20000			st 4. West	Code 3	18. Position of	Car Unit	in Irain		1		
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstan						Code
Stopped on Cross     20a. Was the highway user and/or			-d	2	20b. Was there			it struck by hi			1
in the impact transporting haz			su	Code	ZUD. VVAS LIETE	a IIazai	dous materi	als release by	,		Code
1. Highway User 2. Rail Ed	uipment	3. Both	4. Neither	4	1. High	hway Use	er 2, Rail	Equipment	3. Both	4, Neither	
20c. State the name and quantity of	f the haza	irdous mate	rial released,	if any							
21. Temperature 22.	Visibility	(single entr	v)	Code	23. Weather	(single e	ntry)				Code
(specify if minus) 75 °F 1.	Dawn 2,	Day 3. Du	ısk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment			A. Spec. Mo	W Equip	25. Track Typ	e Used b	y Rail		Code 26	6. Track Number o	r Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/s		Code	Equipmen	t Involve	d		.	WESTBOUND	n e
	3. Commuter train 6, Cut of cars 9, Main,/inspect, car 1 1, Main 2, Yard 3, Siding 4, Industry 1 MAINLINE										
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomot	Class Locomotive Cars R. Recorded										
- Office	. Wig wag				lagged by crew	- Inpi		ed Crossing		. Whistle Ban	Code
Crossing 2. Cantilever FLS 5	. Hwy. traf	fic signals	8. Stop signs	11.0	ther (specify)		Warni	ing		1. Yes	
Warning 3. Standard FLS 6	. Audible		9. Watchman	1 12. N	one		20 sec w	arn min (1)		2. No 3. Unknown	1
Code(s) 01 03 35, Location of Warning			Code 36. C	rossing	Warning Intercor	nnected	Code			ed by Street	Code
1. Both Sides				Carlo Manager	way Signals				or Special I		
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	araaah	3	1 ,	. Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3	. Unknown	1
38. Driver's 39. Driver's Code	50.0	r Drove Beh	ind or in Fron	nt of Trai	n Code	41. Drive	er				Code
Age Gender	and s	Struck or wa	as Struck by S	Second 7						pped on crossing	
1. Male 2. Female		1. Yes 2. N	No 3. Unkno	own	2		topped and id not stop	100	led 5. Oth	ner (specify)	4
42. Driver Passed Standing	Code	43. View o	of Track Obsc	ured by	(primary ob						Code
Highway Vehicle	2		manent Struct		3. Passing T ent 4. Topograpi				r (specify		1 8
1. Yes 2. No 3. Unknown		Z. Otal			ant 4. Topograph						
Casualties to:	Killed	Injured	44. Driver		ured 3 Uninium	- A I	ode	45. Was Driv		enicier	Code
1. Killed 2. Injured 3. Uninjured 3 1. Yes 2. No 2  47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users											
46. Highway-Rail Crossing Users 0 (est. dollar damage) (s0 (include driver) 0											
49. Railroad Employees	0	0	50. Total N	lumber o	of People on Trai			51. Is a Rail			Code
52. Passengers on Train	0	0	(includ	e passer	ngers and crew)			Incident 1, Yes	Report Bei	ng Filed	1 2
53a. Special Study Block					53b. Special S	tudy Bloc					
54. Narrative Description										· · · · · · · · · · · · · · · · · · ·	
AND ADDRESS OF THE PARTY OF THE										I	
55. Typed Name and Title		56, Signatu	re							57, Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
Name Of Alphabetic Code RR Accident/Incident No.  1. Reporting Railroad Norfolk & Western Rwy Co. [NW ] 1a. NW 1b. B8987											
Other Railroad Involved in Train	Accident		ortolk & W	estern	Rwy Co. INV	<u> </u>		2a.	<u>w</u>	2b.	
Railroad Responsible for Track								3a.		3b.	
			0000	E Dod	e of Accident/Ind	aidont 1	1115196		of Accident	Incident 04:40	DM.
4. U.S. DOT-AAR Grade Crossing 7. Nearest Railroad Station	ID NO.	4/9	863S 8. Div		e of Accidenting	cident j	9. County	o. Time	of Accident	10. State	Code
DANVILLE			0, 5,	10,011			7600 00 00 00 00 00 00	IILION		Abbr. 1	7 IL
11. City (if in a city) DANVII	LLE		12. Hig	hway N	lame or No. So	OUTH S	STREET			✓ Public	Private
Highway	User Inv	olved					Rail Equi	pment Involve	ed		
13. Type C. Truck-trailer F. But A. Auto D. Pick-up truck G. Sc B. Truck E. Van H. Mo			an	Code	17. Equipment 1. Train (uni 2. Train (uni 3. Train (sta	ts pushin	g) 6. Light	) (moving) ) (standing) loco(s) (movi loco(s) (stand	ng) B. Trai	er (specify) n pulling- RCL n pushing- RCL n standing- RCL	Code
THE COMME SPECIAL STREET	irection	(geograpi	150	Code	18. Position of				1		
16. Position 1. Stalled on crossing		oving over cr		4 Code	19. Circumstan	nce 1, Ra	ail equipme	nt struck high			Code
2. Stopped on Cross			-	3				nt struck by hi	-		1_1_
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there	a hazar	dous mater	ials release by	/		Code
1. Highway User 2. Rail Ed			f. Neither	4	1. High	hway Use	er 2. Rail	Equipment	3. Both 4.	Neither	
20c. State the name and quantity of				fany							
	Visibility	(single entry)	)	Code	23. Weather	(single e	ntry)				Code
	Dawn 2.	Day 3. Dus		2				Fog 5. Sleet	1		1
Delegation of the second secon		in 7. Yard/S		V Equip	25. Track Typ Equipmen		5		Code 26.	Track Number or	Name
3. Commuter train 6, Cut of cars 9, Main, finspect, car 1 1. Main 2, Yard 3, Siding 4, Industry 1 MAIN											
S. Golfman, and G. Golf, and G. Manna, and G. Golf, and G											Code
Class Locomot	ive 2	Cars 8	1001.0	Recorde Stimate	_	0 mpt	E	1. North 2	. South 3, Ea	st 4. West	3
32, Type of 1. Gates 4	. Wig wag	s 7	7. Crossbucks	10. F	agged by crew		33. Signa	led Crossing	34.1	Whistle Ban	Code
Crossing 2. Cantilever FLS 5	(m)	1. The second se					Warn	ing		. Yes	
Warning 3. Standard FLS 6	Audible		9. Watchman	12. N	one		20 cac u	arn min (1)		. No . Unknown	1
Code(s) 01 03  35. Location of Warning			ode 36. Cr	ossing \	Varning Intercor	nnected	Code		ng Illuminate	A STATE OF THE REAL PROPERTY.	Code
1. Both Sides			wi	th High	way Signals			Lights	or Special Lig	ihts	
2. Side of Vehicle Approach		1	1.	Yes 2	. No 3. Unkno	wn	3	1. Yes	2. No 3.	Jnknown	3
3. Opposite Side of Vehicle App     38. Driver's 39. Driver's Code		r Drove Behi	nd or in Front			41. Drive	er er				Code
Age Gender			s Struck by Se					d or thru the g	ate 4. Stop	ed on crossing	Code
1. Male		1. Yes 2. N	o 3, Unknov	vn	2	et 22%		then proceed	led 5. Othe	r (specify)	1
2. Female	0-4-	10 1/200 06	Tanalı Ohaan				id not stop				
42. Driver Passed Standing Highway Vehicle	Code	200400 participation (CC)	Track Obscu anent Structu	No. of the last of	(primary ob 3. Passing T		-	7. Othe	r (specify)		Code
1. Yes 2. No 3. Unknown	3	2. Stand	ding railroad e	equipme	ent 4. Topograp	hy 6. H	ighway Vel				2
			44. Driver w	as		Co	ode	45. Was Dri	ver in the Ve	nicle?	Code
Casualties to:	Killed	Injured	1. Killed	2. Inj	ured 3. Uninjur	ed 2		1. Yes	2. No		1
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 1											
49. Railroad Employees	0	0	50. Total Nu	ımber c	of People on Tra	in		SANCE PARTIES THE REPORTED	Equipment A		Code
52. Passengers on Train	0	0	(include	passer	igers and crew)			1. Yes	Report Being 2. No	Flied	2
53a, Special Study Block		1			53b. Special S	tudy Bloc	:k				•
54. Narrative Description											
55. Typed Name and Title		56, Signatur	е							57, Date	
											-

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
Name Of Alphabetic Code RR Accident/Incident No.  1. Reporting Railroad Norfolk Southern Corp. [NS ] 1a. NS 1b. 035129											
	Assident		orfolk Sou	thern (	Corp. [NS ]						
2. Other Railroad Involved in Train								2a.		2b.	
3. Railroad Responsible for Track					Corp. [NS ]			3a. NS		3b. 035129	
4, U.S. DOT-AAR Grade Crossing	ID No.	479	862K		te of Accident/Inc	ident 1	12/22/08	6. Time o		ncident 08:4	
7, Nearest Railroad Station  DANVILLE			1000000	ivision LINOIS	8		9. County VERM	IILION		10. State Abbr.	Code
11. City (if in a city) DANVII	LLE		12. H	ighway N	Name or No. M	AIN				✓ Public	Private
Highway	User Inv	olved					Rail Equi	ipment Involved			
13. Type C. Truck-trailer F. Bus	•	J. Other Mo	tor Vehicle	Code	17. Equipment		4. Car(s	) (moving)	8. Othe		) Code
A. Auto D. Pick-up truck G. Sc				1	1. Train (unit			) (standing) loco(s) (moving		pulling-RCL pushing-RCL	1 .
B. Truck E. Van H. Mo	torcycle	M. Other (s	specify)	K	3. Train (star			loco(s) (standin			
10.000 x 1600000 100000 000	irection	(geograph		Code	18. Position of	Car Unit	in Train				
		outh 3. East		4					1		
16. Position 1. Stalled on crossing	f	oving over cro	ossing	Code I 3	19. Circumstan			nt struck highwa	(5)		Code
2. Stopped on Crossi 20a. Was the highway user and/or			1	Code	20b. Was there			nt struck by high	way user		Code
in the impact transporting haz			•	Code	200, Was there	u nuzun	dodo mate.	iaio icicaso sy			4
1. Highway User 2. Rail Ed	quipment	3. Both 4	, Neither	4	1. High	way Use	er 2, Rail	Equipment 3	. Both 4. I	Veither	•
20c. State the name and quantity of	f the haza	ardous materi	al released,	if any							
The state of the s		(single entry)		Code	23. Weather		***				Code
(specify if fillings) = 1.	Dawn 2	Day 3. Dus		4		Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		
		ain 7. Yard/Si			25. Track Type Equipment		<del>-</del>	c	ode 26, 7	rack Number o	r Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car I 1. Main 2. Yard 3. Siding 4. Industry I MAIN NO. 1											
27, FRA Track 28, Number of	of	29. Number	of 30. Co	nsist Sp	eed (Recorded if	availabl	e) Code	31. Time Table	Direction		Code
Class Locomot	ive 3	Cars 6	_	Recorde		mpl	R	1. North 2. S	South 3. Eas	st 4. West	4
	. Wig wag	s 7			lagged by crew			led Crossing	1	histle Ban	Code
Crossing 2. Cantilever FLS 5	100	100					Warn	ing	1.	Yes	
Warning 3. Standard FLS 6.			. Watchmar		one		20		1	No	2
Code(s) 01 02	03			07				varn min (1);		Unknown	
35. Location of Warning 1. Both Sides		Co		_	Warning Intercon way Signals	nected	Code	37. Crossing	Special Ligi		Code
2. Side of Vehicle Approach		1		g	may eightic		2	Ligitio ci	- F		1 2
3. Opposite Side of Vehicle App	proach		1	. Yes 2	2. No 3. Unknov	vn		1. Yes	2. No 3. U	nknown	
38, Driver's 39, Driver's Code	The second second second second	r Drove Behir				41. Drive	er				Code
Age Gender	2010/0000	Struck or was	(		rain			d or thru the gat	100 000 000		
67 1. Male 2. Female 1		1. Yes 2. No	3. Unkno	own			topped and id not stop	then proceeded	5. Other	(specify)	
42. Driver Passed Standing	Code	43. View of	Track Obso	ured by	(primary ob						Code
Highway Vehicle	I	1. Perma	anent Struck	ture	3. Passing Tr				(specify)		1
1. Yes 2. No 3. Unknown		2. Stand	ling railroad	equipme	ent 4. Topograph	ny 6. H	ighway Vel	hicles 8. Not Ob	structed		8
	16:11 - 1		44. Driver	was		Co	ode	45. Was Drive	r in the Vehi	cle?	Code
Casualties to:	Killed	Injured	1. Kille	ed 2. Inj	ured 3. Uninjure	ed		1. Yes 2.	No		
			47. Highwa	ay Vehic	le Property Dama	age		48, Total Num	ber of Highy	vay-Rail Crossi	ng Users
46. Highway-Rail Crossing Users 1 0 (est. dollar damage) \$0 (include driver) 1											
49, Railroad Employees	0	0	50. Total N	lumber o	of People on Train	n		51. Is a Rail E	quipment A	cident /	Code
52, Passengers on Train	0	0	(includ	e passer	ngers and crew)	2		Incident Re	eport Being	Filed	2
53a, Special Study Block					53b. Special St	udy Bloc	· k	1, 103 2.	. 140		1
54. Narrative Description WESTBOUND TRAIN 58VD122 WIT INTENDED, STRUCK AND FATALL GATE PROTECTED MAIN STREET	LY INJUR										, AND
700 040 0000 A											
55. Typed Name and Title		56. Signature	•							57. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
Reporting Railroad	1. Reporting Railroad Norfolk Southern Corp. NS 1 1a. NS 1b. 013517  2. Other Railroad Involved in Train Accident/Incident 2a. 2b.										
2. Other Railroad Involved in Train Accident/I	ncident					2a.		2b.			
3. Railroad Responsible for Track Maintenan	ce Norfo	lk Southern C	Corp. [NS ]			3a. NS	8	3b. 013517			
4, U.S. DOT-AAR Grade Crossing ID No.	47986	2K 5. Dat	te of Accident/Inci	dent 0	7/30/03	6. Time	of Accident/	Incident 08:27	PM		
7. Nearest Railroad Station  DANVILLE		8. Division	5		9. County VERM	IILION		10. State Abbr. 17	Code IL		
11. City (if in a city) DANVILLE		12. Highway N	Name or No. MA	AIN				✓ Public	Private		
Highway User Invo	olved		1		Rail Equi	pment Involve	d				
13, Type C. Truck-trailer F. Bus	J. Other Motor \	/ehicle Code	17. Equipment 1. Train (units	- W	4. Car(s)	(moving)	8. Othe	er (specify)	Code		
A. Auto D. Pick-up truck G. School Bus		1	1. Irain (units 2. Train (units	; pulling) ; pushing	g) 6, Light	loco(s) (movii	ng) B. Trai	n pulling- RCL n pushing- RCL	1 1		
B, Truck E. Van H. Motorcycle	M. Other (spec		3. Train (stan			loco(s) (stand	ing) C. Trai	n standing- RCL	1		
14. Vehicle Speed 15. Direction	(geographical, outh 3. East 4.		18. Position of C	ar Unit i	in Train		1				
	oving over crossing		19. Circumstanc	e 1 Ra	il equipme	nt struck highy			Code		
2. Stopped on Crossing 4. Tra	•	2	15. Oil Cumstance			nt struck by hig			1		
20a. Was the highway user and/or rail equipr		Code	20b. Was there	a hazaro	dous mater	ials release by	P		Code		
in the impact transporting hazardous ma		ither 4	1 High	way Ilse	r 2 Rail	Equipment	3 Both 4	Neither	4		
1. Highway User 2. Rail Equipment  20c. State the name and quantity of the haza			1. 1 1911	iuy osc	2,110	Equipinoni	0,000, 11		1		
200. Otato die Hamo die qualitaty of the Haza	. accommunication	iocood, ii city									
21. Temperature 22. Visibility	(single entry)	Code	23. Weather (s	single er	ntry)				Code		
(specify if minus) 75 °F 1. Dawn 2.	Day 3. Dusk 4.	Dark 3	1. Clear 2. 0	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1		
24. Type of Equipment	A. Sp	oec. MoW Equip	25, Track Type	Used by	y Rail		Code 26.	Track Number or	Name		
	in 7. Yard/Switch	_	Equipment	Involved	đ		N	ORTHBOUND	1		
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect, car   1   1. Main 2. Yard 3. Siding 4. Industry   1   MAINLINE											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomotive	Cars	R, Recorde			1_				1 .		
4 Units 2	60	E. Estimate		mph			1	ast 4. West	4		
32. Type of 1. Gates 4. Wig wags		ossbucks 10. F			-	led Crossing		Whistle Ban . Yes	Code		
Crossing 2. Cantilever FLS 5. Hwy. traf Warning 3. Standard FLS 6. Audible	_	atchman 12. N			Warn	ing	1	. No			
Code(s) 01 02 03	04	05	06		20 sec w	arn min (1)	; 3	3. Unknown	2		
35, Location of Warning	Code	36. Crossing	Waming Interconn	nected	Code		g Illuminate		Code		
1. Both Sides	1.	with High	way Signals		1	Lights o	or Special Lig	phts			
Side of Vehicle Approach     Opposite Side of Vehicle Approach	1	1. Yes 2	2. No 3. Unknow	/n	3	1. Yes	2. No 3. l	Jnknown	1		
	Drove Behind o	r in Front of Trai	n Code 4	41. Drive	er				Code		
Age Gender and S	Struck or was Str	uck by Second 1				_		oed on crossing			
1. Male 1 2. Female 1	1. Yes 2. No 3	, Unknown	2			then proceed	ed 5. Othe	r (specify)	4		
	43. View of Trac	ck Obscured by	(primary obs		id not stop				Code		
Highway Vehicle	1. Permaner	nt Structure	3. Passing Tr				(specify)		1 -		
1. Yes 2. No 3. Unknown 2	2. Standing	railroad equipme	ent 4. Topography	y 6. H	ighway Vel	nicles 8. Not (	Distructed		8		
Casualties to: Killed		Driver was			ode	45. Was Driv		nicle?	Code		
Casualties to: Killed	Injured	1. Killed 2. Inj	ured 3. Uninjure	d 2		1. Yes	2, No		1		
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users											
46. Highway-Rail Crossing Users 0	1	(est. dollar dan	nage)			(include d		1			
49. Railroad Employees 0	0 50		of People on Train	1		51. Is a Rail	Equipment A Report Being		Code		
52. Passengers on Train		(include passe	ngers and crew)	2		1. Yes	and the same	riied	2		
53a. Special Study Block			53b. Special Stu	udv Bloc	:k						
54. Narrative Description ITEM 13: BICYCLE											
55. Typed Name and Title 56. Signature 57. Date											

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.												
Reporting Railroad	1. Reporting Railroad Norfolk Southern Corp. [NS ] 1a. NS 1b. 089535  2. Other Railroad Involved in Train Accident/Incident 2a. 2b.											
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.		
3. Railroad Responsible for Track I	Maintenar	nce N	orfolk Sou	thern C	Corp. [NS ]			3a. N	S	3b. 0895	35	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9862K	5. Da	te of Accident/Inc	cident (	19/21/96	6. Time	of Accid	ent/Incident	02:10 AM	
7. Nearest Railroad Station  DANVILLE			8. D	ivision			9. County VERIV	IILION		10. State Abbr.		ode [L
11. City (if in a city) DANVII	LLE		12. H	ighway I	Name or No. M	IAIN				✓ Public	Private	te
Highway	User Inv	olved					Rail Equi	pment Involve	d			
13. Type C. Truck-trailer F. Bus	3	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (unit	to nulling	4. Car(s	) (moving) ) (standing)	8.	Other (sp Train pulling- F	ecify) C	Code
A. Auto D. Pick-up truck G. Sci				A	2. Train (unit	ts pushin	g) 6. Light	loco(s) (movi	ng) B.	Train pushing-	RCL	1
	torcycle irection	M. Other (geographics)	AND DECISION OF THE PARTY OF TH	Code	3. Train (state			loco(s) (stand	ling) C.	Train standing	- RCL	_
E 100 0 1000 1 1 10 F			st 4. West	4	10. 1 Ostdori or	oar omi			20			
16. Position 1. Stalled on crossing	3. M	oving over o	rossing	Code	19. Circumstan	ce 1. Ra	ail equipme	nt struck high	vay user		, C	Code
Stopped on Crossi  20a. Was the highway user and/or			-d	3	20b. Was there			nt struck by hig	-	ser		2
in the impact transporting haz			eu	Code	200. Was there	a nazan	uous mater	iais release by			1	ode
Highway User 2. Rail Ed				4	1. High	nway Use	er 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity of	f the haza	ardous mate	rial released,	if any								
21. Temperature 22.	Visibility	(single entr	v)	Code	23. Weather	(sinale e	ntrv)				C	code
0-			ısk 4. Dark	1 4				Fog 5. Sleet	6. Sno	w	1	1
24. Type of Equipment		,	A. Spec. Mo						Code	26, Track Num	ber or Name	
Consist 1. Freight train 4		in 7. Yard/	Switching		Equipmen				0000			-
(single entry) 2. Passenger train 5			. 9.8.	Code	1 Main :	2 Yard	3 Sidina	4. Industry	1	MAINLIN	E	
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomot	ive	Cars	R.	Recorde	ed		1				1	•
3 Units	2			Estimate		npl mpl				B. East 4. We		3
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wag				lagged by crew		33. Signa Warn	led Crossing ina	1	34. Whistle Bar 1. Yes	1 0	ode
Warning 3. Standard FLS 6.		_	9. Watchmar							2. No	1	
Code(s) 01 03	06	5 0	)7					arn min (1)		3. Unknown		
35, Location of Warning 1, Both Sides		(	10 CH 10 CH	COM MONTH	Waming Intercor	nected	Code	Contract of the second	ng Illumir or Specia	ated by Street	C	ode
Side of Vehicle Approach		1	1				2				1	1
Opposite Side of Vehicle Apple	7 O-5 C			17 (1873)	2. No 3. Unknov			1. Yes	2. No	3. Unknown		
38. Driver's 39. Driver's Code Age Gender			nind or in From		1,000,000,000	41. Drive		d or thru the a	ate 4 S	Stopped on cros		ode
1. Male	200		No 3. Unkno		2					Other (specif)	1 (vi	1
2. Female	L	T					id not stop					
42. Driver Passed Standing Highway Vehicle	Code	1. Perr	of Track Obso	ture	(primary ob 3. Passing T	rain 5. V	egetation	7. Othe	r (spec	ify)		ode
1. Yes 2. No 3. Unknown	2	2. Star	nding railroad	equipme	ent 4. Topograpi	hy 6, H	ighway Vel	hicles 8. Not	Obstructe	ed		8
	12111 - J		44. Driver	was		Co	ode	45. Was Driv	ver in the	Vehicle?	Co	ode
Casualties to:	Killed	Injured	1. Kille	ed 2. Inj	ured 3. Uninjur	ed 3	i	1. Yes	2. No			1
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 1								ers				
49. Railroad Employees	0	0	50. Total N	Number (	of People on Trai	in				ent Accident /	Co	ode
52. Passengers on Train	0	0	(includ	le passe	ngers and crew)			Incident 1. Yes		eing Filed	1 :	2
53a. Special Study Block					53b. Special St	tudy Bloc	:k					
54. Narrative Description	4. Narrative Description											
55. Typed Name and Title		56. Signatu	ire							57. Date	•	
								10-70-20 pt 20-20				

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphal	oetic Code	RR Accident/Inc	ident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW ] 1a. NW 1b. 081119 2. Other Railroad Involved in Train Accident/Incident 2a. 2b.												
2. Other Railroad Involved in Train	Accident/				4			2a.		2b.		
3. Railroad Responsible for Track I	Maintenan	ice N	orfolk & W	estern	Rwy Co. [NW	7 1		3a. N	W	3b. 081119		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K	5. Da	te of Accident/Inc	cident	01/22/94	6. Time	of Accident/I	ncident 02:57	AM	
7. Nearest Railroad Station  DANVILLE			8. Di	vision			9. County VERN	11LION		10. State Abbr. 17	Code 7   IL	
11. City (if in a city) DANVII	LLE		12. Hi	ghway N	Name or No. M	IAIN				✓ Public	Private	
	User Inv	olved					Rail Equ	ipment Involve	d			
13. Type C. Truck-trailer F. Bus			otor Vehicle	Code	17. Equipment 1. Train (unit		4. Car(s	(moving)	8. Othe	er (specify)	Code	
A. Auto D. Pick-up truck G. Sc				1.	1. Train (unit	ts pulling ts pushir	g) 5. Car(s ng) 6. Light	) (standing) loco(s) (movi		n pulling- RCL n pushing- RCL	1 1	
	torcycle	M. Other (		A	3. Train (sta	nding)	7. Light	loco(s) (stanc		n standing- RCL	1	
	irection	<i>(geograp)</i> outh 3. East		Code	18. Position of	Car Unit	t in Train		1			
(est. mph at impact) 10 1. N		oving over cr		1 Code	19. Circumstan	ce 1.R	ail equipme	nt struck high		No.	Code	
2. Stopped on Cross			Cooming	3	io, on carrieta			nt struck by hi			1 2	
20a. Was the highway user and/or			d	Code	20b. Was there	a haza	rdous mate	rials release by	1		Code	
in the impact transporting haz  1. Highway User 2. Rail Ed			4 Neither	4	1. High	nway Us	er 2. Rai	Equipment	3. Both 4.	Neither		
20c. State the name and quantity of						•	2000 (2.2000)				-	
			•									
The second secon	Visibility	(single entry	)	Code	23. Weather	(single e	entry)				Code	
(specify if minus) 4 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		.1	
		in 7. Yard/S		W Equip	25. Track Typ Equipmen		171		Code 26.	Track Number or	Name	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   MAINLINE												
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 1. Main 2. Yard 3. Siding 4.												
Class Locomot		Cars	The same of	Recorde	ed		Į.				1	
3 Units	1			Estimate		5 mp			South 3, Ea		3	
AND THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO I	Wig wag				lagged by crew		33. Signa Warr	led Crossing	0, 5,0 /2	Whistle Ban . Yes	Code	
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6			a. Stop signs 9. Watchman				VVari	iiig		. No	1	
Code(s) 01 02	06	0	7				20 sec v	varn min (1)	; 3	. Unknown		
35. Location of Warning 1. Both Sides		С	the second		Warning Intercon	nnected	Code		ng Illuminated or Special Lig		Code	
2. Side of Vehicle Approach		1	1	Yes	2. No 3. Unkno	wn	2	1. Yes	2. No 3. l	Jnknown	1	
3. Opposite Side of Vehicle Apr 38. Driver's 39. Driver's Code		r Drove Behi	ind or in Fron		-	41. Driv	ver				Code	
Age Gender			s Struck by S					nd or thru the g	ate 4. Stopp	ed on crossing	-	
1. Male		1. Yes 2. N	lo 3, Unkno	nwo	2			d then proceed	led 5. Othe	r (specify)	1	
2. Female 42. Driver Passed Standing	Code	43 View of	f Track Obsc	ured by	(primary of		Did not stop	<u> </u>			Code	
Highway Vehicle	I	1, Perm	nanent Struct	ure	3. Passing T	rain 5. V	Vegetation		r (specify)		1	
1. Yes 2. No 3. Uпknown	2	2. Stan	ding railroad	equipm	ent 4. Topograp	hy 6. l	Highway Ve	hicles 8, Not	Obstructed		8	
O	Killed		44. Driver	was		С	ode		ver in the Vel	nicle?	Code	
Casualties to:	Killed	Injured	1. Kille	ed 2. In	jured 3. Uninjur	ed	3	1. Yes	2. No		1	
46. Highway-Rail Crossing Users	46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) 50 (include driver) 1											
49. Railroad Employees	0	0	50. Total N	lumber	of People on Tra	in		100 100 100 100 100 100 100 100 100 100	Equipment A		Code	
52. Passengers on Train	0	0	(includ	e passe	ngers and crew)			1. Yes	Report Being 2. No	Filed	2	
53a. Special Study Block	-	11	ww		53b. Special S	tudy Blo	ck					
54. Narrative Description												
55. Typed Name and Title		56. Signatui	re							57. Date		
					W0.000							

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphal	oetic Code	RR Accident/Inc	ident No.	
1. Reporting Railroad		N	Norfolk	& Western	Rwy Co. [NV	v I		1a. N	W	1b. X1912870	11	
2. Other Railroad Involved in Train	Accident/	Incident			1 1/100	W 3		2a.		2b.		
3. Railroad Responsible for Track	Maintenan	ice N	orfolk (	& Western	Rwy Co. [NW	V I		3a. N	w	3b. X1912870	11	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9862H	5. Da	te of Accident/In	cident	12/22/87	6. Time	of Accider	nt/Incident 09:20	AM	
7. Nearest Railroad Station  DANVILLE				8. Division			9. County	MILION	o (alice)	10. State Abbr.	Code	
11. City (if in a city) DANVI	IIF		1	2 Highway	Name or No. IV	TAIN S	-	ILION			Private	
	y User Inv	olved		z. riigittidy	Traine or rec. [4	MINS		ipment Involve	d			
13 Tupo				Code	17. Equipment				8. O	ther (specify)	Code	
A. Auto D. Pick-up truck G. Sc		J. Other M		icle	1. Train (uni				A. Ti	rain pulling-RCL		
and the second s	torcycle	M. Other		K	3. Train (uni			loco(s) (movid loco(s) (stand		rain pushing- RCL rain standing- RCL	1	
	Direction	(geograp		Code								
(est. mph at impact) 1. I	North 2. S	outh 3. Eas	st 4. We						1			
16. Position 1. Stalled on crossin		oving over o	rossing	Code	19. Circumstar			and the second second		_	Code	
Stopped on Cross     20a. Was the highway user and/or			ed	Code	20b. Was there			nt struck by hig			Code	
in the impact transporting ha				l	200. 1100	o a naza						
1. Highway User 2. Rail E	quipment	3. Both	4. Neithe	er 4	1. Higi	hway Us	er 2. Rai	I Equipment	3. Both	4. Neither		
20c. State the name and quantity	of the haza	rdous mate	rial relea	sed, if any								
21, Temperature 22.	Visibility	(single entry	(r)	Code	23. Weather	/ringle /	noted)				Code	
20 %	1.50	Day 3. Du				_		Fog 5. Sleet	6 Snow		1 2	
	Dawii Z.	Day 3. Di						rug 5. Sieet	1		<u> </u>	
24. Type of Equipment  Consist 1. Freight train	1. Work tra	in 7. Yard/s		. MoW Equip	25. Track Typ Equipmer		175.		Code 2	5. Track Number or	Name	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code EASTBOUND												
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1, Main 2, Yard 3, Siding 4, Industry 1 MAINLINE												
27. FRA Track 28. Number		29. Numbe Cars	r of 30		eed (Recorded i	if availab	ole) Code	31. Time Tal	ole Directio	n	Code	
Class Locomo Units	3		102	R. Recorde	_	5 mp	h E	1. North 2.	South 3.	East 4. West	3	
32. Type of 1. Gates 4	. Wig wag	s	7. Cross	bucks 10. F	lagged by crew		33. Signa	aled Crossing	34	. Whistle Ban	Code	
Crossing 2. Cantilever FLS 5				150			Warr	ning		1. Yes		
Warning 3. Standard FLS 6	1 120		9. Watch	man 12, N	lone		20 000 1	varn min (1)	.	2. No 3. Unknown	Į.	
Code(s) 01 03 35. Location of Warning	06		Code 3	6 Crossing	Warning Interco	nnacted		1		ted by Street	Code	
1. Both Sides			Joue	Charles (A) Comment of the Comment	nway Signals	illicoted	Code		or Special		Code	
2. Side of Vehicle Approach		1	1	4 ٧	0 N = 0 Heles		2	1 Vas	0 No 0	Halianun	1 2	
Opposite Side of Vehicle Ap					2. No 3. Unkno	T		I. res	2. NO 3	. Unknown		
38. Driver's 39. Driver's Code Age Gender				Front of Tra by Second		41. Driv		od or thru the o	ate 4 Sto	pped on crossing	Code	
1. Male	1	1. Yes 2. N						Section 2. Person and the section 2.		ner (specify)	1	
2. Female		,				3. [	Did not stop					
42. Driver Passed Standing	Code	COUNTY DECOMPOSED IN		Obscured by				7 015	r (specif		Code	
Highway Vehicle 1. Yes 2. No 3. Unknown			manent S nding railr		<ol><li>Passing T ent 4. Topograp</li></ol>						7	
1. 100 2. 110 0. 0			44 Dr	iver was		C	ode	45. Was Driv	er in the V	/ehicle?	Code	
Casualties to:	Killed	Injured	0.0000000000000000000000000000000000000		jured 3. Uninjur		-	1. Yes			1	
					le Property Dam			48 Total Nu	mber of Hi	ghway-Rail Crossin	n Users	
46. Highway-Rail Crossing Users	46. Highway-Rail Crossing Users 1 0 (est. dollar damage) \$0 (include driver) 0											
49. Railroad Employees	0	0			of People on Tra			51. Is a Rail	Equipmen		Code	
			100		ngers and crew)			Incident	Report Bei	ng Filed		
52, Passengers on Train	0	0		••••				1. Yes	2. No		2	
53a. Special Study Block					53b. Special S	tudy Blo	ck					
54. Narrative Description												
										1		
55. Typed Name and Title		56. Signatu	ire							57. Date		

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

				-		-				Ten		
Name Of  Alphabetic Code RR Accident/Incident Not Reporting Railroad Norfolk & Western Rwy Co. [NW ]  1a. NW 1b. X191287001												
			orfolk & V	Vestern	Rwy Co. INW				N		01	
2. Other Railroad Involved in Train								2a,		2b.		
Railroad Responsible for Track		- 1	17.11.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.		Rwy Co. [NW	- 177		3a. N		3b. X1912870		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K	5. Da	te of Accident/Inci	dent 1	2/06/87	6, Time	of Accident	Incident 09:58	AM	
7. Nearest Railroad Station  DANVILLE			8. 0	ivision			9. County VERM	ILION		10. State Abbr. 1	Code 7 IL	
11. City (if in a city) DANVII	LLE		12. F	lighway I	Name or No. MA	AIN ST	ľ			✓ Public	Private	
Highway	User Inv	olved					Rail Equi	pment Involve	d			
13. Type C. Truck-trailer F. Bus	S	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units	dina	4. Car(s)	(moving)	B. Oth	er (specify) in pulling- RCL	Code	
A. Auto D. Pick-up truck G. Sc	hool Bus			I .	2. Train (units					in pushing- RCL	1	
	torcycle	M. Other		A	3. Train (stand			oco(s) (stand	ling) C. Tra	in standing- RCL		
1 1	irection	geograu) outh 3.Eas		Code 4	18. Position of C	ar Unit	in Train		1			
16. Position 1. Stalled on crossing		oving over o		Code	19. Circumstanc	e 1. Ra	il equipme	nt struck highy			Code	
2. Stopped on Cross	0.000 10000			3	10. Olloumbiano			nt struck by hig			1	
20a. Was the highway user and/or			ed	Code	20b. Was there a	a hazaro	dous mater	ials release by	1		Code	
in the impact transporting haz 1. Highway User 2, Rail Ed			4 Neither	2	1. Highy	wav Use	r 2. Rail	Equipment	3. Both 4.	Neither		
20c. State the name and quantity of									Symplement and			
Particle of States Contract of	Visibility	(single entry	1)	Code	23. Weather (s	single ei	ntry)				Code	
(specify if minus) 33 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	2	1. Clear 2. C	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		2	
24. Type of Equipment			A. Spec. Mo	W Equip	25. Track Type	Used by	y Rail		Code 26.	Track Number o	Name	
		in 7. Yard/	2 2	Codo	Equipment	Involved	d		F	ASTBOUND		
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code  3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   MAINLINE												
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomot		Cars	=0	Recorde	20		1 -				1 .	
3 Units	4			Estimate		mph				ast 4. West	3	
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig wag				lagged by crew		33. Signal Warn	ed Crossing		Mistle Ban	Code	
Warning 3. Standard FLS 6		_	9. Watchma				vvain	ıı ığ	1	2. No		
Code(s) 01 03	06						20 sec w	arn min (1)	; ;	3. Unknown		
35. Location of Warning		C		The second second second	Warning Interconn	nected	Code		ng Illuminate		Code	
Both Sides     Side of Vehicle Approach		1	.	with High	way Signals		1 -	Lights	or Special Lig	gnts		
3. Opposite Side of Vehicle Approach	proach		1	1. Yes 2	2. No 3. Unknow	'n	2	1. Yes	2. No 3.	Unknown	2	
38, Driver's 39, Driver's Code	40. Drive	r Drove Beh	ind or in Fro	nt of Trai	n Code 4	41. Drive	er				Code	
Age Gender	1		s Struck by		Train					ped on crossing		
1, Male 2, Female		1. Yes 2. N	lo 3. Unkn	own	2		topped and id not stop	then proceed	ed 5. Othe	r (specity)	1	
42. Driver Passed Standing	Code	43. View o	f Track Obs	cured by	(primary obs						Code	
Highway Vehicle	1 -		nanent Struc		3. Passing Tra				r (specify)		1 -	
1. Yes 2. No 3. Unknown	2	Z. Star			ent 4. Topography					* * * *	7	
Casualties to:	Killed	Injured	44, Driver				de	45. Was Driv		hicle?	Code	
Cadanies is.		ga.co	200 4-000		ured 3. Uninjured	3		1. Yes :			1	
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users												
	-	U		ollar dan		S	0	(include o		(coldest )	1	
49. Railroad Employees	0	0	St. St. St. St. St. St. St. St. St. St.		of People on Train	,		51. Is a Rail	Equipment / Report Being		Code	
52. Passengers on Train	0	0	(includ	ie passei	ngers and crew)			1. Yes		, , , , , , , , , , , , , , , , , , , ,	2	
53a. Special Study Block					53b. Special Stu	ıdy Bloc	:k					
54. Narrative Description												
on: Italiauvo possipliori												
55. Typed Name and Title		56. Signatu	re							57. Date		
					- Addison							

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Co	de F	RR Accide	nt/Incid	dent No.							
1. Reporting Railroad Norfolk & Western Rwy Co.   NW   1a. NW 1b. X190886017  2. Other Railroad Involved in Train Accident/Incident 2a. 2b.												7								
2. Other Railroad Involved in Train A	Accident/	Incident						2a,		2	b.									
Railroad Responsible for Track M	faintenan	ice N	orfolk & V		Rwy Co. JNW			3a. N	W	3	b. X1908	8601	7							
4. U.S. DOT-AAR Grade Crossing II	D No.	479	9862K	5. Da	te of Accident/Ind	cident	08/25/86	6. Time	of Accid	dent/Inc	cident 0	3:05	<b>AM</b>							
7. Nearest Railroad Station  DANVILLE			8. D	ivision			9. County VERM	IILION		10	O. State Abbr.	17	Code							
11. City (if in a city) DANVIL	LE		12. H	ighway I	Name or No. M	IAIN S	T			v	Public	F	rivate							
Highway	User Inv	olved					Rail Equi	pment Involve	ed											
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehicle	Code	17. Equipment	4	4. Car(s	) (moving) ) (standing)	8.	Other	(spe	cify)	Code							
A. Auto D. Pick-up truck G. Scho				l ĸ	1. Train (unit 2. Train (unit	ts pulling ts pushii	g) 5. Car(s ng) 6. Light	) (standing) loco(s) <i>(movi</i>			pulling- Kt pushing- F		1							
	orcycle		. 1 .,	-	3. Train (sta			loco(s) (stand	ding) C.	. Train	standing-	RCL								
	rection	(geogra) outh 3 Fas	onicai) st 4. West	Code 2	18. Position of	Car Uni	t in Train		1											
16. Position 1. Stalled on crossing		oving over o		Code	19. Circumstan	ce 1. R	ail equipme	nt struck high	way user	r			Code							
2. Stopped on Crossin				3				nt struck by hi		ser			1							
20a. Was the highway user and/or ra in the impact transporting haza			ed	Code	20b. Was there	a haza	rdous mater	ials release by	y				Code							
1. Highway User 2. Rail Equ			4. Neither	4	1. High	nway Us	er 2. Rail	Equipment	3. Both	4. N	either									
20c. State the name and quantity of	the haza	rdous mate	rial released,	if any																
1																				
The second secon		(single entr		Code	23. Weather		••	C OlA	C C			1	Code 1							
(specify if fillings) = 1, b	awn 2.	Day 3. Di	usk 4. Dark	4				Fog 5, Sleet		1										
24. Type of Equipment  Consist 1. Freight train 4.  (single entry) 2. Passenger train 5.		in 7. Yard/	V 200 20	VV Equip	25. Track Type Equipmen		C		Code	26, Tr	ack Numb	er or N	lame							
3. Commuter train 6.				1	1, Main	2. Yard	3, Siding	4. Industry	1	WE	STBOU	ND M	IAIN							
											Code									
Class Locomotiv																				
	Wig wag				lagged by crew			led Crossing			istle Ban		Code							
Crossing 2. Cantilever FLS 5. I Warning 3. Standard FLS 6.		1000	<ol><li>Stop signs</li><li>Watchmar</li></ol>		ther (specify)		Wam	ing		1, Y 2, N	Yes Vo									
Code(s) 01 02	T tudibic		o, waterman	12.11	IONO		20 sec w	arn min (1)	,		Jnknown									
35. Location of Warning		(			Warning Intercor	nected	Code	37. Crossii	-				Code							
1. Both Sides		1		vith High	way Signals		1	Lights	or Specia	al Light	ts		720							
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Appr</li> </ol>	roach		1 1	Yes 2	2. No 3. Unknow	wn	2	1. Yes	2, No	3. Un	known		2							
38. Driver's 39. Driver's Code 4	40. Drive	Drove Beh	ind or in Fron	nt of Trai	n Code	41. Driv							Code							
Age Gender			s Struck by S		Train 1	00.0		d or thru the g		200										
1. Male 2. Female	í	1. Yes 2. I	No 3, Unkno	own		777.00	Stopped and Did not stop	then proceed	led 5.	Omer	(specify)									
42. Driver Passed Standing	Code	43. View o	of Track Obsc	ured by	(primary ob							•	Code							
Highway Vehicle			nanent Struct		<ol> <li>Passing T ent 4. Topograph</li> </ol>				hetruct			1	8							
1. Yes 2. No 3. Unknown		Z. Stal			ent 4. Topograpi			1												
Casualties to:	Killed	Injured	44. Driver		ured 3. Uninjur	720	ode	45. Was Dri		e Vehic	le?		Code							
46 Uinhum D-11 C 1	_		47. Highwa	ay Vehic	le Property Dam	age		48. Total Nu	mber of	Highwa	ay-Rail Cro	ossing	Users							
46. Highway-Rail Crossing Users	0	1	(est. de	ollar dan	nage)		<b>\$</b> 0	(include	driver)			0								
49, Railroad Employees	0	0			of People on Trai	in .		51. Is a Rail					Code							
52, Passengers on Train	0	0	(includ	e passei	ngers and crew)			Incident 1. Yes		seing i	iicu	1	2							
53a. Special Study Block					53b, Special St	tudy Blo	ck													
54. Narrative Description																				
55. Typed Name and Title		56. Signatu	re								55. Typed Name and Title 56. Signature 57. Date									

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Code	RR Accident/Inc	cident No.	
1. Reporting Railroad		No	rfolk & W	'estern	Rwy Co. [NV	v į		1a. N	w	1b. X1904850	02	
2. Other Railroad Involved in Train	Accident/	Incident						2a,		2b.		
3. Railroad Responsible for Track	Maintenar	nce No	folk & W	estern	Rwy Co. [NW	V ]		3a. N	W	3b. X1904850	02	
4. U.S. DOT-AAR Grade Crossing	ID No.	4798	62K	5. Da	te of Accident/Ind	cident (	04/02/85	6, Time	of Acciden	Incident 12:20	AM	
7. Nearest Railroad Station DANVILLE			8. Div	/ision			9. County VERM	11LION		10. State Abbr. 1'	Code 7   IL	
11. City (if in a city) DANVII	LLE		12. Hig	hway N	Name or No.	IAIN ST				✓ Public	Private	
Highway	User Inv	olved					Rail Equi	ipment Involve	ed .			
13. Type C. Truck-trailer F. Bus		J. Other Mot	or Vehicle	Code	17. Equipment			) (moving) ) (standing)	8. Ott		Code	
A. Auto D. Pick-up truck G. Sc				1 _	1. Train (unit			) (standing) loco(s) (movi		ain pulling- RCL ain pushing- RCL	1 .	
	torcycle			B	3. Train (sta	inding)	7. Light			ain standing- RCL	1	
6 NO. 04 SECTION OF SECURITY AND SECURITY.	irection	(geographi outh 3. East		Code	18. Position of	Car Unit	in Train		1			
(est. mph at impact) 1. N		oving over cro		2 Code	19. Circumstan	ce 1 R	ail equinme	nt staick high			Code	
2. Stopped on Crossi			salig	3	75. Owcumstan			nt struck by hi	7/0		1 1	
20a. Was the highway user and/or				Code	20b. Was there	a hazar	dous mater	rials release by	/		Code	
in the impact transporting haz  1. Highway User 2. Rail Ed			Neither	4	1 High	hway Use	er 2 Rai	Equipment	3. Both 4	l. Neither		
20c. State the name and quantity of					1	illiaj oo	2,114.	- Light House	0.000			
, , , , , , , , , , , , , , , , , , , ,												
The state of the s	Visibility	(single entry)		Code	23. Weather	(single e	ntry)				Code	
(specify if minus) 34 °F 1.	Dawn 2.	Day 3, Dusk	4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1	
24. Type of Equipment Consist 1. Freight train 4	. Work tra	A nin 7. Yard/Sw	Spec. MoV itching	V Equip	25. Track Type Equipmen		-		Code 26	. Track Number or	Name	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1												
27. FRA Track 28. Number of	of	29. Number o	f 30. Con	sist Sp	eed (Recorded is	f availab	le) Code	31. Time Tal	ole Direction	ı	Code	
Class Locomot	ive 3	Cars 67	1000000	Recorde Stimate	_	n mpi	h E	1. North 2	. South 3. E	ast 4. West	3	
32. Type of 1. Gates 4.	Wig wag	s 7.	Crossbucks	10. F	lagged by crew		33. Signa	led Crossing	34.	Whistle Ban	Code	
Crossing 2. Cantilever FLS 5.		-					Warn	ing		1. Yes		
Warning 3, Standard FLS 6, Code(s) 01 03	Audible	9.	Watchman	12. N	one		20 sec v	arn min (1)		2. No 3. Unknown	1	
35. Location of Warning		Coo	ie 36. Cr	ossino '	Warning Intercor	nnected	Code			ed by Street	Code	
1. Both Sides					way Signals			The second secon	or Special L			
2. Side of Vehicle Approach		1	1	Yes 2	2. No 3. Unkno	wn	2	1 Yes	2. No 3.	Unknown	1	
3. Opposite Side of Vehicle Apr     38. Driver's 39. Driver's Code		r Drove Behind				41. Driv	05	1. 100	2.110 0.	Omalown	Code	
Age Gender		Struck or was						d or thru the g	ate 4. Stop	oped on crossing	Code	
1. Male		1, Yes 2, No			2	2. S	topped and	then proceed			1	
2. Female	C-4-	142 \6				Commence of the Commence of th	old not stop				Code	
42. Driver Passed Standing Highway Vehicle	Code	43, View of 7	nent Structu		(primary ob 3. Passing T			7. Othe	r (specify	)	Code	
1. Yes 2. No 3. Unknown	2	2. Standii	ng railroad e	equipme	ent 4. Topograpi	hy 6. H	lighway Vel				8	
			44. Driver w	/as		Co	ode	45. Was Dri	ver in the Ve	ehicle?	Code	
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjur	ed 3	3	1. Yes	2. No		1	
			47. Highwa	y Vehic	le Property Dam			48. Total Nu	mber of Hig	hway-Rail Crossin	g Users	
46. Highway-Rail Crossing Users	0	0	(est. doi	llar dan	nage)	S	1,000	(include	driver)	1		
49. Railroad Employees	0	0	50. Total Nu	umber c	of People on Trai	in		51. Is a Rail			Code	
52. Passengers on Train	0	0	(include	passer	ngers and crew)			1. Yes	Report Bein 2. No	g rilea	2	
53a. Special Study Block					53b. Special St	tudy Bloc	ck					
54. Narrative Description												
55. Typed Name and Title		56, Signature								57. Date		

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.												
Name Of Alphabetic Code RR Accident/Incident No.  1. Reporting Railroad Norfolk & Western Rwy Co. [NW ] 1a. NW 1b. X190984011												
			iorfolk & W	'estern	Rwy Co. [NW ]						84011	
2. Other Railroad Involved in Train								2a.		2b.		
Railroad Responsible for Track I					Rwy Co. [NW]			3a. NW		3b. X1909		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K	5. Dat	te of Accident/Inciden	t (	09/13/84	6. Time of Acc			1:00 A	-
7, Nearest Railroad Station  DANVILLE			8. Div	ision			9. County VERM	ILION		Abbr.	17	Code
11. City (if in a city) DANVII	LLE		12. Hi	ghway N	lame or No. MAIN	ST	Γ			<b>✓</b> Public	P	rivate
Highway	User Invo	olved					Rail Equip	ment Involved				
13. Type C. Truck-trailer F. Bus	3	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units pui	llina	4. Car(s)	(moving)	8. Other	spe pulling- R0		Code
A. Auto D. Pick-up truck G. Scl		K. Pedestr	ian	A	2. Train (units pus	shin	g) 6. Light lo	co(s) (moving)	B. Train	pushing- F	RCL	1
	torcycle	M. Other			Train (standing     Standing     Standing     Standing			co(s) (standing)	C. Train	standing-	RCL	
	irection orth 2. Se	geograph outh 3. Eas		Code 1	18. Position of Car t	JIII	in Irain	1				
16. Position 1, Stalled on crossing		oving over c		Code	19. Circumstance 1	. Ra	ail equipmen	t struck highway us	er			Code
2. Stopped on Crossi				3		_		struck by highway	user		1	
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a ha	ızar	dous materia	als release by			1	Code
1, Highway User 2, Rail Eq			4. Neither	4	1. Highway	Use	er 2. Rail I	Equipment 3. Bo	th 4. I	Neither		
20c. State the name and quantity of	f the haza	rdous mate	rial released,	if any								
24 Tamaambus 22.1	/inibility	(single entry	d	Code	23. Weather (sing	م ما	entrel	Windows II - Company of the Company				Code
65 OF		Day 3, Du		4				og 5. Sleet 6. S	now		- 1	1
24. Type of Equipment	Duvii 2.	Day o. Da	A. Spec. Mol			_	COO. 100	Code	1	rack Numb	eror	lame
the same that the same read that the segment of the same segment o	. Work tra	in 7. Yard/			Equipment Inve			-				
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1												
3. Continued that 6. Out of cars, maintainspeed out												
27. FRA Track   28. Number of   29. Number of   30. Consist Speed (Recorded if available)   Code   31. Time Table Direction   Code   Class   Locomotive   Cars   R. Recorded   1												
3 Units	2		95 E. I	Estimate	ed 26	mpl		1. North 2. South	1 3. Eas	st 4. Wes	t	3
The second secon	Wig wag				lagged by crew			ed Crossing	0.800.00	/histle Ban		Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	-	-	9. Watchman		other (specify)		Warni	ng		Yes		
Code(s) 01 03							20 sec wa	ırn min (1);		Unknown		
35, Location of Warning			Code 36. Ci	rossing	Warning Interconnect	ted	Code	37. Crossing Illur				Code
1. Both Sides		1	w	ith High	way Signals		1	Lights or Spe	cial Ligi	hts		
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	roach	]	1 1	Yes 2	2. No 3. Unknown		2	1. Yes 2. N	o 3. U	nknown		1
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Fron	t of Trai	n Code 41.	Driv	er					Code
Age Gender			s Struck by S			200		or thru the gate 4	Company (1975)			
1. Male 2. Female		1. Yes 2. N	lo 3, Unkno	wn	1 2 1		oid not stop	then proceeded 5	o. Other	(specify)	'	1
42. Driver Passed Standing	Code	43. View o	of Track Obsc	ured by	(primary obstruc		17.00					Code
Highway Vehicle	1 -	1. Perr	nanent Struct	ure	Passing Train     Topography	5. V	egetation	7. Other (spices 8 Not Obstru	pecify)		1	1
1. Yes 2. No 3. Unknown	3	2. Star	- H A 100 AV		ent 4. Topography	7.110				-1-0		
Casualties to:	Killed	Injured	44. Driver v		ured 3. Uninjured	1	ode	45. Was Driver in 1 1. Yes 2, No	ine ven	icie?	1	Code
					le Property Damage	2	ž .	48. Total Number	of High	vav-Rail Cr	nssing	1 Users
46. Highway-Rail Crossing Users	0	2	(est. do	-		1 8	51,500	(include driver)	-	iray maii oi	2	00010
49. Railroad Employees	0	0			of People on Train	1	2,000	51. Is a Rail Equip	ment A	ccident /		Code
52. Passengers on Train	0	0			ngers and crew)	1		Incident Repor 1. Yes 2. No	-	Filed	1	2
					53b. Special Study	Bloc	ck	1, 165 2, 140	_			
53a. Special Study Block					ODD. Opecial diddy	Dio	OK .					
54. Narrative Description												
55. Typed Name and Title		56. Signatu	re							57. Date		

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Alphabetic Code RR Accident/Incident N	No											
Name Of	10.											
1. Reporting Railroad Norfolk & Western Rwy Co.  NW   1a. NW 1b. B10676  2. Other Reilroad Involved in Train Accident/Incident 2a. 2b.												
2. Out of National involved in that it contains the same of the proof.												
Notion & Western Kiny Con July												
47902K												
7. Nearest Railroad Station 8. Division 9. County 10. State Coordinates Control VERMILION 10. State Coordinates Co												
11. City (if in a city) DANVILLE 12. Highway Name or No. MAIN ST	е											
Highway User Involved Rail Equipment Involved												
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 17. Equipment 4. Car(s) (moving) 8. Other (specify) Co 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL	ode											
A. Auto D. Pick-up truck G. School Bus K. Pedestrian 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL	1											
B. Truck E. Van H. Motorcycle M. Otner (specify) 3. Train (standing) 7. Light loco(s) (standing) 6. Train standing Not												
14. Vehicle Speed   15. Direction (geographical)   Code   18. Position of Car Unit in Train   (est. mph at impact)   25   1. North   2. South   3. East   4. West   4   1												
	ode											
2. Stopped on Crossing 4. Trapped 3 2. Rail equipment struck by highway user 1	1_											
20a. Was the highway user and/or rail equipment involved code in the impact transporting hazardous materials?	ode											
1, Highway User 2, Rail Equipment 3, Both 4, Neither 4 1, Highway User 2, Rail Equipment 3, Both 4, Neither												
20c. State the name and quantity of the hazardous material released, if any												
	ode											
21. Temperature 22. Visibility (angle only)	1											
(specify il minus) 55 1, David 2, Day 5, Dask 4, Dalk 2												
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved  Code Equipment Involved	3											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1												
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Stoling 4. Industry 1 2. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomotive Cars R. Recorded	1											
- Clind	ode											
Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 1. Yes												
Warning 3, Standard FLS 6, Audible 9, Watchman 12, None 2, No												
Code(s) 01 03 20 sec warn min (1); 3. Unknown												
35, Location of Warning	ode											
2 Side of Vehicle Approach	1											
3, Opposite Side of Vehicle Approach 1, Yes 2, No 3, Unknown 1, Yes 2, No 3, Unknown												
38. Driver's Gode 40. Driver brove behind of intributed that it is a constant to gode 4. Stopped on crossing	ode											
1 Male 1 1 Yes 2 No. 3 Helgrown 2 Stopped and then proceeded 5 Other (specify) 1	1											
2. Female 2 3. Did not stop												
42. Driver Passed Standing Code 45. New Or Hack Obscured by (phintal Code Standing Code (phintal Code Standing Code Code Code (phintal Code Code Code Code Code Code Code Code	ode											
	8											
	ode											
Casualties to: Killed Injured	1											
47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing User												
46. Highway-Rail Crossing Users 0 1 (est. dollar damage) \$375 (include driver) 3												
49 Railroad Employees 0 50 Total Number of People on Train 51. Is a Rail Equipment Accident / Cod	ode											
(include passengers and crew) Incident Report Being Filed	2											
52. Passengers on Train 0 0 1, 1es 2.100	_											
53a. Special Study Block 53b. Special Study Block												
54. Narrative Description												
55. Typed Name and Title 56. Signature 57. Date												

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

1. Fight   Code   Cod	FEDERAL RAILROAD ADMIN	IS TRATION (FR	^1			Name and Advantage and Advanced		the same of the sa						
2. Cher Railroad Imolved in Train Accidentifications on Morfolk & Western Ray Co. [NW	Name Of								Alphat	etic Cod	-			lent No.
A U.S. DOT-AAR Grade Creasing ID No. 479862K  8. Date of Accidentification (6/13/79)  8. Date of Accidentification (6/13/79)  9. County VERTILLION  10. Object (7 in a city) VERTILLION  11. City (7 in a city) DANVILLE  11. City (7 in a city) DANVILLE  12. Highway Name or No. MAIN ST  Rat Equipment Involved 13. Type C. Truck-trailler F. Bus J. Oblet Motor Verbicle A. Auto. D. Pick-trailler F. Bus J. Oblet Motor Verbicle B. Truck E. Vann H. Motorcycle M. Other (specify) B. Truck E. Vann H. Motorcycle M. Other (specify) B. Truck E. Vann H. Motorcycle M. Other (specify) S. Subgept on Creating 4. Trapped S. S. Both Stees 2. Subgept on Creating 4. Trapped S. S. Moving over crossing. Code in the impact transporting hizardous material released, F. arry  21. Temperature 22. Visibility (single entry) 21. Temperature 22. Train (substance) 3. Substance in Substance) 3. Substance in Substance in Code in Substance in Code in the impact transporting hizardous material released, F. arry  21. Temperature 22. Train (substance) 3. Substance in Code in Substance in Substance in Code in the impact transporting hizardous material released, F. arry  21. Temperature 22. Train (substance) 3. Substance in Code in Substance in Substance in Code in Substance in Code in Substance in Code in Substance in Code in Substance in Substance in Code in Substance in Code in Substance in Code in Substance in Code in Substance in Substance in Code in Substance in Su	Reporting Railroad		No	rfolk & W	'estern	Rwy Co. JNW				W	11.7		10	
A U.S. DOT-ARK Grade Crossing ID No.   479862 K   S. Date of Accidentification (Sy13)79   S. Time of Accidentification (Sy1	2. Other Railroad Involved in	Train Accident/Ir	ncident											
Total Content	3. Railroad Responsible for T	rack Maintenand	e No	rfolk & W	estern	Rwy Co. [NW	1							
7. Nearest rearried station   2. DANVILLE   12. Highway Name or No. MAIN ST   2. Date   2. Dat	4. U.S. DOT-AAR Grade Cros	ssing ID No.	4798	362K	5. Dat	e of Accident/Inci	dent (	05/13/79	6. Time	of Accid	lent/Inc	ident (	03:40 A	M
11. City (if in a city)   DANVILLE   12. Highway Namo or No. MAIN ST   Rall Equipment Involved   13. Type   C. Truck-trailer F. Bus   J. Other Motor Vehicle   14. Auto   D. Pick-up truck G. School Bus   K. Pedestrian   T. Trail (miss pushing) 5. Carlo (standing)   8. Citre (specify)   Code   17. Equipment   17. Trail (miss pushing) 5. Carlo (standing)   8. Citre (specify)   Code   14. Vehicle Specify   15. Track   12. Trail (miss pushing) 5. Carlo (standing)   15. Train pulmign Rcl.   15. Track   12. Train   15. Track   15. Tr	1907 8 7 7 7 10 10 10 10 10 10 10 10 10 10 10 10 10			8. Div	vision				ILION		10	-	17	Code
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A Auto D. Pick-up truck G. School Bus K. Pedestrian A. Wat D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Veh H. Motorcycle M. Other (specify) A. Struck E. Veh M. Motorcycle M. Other (specify) A. Struck E. Veh M. Motorcycle M. Other (specify) A. Struck E. Veh M. Motorcycle M. Other (specify) A. Struck E. Veh M. Motorcycle M. Other (specify) A. Struck E. Veh M. Motorcycle M. Other (specify) A. Struck E. Veh M. Motorcycle M. Other (specify) A. Struck E. Veh M. Motorcycle M. Oth		NVILLE		12. Hi	ghway N	lame or No. M.	AIN ST	Γ			V	Public Public	P	rivate
13. Type   C. Truck-trailer F. Bus   J. Other Motor Vehicle   A. Auto   D. Pick-up truck   C. School Bus   K. Pedestrian   A. Train   C. Code   C. Train   C. Code   C. Train   C. Code   C. Code   C. Train   C. Code   C. C	Hig	ghway User Invo	lved					Rail Equip	ment Involve	d			_	
A Auto D. Pick-up tunk G. School Glus K. Pedestrian B. Truck E. Vera H. Midrocycle M. Other (specify) 14. Verbick Speed 15. Truck (specify) 15. Direction (geographical) (geographical) (geographical) 16. Position of Speed 15. Direction (geographical) (geographic	40 T			or Vehicle	Code	17. Equipment	- aulliaa	4. Car(s)	(moving)			(sp	ecify)	Code
B. Truck E Van H. Motorcycle M. Other (specify)   14 Vehicle See   15, Direction (seet. mph at Impact)   1. North 2. South 3. East 4. West 3   3   1. North 2. South 3. East 4. West 3   3   1. North 2. South 3. East 4. West 3   3   1. North 2. South 3. East 4. West 3   3   2. Single period of Crossing 4. Trapped   1. North 2. South 3. East 4. West 3   3   2. Single period of Crossing 4. Trapped   1. North 2. South 3. East 4. West 3   3   2. Single period of Crossing 4. Trapped   1. North 2. South 3. East 4. West 3   3   2. Single period of Crossing 4. Trapped 5   1. North 2. South 3. East 4. West 1   3   2. North 2.		a company			1.	2. Train (units	s pulling s pushin	g) 6. Light I	oco(s) (movi	ng) B.	Train p	ushing-	RCL	1
18. Footbooks									oco(s) (stano	ling) C.	Train s	standing	- RCL	
19. Foliation 1. Salted an crossing 4. Trapped 1 20a. Was the highway user and/or rall equipment involved in the impact transporting hazdrous materials randows materials released by Code in the impact transporting hazdrous materials released. If any 2. Code 2. State the name and quantity of the hazardous materials released, if any 2. Code 2. State the name and quantity of the hazardous materials released, if any 2. Code 2. State the name and quantity of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released, if any 2. Light property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the hazardous materials released of the property of the property of the hazardous material released of the property of the property of the property of the property of the property of the property of the propert					1	50.0								
20s. Was the highway user and/or all equipment involved in the impact transporting hazardous materials release by 1. Highway User 2. Rai Equipment 3. Both 4. Neither 4. 1. Highway User 2. Rai Equipment 3. Both 4. Neither 2. 21. Temperature 2. 1. Temperature 2. 2. Visibility (single entry) Code (specilly il minus) 44 "F 1. Dawn 2. Day 3. Dusk 4. Dak 4. A Spec. MolW Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single care 1. Light tocotos 3. Commuter train 6. Cut of care 9. Main/inspect. car 1. 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1. 1. A Spec. MolW Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single care 1. Light tocotos 3. Units 3. 9. 5. Estimated 3. Temperature 4. Recorded 4. Reco	Applied to the state of the sta			essing		19. Circumstano							- 1	Code
in the impact transporting hazardous materials?  1. Highway User 2. Rail Equipment 3. Both 4. Neither  20. State the name and quantity of the hazardous material released, if any  21. Temperature (specify if minus) 44 **F   1. Dawn 2. Day 3. Dusk 4. Dark 4. Dark  24. Type of Equipment Consist 1. Freight frain 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light locols) Code 3. Commuter train 6. Cutt of cars 9. Main inspect. car 1  27. FRA Track 2. R. Number of Locomotive 2. Day 3. Main inspect. car 1  28. Number of Locomotive 3. Single car 8. Light locols) Cars 8. Recorded Class 3. Units 3. 95  27. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) Wirning 3. Standard FLS 6. Audible 9. Watchman 12. None  29. Section of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Diriver's So. Priver's Code 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Maile 2. Francis Code 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Permanent Structure 3. Both 4. Neither 4. Stopped on crossing 4. Willed 2. Driver Passed Standing Highway Vehicle 5. Not Driver Wall and Struck or was Struck by Second Train 3. Did not also (crossing Users (include driver) 1. New 2. No 3. Unknown 3. 3. Both of two Proves Behind or in Front of Train and Struck or was Struck by Second Train 1. Permanent Structure 3. Did not also (crossing Users (include driver) 1. New 2. No 3. Unknown 3. 3. Did not also (crossing Users (include driver) 1. New 2. No 3. Unknown 3. 3. Did not also (crossing Users (include driver) 1. New 3. No 3. Unknown 3. 3. Did not also (crossing Users (include driver) 1. New 3. No 3. Unknown 4. Stopped on crossing 4. Stopped on Crossing Users (include driver) 1. New 3. No 3. Unk						20b. Was there					-			Code
20. State the name and quantity of the hazardous material released, if any	in the impact transporting	ng hazardous ma	terials?		1			0.0-7	in-mant	2 Dath	4 N/	nithor	- 1	
21. Temperature						1. High	way Use	er 2. Rail	Equipment	3. Both	4. NE	eluner		
2.1.	20c. State the name and qua	ntity of the haza	rdous materia	al released,	if any									
	21, Temperature	22. Visibility (	single entry)		Code	23. Weather (	single e	entry)						Code
Consist 1. Freight train 4. Work train 7. Yard/Switching (Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main Ainspect. car 1 1 1. Main 2. Yard 3. Siding 4. Industry 1 EASTBOUND MAIN 2. Free 1. Summer of Class 3. Units 3 9. Diriver Sold of Vehicle Approach 1. Gate 4. West 1 2. None 9. Warning 3. Standard FLS 6. Audible 9. Walchman 12. None 9. Warning 3. Standard FLS 6. Audible 9. Walchman 12. None 9. Walchman 12. None 9. Warning 3. Sidnard FLS 6. Audible 9. Walchman 12. None 9. Walchman 12. None 9. Walchman 12. None 9. Warning 1. Poth Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 2 1. Yes 2. No 3. Unknown 3. Unknown 3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 3. Diriver Sold of Vehicle Approach 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 3. Diriver Sold of Vehicle Approach 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 3. Diriver Sold of Vehicle Approach 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1. Prove a 2. Standing Rightway Vehicle 1. Yes 2. No 3. Unknown 3. Stopped and then proceeded 5. Other (specify) 1. Prove 3. No 3. Unknown 3. Stopped and then proceeded 5. Other (specify) 1. Prove 3. No 3. Unknown 3. Stopped and then proceeded 5. Other (specify) 1. Prove 3. No 3. Unknown 3. Stopped and then proceeded 5. Other (specify) 1. Prove 3. No 3. Unknown 3. Stopped and then proceeded 5. Other (specify) 1. Prove 3. No 3. Unknown 3. Stopped and then proceeded 5. Other (specify) 1. Prove 3. No 3. Unknown 3. Stopped and then proceeded 5. Other (specify) 1. Prove 3. No 3. Unknown 3. Stopped 3. No 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individual 4. Individ	(specify if minus) 44 °F	1, Dawn 2.	Day 3. Dus	k 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	w			
3. Commuter train 6. Cut of cars 9. Main. /inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry 1   EASTBOUND MAIN 27. FRA Track Class   28. Number of Cars   30. Consist Speed (Recorded it svallable)   Code   31. Time Table Direction   Code   Cars   30. Consist Speed (Recorded it svallable)   Code   31. Time Table Direction   Code   Cars   Main. /inspect. car   1. Main   2. Yard   3. Siding 4. Industry 1   1. Time Table Direction   Code   Cars   Main. /inspect. car   1. Main   2. Yard   3. Siding 4. Industry 1   1. Time Table Direction   Code   Cars   Main. /inspect. car   1. Main   2. Yard   3. Siding 4. Industry 1   1. Time Table Direction   Code   Cars   Main. /inspect. car   3. Consist Speed (Recorded it svallable)   Code   31. Time Table Direction   Code   Cars   Main. /inspect. car   3. Consist Speed (Recorded it svallable)   Code   31. Time Table Direction   Code   Cars   Main. /inspect. car   3. Consist Speed (Recorded it svallable)   Code   31. Time Table Direction   Code   Cars   Main. /inspect. car   Cars	Consist 1. Freight train		in 7. Yard/S	witching	N Equip					Code	26. Tra	ack Nun	nber or i	Name
27. FRA Track Class 28. Number of Locomotive 3 9.5 Occasist Speed (Recorded if available) Code 31. Time Table Direction Code (Signature) 29. Number of Locomotive 3 9.5 Occasing 29. Cantilever FL.5 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FL.5 6. Audible 9. Watchman 12. None 2. No 3. Standard FL.5 6. Audible 9. Watchman 12. None 2. No 3. Corossing Warning Interconnected with Highway Signals 1. Other (specify) 20 sec warn min (1); 3. Unknown 20. None 2. No 3. Opposite Side of Vehicle Approach 1. Lyes 2. No 3. Unknown 2. No 3. Unknown 3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 2. No 3. Unknown 3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 2. Struck by Second Train 1. Yes 2. No 3. Unknown 3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 3. Unknown 3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 2. Struck by Second Train 2. Female 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 9. Standing railroad equipment 4. Topography 6. Highway Vehicle 8. Not Obstructed 9. Not Obstru	(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code													
3	Code													
32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) 9. Watchman 12. None 2. No 20 sec warn min (1); 3. Unknown 2. No 20 sec warn min (1); 3. Unknown 2. Stop of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Opposite Side of Vehicle Ap							mp (	h R	1. North 2	. South	3. East	4. We	est	1
Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)  Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  Code(s) 01 03 20 sec warn min (1); 2. No 3. Unknown  35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Oppos												Control of the		Code
Code   Substitute   Code   C								Warn	ing					
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1. Male 1. Male 1. Yes 2. No 3. Unknown 1. Yes 2. No 3. Unknown 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Permanent Structure 2. Standing railroad equipment 4. Topography 42. Driver Passed Standing 43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 4. Topography 44. Driver 45. Highway Vehicle 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage (est. dollar damage) 48. Railroad Employees 49. Railroad Employees 40. Od 40. Triver Was 40. Triver Was 41. Driver 42. Driver around or thru the gate 4. Stopped on crossing Users (include driver) 44. Driver and then proceeded 5. Other (specify) 45. Was Driver in the Vehicle? 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 48. Rail Equipment Accident / Incident Report Being Filed 49. Railroad Employees 51. Is a Rail Equipment Accident / Incident Report Being Filed 52. Passengers on Train 53b. Special Study Block 54. Narrative Description		LS 6. Audible	9	. Watchman	12.1	lone		20 000 11	orn min (1)	.			. 1	
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Driver's Code Gender 1. Male 2. Female 2. Female 4. Driver Passed Standing Code Highway Vehicle 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3. Driver's Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3. Driver's Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3. Driver's Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3. Driver's Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3. Driver's Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3. Driver Passed Standing Highway Vehicle 3. Passing Train 5. Vegetation F. Other (specify) 4. Driver was Struck by Second Train S. Vegetation F. Other (specify) 4. Driver was Struck by Second Train S. Vegetation F. Other (specify) 4. Driver Was Struck Discussion Second Train S. Vegetation F. Other (specify) 4. Driver was Struck by Second Train S. Vegetation F. Other (specify) 4. Driver was Struck by Second Train S. Vegetation F. Other (specify) 4. Driver Was Struck by Second Train S. Vegetation F. Other (specify) 4. Driver Was Struck by Second Train S. Vegetation F. Other (specify) 4. Driver Was Struck by Second Train S. Vegetation F. Other (specify) 5. Highway Vehicle S. Not Obstructed S. No		03		1 20 0	ina	Marring Intercon	nacted				1000			Code
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Driver Drove Behind or in Front of Train Age Gender 1. Male 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4. Driver Passed Standing 4. Driver Passed Standing 4. Permanent Structure 3. Passing Train 5. Vegetation 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Not Obstructed 8. Highway Vehicles 8. Not Obstructed 8. Was Driver in the Vehicle? 1. Yes 2. No 1. Yes 2. No 1. Yes 2. No 1. Yes 2. No 1. Yes 2. No 1. Yes 3. Ye	100		Co	2000000		Name and Address of the Owner o	Hecteu	Code					•	Out
33. Opposite Side of Vehicle Approach  1. Yes 2. No 3. Unknown  1. Yes 2. No 3. Unknown  1. Yes 2. No 3. Unknown  2. Standing railroad equipment 4. Topography  42. Driver Passed Standing Highway Vehicle Scaualties to:  Killed Injured  43. View of Track Obscured by 2. Standing railroad equipment 4. Topography  44. Driver was Casualties to:  Killed Injured  45. Highway Vehicle Property Damage (est. dollar damage)  46. Highway-Rail Crossing Users  50. Od  47. Highway Vehicle Property Damage (est. dollar damage)  53. Special Study Block  54. Narrative Description  Cod  41. Driver  1. Drove around or thru the gate 4. Stopped on crossing 1. Drove around or thru the gate 4. Stopped on crossing 1. Driver  1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 1. Driver around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 1. Spasing Train 5. Vegetation 7. Other (specify) 6. Highway Vehicles 8. Not Obstructed 8. Highway Vehicles 8. Not Obstructed 8. Total Number of Highway-Rail Crossing Users (include driver) 1. Yes 2. No 1.		ach	- 11		-			2	1 Voc	2 No	3 IIn	known		3
Age Gender 1. Male 2. Female 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 2 3. Did not stop 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 3 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Toda 1. Yes 2. No 3. Unknown 3 3. Unknown 3 3. Unknown 3 44. Driver was Code 45. Was Driver in the Vehicle? Code 46. Highway-Rail Crossing Users (include driver) 1. Yes 2. No 1. Yes 2. No 1. Yes 2. No 1. Yes 3. Uninjured 47. Highway-Vehicle Property Damage (set. dollar damage) 5300 (include driver) 1. Yes 2. No 1. Yes 3. Y									1, 163	2.110	0. 011	KIIOWII		Codo
1. Male 2. Female 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1  42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Ocde 45. Was Driver in the Vehicle? Code 1. Killed Injured 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) \$300 (include driver) 1. St. Passengers on Train 0 0 0 50. Total Number of People on Train (include passengers and crew) 53b. Special Study Block 53b. Special Study Block	Carl Carlotte a Fig.								d or thru the o	nate 4 S	Stoppe	d on cro	ssina	Code
2. Female   2. Standing   Code   43. View of Track Obscured by (primary abstruction)   Code   1. Permanent Structure   3. Passing Train 5. Vegetation   7. Other (specify)   1. Permanent Structure   3. Passing Train 5. Vegetation   7. Other (specify)   2. Standing railroad equipment 4. Topography   6. Highway Vehicles   8. Not Obstructed   8.														1
Highway Vehicle 1. Yes 2. No 3. Unknown 3 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8 Casualties to:  Killed Injured 1. Killed 2. Injured 3. Uninjured 4. Tepography Observed 4. Uninjured 3. Uninjured 4. Tepography Observed 4. Uninjured 4. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 4. Uninjured 4. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 4. Uninjured 4. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 4.  2. Female														
Highway Vehicles 8. Not Obstructed 8  Casualties to: Killed Injured 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8  Casualties to: Killed Injured 1. Killed 2. Injured 3. Uninjured 3. Uninjured 1. Yes 2. No 1  44. Driver was 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 3. Yes 2. No 1  45. Highway-Rail Crossing Users (est. dollar damage) \$300 (include driver) 1  49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2  53a. Special Study Block 53b. Special Study Block		Code	STREET, MANAGEMENT SOUR						7. Oth	er (soe	cify)			Code
Casualties to:  Killed Injured  44. Driver was 1. Killed 2. Injured 3. Uninjured 3  45. Was Driver in the Vehicle? 1. Yes 2. No 1  46. Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 1  49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 52. Passengers on Train 0 0 0 53a. Special Study Block 53b. Special Study Block 54. Narrative Description	The same of the sa	3	2. Stand	ling railroad	equipm	ent 4. Topograph	ny 6. I	Highway Ve						8
46. Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage (est. dollar damage) \$300 (include driver) 1  49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2  53a. Special Study Block 53b. Special Study Block				2000 0000				-				de?		Code
46. Highway-Rail Crossing Users 0 0 (est. dollar damage) \$300 (include driver) 1  49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2  53a. Special Study Block 53b. Special Study Block	Casualties to:	Killed	Injured	1. Kille	ed 2. In	jured 3. Uninjur	ed :	3						_
49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2  53a. Special Study Block 53b. Special Study Block	46. Highway-Rail Crossing U	sers 0	0	The second	-		- 1	\$300	250 00 00		Highw	ay-Rail	-	y Users
52. Passengers on Train 0 0 0 (include passengers and crew) 1. Yes 2. No 2  53a. Special Study Block 53b. Special Study Block	49. Railroad Employees	0	0											Code
53a. Special Study Block 54. Narrative Description  57. Date											being F	· nea		2
54. Narrative Description			L			53b. Special S	tudy Blo	ock						
55. Typed Name and Title 56. Signature 57. Date														
	55. Typed Name and Title		56. Signatur	е								57. Da	te	

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

	HON (FRA	Ч							-	B Approvar No.		
Name Of Alphabetic Code RR Accident/Incident No.  1. Reporting Railroad Norfolk & Western Rwy Co.   NW   1a.   NW   1b.   D29481												
			folk & W	estern	Rwy Co. INV	<u> </u>						
2. Other Railroad Involved in Train A								2a,		2b.		
Railroad Responsible for Track Ma	y 19512	11011			Rwy Co. JNW			3a. NW		3b. <b>D29481</b>		
4. U.S. DOT-AAR Grade Crossing ID	No.	47986			te of Accident/Inc	cident		6. Time of Acc		ncident 08:3		
7. Nearest Railroad Station  DANVILLE			8. Div	/ision			9. County VERM	IILION			Code 17 IL	
11. City (if in a city) DANVILI	LE		12. Hig	ghway N	lame or No. M	IAIN S'	Г			✓ Public	Private	
Highway U	Jser Involv	ved					The state of the s	pment involved			O-	
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Scho	ool Bus			Code	17. Equipment 1. Train (uni 2. Train (uni					r (specify, pulling- RCL pushing- RCL		
B. Truck E. Van H. Moto		M. Other (spe			3. Train (sta			loco(s) (standing)	C. Train	standing- RCI		
14. Vehicle Speed 15. Dire (est. mph at impact) 1. No		geographica) uth 3.East	E .	Code 4	18. Position of	Car Onic	in Italii	1				
16. Position 1. Stalled on crossing 2. Stopped on Crossing		ing over cross	sing	Code 3	19. Circumstan			nt struck highway us nt struck by highway			Code	
20a. Was the highway user and/or ra				Code	20b. Was there				u301		Code	
in the impact transporting hazar				I	4 17 1		0 D-1	F 0 D-4		1-:4	1	
1. Highway User 2. Rail Equi				4	1. High	nway us	er 2. Kall	Equipment 3. Bot	ın 4. I	veitner		
20c. State the name and quantity of t	ine nazaro	ious materiai i	released, I	rany								
	sibility (s	ingle entry)		Code	23, Weather	(single e	entry)				Code	
(specify if minus) 60 °F 1. Da	awn 2. D	ay 3. Dusk	4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sr	now		1	
		7, Yard/Swit			25. Track Type Equipmen			Code	26. T	rack Number o	r Name	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   EASTBOUND MAIN												
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomotive 3 Units	e 3	Cars 99	1 000	Recorde Estimate		б mp	h R	1. North 2. South	3. Eas	st 4. West	1	
32. Type of 1. Gates 4. V Crossing 2. Cantilever FLS 5. H	Nig wags				agged by crew ther (specify)		33. Signa Warn	led Crossing		histle Ban Yes	Code	
Warning 3. Standard FLS 6. A	CONTRACTOR SECTION		Vatchman	12. N			VVain	mg	1.000	No	1	
Code(s) 01 03							20 sec w	arn min (1);	3.	Unknown		
35. Location of Warning		Code		and the same of the	Warning Intercor	nnected	Code	37. Crossing Illum			Code	
Both Sides     Side of Vehicle Approach		١.	W	ım Hign	way Signals		1 -	Lights or Spe	ciai Ligi	าเร	1 5	
3. Opposite Side of Vehicle Appro	oach	1	1.	Yes 2	. No 3. Unkno	wn	2	1. Yes 2. No	3. U	nknown	3	
		Drove Behind			170	41. Driv					Code	
Age Gender  1. Male		ruck or was St Yes 2. No			rain 2	2. 5	Stopped and	d or thru the gate 4. I then proceeded 5			1 1	
2. Female 42. Driver Passed Standing	Code	43. View of Tra	ack Obscu	red by	(primary ob		Did not stop				Code	
Highway Vehicle	Jour	1. Permane	ent Structu	ıre	3. Passing T	rain 5. V	/egetation	7. Other (sp				
1. Yes 2. No 3. Unknown	3	2. Standing	railroad e	equipme	ent 4. Topograpi	hy 6. F	lighway Vel	nicles B. Not Obstruct	cted		8	
Casualties to:	Killed	Injured 4	4. Driver w		ured 3. Uninjur	a I	ode	45. Was Driver in t	he Vehi	cle?	Code	
		4					3	48. Total Number of	of Highy	vav-Pail Cmeei	1 1	
46. Highway-Rail Crossing Users 0 0 (est. dollar damage) \$300 (include driver) 1												
49. Railroad Employees	0	0 50			of People on Trai	in ,		51. Is a Rail Equipa Incident Report			Code	
52. Passengers on Train	0	0	(include	passer	igers and crew)			1. Yes 2. No	. Domig		2	
53a. Special Study Block					53b. Special S	tudy Blo	ck					
54. Narrative Description												
55. Typed Name and Title	56	6. Signature								57. Date		

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

FEDERAL RAILROAD ADMINISTR	ATION (F	(A)						OND	ppiovai	140. 2	130-030	
Name Of Alphabetic Code RR Accident/Incident No.												
Reporting Railroad		No	orfolk & W	'estern	Rwy Co. [NW ]		1a. NW	1b.	D2937	3		
2. Other Railroad Involved in Train	Accident	/Incident					2a.	2b.				
3. Railroad Responsible for Track	Maintenar	nce No	orfolk & W	estern	Rwy Co. [NW ]		3a. NW	3b.	D2937.	3		
4. U.S. DOT-AAR Grade Crossing	ID No.	4798	862K	5, Dat	te of Accident/Incident	04/07/79	6. Time of Accid	dent/Incid	ent 12	2:13 A	M	
7. Nearest Railroad Station  DANVILLE			8. Div	rision		9. County VERM	<b>11LION</b>		State Abbr,	17	Code IL	
11. City (if in a city) DANVII	LLE		12. Hig	jhway N	Name or No. MAIN	ST		<b>✓</b> I	Public	P	rivate	
Highway	y User Inv	olved				Rail Equi	ipment Involved					
13. Type C. Truck-trailer F. But	s	J. Other Mot	tor Vehicle	Code	17. Equipment 1. Train (units pulli)	4. Car(s	) (moving) 8.	Other Train pul	(spec	cify)	Code	
A, Auto D. Pick-up truck G, Sc	hool Bus	K. Pedestria		l A	2. Train (units pulli 2. Train (units push		loco(s) (moving) B.	. Train pui . Train pus			1	
	otorcycle				3. Train (standing)		loco(s) (standing) C.	. Train sta	nding- F	RCL		
STREET, STREET	Direction	(geograph) South 3. East	-	Code 3	18. Position of Car Ur	nit in Train	1					
16. Position 1. Stalled on crossing		loving over cro		Code	19. Circumstance 1.	Rail equipme	nt struck highway user	r	-		Code	
2. Stopped on Cross	ing 4. Tr	rapped	_	3	2. 1	Rail equipme	nt struck by highway u				1	
20a. Was the highway user and/or in the impact transporting haz			ı	Code	20b, Was there a haz	ardous mater	rials release by				Code	
Highway User 2. Rail Ed			. Neither	4	1. Highway U	Jser 2. Rail	Equipment 3. Both	4. Neith	ner			
20c. State the name and quantity of			-	fany								
The state of the s					Control Control Control		- Karle					
20 %	The second secon	(single entry)		Code	23. Weather (single	e entry)					Code	
	Dawn 2.	. Day 3. Dust		4	-	y 3. Rain 4.	Fog 5, Sleet 6, Sno	w			1	
24. Type of Equipment	1 Mark to		A. Spec, MoV	√ Equip		17	Code	26. Track	k Numbe	er or N	lame	
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
3. Commuter train 6				1	1, Main 2, Yard	d 3. Siding	4. Industry 1	EAST	BOUN	D M	AIN	
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomot Units												
	. Wig wag	s 7.			lagged by crew			34. Whist			Code	
Crossing 2. Cantilever FLS 5.		-	The second section is a second section of the second section is a second section of the second section		ther (specify)	Warn	ing	1. Yes	3			
Warning 3. Standard FLS 6.	Audible	9.	. Watchman	12. No	one			2. No		1		
Code(s) 01 03 35. Location of Warning			ode 36. Cro	ossina \	Warning Interconnected		arn min (1);	3, Uni			Cada	
1. Both Sides		Co	1000000	_	way Signals	d Code	37. Crossing Illumin Lights or Specia		Street		Code	
2. Side of Vehicle Approach		1		-		3		.=		1	3	
Opposite Side of Vehicle App					2. No 3. Unknown		1, Yes 2, No	3, Unkno	nwo			
38. Driver's 39. Driver's Code Age Gender		er Drove Behin Struck or was					d or thru the gate 4.5	Stopped o	n crocci		Code	
1. Male	200000000000000000000000000000000000000	1. Yes 2. No					then proceeded 5. (			iig I		
2, Female						Did not stop					1	
<ol> <li>Driver Passed Standing Highway Vehicle</li> </ol>	Code	V. P. A. 1 V. T. 1	Track Obscur anent Structur		(primary obstruction 3. Passing Train 5.		7. Other (spec	cifu)			Code	
1. Yes 2. No 3. Unknown	3				ent 4. Topography 6.						8	
O	Villad		44. Driver wa	as	(	Code	45. Was Driver in the	e Vehicle?			Code	
Casualties to:	Killed	Injured	1. Killed	1 2. Inju	ured 3. Uninjured	3	1. Yes 2. No				1	
46, Highway-Rail Crossing Users	0	0	47. Highway (est. doll		le Property Damage	\$300	48. Total Number of (include driver)	Highway-	Rail Cro	ssing 1	Users	
49, Railroad Employees	0	0	50. Total Nu	ımber o	of People on Train		51. Is a Rail Equipme	ent Accide	ent /		Code	
52, Passengers on Train	0	0	(include	passen	ngers and crew)		Incident Report B 1. Yes 2. No	Being Filed	1	1	2	
53a, Special Study Block	-				53b, Special Study Bl	ock						
54. Narrative Description												
55. Typed Name and Title		56, Signature	•					57	. Date			

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

TEDERAL TATELLOAD ADMINISTRA	(11011)1	(1)								D rippiotal		
Name Of Alphabetic Code RR Accident/Incident No.												
1. Reporting Railroad			Norfolk & W	'estern	Rwy Co.   NW			1a. NW		1b. B1027	9	
2. Other Railroad Involved in Train		27270						2a.		2b.	na ng	
3. Railroad Responsible for Track					Rwy Co. INW			3a. NW		3b. B1027		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9862K		te of Accident/Inci	ident	1	6. Time of		ncident 0	4:30 I	
7. Nearest Railroad Station  DANVILLE			8. Div	/ision			9. County VERN	IILION		10. State Abbr.	17	Code
11. City (if in a city) DANVII	LLE		12, Hig	jhway N	Name or No. E	MAIN	STREET			✓ Public	P	rivate
Highway	/ User Inv	olved					Rail Equi	pment Involved		-11 - 11		
13. Type C. Truck-trailer F. Bu			lotor Vehicle	Code	17. Equipment 1. Train (units	s pulling	4. Car(s) 5. Car(s)	(moving) (standing)	8. Othe A. Train	er (spe n pulling-R0	<i>cify)</i> CL	Code
A, Auto D. Pick-up truck G, Sc B, Truck E, Van H. Mc	hool Bus	K. Pedestr M. Other		A		s pushin	1g) 6. Light	loco(s) (moving) loco(s) (standing		n pushing- F n standing- I		1
	irection	(geograp		Code	18. Position of C			ioco(o) (otalialis	g/ O. Huii	, our and	, tol	
The state of the s	green comment of the comment		st 4. West	3					1			
16, Position 1, Stalled on crossing 2. Stopped on Crossing		oving over c	rossing	Code 3	19. Circumstand			nt struck highway nt struck by highv			1	Code 1
20a. Was the highway user and/or	rail equipr	ment involve	ed	Code	20b. Was there				,			Code
in the impact transporting haz 1. Highway User 2. Rail Ed			4 Neither	4	1. High	wav Us	er 2 Rail	Equipment 3.	Both 4.	Neither		
20c. State the name and quantity of	-			1 -	1	,						
					*/							
		(single entry	·	Code	23, Weather (	•	• •				,	Code 1
(specify if fillings) 25 1,	Dawn 2,	Day 3, Du	Name and	2		Cloudy	3. Rain 4.	Fog 5, Sleet 6	S. Snow			
24. Type of Equipment  Consist 1. Freight train 4	. Work tra	in 7. Yard/	A. Spec. MoV Switching	V Equip	Lot ridon type			Co	ode 26.	Track Numb	er or N	lame
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
3. Commuter train 6. Cut of cars 9. Main /inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 EASTBOUND MAIN												
27. FRA Track 28. Number of Locomotive 29. Number of Cars 29. Number of R. Recorded if available) Code 31. Time Table Direction Code 31. Time Table Direction Code R. Recorded 19. Number of Cars R. Recorded 19. Number												
2 Units	0	2	2	stimate		mpl	h R	1. North 2. Se	outh 3. Ea	st 4. Wes	t	3
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig wag: . Hwy. traf				lagged by crew ther (specify)		33. Signa Warn	led Crossing ing		Vhistle Ban . Yes		Code
Warning 3. Standard FLS 6	Audible		9. Watchman	12. N	one		20			. No	1	
Code(s) 01 03			Code 36. Cro	ossina l	Warning Interconn	nected	Code	arn min (1);		. Unknown		Code
35, Location of Warning  1, Both Sides					way Signals	ICCICU	Code	37. Crossing Lights or 8	Special Lig			Code
2. Side of Vehicle Approach	**************************************	1:	1 ,	Yes 2	. No 3. Unknow	/n	2	1 Yes 2	2. No 3. U	Inknown	1	3
Opposite Side of Vehicle App     Sa. Driver's 39. Driver's Code	4.	r Drove Beh	ind or in Front		T	41. Driv	rer					Code
Age Gender			as Struck by Se		8 5555	1. D	Prove aroun	d or thru the gate			3.000 C	9-4-
1. Male 2. Female		1. Yes 2. N	No 3, Unknow	VΠ	2		Stopped and Did not stop	then proceeded	5. Other	(specify)	- 1	1
42. Driver Passed Standing	Code	43. View o	of Track Obscu	red by	(primary obs	The state of the s	•	(100 - 100 -				Code
Highway Vehicle	,		manent Structu		<ol> <li>Passing Transit 4. Topography</li> </ol>	ain 5. V	egetation	7. Other	(specify)		- 1	8
1, Yes 2, No 3, Unknown	3	Z. Oldi	44. Driver w		nt 4. ropograph			45, Was Driver		icle?		Code
Casualties to:	Killed	Injured			ured 3. Uninjure	12	ode	1. Yes 2. I		iicie?	1	1
			47. Highwa	v Vehic	e Property Dama			48. Total Numb	er of High	way-Rail Cro	ossing	
46. Highway-Rail Crossing Users	(est. dollar damage) \$250 (include driver)											
49. Railroad Employees	0	0			of People on Train			51. Is a Rail Eq	the same of the sa			Code
52. Passengers on Train	0	0	(include	passer	igers and crew)			1. Yes 2.		riled		2
53a. Special Study Block					53b. Special Stu	ıdy Bloc	ck				079.2	
54, Narrative Description												
55. Typed Name and Title		56. Signatu	re							57. Date		

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of	3,11,000							1 Alababi	r- Onda I	DD Accident/Ir	cident No		
Name Of  1. Reporting Railroad					7 C- DW					RR Accident/In	CIDENT INO.		
2. Other Railroad Involved in Train	Accident	Contraction of the second	NOTIOIK & VV	estern	Rwy Co. [NW			1a. NW		1b. <b>D27282</b> 2b.			
Railroad Responsible for Track				/ town	P Co. INNV			3a. NW		3b. D27282			
4. U.S. DOT-AAR Grade Crossing			9862K		te of Accident/Inci	_	00/10/70			ncident 07:4:	- 135		
	ID NO.	4/5	T .	_	le di Accidentino	dent	1						
7. Nearest Railroad Station  DANVILLE			8. DI	vision			9. County	/ MILION	1	10. State Abbr. 1	Code		
11. City (if in a city) DANVI	I.E.		12. Hi	ohway N	Name or No. E	MAIN				✓ Public	Private		
	y User Inve	olved	I Stranger			VACAL.		ipment Involved			The Galler		
13. Type C. Truck-trailer F. Bu			lotor Vehicle	Code	17. Equipment 1. Train (units				8. Othe		Code		
A. Auto D. Pick-up truck G. Sc				۱,				s) (standing) loco(s) (moving		pulling- RCL pushing- RCL	1 .		
	torcycle	M. Other		В	3. Train (stan-	ding)	7. Light	loco(s) (standing		standing- RCL			
	irection	geograp) South 3. Eas	-	Code 4	18, Position of C	ar Unit	t in Train		1				
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstanc	e 1.R	ail equipme	ent struck highwa			Code		
2. Stopped on Cross	ing 4. Tra	apped		3		2. R	ail equipme	ent struck by high			1		
20a, Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a	a hazar	rdous mater	rials release by			Code		
Highway User 2. Rail Ed			4. Neither	4	1. Highv	way Us	er 2. Rail	il Equipment 3	3. Both 4. I	Neither			
20c. State the name and quantity of				if any							-		
		******					7 2						
. 00		(single entry		Code	23. Weather (s						Code I 4		
(specify if fillings)	Dawn 2.	Day 3. Du		2			-	Fog 5. Sleet	1				
24. Type of Equipment  Consist 1. Freight train 4	Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved												
(single entry) 2. Passenger train 5	. Single ca	ar 8. Light l	loco(s)	Code	30 (100)			1					
3. Commuter train 6				1	1. Main 2.					ASTBOUND	3000000000		
27. FRA Track 28. Number of Class Locomot	80C	29, Number Cars		nsist Spe Recorde	eed (Recorded if a	availab	ile) Code	31, Time Table	Direction		Code		
3 Units	3		~-	Recorde Estimate	•••	mp	h E	1. North 2. S	South 3, Eas	st 4. West	3		
AND THE PERSON AND TH	. Wig wags				lagged by crew		33. Signa	aled Crossing		/histle Ban	Code		
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.		-			10.00		Wam	ing	2.0	Yes			
Warning 3, Standard FLS 6.  Code(s) 01 03	Audible		9. Watchman	12. N	one		20 sec w	varn min (1);		No Unknown	1		
35. Location of Warning			Code 36. Cr	ossing \	Warning Interconn	nected	Code	37. Crossing		TO STATE OF THE ST	Code		
1. Both Sides		1	Mediana	207 to 403 0	way Signals		1		Special Ligh		a Richardson		
Side of Vehicle Approach     Opposite Side of Vehicle Approach	rnach	1	1 1.	Yes 2	2. No 3. Unknow	'n	3	1. Yes	2. No 3. Ui	nknown	3		
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	The Control of		11. Driv	/er				Code		
Age Gender			s Struck by Se					nd or thru the gat	e 4. Stoppe	ed on crossing			
1. Male	,	1. Yes 2. N	No 3, Unknov	NΠ	2		and the second second	d then proceeded	d 5. Other	(specify)	1		
2. Female 42. Driver Passed Standing	Code	43. View c	of Track Obscu	red by	(primary obs		Did not stop				Code		
Highway Vehicle	Ì	1. Perm	nanent Structu	ıre	3. Passing Tra	ain 5. V	/egetation		(specify)		į.		
1. Yes 2. No 3. Unknown	3	2. Stan	ding railroad e	equipme	ent 4. Topography	/ 6. H	lighway Ver	nicles 8. Not Un	structed		8		
Casualties to:	Killed	Injured	44. Driver w			4 1	ode	45. Was Drive		cle?	Code		
		,		_	ured 3. Uninjured	1 4	2	1. Yes 2.			1		
46. Highway-Rail Crossing Users	0	1		•	le Property Damag	1		The state of the s	-	vay-Rail Crossir	_		
40 Dellered Femileuses			(est. dol				\$500	(include dri			Code		
49. Railroad Employees	0	0	ALL MELTIN DELICATION CONTROL		of People on Train agers and crew)	1		STREET, SOURCE STREET,	eport Being I				
52. Passengers on Train	0	0	Į	P	gold 2,			1. Yes 2.	. No		2		
53a. Special Study Block					53b. Special Stu	dy Bloo	ck						
4. Narrative Description													
55. Typed Name and Title	1	56. Signatur	re							57. Date			

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

				Water Contract Contra			1		RR Accident/Inc	ident Ma	
Name Of			-			-		betic Code	SOL RESPONDED AND	ident No.	
1. Reporting Railroad	The state of the s	orfolk & W	estern	Rwy Co. INW	/		1a. N	W	1b. <b>B9782</b> 2b.		
2. Other Railroad Involved in Train Accid							2a.				
Railroad Responsible for Track Mainte				Rwy Co.   NW			3a. N		3b. <b>B</b> 9782		
4. U.S. DOT-AAR Grade Crossing ID No	479	862K 8. Div		te of Accident/Inc	cident (	9. County	6, Time	of Accident	Incident 07:25	Code	
7. Nearest Railroad Station  DANVILLE		o. Div	ISIOII			200 0	IILION		Abbr. 1°	7   IL	
11. City (if in a city) DANVILLE		12. Hig	hway N	Name or No. E	AST M	AIN STR	EET		✓ Public	Private	
Highway User	Involved						pment Involve	ed			
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. School B B. Truck E. Van H. Motorcyc	us K. Pedestri		Code	17. Equipment 1. Train (unit 2. Train (unit 3. Train (sta	ts pushin	g) 6. Light		ng) B. Tra	er (specify) in pulling- RCL in pushing- RCL in standing- RCL	Code	
14. Vehicle Speed 15. Direction (est. mph at impact) 30 1. North	n (geograph 2. South 3, East		Code 4	18. Position of	Car Unit	in Train		1			
	Moving over cr	rossing	Code 3	19. Circumstan		Charles and a second second	nt struck high nt struck by hi			Code	
Stopped on Crossing 4     20a. Was the highway user and/or rail ed		d	Code	20b. Was there						Code	
in the impact transporting hazardou	The second second		1					0 D-# 4	Maidhas	1	
1. Highway User 2. Rail Equipme			4	1. High	hway Use	er 2. Rail	Equipment	3. Both 4.	Neitner	1	
20c. State the name and quantity of the I	azardous mater	ial released, if	any								
21. Temperature 22. Visibil	y (single entry	)	Code	23, Weather	(single e	ntry)				Code	
(specify if minus) 8 °F 1. Dawn	2. Day 3. Du	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s)  Code  25. Track Type Used by Rail Equipment Involved											
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 EASTBOUND MAIN											
27. FRA Track 28. Number of	29. Number	of 30, Con	sist Sp	eed (Recorded i	f availab	le) Code	31, Time Ta	ble Direction		Code	
Class Locomotive 3 Units	Cars 8		ecorde stimate	_	5 mpi	h E	1. North 2	. South 3. E	ast 4. West	3	
Crossing 2. Cantilever FLS 5. Hwy						Warn	ing		1. Yes		
Warning 3. Standard FLS 6. Audi Code(s) 01 03	oie s	9. Watchman	12.1	ione		20 sec w	arn min (1)		2. No 3. Unknown	1	
Code(s) 01 03  35, Location of Warning	C	ode 36. Cro	ossing	Warning Intercor	nnected	Code		ng Illuminate		Code	
1. Both Sides		1000000		way Signals			Lights	or Special Li	ghts		
2. Side of Vehicle Approach	1	1.	Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3.	Unknown	3	
3, Opposite Side of Vehicle Approact 38, Driver's 39, Driver's Code 40, D	river Drove Behi	ind or in Front	of Trai	in Code	41. Driv	rer				Code	
	nd Struck or wa			AND CONTRACTOR	1. 0	rove aroun			ped on crossing		
1. Male	1. Yes 2. N	lo 3. Unknov	vn	2			then proceed	ded 5. Othe	er (specify)	1	
2. Female 42. Driver Passed Standing	de 43. View o	f Track Obscu	red by	(primary of		Did not stop				Code	
Highway Vehicle	1. Perm	nanent Structu	re	3, Passing T	rain 5. V	/egetation		r (specify)		1 .	
1. Yes 2. No 3. Unknown 3	2, Stan	ding railroad e	equipme	ent 4. Topograp			and the same of th			8	
Casualties to: Kille	d Injured	44. Driver w		jured 3. Uninjur	. 1	ode	45. Was Dri	ver in the Ve 2. No	hicle?	Code	
				• • • • • • • • • • • • • • • • • • • •	4	2			hway-Rail Crossin		
46. Highway-Rail Crossing Users 0 2 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 2											
49. Railroad Employees 0	0			of People on Tra				Report Bein		Code	
52. Passengers on Train 0	0	(include	passe	ngers and crew)			1. Yes			2	
53a. Special Study Block				53b. Special S	tudy Blo	ck					
54. Narrative Description	54. Narrative Description										
55. Typed Name and Title	56. Signatu	re							57. Date		

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.										
1. Reporting Railroad				*					dent No.	
Other Railroad Involved in Train Accider		olk & Western	Rwy Co. [NW			1a. NW	2b.	- D23198		
Railroad Responsible for Track Maintena						3a.	3b.			
		016								
4. U.S. DOT-AAR Grade Crossing ID No.  7. Nearest Railroad Station	47986	8. Division	te of Accident/Inci	dent (	9. County	6. Time of Accid		State 02:50	AM	
DANVILLE					The second second	IILION	100000	Abbr. 17	IL	
11. City (if in a city) DANVILLE		12. Highway N	Name or No. MA	AIN ST	REET		<b>✓</b>	Public I	Private	
Highway User Ir	volved				Rail Equi	pment Involved				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. School Bus B. Truck E. Van H. Motorcycle		1 4	1. Train (units 2. Train (units	pushin	g) 6. Light	loco(s) (moving) B.	. Train pu	(specify) ulling- RCL ushing- RCL anding- RCL	Code 4	
B. Truck E. Van H. Motorcycle  14, Vehicle Speed 15, Direction	M. Other (spe (geographica		3. Train (stand			loco(s) (standing) C.	. Hall Su	anding- NCL		
	South 3. East 4					1				
	Moving over cross		19. Circumstance		No.	nt struck highway user			Code	
Stopped on Crossing 4.  20a. Was the highway user and/or rail equi		3	20b. Was there a			nt struck by highway u	ser		2	
in the impact transporting hazardous		Code	200. Was there a	a Hazai	dous mater	ials release by		1	Code	
Highway User 2. Rail Equipmen	3. Both 4. N	either 4	1. Highv	way Use	er 2. Rail	Equipment 3, Both	4. Neit	ther		
20c. State the name and quantity of the ha	zardous material r	eleased, if any								
24 Tamantus 22 Visibility	(single entry)	Cada	23. Weather (s	oinala a	nfa.)				Code	
24 %		Code			• • •	Fog 5, Sleet 6, Sno		1	2	
(specify if fillings) 51 1, Dawii	2. Day 3. Dusk 4								- Anna Maria	
24. Type of Equipment  Consist 1. Freight train 4. Work	rain 7, Yard/Swite	pec. MoW Equip	25. Track Type Equipment			Code	26, Trac	ck Number or I	Name	
(single entry) 2. Passenger train 5. Single			1000 0				A ALCOHOLOGICA CONTRACTOR	TBOUND		
3. Commuter train 6. Cut of			1, Main 2,			4, Industry 1		NLINE		
27, FRA Track 28, Number of Locomotive	29. Number of Cars	30. Consist Sp R. Recorde	eed (Recorded if a	availabl	e) Code	31. Time Table Direc	ction		Code	
AT THE PARTY OF TH	10	E. Estimate	40	mph	n E	1. North 2. South	3. East	4. West	1	
32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing 34. Whistle Ban Code										
Crossing 2. Cantilever FLS 5. Hwy. tr					Warn	ing	1, Ye			
Warning 3. Standard FLS 6. Audible		atchman 12, N	lone		20 sec u	arn min (1);	2. No	nknown		
Code(s) 01 03 (	Code	36 Crossing	Warning Interconn	nected	Code	37. Crossing Illumin			Code	
1. Both Sides	Code	The second secon	way Signals		0000	Lights or Specia			0000	
2. Side of Vehicle Approach	1	1 Von (	Yes 2. No 3. Unknown 2 1. Yes 2. No 3. Un				2 Heke	1	1	
3. Opposite Side of Vehicle Approach		<u></u>				1, 165 2, 140	J. UIKI	ilowii		
	er Drove Behind of Struck or was St			1. Drive		d or thru the gate 4. 5	Stopped o	on crossing	Code	
1, Male	1, Yes 2, No					then proceeded 5.	11/2-11/2		1	
2. Female			2		id not stop				1	
42. Driver Passed Standing Cod	A CONTROL OF THE PARTY AND THE	ck Obscured by nt Structure	(primary obs 3. Passing Tra		-	7. Other (spec	cify)		Code	
Highway Vehicle 1. Yes 2, No 3, Unknown 2	2. Standing	railroad equipme	ent 4. Topography	y 6. H	ighway Vel	nicles 8. Not Obstruct	ted		8	
		. Driver was			ode	45. Was Driver in the		?	Code	
Casualties to: Killed	Injured		ured 3. Uninjured			1. Yes 2. No		1	2	
	47	. Highway Vehic	le Property Damag			48, Total Number of	Highway	/-Rail Crossing		
46. Highway-Rail Crossing Users 0 (est. dollar damage) \$0 (include driver) 2										
49. Railroad Employees 0	0 50	). Total Number of	of People on Train			51. Is a Rail Equipme			Code	
52. Passengers on Train 0	0	(include passer	ngers and crew)			Incident Report 6	Being File	ed	2	
53a. Special Study Block			53b, Special Stu	idy Bloc	·k	1, 100 2,110				
54. Narrative Description										
55. Typed Name and Title 56. Signature 57. Date										

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Highway User Involved   13. Type C, Truck-traffer F, Bus	FEDERAL RAILROAD ADMINISTRATION (FRA)  OMB Approval No. 2130-0500										
2. Other Railroad Involved in Train Accident/Incident   No.   No	ame Of					Alphabetic Cod	de RR Accident/Inc	cident No.			
3. Railroad Responsible for Track Maintenance 4. U.S. DOT-AAR Grade Crossing ID No. 479861D 5. Date of Accident/incident 05/26/00 9. County PERMILLON 11. Cliy( "in a cliy) DANVILLE 11. Cliy( "in a cliy) DANVILLE 12. Highway Name or No. VAN BUREN 11. Cliy ("in a cliy) DANVILLE 12. Highway Name or No. VAN BUREN 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle 14. Vehicle Speed 15. Direction (@eographical) Cetest mph at impact 15. Trick (Inding) Cet	Reporting Railroad	Norfo	lk Southern C	Corp. INS 1		1a. NS	1b. 001535				
4. U.S. DOT-AAR Grade Crossing ID No. 479861D    7. Nearest Railroad Station DANVILLE    18. Division ILLINOIS    9. County    19. County    11. City (if in a city) DANVILLE    11. Highway User Involved    12. Highway User Involved    13. Type    14. Card (innoving)    15. Train (anis pulling)    15. Card (innis pulling)    16. Code    17. Equipment    17. Train (units pulling)    17. Train (units pulling)    18. Train (specify)    19. County    19. County    19. County    11. City (if in a city) DANVILLE    11. Highway User Involved    13. Train (specify)    14. Vehicle Speed    15. Division    15. Train (specify)    15. Train (specify)    16. Train (specify)    17. Train (units pulling)    18. Code    18. Train (spinling)    18. Code    18. Train (spinling)    19. Code    19. Counting sushing)    19. Code    19. Code    19. Code    19. City (intin specify)    19. City (intin specify)    19. Code    19. City (i	Other Railroad Involved in Train Ac	ident/Incident				2a.	2b.				
4. U.S. DOT-AAR Grade Crossing ID No. 479861D    7. Nearest Railroad Station DANVILLE    18. Division ILLINOIS    9. County    19. County    11. City (if in a city) DANVILLE    11. Highway User Involved    12. Highway User Involved    13. Type    14. Card (innoving)    15. Train (anis pulling)    15. Card (innis pulling)    16. Code    17. Equipment    17. Train (units pulling)    17. Train (units pulling)    18. Train (specify)    19. County    19. County    19. County    11. City (if in a city) DANVILLE    11. Highway User Involved    13. Train (specify)    14. Vehicle Speed    15. Division    15. Train (specify)    15. Train (specify)    16. Train (specify)    17. Train (units pulling)    18. Code    18. Train (spinling)    18. Code    18. Train (spinling)    19. Code    19. Counting sushing)    19. Code    19. Code    19. Code    19. City (intin specify)    19. City (intin specify)    19. Code    19. City (i	Railroad Responsible for Track Mai	ntenance Norfo	lk Southern C	Corp. INS 1		3a. NS	3b. 001535				
11. City (If In a city)   DANVILLE	U.S. DOT-AAR Grade Crossing ID	47986°	1D 5. Dat	te of Accident/Incident	05/26/00	6. Time of Accid	dent/Incident 06:00	PM			
11. City (If in a city)   DANVILLE   12. Highway Name or No. VAN BUREN			2007 - 2017 - 2017 - 2017				AND DESCRIPTION OF THE PERSON				
Highway User   Involved   13. Type   C. Truck-trailer   F. Bus   J. Other Motor Vehicle   13. Type   C. Truck-trailer   F. Bus   J. Other Motor Vehicle   14. Train   (initis pulling)   2. Train   (initis pulling)   3. Train   pulling   R. C. B. Truck   C. School Bus   K. Pedestrian   K. Pedestrian   K. Pedestrian   K. Pedestrian   K. Other   Sepacify   K. S. Train   Pulling   R. C. B. Truck   F. Pulling   S. Direction   (geographical)   K. S. Train   Pulling   R. C. B. Pulling   R. Pulling						LION					
13. Type	City (if in a city) DANVILLI	<u>C</u>	12. Highway N	lame or No. VAN BU			✓ Public	Private			
A. Auto   D. Pick-up truck G. School Bus   R. Pedestrian   S. Truck   E. Ven   H. Motorcyce   M. Other (specify)   G. Light loco(s) (moving)   B. Train pushing-RCL   14. Vehicle Speed (est. mph at impact)   15. Direction (geographical) (geographical)   16. Position   1. Stalled on crossing   3. Moving over crossing   2. Stupped on Crossing   4. Trapped   3		er Involved									
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?   20b. Was there a hazardous materials release by in the impact transporting hazardous materials?   2   20b. Was there a hazardous materials release by in the impact transporting hazardous materials?   2   20b. Was there a hazardous materials release by   2   20b. Was there a hazardous materials release by   2   20b. Was there a hazardous materials release by   2   20b. Was there a hazardous materials release by   2   20b. Was there a hazardous materials release by   2   20b. Was there a hazardous materials release by   2   20b. Was there a hazardous materials release by   2   2   2   2   2   2   2   2   2	A. Auto D. Pick-up truck G. School B. Truck E. Van H. Motoro Vehicle Speed 15. Direct	Bus K. Pedestrian  cycle M. Other (speci- tion (geographical)	ify) K	Train (units pushin     Train (standing)	ng) 6. Light lo 7. Light lo	co(s) (moving) B. co(s) (standing) C.	Train pulling-RCL Train pushing- RCL	Code			
20a	. Position 1. Stalled on crossing	3. Moving over crossing		19. Circumstance 1. Ra	ail equipment	struck highway user		Code			
In the Impact transporting hazardous materials?   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   20c. State the name and quantity of the hazardous material released, if any	1.7						ser	1_1_			
1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   3. Both   4. Neither   4. Highway User   3. Both   4. Neither   4. Highway User   4. Highway Use			Code	20b. Was there a hazar	rdous materia	Is release by		Code			
20. State the name and quantity of the hazardous material released, if any  21. Temperature (specify if minus) 65 °F 22. Visibility (single entry) Code (specify if minus) 65 °F 22. Visibility (single entry) Code (specify if minus) 65 °F 24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light toco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE 27. FRA Track Class 3 Units 2 119 Estimated 18 mph E 1. North 2. South 3. East 4. West 1. Crossing 3. Crossing Units 2 119 Estimated 18 mph E 1. North 2. South 3. East 4. West 2. Side of Vehicle Approach 3. Standard FLS 6. Audible 9. Watchman 12. None 2. No 3. Unknown 28. Driver's Code 43. Driver South 3. Unknown 29. Driver's Code 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 2. Sund 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 7. Yes 2. No 3. Unknown 3. Passing Train 5. Vegetation 7. Other (specify) 1. Yes 2. No 3. Unknown 3. Standard Fighway Vehicle Property Damage (est. dollar da			ither 4	1. Highway Use	er 2. Rail E	equipment 3, Both	4. Neither	4			
Specify if minus   65 °F				terren arrow and a state of the State of the state of the	els, comments and comments and comments are comments and comments are comments and comments are comments and comments are comments are comments and comments are						
24. Type of Equipment	Co. L. Colored a color and a c										
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Community 2. Passenger train 5. Single car 8. Light loco(s) Code 1. Main 2. Yard 3. Siding 4. Industry 1. MAINLINE 27. FRA Track Class 2. Number of Locomotive Cars 9. Main.Inspect car 1. 1. Main 2. Yard 3. Siding 4. Industry 1. MAINLINE 27. FRA Track Class 3. Units 2. 2. Number of Locomotive Cars 9. Main.Inspect car 1. 1. Main 2. Yard 3. Siding 4. Industry 1. MAINLINE 27. FRA Track Class 3. Units 2. 2. Number of Locomotive Cars 9. Main.Inspect car 1. 1. Main 2. Yard 3. Siding 4. Industry 1. MAINLINE 27. FRA Track Class 3. Units 2. 2. Number of Locomotive Cars 9. Main.Inspect car 1. Nain 2. Yard 3. Siding 4. Industry 1. MAINLINE 27. FRA Track Class 3. Units 2. 2. Number of Locomotive Cars 9. Main.Inspect car 1. Nain 2. Yard 3. Siding 4. Industry 1. MAINLINE 27. FRA Track Class 3. Cardinal Provided Inspection R. Recorded If available) Code Inspection R. Recorded Inspectio		oility (single entry)	Code	23. Weather (single e	entry)			Code			
Consist 1. Freight train 4. Work train 7. Yard/Switching (Single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main /inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE  27. FRA Track Class 28. Number of Locomotive 2 1119 E. Estimated 18 mph E 1. North 2. South 3. East 4. West 3. Sidnard FLS 6. Audible 9. Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None 2. No 3. Unknown 12. None 2. No 3. Unknown 13. Side Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Diriver processing 4. Lights or Special Lights 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Diriver and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Diriver and Struck or was Struck by Second Train 2. Stopped and then proceeded 5. Other (specify) 4. Diriver processing 4. Lights or Special Lights 4. Stopped on crossing 4. Diriver processed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 3. Not Obstructed 44. Driver was 1. Killed 2. Injured 3. Uninjured 45. Injured 44. Driver was 1. Killed 2. Injured 3. Uninjured 45. Injured 46. Highway-Rail Crossing Users 0. 0. 0. 50. Total Number of People on Train 5. Stopped on Train 5. Stopped and Employees 0. 0. 0. 50. Total Number of People on Train 5. Stopped on Train 5. Stopped and Equipment Accident / 1. Stopped and Employees 0. 0. 0. 50. Total Number of People on Train 5. Stopped and Equipment Accident / 1. Stopped and Employees 0. 0. 1. Stopped and Employees 0. 0. 0. 50. Total Number of People on Train 5. Stopped and Equipment Accident / 1. Stopped and Employees 0. 0	pecify if minus) 65 °F 1. Day	n 2. Day 3. Dusk 4.	Dark 2	1. Clear 2. Cloudy	3. Rain 4. F	og 5. Sleet 6. Snov	w	3			
27. FRA Track Class 28. Number of Locomotive Units 29. Number of Cars 119 29. Number of R. Recorded R. Reperby Number Records Reperby One Struction Records Reperby One Struction Records Reperby One Struction Records Reperby One Struction Records Reperby One Struction Records Reperby One Struction Records Reperby One Reperby One Reperby One Reperby One Reperby One Reperby One Reperby One Reperby One Reperby One Reperby One Reperby One Reperby One	Consist 1. Freight train 4. W	ork train 7. Yard/Switch	ning			Code	26. Track Number or	Name			
Class  3 Locomotive Units 2 Cars 119 E. Estimated 18 mph E 1. North 2. South 3. East 4. West  32. Type of Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  Code(s) 03 06 07  Code(s) 03 06 07  Code 36. Crossing Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Driver's Age Gender 1. Male 1. Yes 2. No 3. Unknown  43. Driver's Age Gender 1. Male 2. Female 1. Yes 2. No 3. Unknown  44. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Permanent Struck by Second Train 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop  42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown  43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 3. Did not stop  44. Driver Was Code 1. Killed 1. Injured 4. Driver Was Code 1. Killed 2. Injured 3. Uninjured 4. Topography 6. Highway Vehicles 8. Not Obstructed  45. Was Driver in the Vehicle? 1. Yes 2. No 3. Unknown 6. Highway Vehicles 8. Not Obstructed 7. Stopped on Crossing (include driver) 1. Yes 2. No 6. Total Number of People on Train 6. Stopped on Train 6. Stopped on Crossing 6. Highway Vehicles 8. Rail Equipment Accident / Stopped on Crossing 6. Stopped on Crossing 6. Stopped on Crossing 6. Stopped 6. Highway Vehicles 8. Not Obstructed 7. Stopped 6. Highway Vehicles 8. Rail Equipment Accident / Stopped 6. Highway Vehicle 8. Rail Equipment Accident / Stopped 6. Stopped				1. Main 2. Yard	3. Siding 4	1. Industry 1	MAINLINE				
3 Units 2 119 E. Estimated 18 mph E 1. North 2. South 3. East 4. West  32. Type of 1. Gates Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  Code(s) 03 06 07	. FRA Track 28. Number of	Employed and an amount of the	THE SALE DESCRIPTION OF SALESON	en en en 😘 - His primitablement un entre de la contraction de	le) Code 3	31. Time Table Direct	tion	Code			
Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  Code(s) 03 06 07  St. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Diver's Age Gender 1. Yes 2. No 3. Unknown 2. Struck by Second Train 3. Diver Drove Behind or in Front of Train and Struck or was Struck by Second Train 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4. Driver Passed Standing Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 4. Driver Was 2. No 3. Unknown 5. Willed Injured 4. Driver was Code 4. St. Was Driver in the Vehicle? 1. Killed 2. Injured 3. Uninjured 5. Was Driver in the Vehicle? 1. Yes 2. No 4. Total Number of Highway-Rail Crossing (set. dollar damage) 5. Is a Rail Equipment Accident / St. Rail Equipment Accident / S					h E	1. North 2. South 3	3. East 4. West	3			
Code(s) 03 06 07 3. Unknown  35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 40. Driver behind or in Front of Train and Struck or was Struck by Second Train 43 1. Male 2. Female 1  42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 44. Driver behind or in Front of Train and Struck or was Struck by Second Train 45. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 46. Highway-Rail Crossing Users 47. Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Driver Drive Behind or in Front of Train and Struck or was Struck by Second Train 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 47. Highway-Vehicle 1. Fermanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 48. Total Number of Highway-Rail Crossing (set. dollar damage) 48. Total Number of Highway-Rail Crossing (include driver) 1  49. Railroad Employees 40. Driver Was Code 1. Killed 2. Injured 3. Uninjured 5. Is a Rail Equipment Accident /	Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 1. Yes										
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Driver's Age Gender Age Gender Age I. Male I. Yes 2. No 3. Unknown 43. Driver Passed Standing Highway Vehicle Highway Vehicle Passed Standing Highway Vehicle I. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 8. Not Obstructed 43. Lights or Special Lights 44. Driver Passed Standing Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 8. Not Obstructed 44. Driver Was Code 1. Killed 2. Injured 3. Uninjured 4. Topography 6. Highway Vehicle 8. Not Obstructed 45. Was Driver in the Vehicle 1. Yes 2. No 3. Unknown 47. Highway Vehicle Property Damage (est. dollar damage) 50. Total Number of People on Train 51. Is a Rail Equipment Accident /			ichman 12. N	one	1			2			
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Opiver's Age Gender and Struck or was Struck by Second Train 4. Male 1 1. Male 1 1. Yes 2. No 3. Unknown 4. Opiver Passed Standing Highway Vehicle 4. Opive	Location of Warning		the second secon	Control of the Contro	Code		nated by Street	Code			
3. Opposite Side of Vehicle Approach  3. Opposite Side of Vehicle Approach  3. Opposite Side of Vehicle Approach  3. Opposite Side of Vehicle Approach  3. Opposite Side of Vehicle Approach  3. Opposite Side of Vehicle Approach  4. Opiver's Age  4. Opiver Drove Behind or in Front of Train and Struck or was Struck by Second Train  4. Driver Passed Standing  4. Opiver Passed Standing  5. Opic Passed Standing  6. Highway Vehicle Passed Standing  7. Other (specify)  7. Other (specify)  7. Other (specify)  7. Other (specif		l			2			2			
Age Gender  1. Male 2. Female  1. Yes 2. No 3. Unknown  1. Yes 2. No 3. Unknown  2. Stopped and then proceeded 5. Other (specify) 3. Did not stop  42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown  Code 1. Permanent Structure 1. Permanent Structure 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop  7. Other (specify) 6. Highway Vehicles 8. Not Obstructed  7. Other (specify) 8. Total Number of Highway-Rail Crossing Users  44. Driver was Code 45. Was Driver in the Vehicle? 1. Yes 2. No 46. Highway-Rail Crossing Users  47. Highway Vehicle Property Damage (est. dollar damage)  48. Total Number of Highway-Rail Crossing (include driver)  49. Railroad Employees  0 0 0 50. Total Number of People on Train  1. Drove around or thru the gate 4. Stopped on crossing 1. Drove around or thru the gate 4. Stopped on crossing 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop  7. Other (specify) 6. Highway Vehicles 8. Not Obstructed  1. Yes 2. No 45. Was Driver in the Vehicle? 1. Yes 2. No 46. Highway-Rail Crossing Users  6. Total Number of Highway-Rail Crossing (include driver) 1  49. Railroad Employees  0 0 0 50. Total Number of People on Train						1. Yes 2. No	3. Unknown				
Highway Vehicle 1. Yes 2. No 3. Unknown  Casualties to:  Killed Injured  1. Permanent Structure 2. Standing railroad equipment 4. Topography 4. Topography 6. Highway Vehicles 8. Not Obstructed  45. Was Driver in the Vehicle? 1. Yes 2. No 1. Yes 2. No 46. Highway-Rail Crossing Users  1. Verwas 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing (include driver) 49. Railroad Employees  0 0 50. Total Number of People on Train  51. Is a Rail Equipment Accident /	Age Gender  1. Male 2. Female 1	and Struck or was Stru 1. Yes 2. No 3.	uck by Second T . Unknown	rain 1. 0 2. S 3. 0	Orove around Stopped and the Old not stop			Code			
1. Yes 2. No 3. Unknown  Casualties to:  Killed  Injured  44. Driver was 1. Killed 2. Injured 3. Uninjured  45. Was Driver in the Vehicle? 1. Yes 2. No  46. Highway-Rail Crossing Users  0  1  47. Highway Vehicle Property Damage (est. dollar damage)  48. Total Number of Highway-Rail Crossing (include driver)  49. Railroad Employees  0  0  50. Total Number of People on Train  51. Is a Rail Equipment Accident /		200 2000	12 March 1995	and the same of th		7 Other (	aif.d	Code			
Casualties to:  Killed Injured 44. Driver was Code 1. Killed 2. Injured 3. Uninjured 1. Yes 2. No 1. Yes 2. No 46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage (est. dollar damage) 50 48. Total Number of Highway-Rail Crossing (include driver) 1 49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident /								8			
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing (include driver) 1 49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident /		44.	Driver was	Co		45. Was Driver in the		Code			
49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident /		47.	Highway Vehicl	e Property Damage	1	48. Total Number of I					
to the top and pole a Filled	49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Code										
52. Passengers on Train 0 0 (include passengers and crew) 3 includent Report Being Filed 1. Yes 2. No				ngers and crew)		Incident Report B	Being Filed	2			
53a. Special Study Block 53b. Special Study Block	. Special Study Block			53b. Special Study Bloo	ck						
54. Narrative Description	Narrative Description										
55. Typed Name and Title 56. Signature 57. Date											

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No											
Reporting Railroad		1	Norfolk &	Western	Rwy Co. [NV	V I		1a. N	w	1b. D34484	
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track	Maintenar	ice N	orfolk &	Western	Rwy Co. [NW	V 1		3a. N	W	3b. D34484	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	861D	5. Da	te of Accident/In	cident (	01/19/82	6. Time	of Acciden	t/Incident 06:55	AM
7. Nearest Railroad Station  DANVILLE			8. 0	Division			9. County VERM	ILION		10. State Abbr. 17	Code 7 IL
11. City (if in a city) DANVI	LLE		12. H	lighway N	Name or No. V	AN BU	REN STR	REET		✓ Public	Private
Highway	User Inv	olved					Rail Equi	ipment Involve	d		
13. Type C. Truck-trailer F. Bu	3	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (uni	ite nullino	4. Car(s	) (moving)	8. Ot	her (specify) ain pulling- RCL	Code
A. Auto D. Pick-up truck G. Sc				В	2. Train (uni	ts pushin	g) 6. Light	loco(s) (movi	ng) B. Tr	ain pushing- RCL	1
	torcycle irection	M. Other (geograp		Code	3. Train (sta			loco(s) (stand	ling) C. Tr	ain standing- RCL	1
5. 100 C. FORENSHAMBER (488 #00004347)			st 4. West	2	10. Position of	Oai Oilic	III HAIII		1		
16. Position 1. Stalled on crossing	The second second	oving over o	rossing	Code	19. Circumstan		The state of the s	and the same of the same			Code
2. Stopped on Cross 20a. Was the highway user and/or			ed	3 Code	20b. Was there			nt struck by hi			Code
in the impact transporting haz			-	1						r was see	1
1. Highway User 2. Rail Ed				2	1. High	hway Use	er 2. Rail	Equipment	3. Both	4. Neither	-
20c. State the name and quantity of	f the haza	irdous mate	rial released	i, if any							
21. Temperature 22.	Visibility	(single entr	y)	Code	23. Weather	(single e	entry)	the time of time of the time of time of the time of time o			Code
(specify if minus) 16 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	2	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		2
24. Type of Equipment			A. Spec. M	oW Equip	25. Track Typ	e Used b	y Rail		Code 26	. Track Number or	Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/ ar 8 Light		Code	Equipmen	t Involve	ed		.	SINGLE MAIN	
3. Commuter train 6. Cut of cars 9. Main finspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK											
27. FRA Track 28. Number	of	29. Numbe	and the second second	and the second second second second	The same of the sa	f availab	le) Code	31. Time Tal	ole Direction	n	Code
Class Locomot	ive 3	Cars		. Recorde	_	5 mp	h R	1. North 2	South 3. I	East 4. West	4
	. Wig wag		_		lagged by crew			led Crossing	1	. Whistle Ban	Code
Crossing 2. Cantilever FLS 5		-					Warn	ing		1. Yes	
Warning 3. Standard FLS 6 Code(s) 01 03	. Audible		9. Watchma	n 12. N	one		20 sec w	varn min (1)	.	2. No 3. Unknown	1
35. Location of Warning	1 00		Code 36.0	Crossing	Warning Intercor	nnected	Code			ed by Street	Code
1. Both Sides				with High	way Signals		1	Lights	or Special L	ights	
Side of Vehicle Approach     Opposite Side of Vehicle Approach	roach		1	1. Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3	Unknown	2
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Fro	nt of Trai	n Code	41. Driv	er				Code
Age Gender	252000000000000000000000000000000000000		s Struck by		Frain	793, 355		AND A STATE OF THE PARTY OF		pped on crossing	
1. Male 2. Female		1. Yes 2. r	lo 3. Unkn	own	2		otopped and old not stop	then proceed	ed 5. Oth	er (specify)	1
42. Driver Passed Standing	Code		of Track Obs	-3 activities - 3 - 4	(primary ob	struction	1)		500		Code
Highway Vehicle  1. Yes 2 No 3 Unknown	2		nanent Struc iding railroad		<ol> <li>Passing T ent 4. Topograph</li> </ol>				r <i>(specify</i> Obstructed	)	8
1. Tes 2. NO 3. OTINIOWIT			44. Drive				ode	45. Was Dri		ehicle?	Code
Casualties to:	Killed	Injured	20 200 10-110-00-00-00		ured 3. Uninjur	10 7 <b>*</b>		1. Yes		omoro.	1
46. Highway-Rail Crossing Users	0	0			le Property Dam	age			The last of the la	ghway-Rail Crossin	g Users
(est. dollar damage) \$800 (Include driver) 1											
	0	0			ngers and crew)			Incident	Report Beir		2
52. Passengers on Train	0	U			l			1. Yes	2. No		
53a. Special Study Block					53b. Special S	tudy Bloc	CK				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re					· ,		57. Date	

#### DEPARTMENT OF TRANSPORTATION

DANVILLE   11. LINOIS   VERMILION   Abbr. 17   11   11. Highway User involved   Highway User involved   Highway User involved   13. Type   C. Truck-trailer F. Bus   J. Other Motor Vehicle   F. Bus   J. Other Motor Vehicle   Rail Equipment Involved   S. Carles (standing)   A. Carles (monding)   A. Carles (monding)   A. Train pushing S. Carles (standing)   B. Train pushing S. Carles (standing)   B. Train pushing S. Carles (standing)   C. Train standing-RCL   1. Train (units pushing) S. Light tooco(s) (moving)   B. Train pushing-RCL   1. Train standing-RCL   1. Train (units pushing) S. Light tooco(s) (moving)   B. Train pushing-RCL   1. Train part   1. Train pushing-RCL   1. Train	FEDERAL RAILROAD ADMINISTRATION (FRA)  OMB Approval No. 2130-0500										
2. Other Railroad Responsible for Traita Maintenance   Norfolk Southern Corp.   NS     3. NS   3. 0164	Name Of					Alphabetic Cod	e RR Accident/Inc	ident No.			
3. Railroad Responsible for Track Maintenance 4. U.S. DOF-ARC Grade Crossing ID No. 4. U.S. DOF-ARC Grade Crossing ID No. 4. U.S. DOF-ARC Grade Crossing ID No. 4. U.S. DOF-ARC Grade Crossing ID No. 4. U.S. DOF-ARC Grade Crossing ID No. 4. U.S. DOF-ARC Grade Crossing ID No. 4. U.S. DoF-ARC Grade Crossing ID No. 4. U.S. DoF-ARC Grade Crossing ID No. 4. No. DOF-ARC Grade	1. Reporting Railroad	Norfo	lk Southern C	Corp. [NS ]		1a. NS	1b. 011641				
4. U.S. DOT-AAR Grade Crossing ID No. 479859C   5. Date of Accidentificident   2/05/83   6. Time of Accidentificident   11/20 PM  7. Nearest Ratinosof Station   5. Dishision   11.00 Nm  11. City (# fin a city)   DANVILLE   12. Highway Name or No. WMS.   ▼PRUILIN   13. State   14. Nm  13. Type   C. Truck-trailler F. Bus   J. Other Motor Vehicle   A. Auto   D. Pick-tyruck S. School Bus K. Pedestsian   13. Time   14. Nm  13. Type   C. Truck-trailler F. Bus   J. Other Motor Vehicle   A. Auto   D. Pick-tyruck S. School Bus K. Pedestsian   14. Nm  13. Type   C. Truck-trailler F. Bus   J. Other Motor Vehicle   A. Auto   D. Pick-tyruck S. School Bus K. Pedestsian   14. Nm  14. Auto   D. Pick-tyruck S. School Bus K. Pedestsian   14. Nm  15. Truck E. Van   H. Motoryge M. Other (epochy)   A. Train (initial pushing) 8. Light locot(s) (initiality)   R. Train pushing-RCL   14. Nm  14. Vehicle Speed (a. mp) at #impace!   0. 1. Nm1   2. Subst h. Stati H. Vett   1. Stati   (initial pushing) 8. Light locot(s) (initiality)   R. Train pushing-RCL   1. Nm  16. Position 1. Statilled on crossing   3. Moving over crossing   2. Substation   1. Stati   (initial pushing) 8. Light locot(s) (initiality)   R. Train pushing-RCL   1. Nm  17. Light locot(s) (initiality)   1. Nmm   1. Nmm  18. Position 1. Statilled on crossing   3. Moving over crossing   2. Substation   1. Nmm   1.	2. Other Railroad Involved in Train Accident/l	2010				2a.	2b.				
4. U.S. DOT-AAR Grade Crossing ID No.   479859C   S. Date of Accidentification (2,05/03)   S. Time of Accidentification (1)   11.20 PM   12.5 Miles   13.5 Mil	3. Railroad Responsible for Track Maintenance	e Norfol	k Southern C	orp. [NS ]		3a. NS	3b. 011641				
The continue of the continue	4. U.S. DOT-AAR Grade Crossing ID No.				02/05/03	6. Time of Accide	ent/Incident 11:20	PM			
1. City (if in a city)   DANVILLE   12. Highway Name or No. WMS.   Rail Equipment Involved   Mode   Private   13. Type   C. Truck-trailer F. Bus   J. Cither (Moor Vehicle   A. Auto   D. Pick-up truck G. School Bus   K. Pedesthin   F. State   L. Committer   S. Cortés   (annahing)   8. Other (spacify)   C. Cortés   (annahing)   8. Other (spacify)   C. Cortés   Cardinaria   A. Cardis (annahing)   8. Other (spacify)   C. Cortés   Cardinaria   A. Cardis (annahing)   8. Other (spacify)   C. Cortés   Cardinaria   C. Cortés   Cardinaria   C. Cortés   Cardinaria   C. Cortés   Cardinaria   C. Cardinaria   C			ters organizations				The same of the sa	Code			
Highway User   Involved   13. Type   C. Truck-kraller F. Bus   L. Other Motor Vehicle   Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. School Bus K. Pedestrian   A. Auto   D. Pick-by truck G. Pick-by		<del>-</del>			VERMI	LION					
13. Type   C. Truck-trailer   F. Bus   J. Other Motor Vehicle   Code   17. Equipment   4. Car(s) (moxing)   5. Car(s) (detading)   5. Tain (units pushing)   5. Car(s) (detading)   6. But in pulling PCL   1. Tain (units pushing)   5. Car(s) (detading)   6. But in pulling PCL   1. Tain (units pushing)   5. Car(s) (detading)   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain pushing   7. Tain (units pushing)   6. Light loco(s) (artanding)   7. Tain (units pushing)   7. Tain (un	11. City (if in a city) DANVILLE		12. Highway N	lame or No. WMS.			Public	Private			
A Auto   D. Pick-up truck   G. School Bus   K. Pedestrian   B. Truck   E. Varian   H. Motorcyde   M. Other (specify)   A   S. Train (ratins pushing)   B. Train (pushing)   R.	Highway User Invo	lved									
Code   16. Position   1. Stalled on crossing   3. Moving over crossing   Code   19. Circumstance   1. Rail equipment struck highway user   Code   20. Was the highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   1. Rail equipment struck highway user   Code   19. Circumstance   Code   19. Circumstance   Code   19. Circumstance   Code   19. Circumstance   Code   23. Westher (aligned entry)   Code   23. Westher (aligned entry)   Code   23. Westher (aligned entry)   Code   24. Neither   4. Nei	A. Auto D. Pick-up truck G. School Bus	K. Pedestrian	enicle A	2. Train (units pushir	ng) 6. Light loc	co(s) (moving) B.	Train pulling-RCL Train pushing-RCL	Code 1			
2. Stopped on Crossing 4. Trapeed 22a. What she hiphared proper in the Impact transporting hazardous materials released. For 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4  20. State the name and quantity of the hazardous materials released. If any 2. Code 20b. Was there a hazardous materials release by 2. Code 3. State the name and quantity of the hazardous materials released. If any 2. Traped 1. Lighway User 2. Rail Equipment 3. Both 4. Neither 4  21. Temperature (specify finnius) 30 °F 1. Dawn 2. Day 3. Dusk 4. Dark 4  24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (Single ontry) 2. Passenger train 5. Single car 8. Light tocols 3. Coromater train 6. Cut of cars 9. Main Inspect car 1 1. Dawn 2. Day 3. Days 4. Dark 4  22. Type of 1. Gates 1. Will ways 7. Crossbucks of Recorded 20 mph E 1. North 2. South 3. East 4. West 3. Single 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Audible 9. Watchman 12. None 2. Standard FLS 6. Standard FLS 6. Audible 9. Watchman 12. N	ACCOUNTS OF THE PROPERTY OF TH			18. Position of Car Unit	t in Train	1					
20a. Was the highway user and/or fail equipment Involved in the impact transporting hazardous materials?   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   22. Visability (single entry)   23. Visability (single entry)   24. Visability (single entry)   25. Track Type Used by Rail   24. Track Type Used by Rail   25. Track Type Used by Rail   26. Track Number of Name   26. Track Number of	16. Position 1. Stalled on crossing 3. Mo	ving over crossin	9					Code			
In the impact transporting hazardous materials?  1. Highway User 2. Rall Equipment 3. Both 4. Neither 4  1. Highway User 2. Rall Equipment 3. Both 4. Neither 4  20. State the name and quantity of the hazardous material released, if any  21. Temperature (specify if minus) 30 "F 1. Dawn 2. Day 3. Dusk 4. Dark 4  24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light locols) Code 3. Commuter train 6. Cut of cars 3. Main inspect car 1  27. FRA Track 28. Number of Locomotive Gars 5  28. Number of Locomotive Cars 7  29. Number of Locomotive Cars 8  20. Type of 1. Gates 4. Wg wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Aucilleve 9. Watchman 12. None 20 sec warn min (1); 3. Unknown 2  35. Location of Warning 1. Both Stdes 2. Side of Vehicle Approach 1. Nalle 2. Standard Varning and Struck or was Struck by Second Train and Struck or was Struck by Second Train 1. Type 2. No 3. Unknown 2  20. Standard FLS 6. More Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Nalle 2. Standard Struck or was Struck by Second Train 5. Populared 3. Uninjured 2. Stopped and then proceeded 5. Other (specify) 4. Highway Vehicle 1. Permanent Structure 3. Basing Train 6. Vegetation 4. Highway Vehicle 1. Permanent Structure 3. Basing Train 6. Vegetation 4. Front of Train and Struck or was Struck by Second Train 6. Code 45. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 6. Code 45. Driver Proved Behind or in Front of Train and Struck or was Struck by Second Train 6. Vegetation 7. Other (specify) 4. Stopped and then proceeded 5. Other (specify) 4. Stop							er	1			
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			Code	20b. Was there a hazar	rdous material	is release by		Code			
22   Temperature   22   Subbility   (single entry)   Code   23   Weather (single entry)   Code   C			ither 4	1. Highway Us	er 2, Rail E	quipment 3. Both	4. Neither	4			
Copecify if minus   30	20c. State the name and quantity of the hazar	rdous material re	leased, if any								
Copedity   minus   30    F	21 Temperature 22 Visibility (single entry) Code 23 Weather (single entry) Code										
A Spec   A Special Study Block	and the second of the second o					- F Clast 0.0-		l 1			
Consist   1. Freight train   4. Work train   7. Yard/Switching (single entry)   2. Passenger train   5. Single car   8. Light loco(s)   Code   3. Commuter train   6. Cut of cars   9. Main, finspect car   1   1. Main   2. Yard   3. Siding   4. Industry   1   MAIN	(specify if fillinus) 25 1, Dawii 2.					1					
Single entry  2.   Passenger train 5. Single car 8. Light loco(s)   Code   3. Commuter train 6. Cut of cars 3. Main /inspect car   1   1. Main 2. Yard 3. Siding 4. Industry   1   #IEASTBOUND MAIN			12. 2			Code	26. Track Number or	Name			
27. FRA Track   28. Number of   29. Number of   Cars   55   R. Recorded   R				Equipment involve	ea	1		D			
Class	3. Commuter train 6. Cut of ca	rs 9, Main./inspe	ct. car 1	1. Main 2. Yard	3. Siding 4	. Industry 1	MAIN				
32. Type of   1. Gates   4. Wigwags   5. E. Estimated   2.0 mph   E   1. North 2. South 3. East 4. West   3.	The state of the s				ole) Code 3	31. Time Table Direct	tion	Code			
32. Type of 1. Gates			77500 1 BUT 1901		h E	1. North 2. South 3	3, East 4. West	3			
Crossing 2. Centilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  20 sec warn min (1); 3. Unknown 2  35. Location of Warning 1. Both Sides 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1. Male 2 2. Female 2 2. Driver Passed Standing Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 4. Driver Passed Standing Cade Injured 44. Driver was Casualties to:  Killed Injured 44. Driver was Casualties to:  Killed Injured 45. This phase of the passengers and crew) 5. Passengers on Train 5. Special Study Block 5. Special Study Block 5. Narrative Description  1. Ves 2. No 3. Unknown 2 2. Standing Cade 1. Prove was Casualties to:  Killed Structure 3. Passing Train 5. Vegetation 7. Other (specify) 3. Did not stop 7. Other (specify) 4. Structure 3. Passing Train 5. Vegetation 7. Other (specify) 4. Structure 3. Passing Train 5. Vegetation 7. Other (specify) 4. Structure 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Other 45. Was Driver in the Vehicle? Code 1. Prove 2. No 3. Unknown 2. Structure 3. Passing Train 5. Vegetation 7. Structure 45. Was Driver in the Vehicle? Code 1. Prove 2. No 3. Unknown 2. Structure 3. Passing Train 5. Vegetation 7. Other (specify) 4. Structure 6. Highway-Rail Crossing Users (include driver) 0. Structure 6. Highway-Rail Crossing Users (include driver) 0. Structure 6. Highway-Rail Crossing Users (include driver) 0. Structure 7. Prove 3. Prove 3. Structure 7. Prove 3. Prove 3. Prove 3. Pr				u nip	·			Code			
Code(s) 01 04 07 20 sec warn min (1); 3. Unknown 2  35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle 4. Opposite	Crossing 2. Cantilever FLS 5. Hwy. traff	ic signals 8. Sto	p signs 11. O	ther (specify)	17		1, Yes				
Solution of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Driver's Ocde Gender 1. Male Capter Solution of Struck or was Struck by Second Train 1. Male Capter Solution of Struck or was Struck by Second Train 1. Male Capter Solution of Struck or was Struck by Second Train 1. Male Capter Solution of Solution of Solution Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Special Structure Solution of Solution Structure Solution of Solution of Solution Structure Solution of Solution Structure Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution of Solution Solution Solution of Solution Solution of Solution Solution of Solution Solution Solution of Solution S	=0.000	9, Wa	tchman 12, N	one	20 000	en min (1).		2			
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Oriver Prove Behind or in Front of Train and Struck or was Struck by Second Train 4. Ocde Side Side Side Side Side Side Side Si		0-4-	36 Crossing	Naming Interconnected				Code			
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Driver Drove Behind or in Front of Train Age Gender 3. Opposite Side of Vehicle Approach 4. Driver Age Gender 4. Driver Passed Standing 4. Driver	Control of the second control of the second	Code	0.75	The second secon	Code			Oud			
3. Opposite Side of Vehicle Approach  1. Yes 2. No 3. Unknown  2. Stopped and then proceeded 5. Other (specify)  4. Driver Passed Standing  1. Yes 2. No 3. Unknown  2. Stopped and then proceeded 5. Other (specify)  4. Driver Passed Standing  4. Driver Passed Standing  1. Yes 2. No 3. Unknown  2. Stopped and then proceeded 5. Other (specify)  4. Driver Passed Standing  4. Driver Passed Standing  1. Yes 2. No 3. Unknown  2. Stopped and then proceeded 5. Other (specify)  3. Did not stop  7. Other (specify)  7. Other (specify)  8. Not Obstructed  9. Obstructed  1. Yes 2. No  2. Standing railroad equipment of People on Train (include passengers and crew)  51. Is a Rail Equipment Accident / Incident Report Being Filed  1. Yes 2. No  53a. Special Study Block  54. Narrative Description	2. Side of Vehicle Approach	1			2			1 1			
Age Gender 1. Male 2. Female 2 2. The second Train 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 4. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 9. Lipiured 9.						1, 162 Z. NO	5, OIKHOWII				
1. Male 2. Female 2 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3. Did not stop 42. Driver Passed Standing Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 1. Yes 2. No 1. Yes 2.						orthruthe nate 4 S	topped on crossing	Code			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown  Casualties to:  Killed Injured  Killed Injured  43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed  88. Not Obstructed  Killed Injured  44. Driver was Code 1. Killed 2. Injured 3. Uninjured 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Value 4. Univure 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topograph	1 Male I		-	1 29				1 4			
Highway Vehicle 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Value of the vehicles of the vehicles of the vehicles of the vehicles of the vehicles of the vehicles of the vehicles of the vehicles of the vehicles of the vehicles of the vehicle	2 Female 2										
1. Yes 2. No 3. Unknown  Casualties to:  Killed Injured Injured 4. Driver was Code 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 48. Total Number of Highway-Rail Crossing Users (include driver) 0  49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 2 53a. Special Study Block 53b. Special Study Block 53b. Special Study Block		25		The second secon	1000 000	7 Other Jense	rify)	Code			
Casualties to:  Killed Injured    44. Driver was								8			
Casualties to:  Killed Injured 1. Killed 2. Injured 3. Uninjured 48. Total Number of Highway-Rail Crossing Users (include driver) 6. Uniclude driver) 7. Uniclude driver) 8. Uniclude driver) 9. Uniclude drive	E. HO O. G. G. MAINTHIN				ode /	45. Was Driver in the	Vehicle?	Code			
46. Highway-Rail Crossing Users  0 0 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 0 49. Railroad Employees 0 0 50. Total Number of People on Train (include passengers and crew) 2 51. Is a Rail Equipment Accident / Cod Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 54. Narrative Description	Casualties to: Killed							2			
49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 2 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 53b. Special Study Block 54. Narrative Description	46. Highway-Rail Crossing Users 0		Highway Vehic	e Property Damage				g Users			
52. Passengers on Train  53a. Special Study Block  54. Narrative Description	49. Railroad Employees 0	0 50.	Total Number of	of People on Train		51. Is a Rail Equipme	ent Accident /	Code			
54. Narrative Description	52. Passengers on Train		(include passer	ngers and crew)	2		enig riled	2			
	53a. Special Study Block			53b. Special Study Blo	ck						
55. Typed Name and Title 56. Signature 57. Date	54. Narrative Description										

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

. Total and a second resident of the										S	2100 000
Name Of								Alphabetic C	ode	RR Accident/In	cident No.
1. Reporting Railroad			orfolk & W	estern	Rwy Co. JNV	<u> </u>		1a. NW		1b. G9408910	01
2. Other Railroad Involved in Train								2a.		2b.	
Railroad Responsible for Track		110			Rwy Co. [NV	_		3a. NW		3b. G9408910	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	859C	5. Da	te of Accident/In	cident	08/12/91	6. Time of Acc	ident/l	ncident 11:56	PM
7. Nearest Railroad Station  DANVILLE			8. Div	<i>i</i> sion			9. County VERN	MILION		10. State Abbr. 1	Code 7   IL
11. City (if in a city) DANVII	LLE		12. Hig	ghway N	lame or No. V	VILLIA	MS ST			✓ Public	Private
Highway	User Inv	rolved					Rail Equ	ipment Involved	1100		
13. Type C. Truck-trailer F. But A. Auto D. Pick-up truck G. Sc B. Truck E. Van H. Mo		J. Other Mo K. Pedestria M. Other (s	an	Code	17. Equipment 1. Train (uni 2. Train (uni 3. Train (sta	its pushin	ng) 6. Light	loco(s) (moving) E	3. Trair	r (specify) n pulling- RCL n pushing- RCL n standing- RCL	1 .
The contraction of the contracti	irection lorth 2. S	(geograph South 3, East	nical)	Code 1	18. Position of			1			
16. Position 1. Stalled on crossing		oving over cro	ossing	Code	19. Circumstar			ent struck highway use			Code
2. Stopped on Crossi 20a. Was the highway user and/or				2	20h Mas there			nt struck by highway	user		1
in the impact transporting haz			•0	Code	200. Was there	c a Hazai	dous mater	nais release by			Code
1. Highway User 2. Rail Ed				4	1. Hig	hway Use	er 2. Rai	Equipment 3. Bot	h 4.	Neither	
20c. State the name and quantity of	f the haza	ardous materi	al released, i	fany							
21. Temperature 22.	Visibility	(single entry)		Code	23, Weather	(single e	entry)				Code
( or		Day 3. Dus		4				Fog 5. Sleet 6. Sn	ow		1
24. Type of Equipment			A. Spec. MoV	1				Code	1	rack Number or	Name
Consist 1. Freight train 4		ain 7. Yard/Sv	witching		Equipmen		•	Code			Name
(single entry) 2. Passenger train 5 3. Commuter train 6				Code I 1	1. Main	2 Yard	3 Sidina	4. Industry 1		ESTBOUND AINLINE	
27. FRA Track 28. Number of		29. Number			ed (Recorded i			31. Time Table Dire			Code
Class Locomot		Cars	R. F	Recorde	d .	.5 mpl	1.5	1. North 2. South		st 4. West	4
32. Type of 1. Gates 4.	Wig wag	s 7.		Water Control	agged by crew			led Crossing		histle Ban	Code
Crossing 2. Cantilever FLS 5.							Warn	ning	1000	Yes	
Warning 3. Standard FLS 6.  Code(s) 01 03	Audible		Watchman	12. N	one		20 sec v	varn min (1);		No Unknown	1
35, Location of Warning	0		de 36. Cro	ossing \	Naming Intercor	nnected	Code	37. Crossing Illum			Code
1. Both Sides					way Signals			Lights or Spec			-
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	rooch	1	1.	Yes 2	. No 3. Unkno	wn	2	1. Yes 2. No	3. U	nknown	1
The second of th		r Drove Behin				41. Drive	er				Code
Age Gender		Struck or was				D 500		d or thru the gate 4.	Stoppe	ed on crossing	0000
1. Male 2. Female		1, Yes 2, No	3, Unknov	VN	2			then proceeded 5.	Other	(specify)	1
42. Driver Passed Standing	Code	43. View of	Track Obscu	red by	(primary of	7 9 85	id not stop				Code
Highway Vehicle	2	1. Perma	anent Structu	re	3. Passing T	rain 5. V	egetation	7. Other (spenicles 8. Not Obstruc	ecify)		I.
1. Yes 2. No 3. Unknown		Z, Guild	44. Driver w		int 4. Topograpi			attent water a state of the		alan	8
Casualties to:	Killed	Injured			red 3. Uninjur		ode	45. Was Driver in th	ie veni	cie?	Code
			47. Highway	/ Vehicl	e Property Dam			48. Total Number of	f Highy	vav-Rail Crossin	g Users
46. Highway-Rail Crossing Users 0 (est. dollar damage) \$0 (include driver) 0											
49. Railroad Employees	0	0	50. Total Nu	ımber o	f People on Trai	in		51. Is a Rail Equipm			Code
52. Passengers on Train	0	0	(include	passen	gers and crew)			Incident Report 1. Yes 2. No	Being	Filed	2
53a. Special Study Block		1			53b. Special St	tudy Bloc	:k				
54. Narrative Description											
55. Typed Name and Title		56, Signature								57. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

								T		IDD Assid	
Name Of  1. Reporting Railroad					D 0 000				petic Code		ent/Incident No
2. Other Railroad Involved in Train	Accident		Norfolk &	Western	Rwy Co. [NV	V I		1a. N	W	1b. X941 2b.	289371
Railroad Responsible for Track					D C (1)(1)	, .			137		200271
U.S. DOT-AAR Grade Crossing					Rwy Co. [NW le of Accident/Ind		10/00/00	3a. N	of Accident	3b. X941	
	ID NO.	4/5	9859C		e of Accidenting	cident	1		or Accident		
7. Nearest Railroad Station  DANVILLE			8.1	Division			9. County VERM	ILION		10. State Abbr.	Code
11. City (if in a city) DANVI	LLE		12. H	Highway N	lame or No. 🦞	VILLIA	M ST.			✓ Public	Private
Highwa	y User Inv	olved					Rail Equi	ipment Involve	d		
13. Type C. Truck-trailer F. Bu			lotor Vehicle	Code	17. Equipment 1. Train (uni	ts pulling	4. Car(s 5. Car(s	) (moving) ) (standing)	8. Oth A. Tra	ier (spening-R	ecify) Code
A. Auto D. Pick-up truck G. Sc B. Truck E. Van H. Mc				В	2. Train (unit	ts pushii	<i>ng)</i> 6. Light	loco(s) (movi	ng) B. Tra	in pushing-	RCL   1
	otorcycle	M. Other		Code	3. Train (sta 18. Position of			loco(s) (stand	ing) C. Tra	in standing-	RCL
		outh 3. Eas		4	TOTAL COLUMN OF	<b>54</b> 1 5111			1		
16. Position 1. Stalled on crossing		oving over c	rossing	Code	19. Circumstan			and the second second			Code
Stopped on Cross     20a. Was the highway user and/or			ed	Code	20b. Was there			nt struck by hig			Code
in the impact transporting haz			_	1				100m2 6an 12			
1. Highway User 2. Rail Ed				2	1. High	hway Us	er 2. Rail	Equipment	3. Both 4	. Neither	
20c. State the name and quantity of	of the haza	ardous mate	rial released	i, if any							
21. Temperature 22.	Visibility	(single entry	v)	Code	23. Weather	(single e	entry)				Code
(specify if minus) 20 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment	1 1A/o els Ass	in 7 Vandi	A. Spec. Mo	oW Equip	25, Track Type		Si-		Code 26.	Track Num	ber or Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved  (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code											
3. Commuter train 6	_	-			1. Main	2. Yard	3. Siding	4. Industry	1 8	INGLE M	AINLINE
27. FRA Track 28. Number	of	29. Numbe	r of 30. Co	onsist Spe	ed (Recorded in	f availab	le) Code	31. Time Tat	le Direction		Code
Class Locomot	ive 2	Cars		<ul> <li>Recorde</li> <li>Estimate</li> </ul>		7 mp	h R	1. North 2.	South 3, E	ast 4.We	st   3
	. Wig wag	S			agged by crew			led Crossing	1	Whistle Ban	
Crossing 2. Cantilever FLS 5	5		ar annual San S				Warn	ing		1. Yes	
Warning 3. Standard FLS 6  Code(s) 01 02	, Audible		9. Watchma	n 12. N	one	-	20 sec w	arn min (1):		2. No 3. Unknown	
35. Location of Warning	00		Code 36.0	Crossing \	Naming Intercor	nnected	Code		g Illuminate	-8	Code
1. Both Sides				with High	way Signals		•	A	or Special Li	The state of the s	
Side of Vehicle Approach     Opposite Side of Vehicle Approach	araaah	1	1	1. Yes 2	. No 3. Unknov	wn	2	1. Yes	2. No 3.	Unknown	1
3. Opposite Side of Vehicle Ap 38. Driver's 39, Driver's Code		r Drove Beh	ind or in Fro			41. Driv	er				Code
Age Gender	Dec - 1111		s Struck by			* // * lessession		d or thru the g	ate 4. Stop	ped on cros	
1, Male		1. Yes 2. N	lo 3. Unkn	own	2			then proceed	ed 5. Othe	er (specify	)   1
42. Driver Passed Standing	Code	43. View o	of Track Obs	cured by	(primary ob		Did not stop	<u> </u>			Code
Highway Vehicle	1	1. Pem	nanent Struc	cture	3. Passing T	rain 5. V	/egetation		(specify)		1
1. Yes 2. No 3. Unknown	2	2. Stan			nt 4. Topograph						8
Casualties to:	Killed	Injured	44. Driver		ured 3. Uninjure	ا ام	ode	45. Was Driv		hicle?	Code
							<u> </u>			D 110	1
46. Highway-Rail Crossing Users 1 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) \$0 (include driver) 1											
49. Railroad Employees	0	0	50. Total I	Number o	f People on Trai			51. Is a Rail			Code
52. Passengers on Train	0	0	(includ	de passen	gers and crew)			Incident I	Report Being	g Filed	2
53a. Special Study Block	l				53b. Special St	tudy Blo	ck				
54. Narrative Description					от органа о	,					1-3
55. Typed Name and Title		56, Signatu	re							57. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											ident No.	
1. Reporting Railroad		ľ	Norfolk &	& Western	Rwy Co. [NV	V I		1a. N	w	1b. G9405890	01	
2. Other Railroad Involved in Train	Accident	Incident			,			2a.		2b.		
3. Railroad Responsible for Track	Maintenar	nce N	Vorfolk &	& Western	Rwy Co. [NW	V J		3a. N	w	3b. G9405890	01	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9859C	5. Dat	te of Accident/In	cident (	05/10/89	6. Time	of Acciden	t/Incident 02:25	AM	
7. Nearest Railroad Station  DANVILLE			8	B. Division			9. County VERM	11LION		10. State Abbr. 11	Code 7   IL	
11. City (if in a city) DANVII	LLE		12	2. Highway N	Name or No. W	VILLIA				✓ Public	Private	
	/ User Inv	olved						pment Involve	d			
13. Type C. Truck-trailer F. But		J. Other M	lotor Vehic	cle Code	17. Equipment 1. Train (uni		4. Car(s	) (moving)	8. Ot		Code	
A. Auto D. Pick-up truck G. Sc				1				) (standing) loco(s) (movil		ain pulling- RCL ain pushing- RCL	1 .	
	torcycle	M. Other		A	3. Train (sta	inding)	7. Light	loco(s) (stand		ain standing- RCL	1	
THE PARTY OF THE P	irection	(geograp	1.00	Code	18. Position of	Car Unit	in Train		1			
(est. mph at impact) 0 1. N		outh 3. Eas		st 4 Code	19. Circumstar	re 1 Re	ail equinme	nt staick high			Code	
2. Stopped on Cross			Jossing	1	13, Oliculista			nt struck by high			1	
20a. Was the highway user and/or			ed	Code	20b. Was there	a hazan	dous mater	ials release by	1		Code	
in the impact transporting haz 1. Highway User 2. Rail Ed			4 Naither	. 4	1 Hial	hway Use	er 2 Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity of					1.11/9	illiay oo	2. (14)	Equipment	o. Bour		1	
200, 51010 070 110110 0710 400110, 9				,,								
21. Temperature 22.	Visibility	(single entry	y)	Code	23. Weather	(single e	ntry)				Code	
(specify if minus) 42 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dar	rk   4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1	
24. Type of Equipment				MoW Equip	25. Track Typ	e Used b	y Rail		Code 26	6. Track Number or	Name	
	(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code WESTBOUND											
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2, Yard 3. Siding 4. Industry 1 MAINLINE												
27. FRA Track 28. Number of	of	29. Numbe	r of 30.	Consist Spe	eed (Recorded i	f availabl	e) Code	31, Time Tab	ole Directio	n	Code	
Class Locomot	ive 2	Cars	48	R. Recorde E. Estimate	_	3 mpl	R	1 North 2	South 3 I	East 4. West	1 4	
Crossing 2. Cantilever FLS 5.	. Hwy. traf						Warn	ing		1. Yes		
Warning 3, Standard FLS 6.			9. Watchr	man 12, N	one		20		.	2. No	1	
Code(s) 01 03	06		26	Censias I	Marrian Interna-	anastad	Code	varn min (1)		3, Unknown	Code	
35. Location of Warning 1. Both Sides			Code 36		Waming Intercor way Signals	illected	Code	The state of the s	or Special L	ed by Street ights	Code	
2. Side of Vehicle Approach		1	1	4 1/ 0	N - 0 H-h		2	4 V	0 No 2	Halmanna	1	
3. Opposite Side of Vehicle App	W. C. W. W. C. W. C.				2. No 3. Unkno			1. Tes	2. No 3	. Unknown		
38. Driver's 39. Driver's Code Age Gender				Front of Train by Second T		41. Drive		d or that the a	ate 4 Sto	pped on crossing	Code	
1. Male	223/7/74-01	1. Yes 2. N		OF THE PERSON	2	1		then proceed			4	
2, Female							id not stop			50,000 5000 51		
42, Driver Passed Standing Highway Vehicle	Code		of Track O	bscured by	(primary ob 3. Passing T			7 Othe	r (specify	d	Code	
1. Yes 2. No 3. Unknown	2				ent 4. Topograp	hy 6. H	ighway Vel				8	
			44. Driv	ver was		Co	ode	45. Was Driv	ver in the V	ehicle?	Code	
Casualties to:	Killed	Injured	10 CC 11 CC		ured 3. Uninjur	ed 3		1. Yes	2. No		2	
40 11 1 2 1 2 1 2			47. Hig	hway Vehicl	le Property Dam			48. Total Nu	mber of Hig	hway-Rail Crossin		
46. Highway-Rail Crossing Users 0 (est. dollar damage) \$0 (include driver) 0												
49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Code Incident Report Being Filed												
52. Passengers on Train	0	0	(inc	lude passer	igers and crew)			Incident I		ng Filed	2	
53a. Special Study Block					53b. Special S	tudy Bloc	:k				4	
54. Narrative Description					•							
55. Typed Name and Title		56. Signatu	re							57. Date		

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

FEDERAL RAILROAD ADMINISTRA	TION IT	(//)								5 Approvai	The state of	
Name Of								Alphabetic Co	de	RR Accider	nt/Incid	ent No.
1. Reporting Railroad			folk & W	estern/	Rwy Co. [NW	<u>/                                    </u>		1a. NW		1b. X1910	87003	<u> </u>
2. Other Railroad Involved in Train A								2a.		2b.		
Railroad Responsible for Track M		1101			Rwy Co. [NW			3a. NW		3b. X1910		_
4. U.S. DOT-AAR Grade Crossing II	D No.	4798	-		te of Accident/Inc	cident	1	6. Time of Acci			2:00 F	
7. Nearest Railroad Station  DANVILLE			8. Div	VISION			9. County VERM	IILION	Ι,	0. State Abbr.	17	Code
11. City (if in a city) DANVIL	LE		12. Hi	ghway N	lame or No. 🏽 🥨	/ILLIA	MS ST.		[	✓ Public	P	rivate
Highway	User Invo	olved					Rail Equi	pment Involved				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G, Sch		J. Other Moto		Code	17. Equipment 1. Train (unit	ts pulling	4. Car(s) 7) 5. Car(s)	(moving) 8. (standing) A loco(s) (moving) B		(spec pulling- RC pushing- R	CL	Code
	orcycle	M. Other (sp		C	3. Train (star					standing- F		4
2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rection	(geographic		Code	18. Position of 0	Car Unit	in Train	1	-			
(est. mph at impact) 5 1. No 16. Position 1. Stalled on crossing		outh 3. East oving over cros		2 Code	19. Circumstan	ce 1.R	ail equipmer	nt struck highway use	:r			Code
2. Stopped on Crossin		=		3		2. R	ail equipmer	nt struck by highway u				2
20a. Was the highway user and/or n	and the second of the second o			Code	20b. Was there	a hazaı	rdous materi	ials release by				Code
in the impact transporting haza 1. Highway User 2. Rail Equ			Neither	4	1. High	nway Us	er 2. Rail	Equipment 3. Both	4.1	leither		
20c, State the name and quantity of				if any								
0=	•	(single entry)	4 D. J.	Code	23. Weather			F F 81+ 6 8-			1	Code 1
(specify if minus) 50 F 1. D	Jawn 2.	Day 3, Dusk	Spec. MoV	V Equip				Fog 5, Sleet 6, Sno	ĭ	rack Number		
	Work tra	in 7. Yard/Swi		v Equip	25, Track Type Equipment			Code				ame
(single entry) 2. Passenger train 5.				Code						ESTBOU! AINLINE		
3. Commuter train 6.				4	1. Main 2			4. Industry 1	5/8/5/5	AINLINE		
27. FRA Track 28. Number of Class Locomotiv		29. Number of Cars		nsist Spe Recorde	ed (Recorded if	f availab	le) Code	31. Time Table Dire	ction			Code
2 Units	0	1	1 - 1110 0	stimate		2 mp	h E	1. North 2. South	3, Eas	t 4. West		4
1.0	Wig wags				agged by crew			led Crossing		histle Ban		Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	and a later to the second	office was remission and	Stop signs Natchman		ther (specify)		Warn	ing		Yes No		
Code(s) 01 03	Tudibio	0.1	Vateriman	12.10	ono		20 sec w	arn min (1);		Unknown		
35, Location of Warning		Cod	e 36. Cr	ossing	Waming Intercon	nected	Code	37. Crossing Illum	inated	by Street		Code
1. Both Sides			w	ith High	way Signals		i	Lights or Spec	ial Ligh	its		
Side of Vehicle Approach     Opposite Side of Vehicle Approach	mach	1	1.	Yes 2	. No 3. Unknov	wn	2	1. Yes 2. No	3. Ur	nknown		2
		Drove Behind	or in Front	t of Train	n Code	41. Driv	ver				•	Code
Age Gender		Struck or was S			rain			d or thru the gate 4.				
1. Male 2. Female		1. Yes 2. No	3. Unknow	wn	2	10000	Stopped and Did not stop	then proceeded 5.	Other	(specify)	ı	1
42. Driver Passed Standing	Code	43. View of Ti	rack Obscu	red by	(primary ob							Code
Highway Vehicle	•		ent Structu		3. Passing Tr			7. Other (spe			- 1	0
1. Yes 2. No 3. Unknown	2				ent 4. Topograpi	-		nicles 8, Not Obstruc				8
Casualties to:	Killed	Injured	14. Driver v		ured 3. Uninjure	1	ode	45. Was Driver in th 1. Yes 2. No	e Vehi	cle?	1	Code
							3		Highw	ov Pail Cro	esina	1 Hear
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) 50 (include driver) 1								Useis				
49. Railroad Employees	0	0 5			of People on Train	in		51. Is a Rail Equipm				Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident Report 1. Yes 2. No	Being i	-lied		2
53a. Special Study Block					53b. Special St	tudy Blo	ck					
54. Narrative Description												
55. Typed Name and Title		56. Signature								57, Date		

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in Northwest Danville

#### DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

# HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

Name Of						Marian and Assessment	Alphabetic Code	RR Accident/In	cident No.
Reporting Railroad			Norfolk S	Southern	Corp. INS 1		1a. NS	1b. 041448	
2. Other Railroad Involved in Train	Acciden						2a.	2b.	
3. Railroad Responsible for Track	Maintena	ance	Norfolk S	outhern (	Corp. [NS ]		3a. NS	3b. 041448	
4. U.S. DOT-AAR Grade Crossing	ID No.	47	9856G	5. Da	ate of Accident/Incid	dent 02/16/11	6. Time of Accide	nt/Incident 06:10	) AM
7. Nearest Railroad Station  DANVILLE				. Division	(S	9. Coun VER	ty MILION	10. State Abbr. 1	Code
11. City (if in a city) DANVI	LLE				Name or No. BO			✓ Public	Private
Highwa	y User In	volved		34.4			uipment Involved		
13. Type C. Truck-trailer F. Bu	s	J. Other I	Motor Vehic	de Code	17. Equipment	pulling) 4. Car	(s) (moving) 8. O	ther (specify)	Code
A. Auto D. Pick-up truck G. Sc				В	2. Train (units	pushing) 6. Ligh		rain pulling-RCL rain pushing-RCL	1 2
	otorcycle Direction	M. Other (geogra		Code	3. Train (stand		nt loco(s) (standing) C. T	rain standing- RCL	2
The state of the s		South 3. Ea			10. Fosition of Ca	ai Oill in Haili	1		
16. Position 1. Stalled on crossin 2. Stopped on Cross	•	Moving over	crossing	Code	19. Circumstance		ent struck highway user ent struck by highway use		Code
20a. Was the highway user and/or	rail equip	oment involv	ed	Code	20b. Was there a				2 Code
in the impact transporting had 1. Highway User 2. Rail Ed			4 Naithan	4	1 Highw	unu llana - 2 De	-1 F	4 51-34	4
20c. State the name and quantity of					I. nignw	vay User 2. Ra	ail Equipment 3. Both	4. Neither	
40 40 10		(single enti		Code	23. Weather (si	ingle entry)			Code
(Specify if fillings)	Dawn 2	2. Day 3. D				Cloudy 3, Rain 4	Fog 5, Sleet 6, Snow		1
		ain 7. Yard/	Switching 1	MoW Equip	25. Track Type I		Code 26	6. Track Number or	Name
(single entry) 2. Passenger train 5 3. Commuter train 6				Code ar   7		Yard 3. Siding	4. Industry 1	MAIN I	
27. FRA Track 28. Number		29. Numbe			eed (Recorded if a	vailable) Code	31. Time Table Direction	n	Code
Class Locomot	ive 3	Cars		R. Recorde		mph R	4 North 2 Court 2 I		4
32. Type of 1. Gates 4	. Wig wag	js	7. Crossbu	icks 10. F	lagged by crew		1. North 2. South 3. I aled Crossing 34.	. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	Hwy, tra	iffic signals				War	-	1. Yes	
Code(s) 01 03	O	6 (	9. Watchm	an 12. N	ione	20 sec 1	warn min (1);	2. No 3. Unknown	2
35. Location of Warning			1000	Crossing	Warning Interconne		37. Crossing Illuminate	5.45 N. C.	Code
1. Both Sides			_	with High	way Signals		Lights or Special L		333
Side of Vehicle Approach     Opposite Side of Vehicle Approach	roach		1	1. Yes 2	2. No 3. Unknown	2	1, Yes 2, No 3.	Unknown	2
	40. Drive	r Drove Beh	nind or in Fr	ont of Trai	n Code 41	1. Driver			Code
Age Gender	and	Struck or wa		WC-80000 00000000000000000000000000000000	rain		nd or thru the gate 4. Stop		
59 7. Male 2		1. Yes 2. N	NO 3, UNK	nown	2	<ol><li>Stopped an</li><li>Did not stop</li></ol>	d then proceeded 5. Oth	er (specify)	1
42. Driver Passed Standing	Code	III. SA SA SA SA SA SA SA SA SA SA SA SA SA	of Track Ob		(primary obstr	ruction)			Code
Highway Vehicle  1. Yes 2. No 3. Unknown	2		nanent Stru iding railros		3. Passing Trainent 4. Topography	in 5, Vegetation 6, Highway Ve	<ol> <li>Other (specify, ehicles 8. Not Obstructed</li> </ol>	)	8
TO THE STATE OF STATE			44. Drive			Code		-hi-l-O	
Casualties to:	Killed	Injured	100000000000000000000000000000000000000		ured 3. Uninjured	i .	45. Was Driver in the Ve	inicie?	Code
47 Highway Vehicle Property Demons								1 lleare	
46. Highway-Rail Crossing Users	0	0	1.5	dollar dam		\$3,000	(include driver)	1	Users
49. Railroad Employees	0	0	50. Total	Number o	f People on Train		51. Is a Rail Equipment		Code
52, Passengers on Train	0	0	(inclu	ide passer	gers and crew)	3	Incident Report Bein 1. Yes 2. No	g Filed	2
53a, Special Study Block			***************************************		53b. Special Stud	ly Block	1. 165 2, 140		
54. Narrative Description DT61 SHOVING WEST BOUND OVI THE REAR CAR (LEADING END OF	ER HIGH F MOVEN	WAY GRAD MENT) CSYX	E CROSSIN K 12694.	NG AT BOV			Y HHR THAT WENT AROU	UND GATES AND E	HIT
55. Typed Name and Title 56. Signature 57. Date									

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

. 2022		,	-							DD 4	
Name Of								Alphabet		RR Accident/I	ncident No.
1. Reporting Railroad		- Training to the second	rfolk & W	estern	Rwy Co. [NW	<u> </u>		1a. NW		1b. B10857	
2. Other Railroad Involved in Train								2a.		2b.	
Railroad Responsible for Track N					Rwy Co.  NW			3a. NW		3b. B10857	
4. U.S. DOT-AAR Grade Crossing I	D No.	4798	356G	5. Dat	te of Accident/Ind	cident		6. Time of		cident 09:0	
7. Nearest Railroad Station  DANVILLE			8. Div	vision			9. County VERM	IILION		0. State Abbr.	Code 17 IL
11. City (if in a city) DANVIL	LE		12, Hig	ghway N	lame or No. Bo	OWMA	ANAVE			✓ Public	Private
Highway	User Inve	olved					Rail Equi	pment Involved			
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot		J. Other Mot K. Pedestria M. Other (s	n	Code	17. Equipment 1. Train (unii 2. Train (unii 3. Train (sta	ts pushir	ng) 6. Light	(moving) (standing) loco(s) (moving, loco(s) (standing	) B. Train	(specify pulling- RCL pushing- RC standing- RC	L   1
	rection	(geograph		Code	18. Position of			ioodo) (otanomi	97 0		
(est. mph at impact) 0 1. N	orth 2. S	outh 3. East	4. West	1					1		
16. Position 1. Stalled on crossing		oving over cro	ssing	Code	19, Circumstan			nt struck highway			Code
Stopped on Crossii     20a. Was the highway user and/or in the state of the st				Code	20b. Was there				way user		Code
in the impact transporting haza	ardous ma	aterials?		1	2 115-1		0 D-II	F	D=# 4.1	laithas	1
1. Highway User 2. Rail Eq				4	1. High	nway Us	er 2, Rail	Equipment 3.	Both 4, I	veitner	
20c. State the name and quantity of	the haza	rdous materia	ai released, i	r any							
21. Temperature 22. \	/isibility	(single entry)		Code	23. Weather	(single e	entry)				Code
40 95		Day 3. Dus		2	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet 6	S. Snow		1
24. Type of Equipment			. Spec. MoV	V Equip	25. Track Type	e Used b	y Rail	C	ode 26. T	rack Number	or Name
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s)  Code  EASTBOUND MAIN											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code  3. Commuter train 6. Cut of cars 9. Main, finspect, car   1   1. Main 2. Yard 3. Siding 4. Industry   1   TK											
27. FRA Track 28. Number of	of	29. Number	of 30. Con	sist Sp	eed (Recorded in	f availab	le) Code	31. Time Table	Direction		Code
Class Locomoti 2 Units	ve 3	Cars 82	_	Recorde Estimate		5 mp	h E	1. North 2. S	outh 3. Eas	st 4. West	3
32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing 34. Whistle Ban Code											
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	ar in the same		Stop signs Watchman				Warn	ing	3500	Yes No	
Code(s) 03 06	O7		valcillari	12.1	Offe		20 sec w	arn min (1);		Unknown	
35. Location of Warning	1 07		de 36. Cr	ossing '	Warning Intercor	nnected	Code	37. Crossing	Illuminated	by Street	Code
1. Both Sides			w	ith High	way Signals			Lights or	Special Ligi	nts	
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	roach	1	1.	Yes 2	2. No 3. Unkno	wn	2	1. Yes 2	2. No 3. U	nknown	2
		r Drove Behin	d or in Front	t of Trai	n Code	41, Driv	 /er				Code
Age Gender		Struck or was			100			d or thru the gate	e 4. Stopp	ed on crossing	9
1. Male		1. Yes 2. No	3. Unknow	wn	2	ACCUSE 101		then proceeded	5. Other	(specify)	4
42. Driver Passed Standing	Code	43. View of	Track Obscu	ured by	(primary of		Did not stop				Code
Highway Vehicle	1	1. Perma	anent Structu	ure	3. Passing T	rain 5. \	/egetation	7. Other			1 -
1. Yes 2. No 3. Unknown	2	2. Stand	ing railroad e	equipme	ent 4. Topograp	hy 6. h	Highway Vel	nicles 8. Not Ob	structed		8
Casualties to:	Killed	Injured	44. Driver v			2	ode	45. Was Driver		icle?	Code
Casualties to.	Tamou	mjureu	1. Kille	d 2. Inj	ured 3. Uninjur	ed	2	1. Yes 2.			2
46. Highway-Rail Crossing Users	46. Highway-Rail Crossing Users 0 3 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (include driver) 3 (include driver) 3										
49. Railroad Employees	0	0	50. Total N	umber o	of People on Tra	in		51. Is a Rail Ed	The state of the s		Code
52. Passengers on Train	0	0	(include	passei	ngers and crew)			1. Yes 2.	port Being No	Filed	2
53a. Special Study Block					53b. Special S	tudv Blo	ıck				
54. Narrative Description											
55. Typed Name and Title		56. Signature	•							57. Date	

# DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

Name Of	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO				MARCO PARAMETER STATE OF THE ST			Alababatia 6	-	DD Asside Atte	
1. Reporting Railroad			Norfol	lk Southern	Corp. JNS 1			Alphabetic (		RR Accident/In	icident Ni
2. Other Railroad Involved in Tra	in Accide	nt/Incident	1101101	K Southern	Corp. [NS ]		**************************************	1a, NS 2a,		1b. 016139	
3. Railroad Responsible for Trac	k Mainter	nance	Norfol	k Southern	Corp. [NS ]					2b.	
4. U.S. DOT-AAR Grade Crossin			79854		Date of Accident/ir	ncident	02/15/04	3a. NS		3b. 016139	
7. Nearest Railroad Station		71	303-	-	The of Accidentifi	CIGCIII				cident 09:50	) PM
DANVILLE JCT				8. Division ILLINO	ie		9. County		1	0. State	Code
11. City (if in a city) DANV	TLLE		7		Name or No. V	/OODI		IILION			7 IL
	ay User I	nvolved		12. Highway	I I	OURI	The Park Cont. Of			✓ Public	Private
13. Type C. Truck-trailer F. B				hide Cod	e 17. Equipment	•		pment involved	0.00		
A. Auto D. Pick-up truck G. S		J. Other s K. Pedes	Motor Ve	ehicle I	1. Train (uni	its pullin	g) 5. Car(s)			pulling- RCL	Cod
	fotorcycle			(v) A	2. Train (uni	its pushi andino)				pushing- RCL	1
The same of the sa	Direction	(geogr	aphical)	Cod				oco(s) (standing)	C. Halli	standing- RCL	
		South 3. Ea					-	1			
16. Position 1. Stalled on crossi 2. Stopped on Cros		Moving over	crossing	Code	e 19. Circumstar			nt struck highway us			Code
20a. Was the highway user and/o	r rail equi	ipment invol	ved	Code	20b. Was there	2, R	ail equipmen	t struck by highway	user		1
in the impact transporting ha	azardous	materials?		1	20b. Was there	e a naza	idous materi	als release by			Code
1. Highway User 2. Rail E	quipmen	t 3. Both	4. Neith	her 2	1. Higi	hway Us	er 2. Rail	Equipment 3. Bot	h 4. N	either	4
20c. State the name and quantity	of the ha	zardous mat	terial rele	ased, if any							
21. Temperature 22	Visibility	(single ent	ne)	0-4	1 00 14/					***************************************	
40 05	•	2. Day 3, D		Code			• •				Code
24. Type of Equipment	, Dawii	2, Day 3, L						og 5. Sleet 6. Sn	iow		3
Consist 1. Freight train	4. Work to	rain 7. Yard	/Switchir	c. MoW Equi				Code	26. Tra	ack Number or	Name
(single entry) 2. Passenger train	5. Single	car 8. Light	loco(s)	Code	Equipmen	it involve	ed		EAS	STBOUND	
3. Commuter train	6. Cut of	cars 9. Main	./inspect	car 1	1. Main 2	2. Yard	3. Siding	4. Industry 1		INLINE	
27, FRA Track 28, Number Class Locomo		29, Number	er of 3	0. Consist Sp	eed (Recorded if	f availab	le) Code	31. Time Table Dire	ction		Code
Class Locomo	ouve 4	Cars	114	R. Record E. Estimat		2	h   E				
	. Wig wa	gs			lagged by crew	2 mpl		1. North 2. South	Α		3
Crossing 2. Cantilever FLS 5	. Hwy. tra	affic signals	8. Stop	signs 11. (	Other (specify)		Warnin		34. VVhi	istle Ban	Code
Warning 3. Standard FLS 6	. Audible		9. Watc	hman 12. N	lone			•	2. N		
Code(s) 01 02							20 sec wa	rn min (1);	3. U	Inknown	2
35, Location of Warning 1, Both Sides		,	Code	Transaction Control of the	Warning Intercon	nected	Code	37. Crossing Illumi			Code
2. Side of Vehicle Approach		1	1	with righ	nway Signals		1.	Lights or Speci	ial Lights	5	
<ol><li>Opposite Side of Vehicle Ap</li></ol>	proach		1	1. Yes	2, No 3, Unknow	vn	2	1. Yes 2. No	3. Unk	nown	2
38. Driver's 39. Driver's Code				Front of Trai		41. Drive					Code
Age Gender	and	1. Yes 2, I		by Second	Train (	1, D	rove around	or thru the gate 4.	Stopped	on crossing	
21 2. Female 2		1. 165 2,1	VO 3, U	INKNOWN	2		topped and to id not stop	hen proceeded 5.	Other	(specify)	4
42. Driver Passed Standing	Code	43. View o	of Track (	Obscured by	(primary obs			1			Code
Highway Vehicle  1. Yes 2. No 3. Unknown	2		manent S		3. Passing Tra	ain 5. Ve	egetation	7. Other (spec	cify)	í	
1. TCS 2. NO 3. OHKHOWN		2. 0.01	- 100		ent 4. Topography	у 6. Н	ignway Venic	des 8. Not Obstruct	ed		8
Casualties to:	Killed	Injured		river was		Co	de 4	45. Was Driver in the	e Vehicle	9?	Code
			1,	Killed 2. Inj	ured 3. Uninjure	d 3		1. Yes 2. No			2
46. Highway-Rail Crossing Users	0	0			e Property Dama	ge	4	18. Total Number of	Highway	/-Rail Crossing	
40 D 7 1 - 1	-	"	(83	st. dollar dam	age)			(include driver)			
49, Railroad Employees					f People on Train	1	5	51. Is a Rail Equipme			Code
52. Passengers on Train			(in	clude passer	igers and crew)	2		Incident Report B	Being File	ed I	2
53a. Special Study Block					53b, Special Stu	idy Plack		1. Yes 2. No			
54. Narrative Description					oos, opediai ota	dy Dioci	`				
5. Typed Name and Title		56. Signatur	е							7. Date	
									130	. Dale	
		The state of the s	-			-					

## DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRA	ATION (F	RA)							OM	B Approval No.	2130-0500	
Name Of												
Reporting Railroad		1	Norfolk So	uthern (	Corp. [NS ]			1a. NS		1b. 095821		
2. Other Railroad Involved in Train	Accident	50 P 10 P						2a.		2b.		
3. Railroad Responsible for Track	Maintena	nce N	Vorfolk So	ıthern C	Corp. [NS ]			3a. NS		3b. 095821		
4. U.S. DOT-AAR Grade Crossing	ID No.		9854T		te of Accident/In	ncident	12/05/98			ncident 09:20	PM	
7. Nearest Railroad Station			8. [	Division			9. County			10. State	Code	
DANVILLE JCT			П	LINOIS	5		VERM	JILION		Abbr. 1'	7   IL	
11. City (if in a city) DANVII	LLE		12. H	Highway N	Name or No. 🏌	OORH	EES			✓ Public	Private	
Highway	/ User Inv	olved					Rail Equ	ipment Involved				
13. Type C. Truck-trailer F. Bus	s	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (un	t	4. Car(s	(moving)	8. Othe		Code	
A. Auto D. Pick-up truck G. Sci				1	2. Train (un	its pulling its pushir	g) 5. Car(s ng) 6. Light			pulling-RCL pushing-RCL	1 .	
	torcycle			A	3. Train (sta	anding)	7. Light		C. Train	standing- RCL	1	
COLA COLONIA DE MARCOLO DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE	irection	geograp South 3. Eas		Code	18. Position of	Car Unit	t in Train	1				
(est. mph at impact) 0 1. N 16. Position 1. Stalled on crossing		loving over c		3 Code	19 Circumsta	nce 1 R	ail equipme	nt struck highway use	er		Code	
2. Stopped on Crossi			Jossing	2	19. Circumstan			nt struck by highway			1 1	
20a. Was the highway user and/or	rail equip	ment involve	ed	Code	20b. Was then						Code	
in the impact transporting haz			4 Noither	4	1 Hio	hway He	or 2 Rai	Equipment 3. Bot	h 4 l	Veither	4	
Highway User 2. Rail Ed     State the name and quantity of					I. riig	ilway Us	61 Z. Kai	Equipment 3. Bot	ui -7.1	veillei		
		/aila4-			1							
Service Comment Comment Comment	and the second s	(single entry		Code	23. Weather	,					Code	
(specify if fillings)	Dawn 2.	. Day 3. Du		4		. Cloudy	3, Rain 4,	Fog 5, Sleet 6, Sr	now		<u> </u>	
24. Type of Equipment A. Spec. MoW Equip  Consist 1. Freight train 4. Work train 7, Yard/Switching  Code 26. Track Number or N										Name		
Consist 1. Freight train 4. Work train 7, Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
3. Commuter train 6					1. Main	2. Yard	3. Siding	4. Industry 1	M	AINLINE		
27, FRA Track 28, Number of	of	29. Numbe	r of 30. C	onsist Spe	eed (Recorded	if availab	le) Code	31. Time Table Dire	ection		Code	
Class Locomot	ive 3	Cars	~ .	. Recorde		60 mn	h E				1 4	
4 Units 32. Type of 1. Gates 4.	. Wig wag			Estimate	lagged by crew	mp		1. North 2. South led Crossing		histle Ban	Code	
Crossing 2, Cantilever FLS 5.							Warr	-	Minde Die	Yes	Code	
Warning 3, Standard FLS 6,			9. Watchma					3		No	1 2	
Code(s) 01 02							20 sec v	varn min (1);	3.	Unknown	2	
35. Location of Warning		C	20003 80000	10 to 1000 Tel	Warning Interco	nnected	Code	37. Crossing Illum			Code	
Both Sides     Side of Vehicle Approach		Д.		with High	way Signals		1 .	Lights or Spec	ciai Ligi	11.5		
Opposite Side of Vehicle Apr	roach		1	1. Yes 2	. No 3. Unkno	own	2	1. Yes 2. No	3. U	nknown	1	
The state of the s		er Drove Beh				41. Driv					Code	
Age Gender 1. Male 1	12022300	Struck or wa	as Struck by No 3. Unkn		rain (			d or thru the gate 4. I then proceeded 5.				
22   1. Wale   1		1. 165 2.1	10 3. Ulikii	OWII	2	1	Did not stop		. Outer	(specify)	1	
42. Driver Passed Standing	Code	43. View o	of Track Obs	cured by	(primary of	bstruction	n)				Code	
	1 .		manent Struc		3, Passing 1			7. Other (sp. hicles 8. Not Obstruc			1 .	
1. Yes 2, No 3, Unknown	2	2. 3(4)			ent 4. Topograp						8	
Casualties to:	Killed	Injured	44. Driver				ode	45. Was Driver in the	he Vehi	cle?	Code	
		injuica	1. Kil	led 2. Inj	ured 3. Uninju	red 3	3	1. Yes 2. No			1	
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Cro												
	-			iollar dam			80	(include driver) 51. Is a Rail Equipr		oident /	Code	
49. Railroad Employees	0	0			of People on Tra ngers and crew)	1		Incident Report				
52. Passengers on Train	0	0						1. Yes 2. No			2	
53a. Special Study Block					53b. Special S	Study Bloo	ck					
54. Narrative Description												
55. Typed Name and Title		56. Signatu	re							57. Date		

## DEPARTMENT OF TRANSPORTATION

## HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA) Name Of OMB Approval No. 2130-0500 1. Reporting Railroad Alphabetic Code RR Accident/Incident No. Norfolk & Western Rwy Co. [NW] 2. Other Railroad Involved in Train Accident/Incident 1a. NW 1b. X191183019 3. Railroad Responsible for Track Maintenance 2a. 2b. Norfolk & Western Rwy Co. [NW] 4. U.S. DOT-AAR Grade Crossing ID No. 3a. NW 3b. X191183019 479854T 5. Date of Accident/Incident 11/26/83 7. Nearest Railroad Station 6. Time of Accident/Incident 06:28 PM 8. Division DANVILLE 9. County 10. State 11. City (if in a city) Code VERMILION DANVILLE 12. Highway Name or No. VOORHEES ST Abbr. 17 | IL Highway User Involved ✓ Public Private 13. Type C. Truck-trailer F. Bus Rail Equipment Involved 17. Equipment 4. Car(s) (moving) 5. Car(s) (standing) J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian 8. Other (specify)
A. Train pulling- RCI Code B. Truck E. Van Train (units pushing) 6. Light loco(s) (moving)
 Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL
 Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL H. Motorcycle M. Other (specify) A 14. Vehicle Speed 15. Direction (geographical) 1 (est. mph at impact) Code 18. Position of Car Unit in Train 30 1. North 2. South 3. East 4. West 16. Position 1. Stalled on crossing 4 3. Moving over crossing Code 19. Circumstance 1. Rail equipment struck highway user Stopped on Crossing 4. Trapped 20a. Was the highway user and/or rail equipment involved 3 Code Rail equipment struck by highway user 20b. Was there a hazardous materials release by in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both Code 20c. State the name and quantity of the hazardous material released, if any 4. Neither 2 1. Highway User 2. Rail Equipment 3. Both 4. Neither 21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) (specify if minus) 55 1. Dawn 2. Day 3. Dusk 4. Dark 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 4 24. Type of Equipment 2 A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching 25. Track Type Used by Rail (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 26. Track Number or Name Equipment Involved 3. Commuter train 6. Cut of cars 9. Main.finspect. car Code 1 1. Main 2. Yard 3. Siding 27. FRA Track 28. Number of 4. Industry WESTBOUND MAIN 1 29. Number of 30. Consist Speed (Recorded if available) Code Class Locomotive 31. Time Table Direction Cars R. Recorded Code Units E. Estimated 32. Type of 50 1. Gates 4. Wig wags mph 1. North 2. South 3. East 4. West 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 33. Signaled Crossing 34. Whistle Ban 3. Standard FLS 6. Audible Code Warning 9. Watchman 12. None 1. Yes 01 03 2. No 35, Location of Warning 20 sec warn min (1); Code 36. Crossing Warning Interconnected 3. Unknown 1. Both Sides Code 37. Crossing Illuminated by Street with Highway Signals 2. Side of Vehicle Approach Code Lights or Special Lights Opposite Side of Vehicle Approach 1 1. Yes 2. No 3. Unknown 2 38. Driver's 39. Driver's Code 1. Yes 2. No 3. Unknown 40. Driver Drove Behind or in Front of Train 1 Age Gender 41. Driver and Struck or was Struck by Second Train Drove around or thru the gate 4. Stopped on crossing 1. Male Code 1. Yes 2. No 3. Unknown 2. Female 2. Stopped and then proceeded 5. Other (specify) 42. Driver Passed Standing 43. View of Track Obscured by 3. Did not stop 1 Highway Vehicle (primary obstruction) Permanent Structure 1. Yes 2. No 3. Unknown Passing Train 5. Vegetation 2. Standing railroad equipment 4. Topography Code 3 7. Other (specify) 6. Highway Vehicles 8. Not Obstructed 8 Casualties to: 44. Driver was Killed Injured Code 45. Was Driver in the Vehicle? 1. Killed 2. Injured 3. Uninjured Code 1. Yes 2. No 3 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) 49. Railroad Employees \$1,500 (include driver) 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / 52. Passengers on Train (include passengers and crew) Code 0 Incident Report Being Filed 53a. Special Study Block 1. Yes 2. No 2 53b. Special Study Block 54. Narrative Description 55. Typed Name and Title 56. Signature 57. Date

### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of				************			Alphabetic C	ode	RR Accident/Inc	ident No.	
Reporting Railroad	No	orfolk & Wes	stern	Rwy Co. JNW	1		1a. NW		1b. D32757		
2, Other Railroad Involved in Train Accide	nt/Incident		83/6-10				2a.		2b.		
3. Railroad Responsible for Track Mainten	ance No	orfolk & Wes	tern	Rwy Co. JNW	1		3a. NW		3b. <b>D32757</b>		
4. U.S. DOT-AAR Grade Crossing ID No.	479	854T	5. Dat	e of Accident/Inc	ident (	01/20/81	6. Time of Acc	cident/l	ncident 05:50	PM	
7. Nearest Railroad Station  DANVILLE		8. Divis	ion			9. County VERN	MILION		10. State Abbr. 17	Code	
11. City (if in a city) DANVILLE		12, High	way N	lame or No. V(	OORH			•	✓ Public	Private	
Highway User II	volved			80		Rail Equi	ipment Involved				
13. Type C. Truck-trailer F. Bus	J. Other Mo	tor Vehicle	Code	17. Equipment 1. Train (units		4. Car(s	) (moving)	8. Othe		Code	
A. Auto D. Pick-up truck G. School Bu			A	2. Train (units	s pulling, s pushin	g) 6. Light			n pulling- RCL n pushing- RCL	1	
B. Truck E. Van H. Motorcycle  14. Vehicle Speed 15. Direction	M. Other (s		Code	3. Train (star. 18. Position of C			loco(s) (standing)	C. Train	n standing- RCL		
The second secon	South 3. East		4	16. FOSILION OF	Jai Oill	iii iiaiii	1				
The second secon	Moving over cro	ossing	Code 3	19. Circumstand			nt struck highway us			Code	
Stopped on Crossing 4.  20a. Was the highway user and/or rail equ		1 (	Code	20b. Was there			nt struck by highway	user		2 Code	
in the impact transporting hazardous	materials?	ĺ	T. 1023904						2.12 GW60		
1. Highway User 2. Rail Equipmen			4	1. High	way Use	er 2. Rail	Equipment 3. Bot	th 4.	Neither		
20c. State the name and quantity of the ha	zardous materi	ai reieaseo, ir a	iny								
21. Temperature 22. Visibility	(single entry)		Code	23. Weather (	single e	ntry)				Code	
(specify if minus) 40 °F 1. Dawn	2. Day 3. Dus	k 4. Dark	3	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sr	now		1	
24. Type of Equipment		A. Spec. MoW E	Equip		and the same of the same of		Code	26.	Frack Number or	Name	
Consist 1. Freight train 4. Work train 7. Yard/Switching  (single entry) 2. Passenger train 5. Single car 8. Light loco(s)  Code  Equipment Involved  SINGLE MAIN											
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK											
27. FRA Track 28. Number of	29. Number	SAN PARTY IN TRACTOR		ed (Recorded if	available	e) Code	31, Time Table Dire	ection		Code	
Class Locomotive Units	Cars 8	R. Red			mph	R	1. North 2. South	3. Ea	st 4. West	2	
32. Type of 1. Gates 4. Wig wa	gs 7	. Crossbucks					led Crossing	1	Vhistle Ban	Code	
Crossing 2. Cantilever FLS 5. Hwy. to Warning 3. Standard FLS 6. Audible				8.6 5.5		Warn	ing	200	Yes		
Warning 3. Standard FLS 6. Audible Code(s) 01 03	- 9	, Watchman	12, No	one		20 sec w	arn min (1);		. No . Unknown		
35. Location of Warning	Co	ode 36, Cros	sing V	Vaming Intercon	nected	Code	37. Crossing Illum	ninated	by Street	Code	
1. Both Sides	1	with	High	way Signals		1	Lights or Spec	cial Lig	hts		
Side of Vehicle Approach     Opposite Side of Vehicle Approach	1	1. Ye	es 2	. No 3. Unknow	n	2	1. Yes 2. No	3. U	nknown	2	
AND AND A RESERVE AND A SAME AND	er Drove Behin	nd or in Front of	f Trair	Code 4	41. Drive	er				Code	
		Struck by Seco		rain			d or thru the gate 4.		_		
1. Male 2. Female	1. Yes 2. No	3. Unknown		2		topped and id not stop	then proceeded 5	. Otner	(ѕреспу)	1	
42. Driver Passed Standing Cod		Track Obscure	-	(primary obs		10 1000	40 S2000 USSS	100 100		Code	
Highway Vehicle 1. Yes 2. No. 3. Unknown 2		anent Structure ing railroad equ		Passing Trans     Topograph			7. Other (sp nicles 8. Not Obstruc			8	
1. Tes 2. No 3. Olikilowii 2	1	44. Driver was				de	45. Was Driver in the		iclo?	Code	
Casualties to: Killed	Injured			red 3. Uninjure	1.0		1. Yes 2. No	ic ven		1	
		47. Highway V	/ehid	e Property Dama			48, Total Number of	of High	vay-Rail Crossing		
46. Highway-Rail Crossing Users 0	0	(est. dollar	r dam	age)	s	500	(include driver)		1		
49. Railroad Employees 0	0			f People on Train	1		51. Is a Rail Equipre Incident Report			Code	
52. Passengers on Train 0	0	(include pa	assen	gers and crew)			1. Yes 2. No	being	i iled	2	
53a. Special Study Block				53b. Special Stu	udy Bloc	k					
54. Narrative Description											
55. Typed Name and Title	56. Signature	•							57, Date		

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.												
1. Reporting Railroad				-					ode			Jent No.
Other Railroad Involved in Train	Accident		ortolk & W	estern	Rwy Co. [NW ]			1a. NW		1b. B105'	70	
Railroad Responsible for Track			aufall. 6 W	/aaka	D Ca. (NIV.)			3a. NW		3b. B105	70	
4. U.S. DOT-AAR Grade Crossing		- 11	854T		Rwy Co. [NW ] te of Accident/Incide	ent /	05/14/70	6. Time of Ac	cident/			- M
7. Nearest Railroad Station	10.	4/3			ta of Accidentificida	,			Cidentin		5:10 A	
DANVILLE			6. Dr	vision			9. County VERM	IILION		10. State Abbr.	17	Code
11. City (if in a city) DANVI	LLE		12. Hi	ghway N	Name or No. VOC	ORH				✓ Public		rivate
Highwa	y User Inv	olved					500 00 00	pment Involved				
13. Type C. Truck-trailer F. Bu	s	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units p				8. Othe		ecify)	Code
A. Auto D. Pick-up truck G. Sc	hool Bus	K. Pedestri		В	2. Train (units p	uning	g) 5. Car(s ng) 6. Light			n pulling-R n pushing-l		1
	otorcycle	M. Other (		Code	Train (standing 18. Position of Care)			loco(s) (standing)	C. Trai	n standing-	RCL	
1		South 3, East		4	16. Position of Car	Unit	in Irain	1				
16. Position 1. Stalled on crossing	g 3. M	oving over cr	rossing	Code	19. Circumstance	1. R	ail equipme	nt struck highway us	er	and the same of th		Code
2. Stopped on Cross				3				nt struck by highway	user			1
20a. Was the highway user and/or in the impact transporting has	Control Property		a	Code	20b. Was there a h	nazar	rdous mater	ials release by			1	Code
1, Highway User 2, Rail Ed				4	1. Highwa	y Use	er 2, Rail	Equipment 3. Bo	th 4.	Neither		
20c. State the name and quantity of	of the haza	ardous mater	rial released, i	if any								
21. Temperature 22.	Visibility	(single entry	)	Code	23, Weather (sin	ale e	entry)					Code
50 %	_	Day 3, Du		1 1		_	1202	Fog 5, Sleet 6, S	now		f	1
24. Type of Equipment			A. Spec, MoV			-		Code	1	Track Numb	ner or N	lame
Consist 1, Freight train 4. Work train 7. Yard/Switching Equipment Involved												
	(single entry) 2, Passenger train 5. Single car 8, Light loco(s) Code											
27, FRA Track 28, Number												
Class Locomot	ive	Cars	R. F	Recorde	d		1 -				. 1	
3 Units 32. Type of 1. Gates 4	. Wig wag			stimate		mpl		1. North 2. South			it	2
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5					agged by crew ther (specify)		33. Signa Warn	led Crossing ina		Vhistle Ban . Yes		Code
Warning 3, Standard FLS 6			. Watchman	12, N						. No	1	
Code(s) 01 03							4	arn min (1);	_	. Unknown		
35. Location of Warning 1. Both Sides		C			Naming Interconnect way Signals	cted	Code	37, Crossing Illur Lights or Spe		10 10 10 10 10 10 10 10 10 10 10 10 10 1		Code
2. Side of Vehicle Approach		1					2				1	3
3. Opposite Side of Vehicle App			1,	A	, No 3, Unknown			1, Yes 2, No	o 3, U	Inknown		-
38. Driver's 39. Driver's Code Age Gender			nd or in Front s Struck by S			Drive 1. D		d or thru the gate 4	Stopp	ed on cross	sina	Code
1. Male	1000000		o 3, Unknov		2			then proceeded 5				1
42. Driver Passed Standing	Code	43 View of	Track Obscu	rod by	(primary obstru		oid not stop			· · · · · · · · · · · · · · · · · · ·		Code
Highway Vehicle	1		anent Structu	•	3. Passing Train		,	7. Other (sp	ecify)			Code
1, Yes 2, No 3, Unknown	2	2. Stand	ding railroad e	equipme	ent 4. Topography	6. H	lighway Vet	nicles 8. Not Obstru	cted			8
Casualties to:	Killed	Injured	44. Driver w			Co	ode	45. Was Driver in t	he Veh	icle?		Code
Casualties to.	Killed	mjurea	1. Killed	d 2. Inju	ured 3. Uninjured	3	3	1. Yes 2, No				1
46. Highway-Rail Crossing Users	0	0		en en en en en en en en en en en en en e	e Property Damage	1		48. Total Number of	of High	way-Rail Cr	ossing	Users
		-	(est. doi			S	52,500	(include driver)		:	2	0.1
49, Railroad Employees	0	0			f People on Train gers and crew)	1		<ol> <li>Is a Rail Equiport</li> <li>Incident Report</li> </ol>				Code
52. Passengers on Train	0	0	(IIICIOGE	passeri	gers and crewy			1. Yes 2. No				2
53a. Special Study Block					53b. Special Study	Bloc	ck					
54. Narrative Description												
55. Typed Name and Title		56. Signature	e							57. Date		
oo. Typed Name and 1100		Jo. Signaturi	•							or. Date		

## DEPARTMENT OF TRANSPORTATION

#### HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTR	ATION (F	RA)							OM	B Approval No	, 2130-0500
Name Of Alphabetic Code RR Accident/Incident No.  1. Reporting Railroad Norfolk & Western Rwy Co. [NW ] 1a. NW 1b. D28401											
Reporting Railroad		N	Norfolk &	Western	Rwy Co. JNW	1		1a. NW		1b. D28401	
2. Other Railroad Involved in Train	Accident	/Incident	NI CONTRACTOR OF THE CONTRACTO					2a.		2b.	
3. Railroad Responsible for Track	Maintenar	nce N	orfolk &	Western	Rwy Co. JNW	1		3a. NW		3b. D28401	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9854T	5. Dat	te of Accident/Incid	dent	11/06/78	6. Time of Acc	ident/Ir	ncident 02:3	2 AM
7. Nearest Railroad Station			8	. Division			9. County		1	10. State	Code
DANVILLE  11. City (if in a city) DANVI	IIF		12	Highway N	lame or No. VO	UBH		IILION FET		Abbr.	17 IL
77000 10	y User Inv	rolyad		. mgmay r	l	OKII	100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No. 100 No.	pment Involved		- 1 40.10	
12 Type		0 200 00		Code	17. Equipment				3. Other	r (specify	) Code
A. Auto D. Pick-up truck G. Sc		J. Other M		ile I	1. Train (units			(standing)	A. Train	pulling- RCL	50
	torcycle			A	3. Train (units			loco(s) (moving) E loco(s) (standing) (		pushing- RCL standing- RC	
2 20 0 0 200	irection	(geograp	N 101 HOUSE	Code	18. Position of C	ar Unit	in Train				
		South 3. Eas						1			
16, Position 1. Stalled on crossing 2. Stopped on Cross	20 00 00	oving over c	rossing	Code I 3	19. Circumstance		ere in a management	nt struck highway use nt struck by highway			Code 2
20a. Was the highway user and/or			ed	Code	20b. Was there a				usei		Code
in the impact transporting haz				1.	4 10 5					1-16	1
Highway User 2. Rail Ed     State the name and quantity of					1. Highw	ay Use	er 2. Rail	Equipment 3. Bot	n 4. r	veitner	
200, State the name and quantity of	n the maza	ardous mate	riai releasi	eo, ir any							
21. Temperature 22.	Visibility	(single entry	1)	Code	23. Weather (s	ingle e	ntry)	×			Code
(specify if minus) 55 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Darl	k   4	1, Clear 2, C	loudy	3. Rain 4.	Fog 5. Sleet 6. Sr	ow		1
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name											or Name
		ain 7, Yard/S			Equipment	Involve	d		33/	ESTBOUND	MAIN
(single entry) 2. Passenger train 5 3. Commuter train 6				Code ar I 1	1. Main 2.	Yard	3 Siding	4. Industry 1	200 800	NE	WIATIN
27, FRA Track 28, Number		29. Numbe			ed (Recorded if a			31. Time Table Dire	ction		Code
Class Locomot	ive	Cars		R. Recorde	d						1
3 Units	3			E. Estimate	Recommendation of the second second	mpl		1. North 2. South			4
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig wag				agged by crew ther (specify)		33. Signa Warn	led Crossing		histle Ban Yes	Code
Warning 3. Standard FLS 6.			9. Watchm	A STATE OF STATE OF STATE	ACCOUNT OF THE PARTY OF THE PAR		••••	m'g	011300	No	
Code(s) 01 03							20 sec w	arn min (1);	3.	Unknown	
35, Location of Warning		C	ode 36	The Control of the Co	Naming Interconn	ected	Code	37. Crossing Illum			Code
Both Sides     Side of Vehicle Approach		1.	.	with High	way Signals		1 -	Lights or Spec	ciai Ligr	its	
Opposite Side of Vehicle Apple	roach	I	1	1. Yes 2	. No 3. Unknown	n	3	1. Yes 2. No	3. U	nknown	3
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in F	ront of Train	n Code 4	1. Drive	er				Code
Age Gender		Struck or wa			rain I			d or thru the gate 4.	Comment of the	and the second second second	
1. Male 2. Female		1. Yes 2. N	10 3, Uni	cnown	2		id not stop	then proceeded 5.	Other	(specify)	1
42. Driver Passed Standing	Code	43. View o	f Track Ob	scured by	(primary obs					2	Code
ingitirely remove	1 2		nanent Str		3. Passing Tra	in 5. V	egetation	7. Other (spinicles 8. Not Obstruc	ecify)		1 0
1. Yes 2, No 3, Unknown	3	Z. Stati			mt 4. Topograpny					70 Sc	8
Casualties to:	Killed	Injured	44. Driv				ode	45. Was Driver in th	ne Vehi	cle?	Code
		,			ured 3. Uninjured	13		1. Yes 2. No			11
46. Highway-Rail Crossing Users 0 (47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Use (est. dollar damage) \$750 (include driver) 1											
49. Railroad Employees				dollar dam		2	750	51. Is a Rail Equipm	nent Ac		1 Code
the control and	0	0			f People on Train gers and crew)	1		Incident Report			
52. Passengers on Train	0	0						1. Yes 2. No	-		2
53a. Special Study Block					53b. Special Stu	dy Bloc	:k		_		
54. Narrative Description											
55 Tuned Name and Title		56 Signatur	70							57. Date	
55. Typed Name and Title		56. Signatui	16							Jr. Date	

## DEPARTMENT OF TRANSPORTATION

# HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of							Alphabetic Cod	te RR Accident/In	cident No.	
1. Reporting Railroad			Norfolk	& Wester	n Rwy Co. [NW ]		1a. NW	1b. D25027		
2. Other Railroad Involved in Trail	n Acciden				3		2a.	2b.	,	
3. Railroad Responsible for Track	Maintena	ince ]	Norfolk (	& Wester	n Rwy Co. [NW ]		3a. NW	3b. D25027		
4. U.S. DOT-AAR Grade Crossing	ID No.	47	98547	5. D	ate of Accident/Incide	ent 01/09/77		ent/Incident 01:50	) AM	
7. Nearest Railroad Station NEWELL				8. Division		9. County VER	MILION	10. State Abbr. 1	Code	
11. City (if in a city) NEWE	LL		12	2. Highway	Name or No. VOC			Public	Private	
Highwa	y User In	volved			1		ipment Involved			
13. Type C, Truck-trailer F, Bu	ıs	J. Other M	/lotor Vehi	icle Code		4. Carts	s) (moving) 8.	Other (specify)	Code	
A. Auto D. Pick-up truck G. Sc			rian	В	1. Train (units po			Train pulling- RCL Train pushing- RCL	1 .	
	otorcycle Direction	M. Other (geogra			3. Train (standir			Train standing- RCL	1	
(1) 1 (1) (1) (1) (1) (1) (1) (1) (1) (1		South 3. Eas		Code	18. Position of Car	Unit in Train	1			
16. Position 1. Stalled on crossin		floving over o	-	Code	19. Circumstance	1. Rail equipme	ent struck highway user		Code	
Stopped on Cross 20a. Was the highway user and/or				2			ent struck by highway us	er	<u>11_</u>	
in the impact transporting ha			ea	Code	20b. Was there a h	nazardous mate	rials release by		Code	
1. Highway User 2. Rail E					1. Highway	y User 2. Rai	l Equipment 3. Both	4. Neither		
20c. State the name and quantity	of the haz	ardous mate	erial releas	sed, if any						
21. Temperature 22.	Visibility	(single entr	v)	Code	23, Weather (sin	ale entry)			Cada	
0 %	-	. Day 3. Du					Fog 5. Sleet 6. Snov	W	Code	
24. Type of Equipment		•	1.1	MoW Equi				26, Track Number or	Nome	
		ain 7. Yard/	Switching		Equipment Inv	and the same of th	Code			
(single entry) 2. Passenger train 5. Single car 8. Light loco(s)  Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1										
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code										
Class Locomo	tive	Cars		R. Record	ed	1	OT. TIME TABLE BILECO	ion	L	
4 Units	2		71	E. Estimat		mph E	1. North 2. South 3		4	
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig wag . Hwv. tra	gs Iffic signals	8. Stop si	ans 11.0	lagged by crew	33. Signa Warr		4. Whistle Ban 1. Yes	Code	
Warning 3, Standard FLS 6			9. Watchr			VVair	iiig	2. No		
Code(s) 07								3. Unknown		
35. Location of Warning 1. Both Sides		C	Code 36	A CONTRACTOR OF THE PARTY OF TH	Warning Interconnectivay Signals	ted Code	37, Crossing Illumina		Code	
Side of Vehicle Approach		1	1			3	Lights or Special	Lights		
3. Opposite Side of Vehicle Ap	2				2. No 3. Unknown		1. Yes 2. No	3. Unknown	3	
38, Driver's 39, Driver's Code Age Gender	1	er Drove Beh Struck or wa			1982 CHARLESON (1982)	Driver	d as they the gate 4 Ct		Code	
1. Male	dila	1. Yes 2. N			1 1		d or thru the gate 4. St I then proceeded 5. O			
2. Female	0-4-	140.15			2	3. Did not stop			4	
42. Driver Passed Standing Highway Vehicle	Code		nanent St		(primary obstrue 3. Passing Train		7. Other (speci	fv)	Code	
1. Yes 2. No 3. Unknown	2	2, Stan	ding railro	ad equipme	ent 4. Topography	6. Highway Vel	nicles 8. Not Obstructed	ď	8	
Convelling	Villad		44. Driv	er was		Code	45. Was Driver in the	Vehicle?	Code	
Casualties to:	Killed	Injured	1. I	Killed 2. Inj	ured 3. Uninjured	3	1. Yes 2. No		2	
47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users										
	U	0	(est	. dollar dan	nage)	\$2,500	(include driver)	0		
49. Railroad Employees	0	0			of People on Train		51. Is a Rail Equipmer Incident Report Be		Code	
52, Passengers on Train	0	0	(Inc	iuae passei	ngers and crew)		1. Yes 2. No	ing Filed	2	
53a. Special Study Block		•			53b. Special Study	Block				
54. Narrative Description										
55. Typed Name and Title		EG 0!						[		
oo. Typed Hallie and Tille		56. Signatur	i e					57. Date		

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in East Danville

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of		3 -0			Alphabetic Co	ode RR Accident/In	cident No.					
1. Reporting Railroad	CSX	Transportatio	on [CSX ]		1a. CSX	1b. 01022900	6					
2. Other Railroad Involved in Train Acciden	/Incident				2a.	2b. 01022900	6					
3. Railroad Responsible for Track Maintena	nce CSX	Transportatio	n [CSX ]		3a. CSX	3b. 01022900	6					
4. U.S. DOT-AAR Grade Crossing ID No.	35371	4P 5. Da	te of Accident/Incident	01/06/02	6. Time of Acc	ident/Incident 05:0	D AM					
7. Nearest Railroad Station  DANVILLE		8. Division CHICAG	0	9. County VERM	IILION	10. State Abbr.	Code					
11. City (if in a city) DANVILLE			Name or No. BOWM			✓ Public	Private					
Highway User In	volved				pment Involved							
13. Type C. Truck-trailer F. Bus	J. Other Motor	Vehicle Code	17. Equipment 1. Train (units pullir	4. Car(s	(moving) 8	B. Other (specify)	Code					
A. Auto D. Pick-up truck G. School Bus		1	1. Train (units pullir 2. Train (units push			A. Train pulling-RCL 3. Train pushing-RCL	1 .					
B. Truck E. Van H. Motorcycle			3. Train (standing)	7. Light		C. Train standing- RCL	. 1					
14. Vehicle Speed 15. Direction (est. mph at impact) 10 1. North 2. 3	(geographica South 3. East 4		18. Position of Car Un	it in Train	1							
	loving over crossi		19. Circumstance 1. I	Rail equipme	nt struck highway use	 er	Code					
2. Stopped on Crossing 4. T	rapped	3	2. F	Rail equipme	nt struck by highway i		2					
20a. Was the highway user and/or rail equip		Code	20b. Was there a haza	ardous mater	ials release by		Code					
in the impact transporting hazardous n  1. Highway User 2. Rail Equipment		either 4	1. Highway U	ser 2. Rail	Equipment 3. Both	h 4. Neither	0					
20c. State the name and quantity of the haz	ardous material re	eleased, if any										
						0						
TOTAL A DOUGHAST STATEMENT	(single entry)	Code	23. Weather (single				Code					
(specify if fillinus) = 1. Dawii 2	Day 3. Dusk 4			101 201 50	Fog 5, Sleet 6, Sn	1						
24. Type of Equipment  Consist 1. Freight train 4. Work tr	Consist 1. Freight train 4. Work train 7, Yard/Switching Equipment Involved											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code  BOWMAN AVE												
	3, Commuter train 6, Cut of cars 9, Main./inspect. car 1 1, Main 2, Yard 3, Siding 4, Industry 1 XING											
27. FRA Track 28. Number of Locomotive	29, Number of Cars	30. Consist Sp R. Recorde	eed (Recorded if availa	ble) Code	31. Time Table Dire	ction	Code					
2 Units 2	9	E. Estimate		ph E	1. North 2. South	3. East 4. West	2					
32. Type of 1. Gates 4. Wig was	7	ossbucks 10. F	<del> </del>	33. Signa	led Crossing	34. Whistle Ban	Code					
Crossing 2. Cantilever FLS 5, Hwy, tra Warning 3, Standard FLS 6, Audible		op signs 11. O atchman 12. N	8 8	Warn	ing	1. Yes 2. No						
Code(s) 03 06	3, 77	atomian 12.14	One	20 sec w	arn min (1);	3. Unknown	2					
35. Location of Warning 1. Both Sides	Code	4000 0000	Warning Interconnected	Code	37. Crossing Illum Lights or Spec	to the second of	Code					
2. Side of Vehicle Approach	1	1 Ves 3	2. No 3. Unknown	3	1 Ves 2 No	3. Unknown	3					
3. Opposite Side of Vehicle Approach     38. Driver's 39. Driver's Code 40. Driver	s Denus Robind o			ivos	1. 100 2.110	o, omalowii	Code					
The state of the s	er Drove Behind o Struck or was Str		Section 1		d or thru the gate 4.	Stopped on crossing	Code					
41 1. Male 1	1. Yes 2. No 3	3. Unknown	7.		then proceeded 5.	Other (specify)	3					
42. Driver Passed Standing Code	43 View of Tra	ck Obscured by	(primary obstruction	Did not stop		-17	Code					
Highway Vehicle	1. Permane	nt Structure	3. Passing Train 5.	Vegetation	7. Other (spe	ecify)	1					
1. Yes 2. No 3. Unknown 3	2. Standing	railroad equipme	ent 4. Topography 6.	Highway Vel	nicles 8. Not Obstruc	ted	8					
Casualties to: Killed	Injured 44	. Driver was		Code	45. Was Driver in th	ne Vehicle?	Code					
Casuallies to.	Injuied	1. Killed 2. Inj	ured 3. Uninjured	3	1. Yes 2. No		1					
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (include driver) 1												
49. Railroad Employees 0	0 50		of People on Train		51. Is a Rail Equipm		Code					
52. Passengers on Train 0	0	(include passer	ngers and crew)	2	Incident Report 1. Yes 2. No	Being Filed	2					
53a. Special Study Block			53b. Special Study Blo	ock								
54. Narrative Description TRAIN Q59706 APPROACHING BOWMAN A AND STRUCK LEAD ENGINE NO INJURIES		LIGHTS WERE	FLASHING, HORN WA	S SOUNDING	S - DRIVER OF A UTO	O DID NOT STOP IN T	IME					
55. Typed Name and Title	56. Signature					57. Date						

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of						Alphai	betic Code	RR Accident/Inc	ident No.		
1. Reporting Railroad	CS	K Transportation	on ICSX I			1a. C	SX	1b. 029921017			
2. Other Railroad Involved in Train Acciden		r r unoportur	on (co.r.)			2a.		2b.			
3. Railroad Responsible for Track Maintena	nce CSX	K Transportation	on [CSX ]			3a. C	SX	3b. 029921017			
4. U.S. DOT-AAR Grade Crossing ID No.	3537		ate of Accident/Inc	ident ()	2/15/99	6. Time	of Accident	/Incident 06:56	AM		
7. Nearest Railroad Station  DANVILLE		8. Division NASHVI	LLE		9. County VERM	ILION		10. State Abbr. 17	Code		
11. City (if in a city) DANVILLE	0-1/1-1/1-1	5-3 Years 1	Name or No. BC	)WMA				✓ Public	Private		
Highway User In	volved				Rail Equip	ment Involve	ed .				
13. Type C. Truck-trailer F. Bus	J. Other Moto	r Vehicle Code	17. Equipment 1. Train (units	a audinal	4. Car(s)	(moving)	8. Ott	ner (specify) ain pulling- RCL	Code		
A. Auto D. Pick-up truck G. School Bus			2. Train (units	s pushing) s pushing	g) 6. Light k	oco(s) (movi	ng) B. Tra	in pushing-RCL	1		
B. Truck E. Van H. Motorcycle  14. Vehicle Speed 15. Direction	M. Other (sp (geographic	ecity)	3. Train (stan			oco(s) (stand	ding) C. Tr	ain standing- RCL	J		
	South 3. East		10:1 dalilon di	on onit			1				
NAME OF TRANSPORT OF THE PARTY OF THE PART	floving over cros	sing Code	19. Circumstano		- 2		B		Code		
Stopped on Crossing 4. 20a. Was the highway user and/or rail equiting		Code	20b. Was there			t struck by hi			2 Code		
in the impact transporting hazardous	naterials?	1			0 D-11	- 	0 D-4h	Naidhea	0		
1. Highway User 2. Rail Equipment		V. 17 (201 (day)	1. High	way Use	r 2, Rail	Equipment	3. Both 4	. Neitner			
20c. State the name and quantity of the ha	ardous material	released, if any						0			
	(single entry)	Code	23. Weather (	single er	ntry)				Code		
(specify if minus) 30 °F 1. Dawn	2. Day 3. Dusk	4. Dark 1	1, Clear 2.	Cloudy	3. Rain 4. F	Fog 5, Sleet	6. Snow		1		
-	ain 7. Yard/Swi		Equipment	27	₹.,		Code 26	. Track Number or	Name		
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomotive 2 Units	Cars 65	R. Record E. Estimat	• • • • • • • • • • • • • • • • • • • •	mph	R	1. North 2	. South 3. E	ast 4. West	1		
32. Type of 1. Gates 4. Wig wa	•	Crossbucks 10. I				ed Crossing	34.	Whistle Ban	Code		
Crossing 2. Cantilever FLS 5. Hwy. tr Warning 3. Standard FLS 6. Audible		and the second of the second o	None (specify)		Warni	ng		1. Yes 2. No			
Code(s) 03 06					20 sec w	arn min (1)	;	3. Unknown	2		
35. Location of Warning	Cod		Warning Intercon	nected	Code		ng Illuminat or Special L	ed by Street	Code		
Both Sides     Side of Vehicle Approach	1	1 -			2				l i		
Opposite Side of Vehicle Approach		1. Yes	2. No 3. Unknow	Ν <mark>υ</mark>	-	1. Yes	2. No 3.	Unknown			
		or in Front of Tra Struck by Second	Annual Control of the	41. Drive		t or that the a	ate 4 Sto	oped on crossing	Code		
Age Gender and	1. Yes 2. No	and the same of th	2	1000		to the first the second of the second	A	er (specify)	3		
2 Female	10 \60 T	rack Obscured by			id not stop				Code		
42. Driver Passed Standing Cod Highway Vehicle	1. Permar	nent Structure	3. Passing Tr	ain 5. V	egetation	7. Othe	er (specify	)	1		
1. Yes 2. No 3. Unknown 2	2. Standir	g railroad equipm	nent 4. Topograph	y 6. H	ighway Veh	icles 8. Not	Obstructed		8		
Casualties to: Killed	Injured	44. Driver was	sirend 2 Uninjure	. 1	ode	45. Was Dri		ehicle?	Code		
			njured 3. Uninjure			***************************************		buoy Poil Crossin	1 llears		
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (include driver) 1											
49. Railroad Employees 0	0		of People on Train	٠,		51. Is a Rail	Report Beir		Code		
52. Passengers on Train 0	0	(include passe	engers and crew)	2		1. Yes			2		
53a. Special Study Block			53b. Special St	udy Bloc	:k						
54. Narrative Description TRAIN GOING ACROSS BOWMAN AVE W FRONT, BENDING STEPS OF ENGINE.	AS STRUCK BY	TRUCK THAT F	AILED TO STOP F	OR CRO	OSSING. TR	UCK STRUC	K ENGINE	CSXT 8120 IN RIGI	нт		
55. Typed Name and Title	56. Signature							57. Date			

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Code	RR Accident/In	cident No.
1. Reporting Railroad		(	CSX Trans	sportatio	n [CSX ]			1a. C	SX	1b. 10922100	4
2. Other Railroad Involved in Train A	ccident/l	Incident						2a.		2b.	
Railroad Responsible for Track Ma	aintenan	ce (	CSX Trans					3a. C	SX	3b. 10922100	4
4. U.S. DOT-AAR Grade Crossing ID	No.	353	3714P	5, Da	te of Accident/In	cident	10/05/92	6. Time	of Accide	nt/Incident 12:25	5 AM
7. Nearest Railroad Station  DANVILLE			8.	Division			9. County VERM	IILION		10. State Abbr. 1	Code 7 IL
11. City (if in a city) DANVILI	LE		12.	Highway N	lame or No. B	OWMA	AN AVEN	UE		✓ Public	Private
Highway L	Jser Invo	olved					Rail Equi	pment Involve	ed		
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (uni	ite nulling	4. Car(s	(moving)		ther (specify) rain pulling- RCL	Code
A. Auto D. Pick-up truck G. Scho				A	2. Train (uni	its pushin	ng) 6. Light	loco(s) (movi	ing) B. T	rain pushing- RCL	1 1
B. Truck E. Van H. Motor		M. Other		Code	3. Train (sta			loco(s) (stand	ding) C. T	rain standing- RCL	
		200	st 4. West		10:1 00:0011 01	ou. om	in rian		24		
16. Position 1. Stalled on crossing 2. Stopped on Crossing		oving over c	crossing	Code	19. Circumstar		had a second	nt struck high nt struck by hi		-	Code 2
20a. Was the highway user and/or ra		-dada	ed	Code	20b. Was there						Code
in the impact transporting hazar			4 Naither	1 4	1 High	buov He	or 2 Pail	Equipment	2 Poth	4. Neither	1
1. Highway User 2. Rail Equi  20c. State the name and quantity of the			4. Neither	d if any	I. niyi	iway Use	er z. Raii	Equipment	3. BOIII	4, Neilliei	
200. Otale the Hame and quantity of the	arc naza	racos mate	ilai icicasci	2, II dily							
	sibility (	(single entry	y)	Code	23. Weather	(single e	entry)				Code
(specify if minus) 60 °F 1. Da	аwп 2.	Day 3. Du	ısk 4. Dark	4	1. Clear 2.	. Cloudy	3. Rain 4.	Fog 5, Sleet	6. Snow		1
an manager of the second of th		in 7. Yard/	_		25. Track Typ Equipmen				Code 2	6. Track Number of	r Name
(single entry) 2. Passenger train 5. S 3. Commuter train 6. C				Code	1, Main	2. Yard	3. Siding	4. Industry	1	MAIN	
27. FRA Track 28. Number of		29. Numbe	Department of the Company of the		eed (Recorded i	f availab	le) Code	31. Time Tal	ole Directio	n	Code
Class Locomotive 2 Units	4	Cars		. Recorde		8 mpl	h R	1. North 2	South 3.	East 4. West	2
	Vig wags	3			agged by crew		,	led Crossing		. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. H Warning 3. Standard FLS 6. A	_	_					Warn	ing		1. Yes	
Warning 3. Standard FLS 6. A Code(s) 03	Tudible		9. Watchma	n 12. N	one		20 sec w	arn min (1)		2. No 3. Unknown	5
35, Location of Warning 1, Both Sides			Code 36.		Waming Intercor	nnected	Code	37. Crossii		ted by Street	Code
2. Side of Vehicle Approach		1	1				1 2				1
3. Opposite Side of Vehicle Appro					. No 3. Unkno			1. Yes	2. No 3	. Unknown	
38. Driver's 39. Driver's Code 40 Age Gender			ind or in Fro as Struck by			41, Driv		d or thru the a	ata 4 Sto	pped on crossing	Code
1, Male			No 3. Unkr		3			_		ner (specify)	3
2. Female	Cada	42 1/5-111	of Top als Ob a	array of the			Did not stop				
42. Driver Passed Standing Highway Vehicle	Code		of Track Obs manent Stru		(primary ob 3. Passing T			7. Othe	r (specif	v)	Code
1. Yes 2. No 3. Unknown	3	2. Stan	ding railroa	d equipme	ent 4. Topograp	hy 6. H	lighway Vel	nicles 8. Not (	Obstructed		8
Casualties to:	Cilled	Injured	44. Drive				ode	45. Was Driv		ehicle?	Code
		ju.ou			ured 3. Uninjur	J	3	1. Yes			1
46. Highway-Rail Crossing Users	0	0		vay Vehicl dollar dam	e Property Dam age)	t	60	48. Total Nu (include	CONTRACTOR OF THE	ghway-Rail Crossir J	ng Users
49. Railroad Employees	0	0	50. Total	Number o	f People on Trai	in		51. Is a Rail			Code
52. Passengers on Train	0	0	(inclu	de passer	igers and crew)			1. Yes	Report Bei 2. No	ng Filea	2
53a. Special Study Block					53b. Special S	tudy Bloc	ck				-
54. Narrative Description	14. Narrative Description										
55. Typed Name and Title	!	56. Signatu	re							57. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Co	de RR	Accide	nt/Inci	dent No.
Reporting Railroad		(	CSX Tra	nsportatio	n [CSX ]			1a. C	SX	1b. (	06922	1048	
2. Other Railroad Involved in Train	Accident	/Incident						2a.		2b.			
3. Railroad Responsible for Track	Maintenar	nce (	CSX Tra	nsportatio	n [CSX ]			3a. C	SX	3b. (	06922	1048	
4. U.S. DOT-AAR Grade Crossing	ID No.	353	3714P	5. Da	te of Accident/Incide	ent (	06/18/92	6. Time	of Acci	dent/Incide	ent (	1:50	4M
7. Nearest Railroad Station BREWER			8	8. Division			9. County VERN	IILION		10. S	tate bbr.	17	Code
11. City (if in a city) DANVI	LLE		12	2. Highway N	lame or No. BOV	VMA	NAVEN	UE		<b>✓</b> P	ublic		Private
Highwa	y User Inv	olved					Rail Equi	pment Involve	d				
13. Type C. Truck-trailer F. Bu	s	J. Other M	lotor Vehi	cle Code	17. Equipment 1. Train (units p	ullina	4. Car(s	(moving)		Other Train pull		ecify)	Code
A, Auto D, Pick-up truck G, Sc				A	2. Train (units p	ushin	g) 6. Light	loco(s) (movi	ng) B	. Train pus	hing-	RCL	1
	otorcycle	M. Other (geogra)		Code	Train (standing 18, Position of Care)			loco(s) (stand	ling) C	. Train star	nding-	RCL	
A CONTRACTOR OF THE PROPERTY O		outh 3, Eas			10,1 00,001 01 00.	Oine	III TIGILI		1				
16. Position 1. Stalled on crossing	500	oving over o	crossing	Code	19. Circumstance							i	Code
Stopped on Cross     20a. Was the highway user and/or			ed	Code	20b. Was there a l			nt struck by hi		isei			Code
in the impact transporting haz				1	4 Historia			Caulamant	2 Dath	4 Naith		ĺ	
1. Highway User 2. Rail Ed     20c. State the name and quantity of	-				1. Highwa	ly USE	er Z. Kall	Equipment	J. BOIII	4. Neith	ei		
200. Otate the frame and quantity t	n uic naze	ildous mate	alai icicas	scu, ii arry									
2000	Visibility	(single entr	y)	Code	23. Weather (sin	gle e	ntry)						Code
	Dawn 2.	Day 3, Du			1. Clear 2. Clo	oudy	3. Rain 4.	Fog 5. Sleet	6, Sno	ow			1
24. Type of Equipment  Consist 1. Freight train	. Work tra	ain 7. Yard/		MoW Equip	25. Track Type U Equipment In		-		Code	26, Track	Numl	per or N	lame
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code													
of sommer and of state and of the state of t													
	27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code Class Locomotive Cars R. Recorded												
4 Units	3		54	E. Estimate	•••	mpl	n E	1. North 2	South	3. East	4. Wes	st	2
100000000000000000000000000000000000000	. Wig wag				agged by crew			led Crossing		34. Whistl			Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6		_		man 12, N			Warn	ing	1	1. Yes 2. No			
Code(s) 03 06							20 sec w	arn min (1)	;	3. Unk	nown		
35. Location of Warning		(	Code 36		Warning Interconne	cted	Code	37, Crossir	_		treet		Code
Both Sides     Side of Vehicle Approach		1	.	with High	way Signals		2	Lights	or Speci	ial Lights			,
Opposite Side of Vehicle Ap	proach		1	1, Yes 2	, No 3, Unknown			1, Yes	2, No	3, Unkno	wn		3
38. Driver's 39. Driver's Code Age Gender	1			Front of Train by Second 1		. Drive		d a c than tha a ma	-4- 4 1	Ctonned or		nin e	Code
Age Gender 1. Male	0.000.00.000	1. Yes 2.		ma handlaranda a				d or thru the g then proceed				_	
2. Female	L				2		id not stop						3
42. Driver Passed Standing Highway Vehicle	Code		of Track O manent St	bscured by	(primary obstrution 3. Passing Train		-	7. Othe	r (soe	cify)			Code
1. Yes 2. No 3. Unknown	1				ent 4. Topography								8
0	Killed		44. Dri	ver was		Co	ode	45, Was Driv	er in the	e Vehicle?			Code
Casualties to:	Killed	injured	1.	Killed 2. Inju	ured 3. Uninjured	3		1. Yes	2. No				1
46. Highway-Rail Crossing Users	0	0		hway Vehicl t. dollar dam	e Property Damage	1	0	48. Total Nu (include		Highway-f	Rail Cr	ossing 1	Users
49, Railroad Employees	0	0			f People on Train			51. Is a Rail					Code
52. Passengers on Train	0	0	(inc	clude passer	igers and crew)			1. Yes		Being Filed	1	1	2
53a. Special Study Block					53b, Special Study	y Bloc	:k						
54. Narrative Description													
55. Typed Name and Title		56. Signatu	re							57	Date		
							and the second state of						

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Code	RR Accident/Inc	cident No.
1, Reporting Railroad		C	SX Trans	portatio	n ICSX 1			1a. C	SX	1b. 119121059	)
2. Other Railroad Involved in Train A	Accident	er mount - c-						2a,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2b.	
3. Railroad Responsible for Track M	laintenan	ice C	SX Trans	portatio	n [CSX ]			3а. С	SX	3b. 119121059	)
4. U.S. DOT-AAR Grade Crossing II	D No.	353	714P	5. Da	te of Accident/In	ncident	11/17/91	6. Time	of Accident	Incident 05:00	AM
7. Nearest Railroad Station BREWER			8. [	Division			9. County VERN	ILION		10. State Abbr. 1	Code
11. City (if in a city) DANVIL	LE		12.1	lighway I	Name or No.	OWMA	-	IIDION		Public	Private
Highway		olved			1			ipment Involve	d		
13. Type C. Truck-trailer F. Bus		J. Other Mo	tor Vohiala	Code	17. Equipment 1. Train (uni	t			8. Oth		Code
A. Auto D. Pick-up truck G. Scho				1				) (standing) loco(s) (movi		n pulling-RCL	
The second secon	orcycle	M. Other (	specify)	A	3. Train (sta	anding)	7. Light	loco(s) (stance	•	in standing- RCL	1
14. Vehicle Speed 15. Dir		(geograph		Code	18. Position of	Car Unit	in Train				
(est. mph at impact) 15 1. No.		outh 3. East oving over cre		Code	19, Circumstar	nco 1 Pr	ail equipme	nt struck high	1		Code
2. Stopped on Crossing			ossing	3	15, Circuitista			nt struck by hi			1 1
20a. Was the highway user and/or ra			d	Code	20b. Was there						Code
in the impact transporting haza  1. Highway User 2. Rail Equ			Neither	4	1 Hig	hway He	er 2 Rai	Equipment	3 Roth 4	Neither	
20c. State the name and quantity of					1.1119	ilitay 030	2, 144	Equipment	0. DOIII 4.	Helaici	
		Tabab mater	iai roioaboa	,,							
	isibility	(single entry)	)	Code	23, Weather	(single e	ntry)				Code
(specify if minus) 25 °F 1. D	awn 2.	Day 3. Dus	sk 4. Dark	4	1. Clear 2	. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment			A. Spec. Me	oW Equip	25. Track Typ	e Used b	y Rail		Code 26.	Track Number or	Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main,/inspect. car   1											
27. FRA Track 28. Number of		29. Number			eed (Recorded)			31. Time Tab	ole Direction		Code
Class Locomotiv 2 Units	re 2	Cars	8.3	. Recorde	_	o mol	E				
	Wig wags			Estimate	lagged by crew	mpl mpl		led Crossing	100000	st 4. West Whistle Ban	1 Code
Crossing 2. Cantilever FLS 5. I							Warn	Oliver Park Proposition		. Yes	0000
Warning 3, Standard FLS 6. /	Audible	9	. Watchma	n 12. N	one			J	2	. No	ī
Code(s) 03 06	07							varn min (1)		. Unknown	
35. Location of Warning 1. Both Sides		Co			Waming Interco	nnected	Code		ng Illuminate or Special Lig		Code
2. Side of Vehicle Approach		1					2				1 1
Opposite Side of Vehicle Appr	roach			1. Yes 2	2. No 3. Unkno	wn		1. Yes	2. No 3.	Jnknown	
The same of the sa		Drove Behir				41. Drive		d and then the a	ala d Class		Code
Age Gender 1. Male		Struck or was 1. Yes 2. No			1	1		d or tillu tile g I then proceed	AND LONG TO	ned on crossing r (specify)	1 -
2. Female		r			2	1	id not stop	-		.,,,,	3
42. Driver Passed Standing	Code	100 0 101 11			(primary ol	man menanga		7.04-	r (specify)		Code
Highway Vehicle  1. Yes 2. No 3. Unknown	2		anent Structing railroad		<ol> <li>Passing T ent 4. Topograp</li> </ol>						8
			44. Driver	was		Co	ode	45. Was Driv	er in the Vel	nicle?	Code
Casualties to:	Killed	Injured			ured 3. Uninjur	20000		1. Yes			1
			47. Highw	av Vehic	le Property Dam			48. Total Nu	mber of High	way-Rail Crossin	-
46. Highway-Rail Crossing Users	0	1		lollar dam		1	0	(include d		1	
49. Railroad Employees	0	0	50. Total	Number o	of People on Tra			51. Is a Rail	Equipment A		Code
	0	0			ngers and crew)			1	Report Being	Filed	2
	0	0						1. Yes	2. No		
53a. Special Study Block					53b. Special S	tudy Bloc	:K				
54. Narrative Description											
55. Typed Name and Title		56, Signature	e							57. Date	
										L CONTROL OF THE PARTY OF THE P	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Co	de RR Accident/Ir	ncident No.
Reporting Railroad			Seaboard	System R	R, Inc. [SBD	1		1a. SI	BD	1b. 03850440	3
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track N	/laintenan	ice S	eaboard S	System R	R, Inc. [SBD	1		3a. S	BD	3b. 03850440	3
4. U.S. DOT-AAR Grade Crossing I	D No.	353	3714P	5. Da	te of Accident/In	cident (	03/25/85	6. Time	of Accid	dent/Incident 09:4	3 AM
7. Nearest Railroad Station BREWER			8.	Division			9. County VERM	IILION		10. State Abbr.	Code 17   IL
11. City (if in a city) DANVIL	LE		12.	Highway N	lame or No. B	OWMA	NAVEN	UE		✓ Public	Private
Highway	User Inv	olved				3-01-0	Rail Equi	pment Involve	ed		
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehicle	e Code	17. Equipment 1. Train (uni	t its pulling	4. Car(s	(moving)		Other (specify Train pulling- RCL	) Code
A. Auto D. Pick-up truck G. Sch				l c	2. Train (uni	its pushin	g) 6. Light	loco(s) (movi	ing) B.	. Train pushing- RCL	
	orcycle rection	M. Other (geograp		Code	3. Train (sta			loco(s) (stand	ling) C	. Train standing- RCI	-
The second of the second		outh 3. Eas			,				1		
16. Position 1. Stalled on crossing 2. Stopped on Crossin		oving over o	rossing	Code	19. Circumstar		151 353	nt struck high nt struck by hi			Code
20a. Was the highway user and/or r			ed	Code	20b. Was then					1361	Code
in the impact transporting haza			4 81-10	4	1 Uia	burni Har	or 2 Pail	Equipment	2 Doth	4. Neither	
Highway User 2. Rail Equ     20c. State the name and quantity of			The second of		1. Fig	hway Use	El Z. Rail	Equipment	J. Boui	4. Neiulei	
200. Glate the hame and quantity of	410 11020	naous mate	ilai lelease	a, ii aliy							
	isibility	(single entry	<b>v</b> )	Code	23. Weather	(single e	ntry)				Code
(specify if minus) 40 °F 1. D	Dawn 2.	Day 3. Du	ısk 4. Dark	2	1. Clear 2	. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	ow .	1
		in 7. Yard/			25. Track Typ Equipmer		•		Code	26. Track Number of	or Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s)  Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car   1   1. Main 2. Yard 3. Siding 4. Industry   1   MAIN											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomotiv	/e 3	Cars		R. Recorde E. Estimate		0 mpl	h E	1. North 2	. South	3. East 4. West	2
32. Type of 1. Gates 4.	Wig wag	s	7. Crossbu	icks 10. F	agged by crew		33. Signa	led Crossing	1	34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	_	<ol><li>Stop sign</li><li>Watchma</li></ol>				Warn	ing		1. Yes 2. No	
Code(s) 03 06	Audible		9. VValcinii	an 12. N	one		20 sec w	arn min (1)	,	3. Unknown	
35. Location of Warning		- (	Code 36.	Crossing	Warning Interco	nnected	Code			nated by Street	Code
1. Both Sides				with High	way Signals		i i	Lights	or Speci	al Lights	
Side of Vehicle Approach     Opposite Side of Vehicle Approach	roach		1	1. Yes 2	. No 3. Unkno	own	1	1. Yes	2. No	3. Unknown	2
		Drove Beh	ind or in Fr	ront of Trai	n Code	41. Driv	er				Code
Age Gender 1. Male		Struck or wa 1, Yes 2, N			rain	1				Stopped on crossing Other (specify)	
2. Female		1, 165 2,1	40 3. UIIK	illowii	2	2000 200	id not stop		ieu 5. 1	Outer (specify)	3
42. Driver Passed Standing	Code	43. View o			(primary of						Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Stru iding railroa		<ol> <li>Passing Tent 4. Topograp</li> </ol>				r (spe		8
1, 100 2.110 0.011110111			44. Drive				ode	45. Was Dri			Code
Casualties to:	Killed	Injured			ured 3. Uninjur			1. Yes			1
46. Highway-Rail Crossing Users 0 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 0											
49. Railroad Employees	0	0	50. Total	l Number o	of People on Tra	in				ent Accident /	Code
52. Passengers on Train	0	0	(inclu	ude passer	igers and crew)			1. Yes	Aller Aller	Being Filed	2
53a. Special Study Block					53b. Special S	Study Bloc	k				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re	ě						57. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Code	RR Accident/In	cident No.
1. Reporting Railroad		L	ouisville A	nd Nas	hville RR Co.	[LN ]		1a. []	N	1b. 03810640	3
2. Other Railroad Involved in Train	Accident	Incident						2a.		2b.	
3. Railroad Responsible for Track I	Maintenan	ce L	ouisville A	ıd Nas	hville RR Co.	ILN I		3a. L	N	3b. 03810640	3
4. U.S. DOT-AAR Grade Crossing	ID No.	353	714P	5. Da	te of Accident/Ind	cident (	03/11/81	6. Time	of Accident	Incident 12:05	5 AM
7. Nearest Railroad Station  DANVILLE			8. Di	vision			9. County VERM	ILION		10. State Abbr. 1	Code 7 IL
11. City (if in a city) DANVII	LLE		12. Hi	ghway N	Name or No. B	OWMA	NAVE			✓ Public	Private
Highway	User Inve	olved					Rail Equi	oment Involve	ed		
13. Type C. Truck-trailer F. Bus	3	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (uni	to pulling	4. Car(s)	(moving)	8. Oth	er (specify) in pulling- RCL	Code
A. Auto D. Pick-up truck G. Sci	hool Bus			A	2. Train (unit		g) 6. Light	oco(s) (movi	ing) B. Tra	in pushing- RCL	
	torcycle	M. Other			3. Train (sta			oco(s) (stand	ding) C. Tra	in standing- RCL	٠
THE COMMON OFFICE	irection lorth 2. Se	(geograp outh 3. Eas		Code 2	18. Position of	Car Unit	in Irain		1		
16. Position 1. Stalled on crossing	(a) (a) (a) (a) (a) (a) (a) (a) (a) (a)	oving over c	rossing	Code	19. Circumstan						Code
Stopped on Crossi     20a. Was the highway user and/or			nd .	2 Code	20b. Was there			it struck by hi		· · · · · · · · · · · · · · · · · · ·	Code
in the impact transporting haz			·u	Loge	20D, Was there	a nozan			-		Code
1. Highway User 2. Rail Ed	uipment	3. Both	4. Neither	4	1. High	hway Use	er 2. Rail	Equipment	3. Both 4.	Neither	
20c. State the name and quantity of	f the haza	rdous mate	rial released,	if any							
21, Temperature 22,	Visibility	(single entry	"	Code	23. Weather	(single e	entry)				Code
(specify if minus) 33 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	. Cloudy	3. Rain 4.	Fog 5, Sleet	6. Snow		1
24. Type of Equipment			A. Spec. Mo	W Equip			-		Code 26.	Track Number o	r Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/S ar 8. Light I		Code	Equipmen	it Involve	ed		,		
3. Commuter train 6				1	1. Main	2. Yard	3. Siding	4. Industry	1 N	IAIN TRACK	
27. FRA Track 28. Number of		29. Number			eed (Recorded i	if availabl	ie) Code	31. Time Ta	ble Direction		Code
Class Locomot Units	ive 3	Cars		Recorde Estimate		2 mpi	h E	1. North 2	. South 3, E	ast 4. West	2
32. Type of 1. Gates 4	Wig wag	s	7. Crossbuck	s 10.F	lagged by crew		33. Signa	ed Crossing		Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	traffic signals 8. Stop signs 11. Other (specify) Warning 1. Yes le 9. Watchman 12. None 2. No									
Code(s) 03 06	. Audible 9. Watchman 12. None 20 sec warn min (1); 3. Unknown										
35, Location of Warning	_		ode 36. C	rossing	Warning Intercor	nnected	Code	37. Crossi	ng Illuminate	d by Street	Code
1. Both Sides		1	\ \ \	ith High	way Signals		i.	Lights	or Special Li	ghts	_
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	nmach	1	L   1	. Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3.	Unknown	1
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Fror	t of Trai	n Code	41. Drive	er				Code
Age Gender			s Struck by S		Train ,	0.00		and the second second second second	The second secon	ped on crossing	
1. Male 2. Female		1. Yes 2. N	lo 3, Unkno	wn	2		Stopped and Did not stop	then proceed	ded 5. Othe	r (specify)	4
42. Driver Passed Standing	Code	43. View o	f Track Obsc	ured by	(primary of		12				Code
Highway Vehicle	١,		nanent Struct		3, Passing T				er (specify) Obstructed		8
1. Yes 2. No 3. Unknown	2 Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8  44. Driver was Code 45. Was Driver in the Vehicle? Code										
Casualties to:	Killed	Injured			ured 3. Uninjur			1, Yes		illoie :	2
					le Property Dam		,	48. Total Nu	ımber of High	way-Rail Crossi	
46. Highway-Rail Crossing Users	0	0	_	ollar dan		- 1	6250	(include		•	D
49. Railroad Employees	0	0	50. Total N	lumber	of People on Tra	in			Equipment /		Code
52. Passengers on Train	0	0	(includ	e passe	ngers and crew)			1. Yes	Report Being 2. No	] Filed	2
53a. Special Study Block	-		<b>200</b>		53b. Special S	tudy Bloc	ck				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	ге							57, Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of				1)				Alpha	betic Cod	e RR Acc	ident/Inci	dent No.
1. Reporting Railroad		L	ouisville Ar	d Nas	hville RR Co.	[LN ]		1а. []	N	1b. 123	606033	
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.		
3. Railroad Responsible for Track	Maintenan	ice						За.		3b.		
4. U.S. DOT-AAR Grade Crossing	ID No.	353	714P	5. Da	te of Accident/In	cident	12/09/76	6. Time	of Accid	ent/Incident	05:55	PM
7. Nearest Railroad Station  DANVILLE			8. Di	/ision			9. County VERM	IILLION		10. State Abbi		Code
11. City (if in a city)			12. Hi	hway M	lame or No. B	OWM	ANAVE			✓ Publ	ic 🔲 I	rivate
Highway	User Inv	olved					Rail Equi	pment Involve	ed		Alleiten deut	
13. Type C. Truck-trailer F. Bus	3	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (uni	t its nulling	4. Car(s	(moving)	8. A	Other ( Train pulling	specify)	Code
A. Auto D. Pick-up truck G. Sc				A	2. Train (uni	its pushii	ng) 6. Light	loco(s) (movi	ing) B.	Train pushin	g-RCL	1
	torcycle irection	M. Other (geograp		Code	3. Train (sta			loco(s) (stand	ding) C.	Train standi	ng- RCL	
TO THE CONTRACTOR OF PROJECTS		outh 3. Eas		1	1011 0011101101				1			
16. Position 1. Stalled on crossing 2. Stopped on Crossi		oving over c	rossing	Code	19. Circumstar			nt struck high nt struck by hi		er		Code 1
20a. Was the highway user and/or			ed .	Code	20b. Was there							Code
in the impact transporting haz			4 N=:45==	4	1 Hia	hway He	er 2 Pail	Equipment	3 Roth	4. Neither		
1. Highway User 2. Rail Ed     20c. State the name and quantity of	The same of the sa				1.1119	ilway 03	2.11411	Equipment	o. Dour	4. (40)		
200. Otato tro riamo aria quariaty o												
The American Company of the Company	Visibility	(single entry	)	Code	23, Weather	(single e	entry)					Code
(specify if minus) 38 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2	. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	W		2
Elements with the second		in 7. Yard/S		V Equip	25. Track Typ Equipmer		-		Code	26. Track No	ımber or I	Vame
(single entry) 2. Passenger train 5 3. Commuter train 6	c 200 7 6	Was considered		Code 7	1. Main	2. Yard	3. Siding	4. Industry	1	SINGLE	MAIN	
27. FRA Track 28, Number of	of	29, Numbe	r of 30. Cor	sist Sp	eed (Recorded i	if availab	ole) Code	31, Time Tal	ble Direct	ion		Code
Class Locomot Units	ive 1	Cars		Recorde Estimate		9 mp	h E	1. North 2	. South 3	, East 4. \	Vest	2
and the state of t	. Wig wag				lagged by crew		33. Signa	led Crossing	1:	34. Whistle B	an	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.		=	<ol> <li>Stop signs</li> <li>Watchman</li> </ol>		E 95k 5936		Warn	ing		1. Yes 2. No		
Code(s) 03	Audible	T	5. Vaterman	12.1	Olle		20 sec w	arn min (1)	;	3, Unkno	wn	
35. Location of Warning			code 36. Cr	ossing	Warning Interco	nnected	Code			ated by Stre	et	Code
1. Both Sides		1		ith High	way Signals		1	Lights	or Specia	I Lights		
<ol> <li>Side of Vehicle Approach</li> <li>Opposite Side of Vehicle Approach</li> </ol>	oroach	1	1 1.	Yes 2	2. No 3. Unkno	own	3	1. Yes	2. No	3. Unknown		1
38, Driver's 39, Driver's Code		r Drove Beh	ind or in Fron	t of Trai	n Code	41. Driv						Code
Age Gender	700.200.00		s Struck by S		rain 1			d or thru the g then proceed				
1. Male 2. Female		I. TES Z. N	io 3. Unkno	WII	2		Did not stop	125	Jeu 5. C	outer (aper	Jily)	3
42. Driver Passed Standing	Code		f Track Obsc		(primary of			- 0"				Code
Highway Vehicle  1. Yes 2. No 3. Unknown	3	1. Pern 2. Stan	nanent Structi ding railroad	ıre equipme	<ol> <li>Passing T ent 4. Topograp</li> </ol>			7. Otne	er (spec Obstructe	d .		8
1. 103 2. 110 0, GIMIOWI	-		44. Driver v				ode	45. Was Dri				Code
Casualties to:	Killed	Injured			ured 3. Uninjur	1	3	1. Yes			1	1
			47. Highwa	y Vehic	le Property Dam			48. Total Nu	ımber of I	Highway-Rai	l Crossing	Users
46. Highway-Rail Crossing Users	0	0	(est. do	llar dan	nage)		\$750	(include			1	
49. Railroad Employees	0	0			of People on Tra			51. Is a Rail Incident	S (5)	nt Accident eing Filed	· .	Code
52, Passengers on Train	0	0	(m/clade	passer	igers and crew)			1. Yes	2. No			2
53a. Special Study Block					53b. Special S	Study Blo	ck					
54. Narrative Description												
55. Typed Name and Title		56. Signatu	re							57. D	ate	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

										The state of the s	
Name Of								Alphat	etic Code	RR Accident/Inc	cident No.
Reporting Railroad			SX Transp	ortatio	on [CSX ]			1a. CS	SX	1b. 080229014	4
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b. 08022901	4
3. Railroad Responsible for Track f	/laintenan	ce C	SX Transp	ortatio	n [CSX ]			3a. C	SX	3b. 080229014	4
4, U.S. DOT-AAR Grade Crossing	ID No.	353	715W	5. Da	te of Accident/Ind	cident (	08/08/02	6. Time	of Acciden	t/Incident 03:00	) AM
7. Nearest Railroad Station  DANVILLE			-5021 5000	ivision IICAG	0		9. County	IILION		10. State Abbr. 1	Code
11. City (if in a city) DANVII	IF				Name or No. G	DIEEIN		-		Public	Private
N 200 0000 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	User Invo	alvad	12.11	igiiii ay i	Tame or ito: G	KIPLII		pment Involve	d		
40 Tues				Code	17. Equipment				8. Ot	her (specify)	Code
A. Auto D. Pick-up truck G. Sci			otor Vehicle ian	E	1. Train (unit	ts pulling ts pushin	g) 6. Light I	loco(s) (movii	ng) B. Tr	ain pulling- RCL ain pushing- RCL	1 1
	torcycle irection	M. Other ( (geograp		Code	3. Train (sta 18. Position of			loco(s) (stand	ing) C. Tr	ain standing- RCL	
TO THE CONTROL OF THE PROJECTS		outh 3. Eas		1	16. Position of	Cai Oint	III II IIII		1		
16. Position 1. Stalled on crossing		oving over ci		Code	19. Circumstan	ce 1. Ra	ail equipme	nt struck highy	vay user		Code
2. Stopped on Crossi			•	1	,			nt struck by hig			1
20a. Was the highway user and/or			d	Code	20b. Was there	a hazar	dous mater	ials release by	1		Code
in the impact transporting haz  1. Highway User 2. Rail Eq			4. Neither	4	1. High	way Use	er 2. Rail	Equipment	3. Both	4. Neither	0
20c. State the name and quantity of				if any							
										0	
The same of the sa	/isibility	(single entry	)	Code	23. Weather	(single e	ntry)				Code
(specify if minus) 72 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow	16	
24. Type of Equipment	VA for all Asso		A. Spec. Mo	W Equip					Code 26	B. Track Number of	r Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/S ar 8 Lightle		Code	Equipmen	t Involve	ed		.		
3. Commuter train 6	1000	The same of the sa		1	1. Main	2. Yard	3. Siding	4. Industry	1	MAIN	
27. FRA Track 28. Number of	of	29. Number	r of 30. Co	nsist Sp	eed (Recorded i	f availab	le) Code	31. Time Tab	ole Directio	n	Code
Class Locomot	ive 3	Cars		Recorde Estimate		R mpl	h E	1. North 2	South 3.1	East 4. West	1
	Wig wag	s			lagged by crew		33. Signal	led Crossing	34	. Whistle Ban	Code
Crossing 2. Cantilever FLS 5.	Towns and the second		The second secon				Warn	ing		1. Yes	
Warning 3. Standard FLS 6.			9. Watchmar	1 12, N	lone		20 606 11	arn min (1)	.	2. No 3. Unknown	2
Code(s) 03 06 35, Location of Warning	11		ode 36. C	rossing	Waming Intercor	nected	Code	1		ed by Street	Code
1. Both Sides					way Signals		0000	to the control of	or Special L		-
2. Side of Vehicle Approach		1		. Von	2. No 3. Unkno		1	1 Vec	2. No 3	Unknown	1
3. Opposite Side of Vehicle App				2 22422			1	1, 163	2.110 3	. OTKIOWII	0-4-
38. Driver's 39. Driver's Code Age Gender			ind or in From		NAME OF TAXABLE PARTY.	41. Driv		d or thru the a	ate 4. Sto	pped on crossing	Code
1 Male	(0.000,000,000,000,000,000,000,000,000,0		io 3. Unkno		2					ner (specify)	1 4
I 2, Female 1							oid not stop				
42. Driver Passed Standing Highway Vehicle	Code	1 .	of Track Obso nanent Struc		(primary ob 3. Passing T			7 Othe	r (specify	d)	Code
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad	equipm	ent 4. Topograp	hy 6. H	lighway Vel	hicles 8. Not	Obstructed		8
			44. Driver				ode	45. Was Driv		550 0	Code
Casualties to:	Killed	Injured			jured 3. Uninjur	ed 3	1	1. Yes	2. No		1
			47. Highw	av Vehic	de Property Dam		,	48. Total Nu	mber of Hi	ghway-Rail Crossir	
46. Highway-Rail Crossing Users	0	0		ollar dan			51,000	(include			1
49, Railroad Employees	0	0			of People on Tra			51. Is a Rail	Equipment		Code
	0	0			ngers and crew)	72	,	40.00	Report Bei	ng Filed	2
52. Passengers on Train	U	U						1. Yes	2. No		
53a. Special Study Block					53b. Special S	tudy Blo	ck				
54. Namative Description Q12006 HIT VAN. CREW WENT TO	INSPECT	r SITUATIO	N, BUT THE	VAN HA	AD LEFT THE SO	CENE OF	F THE ACCI	IDENT. MIN C	DR DAMAG	E TO LEAD LOCO	).
55. Typed Name and Title		56. Signatu	re							57. Date	
				-							

#### **DEPARTMENT OF TRANSPORTATION**

# HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Al	phabetic C	ode	RR Accident/I	ncident No
1. Reporting Railroad		I	Louisv	ille And Na	shville RR Co.	. [LN ]			LN		1b. 05820640	)4.
2. Other Railroad Involved in Train	n Accident	VIncident						2a			2b.	
3. Railroad Responsible for Track	Maintena	nce L	ouisvi	ille And Na	shville RR Co.	ILN I		3a.	LN		3b. 05820640	)4
4. U.S. DOT-AAR Grade Crossing	ID No.	353	3715	W 5. D	ate of Accident/I	ncident	05/19/82	6. 7	Time of Acc	cident/	/Incident 03:3	
7. Nearest Railroad Station  DANVILLE				8. Division	111		9. County	/ MILION			10. State Abbr.	Code
11. City (if in a city) DANVI	LLE			12. Highway	Name or No. (	CRIFFI		MILION			Public	Private
	y User Inv	volved	-			J		ipment Inv	olved		<u> </u>	]
13. Type C. Truck-trailer F. Bu	-	J. Other M	lotor Ve	hicle Code	17. Equipmen 1. Train (un	it		-		8. Othe		) Cod
A. Auto D. Pick-up truck G. Sc				1	1. Train (un 2. Train (un	nits pulling nits pushii	g) 5. Car(s	(standing	g) /	A. Trai	in pulling-RCL in pushing-RCL	1
	otorcycle		, , , ,	,	3. Train (st.	anding)	7. Light	loco(s) (s			in standing- RCI	
ACTION OF CONTRACT CO	Direction	(geograp South 3, Eas		Code	18. Position of	f Car Unit	t in Train					
16. Position 1. Stalled on crossin		loving over cr			19. Circumsta	nce 1 R	ail equipme	nt etruck h	iohway ue	or.		Code
2. Stopped on Cross	ing 4. Tr	rapped		3	To. Olloumbia		ail equipme					1 1
20a. Was the highway user and/or in the impact transporting has			bs	Code	20b. Was ther	e a haza	rdous mate	rials releas	e by			Code
Highway User 2, Rail Ed			4. Neith	her 4	1. Hig	hway Us	er 2. Rai	l Equipmer	t 3. Bot	h 4.	Neither	
20c. State the name and quantity of					1	,,		-1-6			TTOTALIO	
		(single entry		Code	23. Weather	(single e	entry)					Code
(specify if fillings)	Dawn 2.	Day 3. Du	ısk 4. D	Dark 2	1. Clear 2	. Cloudy	3. Rain 4.	Fog 5. Sle	eet 6. Sn	ow		2
24. Type of Equipment  Consist 1. Freight train 4	. Work tra	ain 7. Yard/S		c. MoW Equip	25. Track Typ Equipmen		-		Code	26.	Track Number o	r Name
(single entry) 2. Passenger train 5	5. Single c	ar 8. Light lo	oco(s)	Code					1.			
3. Commuter train 6 27. FRA Track 28. Number 6							3. Siding	4. Industr			IAIN	
27. FRA Track Class  28. Number of Locomot	ive	29. Number Cars	rof 3	R. Recorde	eed (Recorded)	if availab	le) Code	31. Time	Table Dire	ection		Code
1 Units	3		75	E, Estimate		8 mp	h E	1. North	2. South	3. Ea	st 4. West	2
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	. Wig wag		7. Cross	sbucks 10, F	lagged by crew			led Crossir	ng		Vhistle Ban	Code
Warning 3. Standard FLS 6.				thman 12. N			Warn	ing		1000	. Yes . No	
Code(s) 03 06							20 sec w	arn min	(1);	1	. Unknown	1
35, Location of Warning 1, Both Sides		Co	ode	1400 Section 770	Waming Interco	nnected	Code		ssing Illum		by Street	Code
2. Side of Vehicle Approach		1		1 Vec	2. No 3. Unkno		2		-	_		1 1
Opposite Side of Vehicle App     Sa. Driver's 39. Driver's Code		r Drove Behi	ind or in	Front of Trai		41. Drive		1.1	es 2. No	3. 0	TIKNOWN	<u> </u>
Age Gender				k by Second 1		20 30 61 0000116000		d or thru th	e gate 4.	Stopp	ed on crossing	Code
1. Male		1. Yes 2. No	o 3. U	Jnknown	2	2. S	topped and	then proce			(specify)	3
42. Driver Passed Standing	Code	43 View of	Track	Obscured by	(primary of		id not stop				land William Control	
Highway Vehicle		1. Perm	anent S	Structure	3, Passing T	rain 5. V	egetation	7. 0	ther (spe	ecify)		Code
1. Yes 2. No 3. Unknown	2	2. Stand	ling rail	road equipme	ent 4, Topograp	hy 6. H	ighway Veh	icles 8, N	ot Obstruc	ted		8
Casualties to:	Killed	Injured		river was			ode		Driver in th	e Vehi	icle?	Code
					ured 3. Uninjur	3		1. Yes	2. No			2
46. Highway-Rail Crossing Users	0	0		ighway Vehicl est. dollar dam	le Property Dam <i>lage)</i>	1	80	5000 100	Number of de driver)	Highv	way-Rail Crossir (	_
49. Railroad Employees	0	0	50. To	otal Number c	of People on Trai	in			ail Equipm			Code
52. Passengers on Train	0	0	(in	iclude passer	ngers and crew)				nt Report I s 2. No	Being	Filed	2
53a. Special Study Block					53b. Special St	tudy Bloc	·k	.,				
54. Narrative Description												
55. Typed Name and Title		56, Signature	e 								57. Date	

#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION (FRA)

					-			1		DD 4 14 1/1	: A1-
Name Of  1. Reporting Railroad							<u></u>		betic Code	RR Accident/Inc	
Other Railroad Involved in Train	Accident		ouisville Ar	nd Nas	hville RR Co.	ILN I		1a. []	V	1b. 117706403 2b.	
Railroad Responsible for Track	to a file of						The second second				
					hville RR Co.			3a, []		3b. 117706403	
4. U.S. DOT-AAR Grade Crossing	ID No.	3537	715W		te of Accident/In	cident	1			ncident 06:50	
7. Nearest Railroad Station  DANVILLE JCT			8. Di	vision			9. County VERM	ILION		10. State Abbr. 17	Code
11. City (if in a city) DANVII	LLE		12. Hi	ghway I	Name or No. G	RIFFI	N ST			✓ Public	Private
Highway	User Inv	olved					Rail Equi	ipment Involve	d		
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sc B. Truck E. Van H. Mo	hool Bus		an	Code	1. Train (uni 2. Train (uni	its pushin	ig) 6. Light	loco(s) (movi	ng) B. Trair	n pulling-RCL n pushing-RCL	Code
	torcycle irection	M. Other (s		Code	3. Train (sta			loco(s) (stand	ing) C. Irair	standing-RCL	
		outh 3. East	-	1	10, 1 OSIGOTI OF	Out Office	iii iiuiii		1		
16. Position 1. Stalled on crossing	A CARLORINA	oving over cro	ossing	Code	19. Circumstar		order of the second				Code
Stopped on Cross  20a. Was the highway user and/or			1	Code	20b. Was there			nt struck by hi			Code
in the impact transporting haz				1							1
1. Highway User 2. Rail Ed				4	1. High	hway Us	er 2. Rail	Equipment	3. Both 4.	Neither	
20c. State the name and quantity of	f the haza	ardous materi	al released,	if any							
21. Temperature 22.	√isibility	(single entry)		Code	23, Weather	(single e	entry)				Code
0 %		Day 3. Dus		1 2	0.0000 0.000000000000000000000000000000			Fog 5. Sleet	6. Snow		3
24. Type of Equipment		-	A. Spec. MoV	N Equip	25. Track Typ	e Used b	y Rail		Code 26.7	Frack Number or	Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/So ar 8. Light lo	•	Code	Equipmen		-				
3. Commuter train 6	. Cut of c	ars 9. Main./ir	spect car	1	1. Main	2. Yard	3. Siding	4. Industry	1 SI	NGLEMAIN	
Page 200 and Control of the September 100 and	Locomotive Cars R. Recorded										
Class Locomot	2 Units 2 24 E. Estimated 19 mph E 1. North 2. South 3. East 4. West 1										
32. Type of 1. Gates 4.	2         Units         2         24         E. Estimated         19 mph         E         1. North         2. South         3. East         4. West         1           of         1. Gates         4. Wig wags         7. Crossbucks         10. Flagged by crew         33. Signaled Crossing         34. Whistle Ban         Code										
	sing 2. Cantilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) Warning 1. Yes										
	Audible	9	. vvatchman	12. N	ione		20 sec v	varn min (1)		No Unknown	
35, Location of Warning		Co	ode 36. Cr	rossina	Warning Intercor	nnected	Code	T	ng Illuminated		Code
1. Both Sides		-			way Signals			The second second second	or Special Lig		0040
2. Side of Vehicle Approach		1		Von '	2. No 3. Unkno		2	1 Voc	2. No 3. U	nknown	2
3. Opposite Side of Vehicle App		<u> </u>						1. 165	2.110 3.0	IIKIIOWII	0.4
38. Driver's 39. Driver's Code Age Gender	ALC: ALL TRACES OF	r Drove Behir Struck or was	and the second		1.5 (E.M.) (C.M.)	41. Driv		d or thru the a	ate 4. Stopp	ed on crossing	Code
1. Male	_	1. Yes 2. No			2	1		then proceed	- CON	and the second second	4
2, Female		T					oid not stop				
42. Driver Passed Standing Highway Vehicle	Code	100	Track Obscu anent Structu		(primary of 3. Passing T		50	7 Othe	r (specify)		Code
1. Yes 2. No 3. Unknown	2				ent 4. Topograp						8
	10111 - 4		44. Driver v	vas		Co	ode	45. Was Driv	ver in the Veh	ide?	Code
Casualties to:	Killed	Injured	1. Kille	d 2. Inj	ured 3. Uninjur	red 3	3	1. Yes	2. No		2
46. Highway-Rail Crossing Users	0	0	2021 202 DOM DOM DOM DO		le Property Dam					way-Rail Crossing	Users
	•	0	(est. do				50	(include		2	Code
49. Railroad Employees	0	0			of People on Tra ngers and crew)	2			Equipment A Report Being		
52. Passengers on Train	0	0	11101000	, puodo.				1. Yes	2. No		2
53a. Special Study Block					53b. Special S	tudy Bloo	ck				
54. Narrative Description											
55. Typed Name and Title		56. Signature	•							57. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Code	RR Accident/Inc	cident No.
1. Reporting Railroad		· L	Louisville	And Nas	hville RR Co.	[LN ]		1a. []	N	1b. 087606050	)
2, Other Railroad Involved in Train A	ccident/							2a.		2b.	
3. Railroad Responsible for Track Ma	aintenan	се						3a.		3b.	
4. U.S. DOT-AAR Grade Crossing ID	No.	353	715W	5. Dat	te of Accident/In	cident (	08/13/76	6. Time	of Accide	nt/Incident 02:56	PM
7. Nearest Railroad Station  DANVILLE			8.	Division			9. County VERM	IILION		10. State Abbr. 11	Code
11. City (if in a city)			12.	Highway N	lame or No. G	RIFFIN				✓ Public	Private
Highway L	Jser Invo	olved						pment Involve	ed		
13. Type C. Truck-trailer F. Bus			lotor Vehicle	Code	17. Equipment 1. Train (uni				8. C	ther (specify)	Code
A. Auto D. Pick-up truck G. Scho B. Truck E. Van H. Moto			rian	A		its pushin	g) 6. Light	) (standing) loco(s) (movi loco(s) (stand	ing) B. T	rain pulling-RCL rain pushing-RCL rain standing-RCL	1
14. Vehicle Speed 15. Dire		(geograp		Code	18. Position of			ioco(s) (stant	<i>Illig)</i> 0. 1	Tell Startding-1102	-l
(est. mph at impact) 20 1. Nor	rth 2, So	outh 3. Eas	st 4. West	t 2					1		
16. Position 1. Stalled on crossing 2. Stopped on Crossing		oving over c	rossing	Code 3	19. Circumstar		and the same	nt struck high nt struck by hi		er	Code
20a. Was the highway user and/or ra			ed	Code	20b. Was there						Code
in the impact transporting hazar			4 Names	4	1 Hiol	hway Hee	or 2 Pail	Equipment	3. Roth	4 Neither	
Highway User 2. Rail Equi  20c. State the name and quantity of t	•				i. nigi	ilway Use	ci Z. Naii	Equipment	3, Boui	4, Netulei	
200, State the frame and quantity of the	ne naza	idous mate	ilai lelease	u, ii ariy							
21. Temperature 22. Vis	sibility (	(single entry	v)	Code	23. Weather	(single e	entry)				Code
(specify if minus) 85 °F 1. Da	awn 2.	Day 3. Du	isk 4. Dark	2	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment Consist 1. Freight train 4. \	Work tra	in 7. Yard/S	A. Spec. N Switching	NoW Equip	25. Track Typ Equipmer		B)		Code 2	6. Track Number or	Name
(single entry) 2. Passenger train 5. 5	Single ca	ar 8. Light I	loco(s)	Code	1, Main			4. Industry	2	RUNNING TRA	CK
27, FRA Track 28, Number of	*10*10*10*10*1	29. Numbe			eed (Recorded i			31. Time Ta			Code
Class Locomotive	1	Cars	F	R. Recorde	d	5 mpl	1 -			East 4. West	2
32. Type of 1. Gates 4. V	Vig wags			E. Estimate	agged by crew	. mpi		led Crossing	1	1. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. H	Contract of the Contract of th						Warn	_		1. Yes	0000
Warning 3. Standard FLS 6. A	udible		9. Watchm	an 12. N	one					2. No	1
Code(s) 03								arn min (1)		3. Unknown	<u> </u>
35, Location of Warning 1, Both Sides		C	Code 36.	_	Waming Intercor way Signals	nnected	Code		ng Illumina or Special	ited by Street Lights	Code
2, Side of Vehicle Approach		1.	1	_			2			-	1 1
3. Opposite Side of Vehicle Appro	oach			1. Yes 2	. No 3. Unkno	wn		1. Yes	2. No 3	3. Unknown	1
		Drove Beh				41. Drive					Code
Age Gender  1. Male		Struck or wa 1. Yes 2. N				(83 Fig.				opped on crossing her (specify)	1 -
2 Female		1, 100 2.1	10 0.0111		2		id not stop			(4000))	3
42. Driver Passed Standing	Code	43. View o		ACCORDING THE LOCAL PROPERTY OF THE PARTY OF	(primary of						Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Stru Idino railroa		<ol> <li>Passing T ent 4. Topograp</li> </ol>				er (specif Obstructed		8
1, Tes 2, NO 3, Olikilowii							ode	45. Was Dri			Code
Casualties to:	Killed	Injured	44. Drive 1. K		ured 3. Uninjur			1, Yes		verilcier	1
46. Highway-Rail Crossing Users	0	1		way Vehic	e Property Dam	age	55,000	48. Total Nu		ighway-Rail Crossin	g Users
49. Railroad Employees	0	0			of People on Tra		3,000	51. Is a Rail	Equipmen		Code
52. Passengers on Train	0	0	(inclu	ude passer	ngers and crew)			Incident 1. Yes	Report Be 2. No	ing Filed	2
53a. Special Study Block					53b. Special S	tudy Bloc	ck				•
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re							57. Date	

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone at CSX Voorhees Street

#### DEPARTMENT OF TRANSPORTATION

# HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA)

	801.	15	-							-	150	T		
Name Of  1. Reporting Railroad										habetic (	Code	RR Accide	ent/Inc	ident No
Other Railroad Involved in Train	Accident		Louisv	ille And N	Vasl	hville RR Co.	[LN ]			LN		1b. 12800	<u> 16401</u>	
Railroad Responsible for Track				:::- A - J N	1		(1 N 1		2a.			2b.		
4. U.S. DOT-AAR Grade Crossing			3711			e of Accident/Inc		13/00/00		LN	eidont/	3b. 12800 Incident 1		
7. Nearest Railroad Station		353	711			E Of Accidentiality	CIGOTI	1		ille oi Ac	Cident		1:40	
DANVILLE				8. Divisio	n			9. County	MILION			10. State Abbr.	17	Code
11. City (if in a city) DANVI	LLE			12. Highwa	ay N	lame or No.		VERN	HLION			✓ Public	$\overline{}$	Private
	y User Inv	olved			Ė			Rail Fou	ipment Inv	olved				
13. Type C. Truck-trailer F. Bu		J. Other M	otor V	ehicle Co	ode	17. Equipment 1. Train (unit					8. Othe		ecify)	Code
A. Auto D. Pick-up truck G. Sc				1		1. Train (unii 2. Train (unii	ts pulling ts pushin	7) 5. Car(s 70) 6. Light	s) (standing lloco(s) (n			n pulling-R n pushing- l		
	otorcycle			(Y)	4	3. Train (sta	nding)	7. Light	loco(s) (si	-		in standing-		6
	Direction	geograp) South 3. Eas			ode 1	18. Position of	Car Unit	in Train		1				
16. Position 1. Stalled on crossin		oving over c			ode	19. Circumstan	ce 1. Ra	ail equipme	ent struck h					Code
2. Stopped on Cross	ing 4. Ti	rapped			3			ail equipme		-				2
20a. Was the highway user and/or in the impact transporting has			bed	Co	ode	20b. Was there	a hazar	dous mate	rials releas	e by				Code
Highway User 2. Rail Ed			4. Neit	ther 4	4	1. High	way Use	er 2. Rai	l Equipmer	t 3. Bo	th 4.	Neither		
20c. State the name and quantity of	of the haza	ardous mater	rial rele	eased, if any	у									
0.7		(ai==1= ==1=			. 1									
		(single entry		Co		23. Weather	talo:			121				Code
(specify if fillings)	Dawn 2	Day 3. Du			4	1. Clear 2.			Fog 5. Sle	et 6. S	now			
24. Type of Equipment  Consist 1. Freight train	. Work tra	ain 7. Yard/S		ec. MoW Eq	quip					Code	26.	Track Numb	er or l	Name
(single entry) 2. Passenger train 5	5. Single o	ar 8. Light l	oco(s)	Co	de	Equipmen	linvoive	i <b>u</b>		1		RACK TH	IREE	1
3. Commuter train 6					8	1. Main 2	DESCRIPTION OF THE PROPERTY OF		4. Industr	y 2	N	YD		
27, FRA Track 28, Number Class Locomot		29. Number Cars	rof	30. Consist R. Reco		ed (Recorded if	availabl	e) Code	31. Time	Table Din	ection			Code
1 Units	4		0	E. Estim		200 I	5 mpl	h E	1. North	2. South	3. Ea	st 4. Wes	t	2
	. Wig wag					agged by crew		33. Signa	led Crossin	ng	34. V	Vhistle Ban		Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6								Warr	ning			. Yes		
Code(s) 01 03	OG OG		9. vvau	chman 12	2, 140	one		20 sec v	varn min	(1):		. No . Unknown		
35. Location of Warning			ode	36. Crossir	ng V	Varning Intercon	nected	Code				by Street		Code
1. Both Sides				with H	lighv	vay Signals		L	Ligh	ts or Spe	cial Lig	hts		
Side of Vehicle Approach     Opposite Side of Vehicle Approach	nmach	1	I	1. Yes	2.	No 3. Unknov	vn	2	1. \	es 2. No	3. L	Inknown	1	1
3B. Driver's 39. Driver's Code		r Drove Behi	ind or i	in Front of T	rain	Code	41. Drive	er						Code
Age Gender	1	Struck or wa			nd Tr	rain						ed on cross	-	
1. Male 2. Female		1. Yes 2. N	o 3,	Unknown		2		topped and id not stop		eeded 5	. Other	(specify)	1	3
42. Driver Passed Standing	Code	43. View of	f Track	Obscured	by	(primary ob								Code
Highway Vehicle	1 -	FIGT 150 160 100 100 100 1		Structure		3. Passing Tr				ther (sp			1	
1. Yes 2. No 3. Unknown	2	2. Stand			ome	nt 4. Topograph								8
Casualties to:	Killed	Injured		Oriver was	l-in	and O Hairian	ا د	ode		Oriver in the	ne Veh	icle?	,	Code
		•				red 3. Uninjure	3			2. No	Accesses to			1
46. Highway-Rail Crossing Users	0	0		-		Property Dama	1		Company of the control		f High	way-Rail Cro	ossing	Users
40 Pailroad Employees		-		est. dollar d	_			1,250		de driver) ail Equipr	nont A	reident /	1	Code
49. Railroad Employees	0	0				People on Traingers and crew)	n		and the second	nt Report				Code
52. Passengers on Train	0	0							1. Ye	s 2. No				2
53a. Special Study Block						53b. Special St	udy Bloc	k		_				
54. Narrative Description														
				-					-					
55. Typed Name and Title		56. Signatur	e									57. Date		

#### **DEPARTMENT OF TRANSPORTATION**

## HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT FEDERAL RAILROAD ADMINISTRATION (FRA)

FEDERAL RAILROAD ADMINISTR	ATION (	FRA)						OMB Approval No	o. 2130-0500
Name Of							Alphabetic Cod	le RR Accident/	Incident No.
Reporting Railroad			Norfolk & V	Vestern	Rwy Co. JNW J		1a. NW	1b. D29927	
2. Other Railroad Involved in Train	Acciden	t/Incident					2a.	2b.	
3. Railroad Responsible for Track	Maintena	ince	Louisville A	nd Nasi	hville RR Co. [LN		3a. LN	3b. XXX	
4. U.S. DOT-AAR Grade Crossing	ID No.	35	3711U	5. Da	te of Accident/Incident	07/29/79	6. Time of Accid	ent/Incident 09:0	95 PM
7. Nearest Railroad Station  DANVILLE			8. D	vision		9. County		10. State Abbr.	Code
11. City (if in a city) DANVI	LLE		12. H	ighway N	lame or No. VOOR		MILION	Public	Private
	y User In	volved				200 200	ipment Involved		
13. Type C. Truck-trailer F. Bu			flotor Vehicle	Code	17. Equipment 1. Train (units pulli			Other (specify	y) Code
A. Auto D. Pick-up truck G. Sc				١.	Train (units pulli     Train (units pusi	ing) 5. Car(s hina) 6. Light	s) (standing) A. loco(s) (moving) B.	Train pulling-RCL Train pushing-RCI	
	otorcycle	M. Other		A	3. Train (standing)	7. Light		Train standing- RC	
TOTAL SECTION CONTRACT PROPERTY OF THE PROPERT	Direction	(geogra	<i>phical)</i> st 4. West	Code 4	18. Position of Car U	nit in Train	1		
16. Position 1. Stalled on crossin		floving over	SOURCE AND ADDRESS OF THE PERSON NAMED IN	Code	19 Circumstance 1	Rail equipme	ent struck highway user		Code
2. Stopped on Cross	•	-	J. Cooling	3			nt struck by highway us	er	1 1
20a. Was the highway user and/or in the impact transporting has			ed	Code	20b. Was there a haz	ardous mate	rials release by		Code
Highway User 2. Rail Ed			4. Neither	4	1. Highway U	Jser 2. Rai	Equipment 3. Both	4. Neither	
20c. State the name and quantity of				if any					
21, Temperature 22.	Visibility	(single entr	v)	Code	23, Weather (single	entry)			Code
92 %		Day 3. Di		4			Fog 5. Sleet 6. Snov	W	1 2
24. Type of Equipment		54, 0.5	A. Spec. Mol				1		
	. Work tr	ain 7. Yard/		v Equip	25, Track Type Used Equipment Invol	3 DE . ONOR 1883	Code	26. Track Number	or Name
(single entry) 2. Passenger train 5				Code			1.	NORTH YAR	D
3. Commuter train 6				1	1. Main 2. Yard		4. Industry 2	TRACK	
27. FRA Track 28. Number Class Locomot	ive	29. Numbe Cars	The second second	nsist Spe Recorde		ible) Code	31. Time Table Direct	ion	Code
3 Units	1			Estimate		nph E	1. North 2. South 3	East 4 West	2
	. Wig wag				agged by crew		150	4. Whistle Ban	Code
	Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 1. Yes Standard FLS 6. Audible 9. Watchman 12. None 2. No								
Code(s) 01 03	1	0				Allgd. n	o warn (4);	3. Unknown	
35. Location of Warning		(			Vaming Interconnected	d Code	37, Crossing Illumin		Code
Both Sides     Side of Vehicle Approach		1.		im High	way Signals	1 .	Lights or Special	Lights	
3. Opposite Side of Vehicle Ap	roach		1 1	Yes 2	. No 3. Unknown	2	1. Yes 2. No	3. Unknown	2
38. Driver's 39. Driver's Code	100		ind or in Fron		2017				Code
Age Gender  1. Male I	and		as Struck by S		1		d or thru the gate 4. Si I then proceeded 5. O		
2, Female		1, 100 2,1	to o. omaio		1 2 1	Did not stop	Committee of the commit	alei (specify)	3
42. Driver Passed Standing			of Track Obscu		(primary obstruction				Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structi		<ol> <li>Passing Train 5.</li> <li>Topography 6.</li> </ol>		7. Other (speci nicles 8. Not Obstructe		8
THE ELITE OF CHANGE			44. Driver v			Code	45. Was Driver in the		Code
Casualties to:	Killed	Injured			red 3. Uninjured	3	1. Yes 2. No	venior:	1 1
			47. Highwa	y Vehicle	e Property Damage	5	48. Total Number of H	lighway-Rail Cross	
46. Highway-Rail Crossing Users	0	0	AT-	llar dam		\$500	(include driver)		3
49. Railroad Employees	0	0			f People on Train		51. Is a Rail Equipmen		Code
52. Passengers on Train	0	0	(include	passen	gers and crew)		Incident Report Be 1. Yes 2. No	eing Filea	2
53a. Special Study Block					53b. Special Study Bl	ock			
54. Narrative Description	- Ladden and								
55 Typed Name and Tide		EC C:						57.5	
55. Typed Name and Title		56. Signatu	16					57. Date	

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Cod	e RR Accident/Inc	cident No.
Reporting Railroad			Louisville	And Nas	hville RR Co.	ILN I		1а. Ц	NN	1b. 473100135	59
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track N	Maintenar	ice						За,		3b.	
4. U.S. DOT-AAR Grade Crossing I	D No.	353	3711U	5. Da	te of Accident/Inc	cident	10/07/75	6. Time	of Accide	ent/Incident 01:00	PM
7, Nearest Railroad Station  DANVILLE			8	. Division			9. County VERM	IILION		10. State Abbr. 1	Code
11. City (if in a city) DANVIL	LE		12	. Highway N	Name or No. V	OORH	EES			✓ Public	Private
Highway	User Inv	olved					Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehic	le Code	17. Equipment	to mulling	4. Car(s	(moving)		Other (specify)	Code
A. Auto D. Pick-up truck G. Sch	ool Bus	K. Pedest	rian	l A	1. Train (unit			loco(s) <i>(movi</i>		Train pulling- RCL Train pushing- RCL	8
	orcycle	M. Other			3. Train (sta			loco(s) (stand	ding) C.	Train standing- RCL	0
	rection orth 2. S	(geographical) outh 3. East		Code st 3	18. Position of	Car Unit	in Iram				
16. Position 1. Stalled on crossing		oving over o		Code	19. Circumstan	ice 1. R	ail equipme	nt struck high	way user		Code
2. Stopped on Crossin				3				nt struck by his	7	er	1 2
20a. Was the highway user and/or r in the impact transporting haze			ed	Code	20b. Was there	a hazar	rdous mater	ials release by	1		Code
1. Highway User 2. Rail Eq			4. Neither	4	1. High	hway Us	er 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity of	the haza	rdous mate	erial release	ed, if any							
21. Temperature 22. V	/ieihility	(single entr	v)	Code	23. Weather	(single s	antnel				Code
(C 0F		Day 3. Du						Fog 5. Sleet	6 Snov	w	1
24. Type of Equipment		,		MoW Equip		-			- 1	26. Track Number or	Name
Consist 1. Freight train 4.		in 7. Yard/	Switching		Equipmen				oode	20. Hack Number of	Ivanie
(single entry) 2. Passenger train 5. 3. Commuter train 6.	100			Code ar   4	1. Main	2. Yard	3. Siding	4. Industry	1	SINGLE MAIN	
27. FRA Track 28. Number o	f	29. Numbe	r of 30.	Consist Spe	eed (Recorded in	f availab	le) Code	31. Time Tab	ole Directi	ion	Code
Class Locomotiv	ve 0	Cars	.	R. Recorde	-	5 mn	.   .				1
1 Units 32. Type of 1. Gates 4.	Wig wag			E. Estimate	agged by crew	mp.		1. North 2.		East 4. West	1 Code
Crossing 2. Cantilever FLS 5.	_				ther (specify)		Warn		3	4. Whistle Ban 1. Yes	Code
Warning 3. Standard FLS 6.	Audible		9. Watchn	nan 12. N	one		40-4 -			2. No	ı
Code(s) 01 03			26	Conning	Warning Intercor	nastad		o warn (4);	!!!!-	3. Unknown	0-4-
35, Location of Warning  1. Both Sides		,	Code 36	2000 Day 100 D	way Signals	mecteu	Code	<ul> <li>Exposure Turk Entitle June</li> </ul>	ng Illumina or Special	ated by Street I Lights	Code
2. Side of Vehicle Approach		1:	1	1 Ves 2	. No 3. Unknow	wn	3	1 Ves	2 No	3. Unknown	2
Opposite Side of Vehicle App     St. Driver's 39, Driver's Code	ra con de la constitución de la	Denve Bob	ind as in E	ront of Train		41. Driv		1. 103	2.110	O. Olikilowii	Code
Age Gender				y Second T		100000000000000000000000000000000000000		d or thru the g	ate 4. St	topped on crossing	Code
1. Male	1	1. Yes 2. N	No 3. Uni	known	3		( - A) - A	then proceed	ed 5. O	ther (specify)	3
2. Female 42. Driver Passed Standing	Code	43. View o	of Track Ob	scured by	(primary ob		Did not stop				Code
Highway Vehicle	0000	1. Perr	manent Str	ructure	3. Passing T	rain 5. V	egetation		r (speci		1
1. Yes 2. No 3. Unknown	2	2. Star	nding railro	ad equipme	ent 4. Topograpi	hy 6. F	lighway Veh	nicles 8. Not (	Obstructe	d	. 8
Casualties to:	Killed	Injured	44. Driv				ode	45. Was Driv		Vehicle?	Code
		juiou			ured 3. Uninjure		3	1. Yes	100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to		1
46. Highway-Rail Crossing Users	0	0		hway Vehicl . <i>dollar dam</i>	e Property Dama page)	1	5500	48. Total Nu (include d		lighway-Rail Crossin 1	g Users
49. Railroad Employees	0	0	-2000 C 0000		f People on Trai	in .		5 60 00 0		nt Accident / eing Filed	Code
52. Passengers on Train	0	0	(inci	lude passer	igers and crew)		_	1. Yes	5.5.0	sing r lieu	2
53a. Special Study Block	*	•			53b. Special St	tudy Bloo	ck				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re							57. Date	

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone at Newell Lane

#### DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Co	de RR Accident/I	ncident No.
Reporting Railroad			CSX Trans	portatio	n [CSX ]			1a. C	SX-	1b. 0000724	79
2. Other Railroad Involved in Train A	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track N	Maintenan	ice (	CSX Trans	portatio	n [CSX ]			3а. С	SX	3b. 0000724	19
4. U.S. DOT-AAR Grade Crossing I	D No.	35	3704J	5. Da	te of Accident/In	cident (	01/27/10	6. Time	of Accid	dent/Incident 07:1	6 PM
7. Nearest Railroad Station  DANVILLE			1000	Division HICAG	0		9. County VERM	IILION		10. State Abbr.	Code
11. City (if in a city) DANVIL	LE				Name or No. N	EWEL				✓ Public	Private
Highway	User Inve	olved						pment Involve	ed		
13. Type C. Truck-trailer F. Bus		.I. Other M	lotor Vehicle	Code	17. Equipment 1. Train (uni	i	4. Car(s	(moving)		Other (specify	) Code
A. Auto D. Pick-up truck G. Sch				1 -				) (standing) loco(s) (movi		Train pulling- RCL Train pushing- RCL	
	orcycle	M. Other		D	3. Train (sta			loco(s) (stand		. Train standing- RC	
	rection	(geogra	onical) st 4. West	Code 4	18. Position of	Car Unit	in Train		1		
16, Position 1. Stalled on crossing		oving over o		Code	19, Circumstar	nce 1 Ra	ail equipme	nt struck high		•	Code
2. Stopped on Crossin				3	10, 0, 0, 0			nt struck by hi	_		1
20a. Was the highway user and/or n			ed	Code	20b. Was there	e a hazar	dous mater	ials release b	y		Code
in the impact transporting haza 1. Highway User 2. Rail Equ			4. Neither	4	1, High	hway Use	er 2. Rail	Equipment	3. Both	4. Neither	4
20c. State the name and quantity of				, if any				•			
PARTY PARTY AND	isibility/	(single entr	y)	Code	23. Weather	(single e	ntry)				Code
(specify if minus) 21 °F 1. D	Dawn 2,	Day 3. Du	usk 4. Dark	4	1. Clear 2.	. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	ow .	6
The first content of the first		in 7. Yard/			25. Track Typ Equipmer				Code	26, Track Number	or Name
(single entry) 2. Passenger train 5. 3. Commuter train 6.				Code	1. Main	2. Yard	3. Siding	4. Industry	1	TRACK 1	
27. FRA Track 28. Number of	f	29. Numbe	r of 30. C	onsist Spe	eed (Recorded i	if availabl	e) Code	31. Time Tal	ble Direc	tion	Code
Class Locomotiv		Cars		. Recorde	_	4	l n				2
4 Units 32. Type of 1. Gates 4.	3 Wig wags			. Estimate	lagged by crew	4 mpl		1. North 2 led Crossing		3. East 4. West	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	Hwy. traf	fic signals		s 11. O	ther (specify)		Warn			34. Whistle Ban 1. Yes 2. No	Code
Code(s) 01 03	06						20 sec w	arn min (1)	;	3. Unknown	2
35. Location of Warning 1. Both Sides		. (	212024A	00000 00000	Warning Interco	nnected	Code	142 HOLD TO THE SECOND OF SECOND SECO	ng Illumir or Specia	nated by Street al Lights	Code
2. Side of Vehicle Approach		- 1	1	1. Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No	3. Unknown	2
3. Opposite Side of Vehicle Appr 38. Driver's 39. Driver's Code	100	Drove Bet	ind or in Fro			41. Drive					Code
Age Gender			as Struck by			Decree/Adjusted to Market Co.		d or thru the g	ate 4. S	Stopped on crossing	
18 1. Male 1		1. Yes 2. N	No 3, Unkn	own	2		and the same of th	-	led 5, (	Other (specify)	5
42, Driver Passed Standing	Code	43 View	of Track Obs	cured by	(primary of		id not stop	· · · · · · · · · · · · · · · · · · ·			Code
Highway Vehicle	COGC	1. Perr	nanent Struc	cture	3. Passing T	rain 5. V	egetation		r (spec		1
1. Yes 2. No 3. Unknown	2	2. Star	nding railroad	d equipme	ent 4. Topograp	hy 6. H	ighway Vel	nicles 8. Not	Obstructe	ed	8
Casualties to:	Killed	Injured	44. Driver 1. Kil		ured 3. Uninjur		ode	45. Was Dri		e Vehicle?	Code 1
46. Highway-Rail Crossing Users	1	0	20 10/10/10 BARBA	vay Vehic	le Property Dam	age	6,500	48. Total Nu		Highway-Rail Cross	
49. Railroad Employees	0	0	•		of People on Tra		0,500	51. Is a Rail	Equipme	ent Accident /	Code
52. Passengers on Train	0	0	(inclu	de passer	ngers and crew)	2		Incident 1. Yes		Being Filed	1 2
53a. Special Study Block					53b. Special S	tudy Bloc	:k	1. 100	2.710		
54. Narrative Description TRUCK APPROACHED THE CROSS MOTORIST FAILED TO STOP SHOR	SING AT	NEWELL R ROSSING A	OAD AND W ND WAS ST	VAS UNAI RUCK AN	BLE TO CONTR	OL HIS V	EHICLE D	UE TO SNOW VEHICLE SPI	BEING EED UNK	ON THE GROUND. KNOWN.	
55. Typed Name and Title		56. Signatu	re							57. Date	

# **DEPARTMENT OF TRANSPORTATION** FEDERAL RAILROAD ADMINISTRATION (FRA)

# HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

1. Reprincip Raincoad	Name Of					Alphabetic Code	RR Accident/Inc	ident No.
2.0	1. Reporting Railroad	Louis	ville And Nas	hville RR Co. [LN	1		1b. 108006402	
4. U.S. DOT-AAR Grade Crossing ID No.   353704J   5. Date of Accident/incident 10/07/80   6. Time of Accident/incident 10/07/80   6. Time of Accident/incident 10/07/80   6. Time of Accident/incident 10/07/80   7. Namest Railroad Station   10 State   7. Code	2. Other Railroad Involved in Train Accident/In							
Nearest Railroad Station	3. Railroad Responsible for Track Maintenance	ce Louisy	ille And Nas	hville RR Co. [LN	1	3a. LN	3b. 108006402	
The color   The	4. U.S. DOT-AAR Grade Crossing ID No.	35370	<b>4J</b> 5. Da	te of Accident/Inciden	it 10/07/80	6. Time of Accident	/Incident 04:25	PM
1. City (# in a city)   DANVILLE	The state of the s	-	8. Division		,		0.000	-
State   Stat	11. City (if in a city) DANVILLE		12. Highway N	Name or No. WEST			✓ Public	Private
A Auto   Pick-up truck   S. School Bus   Federstrain   B   1. Triain   (units puthing)   S. Card)   Steading   A A Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   C. Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   C. Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   C. Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   C. Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   S. Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   S. Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   S. Train puthing-RCL   1   1. Triain   (units puthing)   S. Card)   Steading   S. Train puthing-RCL   1   1. Triain   S. Train puthing-RCL   1   1. Triain   S. Train   S. Train puthing-RCL   1   1. Triain   S.		plved						
1.	13, Type C. Truck-trailer F. Bus	J. Other Motor V	ehicle Code	17. Equipment	4. Car(s	(moving) 8. Oth		Code
1.   Notice   1.   Note   1.   Not	The second secon		В	2. Train (units pus	shing) 6. Light	loco(s) (moving) B. Tra	in pushing- RCL	1 1
Set mph at impact  30   1. North 2. South 3. East 4. West   2   18. Position 1. Stalled on crossing 2. Stopped an Crossing 3. Moving over crossing 1. Stopped on Crossing 1. Stopped on Crossing 1. Stopped on Crossing 1. The proper stopped on Crossing 1. The proper stopped on Crossing 1. The proper stopped on Crossing 2. Stopped on Crossing 3. Horizon 2. Stopped on Crossing 3. Horizon 2. Rail Equipment struck by highway user 2. Rail Equipment struck by highway user 3. Both 4. Neither 4. Both 4. Neither			Ty)			loco(s) (standing) C. Tra	in standing- RCL	
2. Stopped on Crossing 4. Trapped 202. Was the flips way uses and for rail equipment involved in the impact transporting hazardous materials? 1. Highway Uses 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 5 1. Highway User 2. Rail Equipment 3. Both 4. Neither 5 1. Highway User 2. Rail Equipment 3. Both 4. Neither 6 1. Highway User 2. Rail Equipment 3. Both 4. Neither 6 1. Highway User 2. Rail Equipment 3. Both 4. Neither 7 1. Highway User 2. Rail Equipment 3. Both 4. Neither 8 1. Highway User 2. Rail Equipment 3. Both 4. Neither 8 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 3. Both 4. Neither 9 1. Highway User 2. Rail Equipment 1. Highway User 2. Rail Equipment 1. Neither 9 1. Highway User 2. Rail Equipment 1. Neither 9 1. Highway User 2. Rail Equipment 1. Neither 9 1. Rail Rail Rail Rail Rail Rail Rail Rail				10. FUSITION OF CALL	Jilk III Traili	1		
20a Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Clear   2. Cloudy   3. Rain   4. Fog   5. Sleet   6. Snow   1   1. Clear   2. Cloudy   3. Rain   4. Fog   5. Sleet   6. Snow   1   1. Clear   2. Cloudy   3. Rain   4. Fog   5. Sleet   6. Snow   1   1. Main   2. Yard   3. Siding   4. Industry   1   MAIN TRACK   2. Frack Type Used by Rail   2. Eguipment   2. Frack Type Used by Rail   2. Eguipment   2. Recorded   4. Industry   1   MAIN TRACK   2. Recorded   2. Eguipment   2. Recorded   3. Units   4. West   4. Recorded   3. Units   4. West   2. Recorded   4. Recorded	The contract of the contract o	STATE OF THE PARTY	g Code	1				Code
1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Neither   4   1. Highway User   2. Rail Equipment   3. Both   4. Rail Rail Rail Rail Rail Rail Rail Rail								-
20. State the name and quantities of the hazardous material released, if any  21. Temperature (specify if minus) 75 °F °F °F 1, Dawn 2, Day 3, Dusk 4, Dark 2 24. Type of Equipment Consist 1. Freight train 4. Work train 7, Yard/Switching (single entry) 2, Passenger train 6. Cut of care 9, Main, Inspect, care 1  27. FRA Track (Single entry) 2. Passenger train 6. Cut of care 9, Main, Inspect, care 1  28. Number of Care 2. Code 1, Dawn 2, Day 3, Dusk 4, Dark 2  29. Number of Care 3, Main, Inspect, care 4  29. Number of Care 3, Main, Inspect, care 4  29. Number of Care 3, Main, Inspect, care 4  29. Number of Care 4  29. Number of Care 4  29. Number of Care 4  29. Number of Care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 4  29. Number of Care 4  29. Number of Care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 5, Main, Inspect, care 4  29. Number of Care 6, Main, Inspect, care 6  29. Number of Care 6, Main, Inspect, care 6  20. Code (3) 07 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in the impact transporting hazardous mat	aterials?	1			Parada Cara Cara Cara Cara Cara Cara Cara		Code
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# TAB 5 Technical Memo 5

## Phase V Draft Final Report DATS QZ Feasibility Study

## Summary of the Feasibility Study

The Danville Area Transportation Study (DATS) Railroad Quiet Zone (QZ) Feasibility Study commenced in January 2014. Information was collected and developed to support the preparation of four Technical Memoranda which are included as Tabs to this study:

- I. Study Area Map and Project Objectives (Tab I)
- II. Existing Conditions (Tab II)
- III. Community Survey (Tab III)
- IV. Analysis and Recommendations for QZ Improvements (Tab IV)

## Phase I: Study Area Map and Proposed Objectives

A map of the Study Area was prepared which identified the appropriate railroad corridors by operating railroad including ownership. Included within this information was the number of trains per day on each of the corridors. Identified were certain key drivers which identified the locations of highway-rail grade crossings within the study area, along with existing development within the community. The map contains the locations of businesses and commercial developments as they currently exist. This map was submitted to DATS on January 31, 2014. The study area map was used as basis for developing that is presented in the feasibility study and the exhibits.

## Phase II: Existing Conditions

The Phase II Technical memorandum focused on evaluating the existing conditions of the highway rail grade crossing in the study area.

## **Existing Conditions**

On February 14, 2014, a field check was conducted to compare the existing conditions of each highway rail grade crossing in Danville and Catlin to the 2012 Illinois Commerce Commission (ICC) Grade Crossing Inventories. Table 2 presents the three crossings where the field conditions were not consistent with those on the ICC Grade Crossing Inventory forms.

Table 1: Update on Highway-Rail Grade Crossing Existing Conditions

Highway Rail Crossing	U.S. DOT Number	<b>Existing Condition</b>
Griffin Street	543151P	Crossing is out of service.
Daisy Lane	372813N	YIELD signs were added to existing cross bucks
North Michigan Avenue	372813N	YIELD signs were added to existing cross bucks.

There have been no upgrades by the railroads to the flashers only or gates and flashers at the highway-rail crossings. No highway-rail crossings are equipped with four-quadrant gates in Danville.

A check was made for highway-rail crossings that are on one-way streets within the study area as Supplemental Safety Measures (SSMs) may be more easily and less expensively installed at those locations. There were no locations within the City that met these criteria.

#### **Outreach to Public Service Agencies**

Subsequent to the completion the Phase II Technical memorandum, URS reached out to several public service agencies for their input regarding the implementation of a Quiet Zone(s) in Danville. The organizations contacted were:

- Village of Catlin
- Vermillion County Sheriff's Department
- Presence United Samaritan Medical Center
- City of Danville, Director of Public Safety
- Vermillion County Technology Services/Emergency Management Agency

The comments about general rail safety were wide ranging, but the comments specific to train horn noise were that the train horn blowing is inconsistent from train to train. In some cases the perception is that it is either excessive, or in some cases non-existent. None of the organizations contacted had a strong opinion about the implementation of a Quiet Zone, although there were negative comments about train horn noise in general.

#### **Rail Operations**

Through train observations and dispatch systems, it was verified that the majority of the trains operating through Danville are run through in nature. That is, trains do not stop in Danville for any pick up or delivery while en route to their final destinations. However, it was noted that there are about 18 trains per week that are "local" in nature and operate to and from a handful of Danville industries that are served by rail. From observations, approximately 90% of the trains in Danville operate as run-throughs.

#### **Regulation and Railroad Requirements**

On June 24, 2005, 49 Code of Federal Regulations (CFR) § Part 222 established the Train Horn Rule that set the rules for the nationwide standards for sounding train horns at public highway-rail grade crossings. Since that time, the railroads have worked closely with the Federal Railroad Administration (FRA) on establishing quiet zones nationwide. As a result, the railroads have established their own guidelines for establishing quiet zones. Table 2 presents the federal and railroad guidelines that were provided as Appendices to Technical Memorandum II.

Table 2: Federal and Railroad Guidelines on Establishment of Quiet Zones

Agency or Railroad	Document	Revision/Source
FRA	Guide to the Quiet Zone Establishment Process	September 2013
CSX Corporation (CSX)	Quiet Zone Proposals	Revised July 23, 2005
Norfolk Southern (NS)	Quiet Zone Information	www.nscorp.com

#### Phase III: Community Survey

To gage the impact of the train horn noise on the community, a survey was developed and distributed. Promotion of this survey was managed by DATS. Distribution of the surveys was accomplished through the use of a link on the DATS website and also hard copy via U.S. mail. Approximately 100 surveys were sent to businesses and private residences adjacent to the rail corridors in the study area. Additionally, 20 surveys were mailed directly to the Danville neighborhood associations. The survey was available to the public for approximately 30 days during the period from February 23 through March 24, 2014.

In total, there were 73 responses to the survey from community members. Although the number of responses was not statistically significant, a great deal of useful information was collected. To many residents the train horn and train idling noise were significant disruptors to their quality of life, to others the noise is just an accepted as living in an urban environment; and there was also the recognition by some that trains are important to Danville and train horn noise is just a fact of life.

The report quantifies, in some detail, the opinions of the residents; however most of the responses were received in the areas where train traffic and train horn noise could be problematic. Responses were heavy in the downtown, on the east side and near the area where CSX and NS meet; the locations of the responses are plotted on the map to help DATS make decisions regarding community impacts in specific neighborhoods. This information used to develop the quiet zone scenarios to be analyzed.

## Phase IV: Analysis and Recommendations of Quiet Zone Improvements

The analysis and recommendation component analyzes the feasibility for implementing quiet zones in the study area. Five different scenarios for consideration by of quiet zones were developed. The rationale is to illustrate a range of options available for consideration, based upon relative cost and also community impact.

Ranging all the way from a single highway-rail grade crossing to other scenarios that required multiple SSMs including highway-rail grade crossing closures was the objective of this section.

QZRI (Quiet Zone Risk Indicator) values were determined for each scenario from the FRA Quiet

Zone Calculator to illustrate relative costs of improvement and also to consider the location of the proposed quiet zone relative to the cost effectiveness of the impact to the businesses and resident. Also taken into account was the location of the survey responses received so as to be responsive to areas of the community with the greatest level of concern and disruption due to train horn noise. Finally, consideration for the locations of the highest train traffic is a factor as this would generate the highest number of train horn noise incidents per day that would be mitigated by a quiet zone. Lastly, we developed a path forward for the DATS to pursue a Quiet Zone and identified next steps in the process involving the railroads, the FRA, ICC, railroads and other interested parties.

#### Conclusion

The <u>Danville LRTP</u>: <u>Directions to 2035</u> presents the Quiet Zone issue as significant enough within the community for the it to be raised in Chapter 7 of the document under Rail and Aviation Recommendations and Performance measures. Item #3a states: "Identify potential improvements at at-grade crossings that would eliminate the need for trains to sound their horns at all at-grade rail crossings." While it is impractical financially to implement a Quiet Zone that contains the entire study area, it makes more sense to focus on selected areas where train noise greatly impacts the greatest number of citizens and is cost effective. This was the premise used in developing the scenarios contained in Technical Memorandum IV.

In reviewing the analysis of the scenarios proposed, it is recommended that consideration or quiet zone implementation is most feasible in the following ranking order.

- 1. Scenario B: Liberty Lane 4 Quad gates
- 2. Scenario A Catlin: Raised medians or channelization
- 3. Scenario D Northeast Danville: 4 Quad gates and closures
- 4. Scenario C Downtown: 4 Quad gates and closures
- 5. Scenario A Catlin: 4 Quad gates

Each of these has its strengths and weaknesses. Liberty Lane is a one-off example that will require a 4-quad gate installation with an immediate impact to the neighborhood. The Catlin median scenario is relatively less expensive but has significant challenges concerning traffic patterns in the community. Scenarios D and C requires substantial financial outlay for Quad Gates and the sometimes unpopular approach of closing existing grade crossings. Each of these scenarios are feasible Quiet Zones, but the local agency now needs to decide which are practical and financially feasible relative to municipal budgets. It is anticipated that each railroad will request a fee before commencing any work associated with a Quiet Zone; we would anticipate the City should expect at least \$25,000 as an upfront fee and perhaps more.

The use non-engineered or engineered ASMs (Alternative Safety Measures) are not recommended as a tool to reduce the Quiet Zone Risk Index. The Quiet Zone Risk Index must

be reduced to a level that is at or below either the Risk Index with Horns or the Nationwide Significant Risk Threshold in order to implement any Quiet Zone. The baseline information and required monitoring in order to establish a statistically valid violation rate is too unpredictable and will take too long to implement. A modified SSM which, because of its modified nature, becomes an ASM, is an acceptable method for application. The burden is on the local agency to develop the effectiveness rate but a modification to an SSM is acceptable. An example of this is a channelized median that does not meet the 100-foot approved length with a median length that is reduced to 75 feet, for example. ASMs will need to be discussed with the FRA, ICC, railroads and other key stakeholders during the crossing diagnostic review process.

The use of a fully compliant SSM to lower the QZRI rate is strongly recommended. This assures that the agency is not subject to the fluctuation of the Nationwide Significant Risk threshold (which can change annually). When the agency implements the appropriate SSM, a formal application to the FRA and approval is not necessary per 49 CFR §Part 222.39 (a) to implement the quiet zone.

The FRA also allows for the use a "Wayside Horn" in place of the locomotive horn. This horn is mounted at each highway rail grade crossing and is sounded at the approach of the train; the horn that is on the train itself is not sounded. Although the sound is focused towards the grade crossing itself, there is still a horn sounding when the train passes. The local agency can decide if this approach may be acceptable to the community, but there is still "horn noise" associated with each passing train.

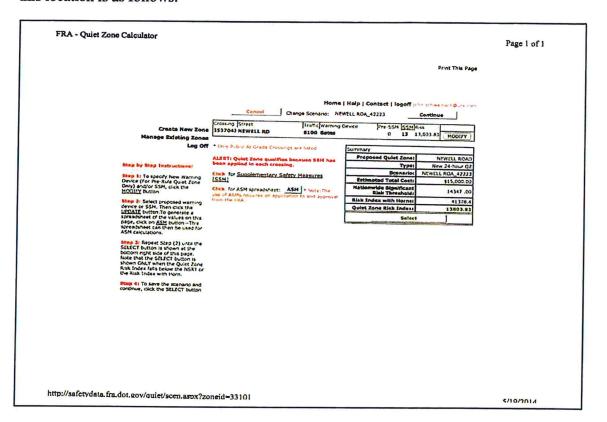
The objective of this study was to determine the Feasibility of a Quiet Zone or Quiet Zones implementations within the study limits. It is clear that there are several locations, described in the Scenarios A through E, which are certainly feasible and are worth pursuing with the FRA, ICC, railroads and other key stakeholders. Each of them has their own issues that need resolution. Those issues are best resolved during the Quiet Zone crossing diagnostic review process. Which proposed quiet zone to pursue is a function of key factors such as SSM cost, property acquisition, community interest, and maintenance expense to the local agency. The relative weight assigned to these factors will drive the decision making process to advance the Quiet Zone process.

#### **Newell Road**

As this document was going to print, URS received an inquiry from DATS to address the Newell Road location as an additional Quiet Zone scenario. Newell Road is outside the initial study area of the project but at DATS request, it will be addressed here.

Newell Road lies on the north end of the CSX route through Danville, approximately 2 miles north of Liberty Lane and is in a rural location. URS was asked to evaluate a stand-alone Quiet Zone for this location. At this location there may be a vehicular access issue because of the driveways that are within 100 feet of the grade crossing, but those issues may be worked out with

the property owners during the diagnostic phase. We do not believe that constant warning time or power out devices are in place at this location today. This crossing could be a prime candidate for the utilization of a raised median or channelization SSM to allow a Quiet Zone to be implemented. It is feasible for a Quiet Zone to be implemented at this location. The QZRI for this location is as follows:



## **CITY OF DANVILLE** Danville, Illinois

## **FINANCIAL STATEMENTS AND SUPPLEMENTARY INFORMATION**

YEAR ENDED APRIL 30, 2017

CliftonLarsonAllen LLP









## **TABLE OF CONTENTS**

	PAGE
FINANCIAL SECTION	
INDEPENDENT AUDITORS' REPORT	i
MANAGEMENT'S DISCUSSION AND ANALYSIS	iv
BASIC FINANCIAL STATEMENTS	
Government-Wide Financial Statements:	4
Statement of Net Position	
Fund Financial Statements:	∠
Balance Sheet – Governmental Funds	4
Reconciliation of the Balance Sheet of Governmental Funds to the	т
Net Position of Governmental Activities	5
Statement of Revenues, Expenditures, and Changes in Fund Balances –	
Governmental Funds	6
Reconciliation of the Statement of Revenues, Expenditures, and Changes	
in Fund Balances of Governmental Funds to the Statement of Activities	8
Statement of Net Position – Proprietary Funds	9
Statement of Revenues, Expenses, and Changes in Net Position –	
Proprietary Funds	10
Statement of Cash Flows – Proprietary Fund Types	
Statement of Fiduciary Net Position – Fiduciary Funds	
Statement of Changes in Fiduciary Net Position – Pension Trust Funds	14
Notes to Financial Statements	15

## **TABLE OF CONTENTS**

	PAGE
REQUIRED SUPPLEMENTARY INFORMATION	62
Schedule of Revenues, Expenditures, and Changes in Fund Balances –	
Budget and Actual (Budgetary Basis) – General Fund	63
Schedule of Revenues, Expenditures, and Changes in Fund Balances –	
Budget and Actual – (Budgetary Basis) Major Fund - Motor Fuel Tax	65
Schedule of Revenues, Expenditures, and Changes in Fund Balances –	
Budget and Actual – (Budgetary Basis) Major Fund – Danville Mass Transit	
Schedule of Employer Contributions	
Schedules of Funding Progress	68
Schedule in Changes in the Employer's Net Pension Liability	
and Related Ratios – Pension Plans	
Notes to Required Supplementary Information	72
OTHER SUPPLEMENTARY INFORMATION	
Combining Balance Sheet – General Fund By Account	77
Combining Statement of Revenues, Expenditures, and Changes in Fund Balance –	70
General Fund by Account  Combining Balance Sheet – Nonmajor Governmental Funds	
Combining Statement of Revenues, Expenditures, and Changes in	19
Fund Balance – Nonmajor Governmental Funds	စ္သဘ
Combining Statement of Fiduciary Net Position – Agency Funds	

## **TABLE OF CONTENTS**

	PAGE
STATISTICAL DATA  General Property Tax Information	
SINGLE AUDIT SECTION	88
INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS	89
INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE	91
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS	93
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS	94
SCHEDULE OF FINDINGS AND QUESTIONED COSTS	95





### INDEPENDENT AUDITORS' REPORT

Mayor and City Council City of Danville, Illinois

## **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of the City of Danville, Illinois (City), as of and for the year ended April 30, 2017, and the related notes to the financial statements, which collectively comprise the entity's basic financial statements as listed in the table of contents.

## Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

## Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.



We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

## **Opinions**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of the City of Danville, Illinois as of April 30, 2017, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## **Other Matters**

## Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the budgetary comparison information, schedules of employer contributions, schedule of funding progress, and schedule of changes in net pension liability and related ratios, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information or provide any assurance.

## Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City of Danville, Illinois' basic financial statements. The combining financial statements and the statistical data, as listed in the tables of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. The schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), is also presented for purposes of additional analysis and is not a required part of the basic financial statements.

The combining financial statements and the schedule of expenditures of federal awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The statistical data listed in the table of contents has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

## Other Reporting Required by Government Auditing Standards

Clifton Larson Allen LLP

In accordance with *Government Auditing Standards*, we have also issued our report dated November 20, 2017 on our consideration of the City of Danville's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the City of Danville's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City of Danville's internal control over financial reporting and compliance.

CliftonLarsonAllen LLP

Danville, Illinois November 20, 2017

## Management's Discussion and Analysis

As management of the City of Danville, Illinois (the City), we offer readers of these financial statements this narrative overview and analysis of the City of Danville's financial position and activity as of the fiscal year ending April 30, 2017. Please read in conjunction with the city's financial statements, which follow this section.

## The Statement of Net Position and the Statement of Fund Activities

In reviewing the financial statements of the City, everyone wants to know if the City as a whole is better off this year than last year as a result of our fiscal activities. The financial statements tell the story of the condition of the City as a whole. The government-wide statements report assets, deferred outflows of resources, liabilities, and deferred inflows of resources using the accrual basis of accounting, which is similar with the accounting used by most private-sector companies.

The City's financial statements show the impact of the Governmental Accounting Standards Board (GASB) Statements No. 67, Financial Reporting for Pension Plans, and No 68, Accounting and Financial Reporting for Pensions, which were designed to improve the accounting and financial reporting of public employee pensions by state and local governments that apply U. S. Generally Accepted Accounting Principles (GAAP). These two standards changed how governments calculate and report the costs and obligations associated with pensions to provide for more transparency, consistency and comparability across state and local governments. In compliance with GASB No. 67 and GASB No. 68 our net pension liabilities are now reported on the City's government statement of net position, which will provide our citizens and other users of our financial reports a clearer picture of the size and nature of the financial obligations to current and former employees for past services. The impact to our net position will be discussed below under financial highlights.

In this report you will see the City's net position and changes within them. You can think of the City's net position as the difference between total assets, deferred outflows of resources, total liabilities (including net pension liability), and deferred inflows of resources or as one way to measure the City's financial health and financial position. Over time, increases or decreases in the City's net position are one indicator of whether its financial health is improving or deteriorating. You will, however, need to consider other non-financial factors, such as changes in the City's property tax base, the City's overall economic conditions, and the condition of the City's infrastructure, to most accurately assess the overall health of the City.

## FINANCIAL HIGHLIGHTS

## **Government – Wide:**

- As of April 30, 2017, the City's total net position was (\$21,603,371), a decrease of \$3,303,377 from the City's total net position in 2016 of (\$18,299,994) related primarily to the pension liability and related changes in the deferred outflows and inflows as they relate to the pension liability. The 2017 business-type total net position showed a decrease of \$359,383 from the net position total for 2016 of \$10,723,148, for a total of \$10,363,765. Total change in net pension liability and related deferred outflows and inflows was \$223,215 from 2016.
- The governmental activities total net position decrease of \$2,943,994 was primarily a result of the recording of related pension liability and related deferred outflows and inflows of resources and restricted funds.

- Total current assets reported at year end 2017 for governmental activities are \$25,254,068 representing a slight increase from last fiscal year's total of \$24,992,299 or 1%.
- The business-type activities total current assets reported at year end are \$5,507,745, whereas last fiscal year the total was \$5,252,412 representing a 4.86% increase over last year.
- The City has \$120,536,790 in noncurrent liabilities at year end, which includes accumulated vacation and sick days, post-employment benefits, net pension liability and long-term debt including all general obligation bonds and notes payable. This represents an increase of \$246,803 from last year's total noncurrent liabilities, primarily due to long-term notes and bonds.
- The Deferred Inflows of Resources total of \$7,125,550 for 2017, shows an increase of \$2,658,622 (60%) over last year's total of \$4,466,928.
- As previously stated, none of the property taxes collected finance General Fund services. The
  funds collected through property taxes fund the Police and Fire pension and Danville Public
  Library.

For purposes of this report we can divide the City's basic financial statements (presented after the Management's Discussion and Analysis's report) into two major sections:

- 1. Governmental-wide financial statements Provides both long-term and short-term information about the City's overall financial status. The required financial statements include statement of net position, and statement of activities. The measurement focus is on economic resources, and accrual accounting is used. Assets, deferred outflows, liabilities, and deferred inflows include both financial and capital and are reported as short and long term. Revenues and expenses are included regardless of when cash is received or paid. The Danville Public Library is reported in this section as a Component Unit. A Component Unit is a legally separate entity, but is included in the City's financials because the City is responsible for levying the taxes that support this unit.
- 2. Fund Financial Statements Focuses on the individual parts of the City, reporting in more detail the City's operation. The fund financial statements provide detailed information about the most significant funds, but not the City as a whole. Some funds are required to be established by State Law and by bond covenants. However, the City Council establishes other funds to help it control and manage money for particular purposes (for example, the Capital Improvements Fund) or to show that it is meeting legal responsibilities for using certain taxes, grants, and other money (such as, grants received from the U. S. Department of Housing and Urban Development). The City's three types of funds are Governmental, Proprietary, and Fiduciary and each utilizes a different accounting approach.
  - Governmental Funds Most of the City's basic services are reported in governmental funds including, but not limited to, public safety (police and fire), public works (central vehicle maintenance, streets, parks and public property, and municipal pool), public affairs (finance, public affairs, general city government, office of city treasurer, legal department, city clerk, office of personnel and human relations, information systems, and engineering and urban services (engineering and environmental code enforcement). These financial statements focus on how money flows in and out of those funds, as well as the balances left at year-end available for spending. These funds are reported using the modified accrual method of accounting, which measures cash and all other financial assets that can readily be converted to cash. The governmental fund statements provide a detailed short-term view of the City's general government operations and the basic services it provides. Governmental fund information helps to determine whether there

are more or less financial resources that can be spent in the near future to finance the City's programs.

- <u>Proprietary Funds (Business-type)</u> When the City charges customers for the services it provides (whether to outside customers or to other units of the City), these services are generally reported in proprietary funds. The City charges residents (customers) a fee to help cover a portion or all of the cost of certain services it provides. The Solid Waste Management, Sanitary Sewer, and Harrison Park Golf Course are Proprietary Funds.
- <u>Fiduciary Funds</u> There are two components to Fiduciary funds including the Pension Trust fund and Agency funds. The City of Danville sponsors two pension trust funds: the Danville Police Pension Fund, and Danville Firefighter Pension Fund (Further information can be found in Note 7-Pension Plans). These funds are kept separate from the City's other financial statements because the City cannot use these assets to finance its operations. The City is responsible for ensuring that the assets reported in these funds are not used for the operation of the City. Agency funds (commonly referred to as "pass through funds") include Dependent Life Insurance, David S. Palmer Arena, and Evidence Holding funds that pass through the City.

**Notes to the basic Financial Statements** provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

**Required Supplementary Information** includes budgetary comparison schedules for the General Fund and major special revenue funds as well as required pension and other post-employment benefit information.

**Other Supplementary Information** includes combining statements for general and non-major governmental funds and agency funds.

## **Financial Analysis**

## **Primary Government**

## Statement of Net Position

The following chart reflects the condensed statement of net position (in millions): (Actual 2017 numbers found on page 1)

Condensed Statement of Net Position \* in 000

	Govern Activ			Busine Activ			To	otal			Net	%
	2017	/itie:	s 2016	2017	/ities	2016	2017		2016		net nange	change
	 2017		2010	2017		2010	2017		2010	Ci	ialiye	Change
Current and other assets	\$ 25.2	\$	25.0	\$ 5.5	\$	5.2	\$ 30.7	\$	30.2	\$	0.5	1.7%
Noncurrent /Capital assets	60.5		56.3	6.2		6.2	66.7		62.5		4.2	6.7%
Total assets	85.7		81.3	11.7		11.4	97.4		92.7		4.7	8.4%
Deferred outflows of resources												
Related to net pension liability	\$ 11.9	\$	15.4	\$ 0.1	\$	0.4	\$ 12.0	\$	15.8	\$	(3.8)	-24.1%
Current liabilities	\$ 2.8	\$	1.9	\$ 0.5	\$	0.2	\$ 3.3	\$	2.1	\$	1.2	57.1%
Noncurrent liabilities	119.8		119.4	0.7		0.9	120.5		120.3		0.2	0.2%
Total liabilities	\$ 122.6	\$	121.3	\$ 1.2	\$	1.1	\$ 123.8	\$	122.4	\$	1.4	57.3%
Deferred inflows of resources												
Related to net pension liability	\$ 2.6	\$	-	\$ 0.2	\$	-	\$ 2.8	\$	-	\$	2.8	1.0%
Subsequent year's property taxes	4.3		4.4	-		-	4.3		4.4		(0.1)	-2.3%
Total deferred inflows	\$ 6.9	\$	4.4	\$ 0.2	\$	-	\$ 7.1	\$	4.4	\$	2.7	-1.3%
Net Position:												
Net investment in capital assets	\$ 52.2	\$	49.6	\$ 6.1	\$	6.1	\$ 58.3	\$	55.7	\$	2.6	4.7%
Restricted	10.3		9.4	-		-	10.3		9.4		0.9	9.6%
Unrestricted	(94.4)		(88.0)	4.3		4.6	(90.1)		(83.4)		(6.7)	-8.0%
Total net position	\$ (31.9)	\$	(29.0)	\$ 10.4	\$	10.7	\$ (21.5)	\$	(18.3)	\$	(3.2)	6.2%

Total assets of the City increased from \$92.7 million as of April 30, 2016 to \$97.4 million as of April 30, 2017. This represents a \$4.7 million increase over last year or 8.4%. As illustrated in the chart above, there was an increase in Noncurrent/Capital assets and a slight increase in Current and other assets.

Total liabilities of the City as of April 30, 2017, increased \$1.4 million from last year's \$122.4 million. Of this amount, approximately \$111.5 million represents pension liability and \$6.4 million represents

debt from long-term notes and bond that will be paid over the next 11 years. The City's total net position for 2017 was (\$21.5) million; which is a further decrease in the net position of (\$3.2) or 6.2%.

The City's net position, (net investment in capital assets) was \$55.7 million as of April 30, 2016 and is \$58.3 million as of the April 30, 2017. This amount reflects the City's investment in capital assets (e.g. land, buildings, machinery, and equipment), less any related debt used to acquire those assets that is still outstanding. The City uses these capital assets to provide services to citizens and consequently, these assets are not available for future spending. The unrestricted change in net position from (\$83.4) million as of April 30, 2016 to (\$90.1) million as of April 30, 2017 represents a further decrease of \$6.7 million.

## Statement of Activities-Programs-Expenses

The following chart reflects the condensed statement of activities found on page 2 (in millions):

	Conde	ense	d Stater	men	t of Acti	ivitie	es * in (	000						
	Govern	nmer	ntal		Busine	ss-ty	/pe							
	Activities		5	Activities						tal			Net	%
	 2017		2016		2017		2016		2017		2016	c	hange	change
Revenues:														
Program Revenues														
Charges for services	\$ 2.7	\$	2.3	\$	6.5	\$	6.4	\$	9.2	\$	8.7	\$	0.5	5.7%
Operating grants and contributions	4.4		2.6						4.4		2.6		1.8	69.2%
Capital grants and contributions	4.6		-						4.6		-		4.6	0.0%
General revenues:													-	0.0%
Property Taxes	5.0		5.2						5.0		5.2		(0.2)	-3.8%
Other Taxes	25.9		26.0						25.9		26.0		(0.1)	-0.4%
Other/Transfers	0.1		0.9		0.1		0.1		0.2		1.0		(8.0)	-80.0%
Total revenues	\$ 42.7	\$	37.0	\$	6.6	\$	6.5	\$	49.3	\$	43.5	\$	5.8	13.3%
Expenses:														
General government	\$ 7.0	\$	6.4					\$	7.0	\$	6.4	\$	0.6	9.4%
Public safety	24.7		23.5						24.7		23.5		\$1.2	5.1%
Community development	3.2		2.2						3.2		2.2		\$1.0	45.5%
Public health and education	0.1		0.0						0.1		0.0		\$0.1	0.0%
Transportation	2.7		3.0						2.7		3.0		(\$0.3)	-10.0%
Streets	5.4		5.4						5.4		5.4		\$0.0	0.0%
Culture and recreation	2.2		1.8						2.2		1.8		\$0.4	22.2%
Interest on long-term debt	0.3		0.3						0.3		0.3		\$0.0	0.0%
Sanitary Sewer Department					3.7		3.0		3.7		3.0		\$0.7	23.3%
Harrison Park					0.4		0.4		0.4		0.4		\$0.0	0.0%
Solid Waste Management					2.8		2.6		2.8		2.6		\$0.2	7.7%
Total expenses	\$ 45.6	\$	42.6	\$	6.9	\$	6.0	\$	52.5	\$	48.6	\$	3.9	8.0%
Change in net position	\$ (2.9)	\$	(5.6)	\$	(0.3)	\$	0.5	\$	(3.2)	\$	(5.1)	\$	1.9	-37.4%

Total revenue for Governmental Activities for 2017 is \$42.7 million, up \$5.8 million or 13.1% from last year's total of \$37.0 million. Other Taxes are down approximately \$1 million or 3.7%, due to the decline in State Sales Tax and Home Rule Tax. Revenue for total Business-type Activities for 2017 showed a small change from last year. The construction of the Richard D. Brazda Bus Terminal was the primary reason for the increase in Capital Grants and contributions of \$5.4 million over last year. A combination of State and Federal grant dollars were used to construct the new bus terminal.

The total Governmental Activities Program expenses show an increase from \$42.6 million for 2016 to \$45.6 million for 2017 or 7%. Community Development showed the largest increase from \$2.2 to \$3.2 or 45% in expenses. Public Safety showed the second largest increase from \$23.5 million in 2016 to \$24.7 million or 5.1% in 2017. A large portion of this increase is due to Fire Division overtime. Public Health, Streets and Interest on long-term debt showed very little change in expenses. General government, Transportation and Culture and Recreation show a more modest increase. Governmental program expenses consist of \$24.7 million for Public Safety, \$7.0 million for General Government Activities, \$5.4 million for Streets, \$2.2 million for Culture and Recreation, \$2.7 million for Transportation, \$3.2 million for Community Development, and \$0.3 million for Interest on long-term debt. In 2017, Public Health and education (representing work done at the Landfill) had an increase in expenditure from 2016 to 2017 of \$9,530. Business-type program expenses consist of \$3.7 million for Sanitary Sewer, \$0.4 million for Harrison Park and \$2.8 million for Solid Waste funds as shown in the chart above.

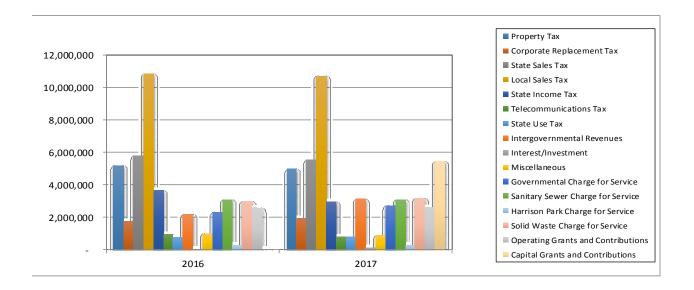
In 2017, the Sanitary Sewer had operating expenditures were in excess of operating revenue of approximately \$627,000 with operating revenues totaling \$3.1 million and operating expenditures totaling \$3.7 million. Last year the Sanitary Sewer fund had total operating revenues for 2016 of \$3.1 million compared to \$3.1 million in 2017. Total operating expenses of \$3.7 million for 2017 were up approximately \$700,000 from the total in 2016 of \$3.0 million. The Total Net Position for Sanitary Sewer for 2017 is \$7.8 million down \$703,000 or 78.3% from 2016 total of \$8.4 million, (actual amounts for 2017 are on pages 10).

In 2017, the Solid Waste fund had operating revenue in excess of operating expenditures totaling approximately \$429,000. The 2017 total Solid Waste operating revenues was \$3.2 million representing an increase of \$190,900 or 6% over last year's total of \$3 million. Total operating expenditures for 2017 was \$2.8 while in 2016 total operating expenses was \$2.6. This represents a decrease of approximately \$200,000 or 8%. Total Net Position for the Solid Waste fund for 2017 is \$2.5 million, up approximately \$383,000 over the 2016 total of \$2 million or 18.4%, (actual amounts for 2017 are on pages 10).

In 2017, Harrison Park fund had operating expenses in excess of operating revenue by \$32,932. In 2016, operating revenues were in excess of operating expenditures by \$95,367. Total operating revenue for Harrison Park was \$373,780 while operating expenditures were \$406,712. Revenues in 2017 show a decrease \$119,633. Total net position for Harrison Park fund for 2017 of \$182,732 is up down compared to 2016 totals of \$228,456 due primarily to the recording of the loan as stated above, (actual amounts for 2017 are on pages 10).

Other fund activity was within expectations and can be referenced in the financial statements.

The chart on the next page shows a comparison of the revenues received ending April 30, 2016 and April 30, 2017, (actual amounts for 2017 are on page 3).

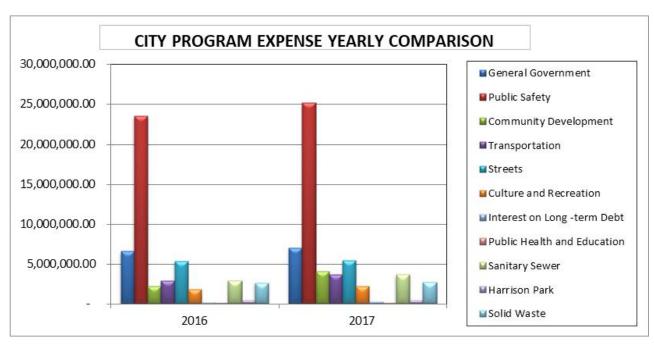


CITY GENERAL AND PROGRAM REVENUE DATA												
			Increase	Percent								
City Revenues	<u>2016</u>	<u>2017</u>	(Decrease)	<u>Change</u>								
Property Tax	5,178,647	4,994,371	(184,276)	-3.56%								
Corporate Replacement Tax	1,763,875	1,936,903	173,028	9.81%								
State Sales Tax	5,801,409	5,561,170	(240,239)	-4.14%								
Local Sales Tax	10,828,938	10,725,958	(102,980)	-0.95%								
State Income Tax	3,670,254	2,931,541	(738,713)	-20.13%								
Telecommunications Tax	941,804	797,279	(144,525)	-15.35%								
State Use Tax	777,395	807,766	30,371	3.91%								
Intergovernmental Revenues	2,178,870	3,142,046	963,176	44.21%								
Interest/Investment	16,461	152,178	135,717	824.48%								
Miscellaneous	981,716	917,833	(63,883)	-6.51%								
Governmental Charge for Service	2,347,254	2,725,164	377,910	16.10%								
Sanitary Sewer Charge for Service	3,069,236	3,069,640	404	0.01%								
Harrison Park Charge for Service	307,901	268,216	(39,685)	-12.89%								
Solid Waste Charge for Service	2,980,549	3,174,420	193,871	6.50%								
Operating Grants and Contributions	2,575,909	2,630,569	54,660	2.12%								
Capital Grants and Contributions	-	5,476,518	5,476,518	100.00%								
Total City Revenues	43,420,218	49,311,572	360,176	13.57%								

As with all municipalities, the City of Danville is supported by tax revenues from various sources. Total general and program revenues, which include revenues from state sales tax, corporate replacement tax, income tax, local taxes, property tax, charges for service, grants as well as other income generators, totaled \$49.3 million for the year ending April 30, 2017, without the transfer total. This total represents a 13.59% increase in general and program revenue over last year's total \$43.4, with the largest increase under Capital Grants and Contributions. Local Sales Tax shows a decrease of \$102,980, from last year representing a .95% decrease. State Sales Tax shows a decrease from last year of \$240,239 or -4.14% and Corporation Replacement Tax shows increase of \$173,028 or 9.81%, Telecommunication Tax shows decrease of \$144,525 or 15.35%, and State Use tax shows an increase of 3.91% over last year. As you can see from the chart above, State and Local Sales Tax account for the largest revenue source for the General Fund, with 2016 State and Local Sales Tax totaling \$16.8 million, compared to this year's total of \$16.2 million. This represents a 5.04% decrease from last year. This fiscal year the Mayor, City Council and the Administration made a decision to increase the Home Rule Tax by .50%. The revenue derived from this tax is to be used for Community Reinvestment.

Once again, the State of Illinois made a conservative effort to send the city's monthly payment of local shared revenue taxes in a timely manner. At the end of the fiscal year the State of Illinois was behind two months of Income Tax payments.

The following graph is a comparison of Program Expenses from fiscal year 2016 to fiscal year 2017 (actual dollar amounts found on page 2):



<u>Q</u>	CITY EXPENSE YEARLY COMPARISON DATA											
	<u>2016</u>	<u>2017</u>	Increase	<u>Percent</u>								
			(Decrease)	<u>Change</u>								
General Government	6,576,149	7,055,290	479,141	7.29%								
Public Safety	23,565,730	24,728,813	1,163,083	4.94%								
Community Development	2,232,674	3,160,366	927,692	41.55%								
Transportation	2,934,175	2,750,380	(183,795)	-6.26%								
Streets	5,334,116	5,482,242	148,126	2.78%								
Culture and Recreation	1,800,712	2,223,176	422,464	23.46%								
Interest on Long -term Debt	171,902	265,651	93,749	54.54%								
Public Health and Education	7,799	17,329	9,530	100.00%								
Sanitary Sewer	2,909,436	3,717,882	808,446	27.79%								
Harrison Park	409,756	419,743	9,987	2.44%								
Solid Waste	2,632,923	2,794,077	161,154	6.12%								
Total City Expenses	48,575,372	52,614,949	4,039,577	8.32%								

In comparing expenses for 2017 to 2016, you will notice that the expenses have increased by \$4 million (or 8.327%) from last year. This is primarily due to the fire department overtime, completion of the Richard D. Brazda Bus Terminal, sewer projects and Community Development projects.

As indicated in the chart above, Community Development had the highest significant change from \$2.2 million to \$3.2 million or a 41.55% increase over last year due primarily to Community Development projects done throughout the city. Interest on Long-term Debt has increased by 54.54% due to the insurance cost of new debt. The increase in Sanitary Sewer of 27.79% is due primarily to costs associated with the age of our sewer systems. The expenses for public safety show an increase from \$23.5 million to \$24.7 or 4.94% due primarily to Police and Fire Division overtime and recording of other post-employment benefits. General Government had increases in expenses of 7.29% over last year based primarily on personnel cost, legal services and increase in Public Building Committee lease. The other categories had smaller increases relating to personnel cost and operating needs. The Mayor, Department Heads, City Council, and Administration worked together to keep expenses down as much as the economy would allow.

On a modified accrual basis, the General Fund balance at end of fiscal year 2016 showed revenues, before other financing sources, exceeded expenditures by \$1,640,155 or 7.3%, this year revenues exceeded expenditures by only \$1,073,324 or 5.7%. The 2016 Fund balance for the General fund was \$6,923,086 compared to this year's total of \$6,906,025, representing a decrease of \$17,061 or .20% (actual data for 2017 found on page 6 and 7 of the financials).

This year in the Motor Fuel Tax fund (MFT), revenue exceeded expenditures by \$567,921. The total MFT operating revenues for 2017 were \$1,222,731 and expenditures in MFT were \$654,810 (actual numbers are on pages 6 and 7). The MFT fund balance at year end 2016 was \$6.4 million and in 2017 \$7.0 million, which represents a fund balance increase of \$567,921.

## **General Fund Budgetary Highlights**

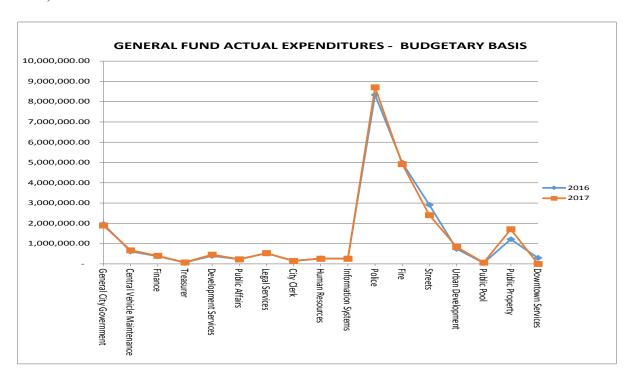
Over the course of the year, the City Council revised the City Budget numerous times, based primarily on the decline in revenues, emergency storm water repairs, fire department overtime and vehicle repairs. The budget was approved simultaneously with the Tax Levy in December. These budget amendments fall into three categories:

The first category includes amendments and supplemental appropriations that were approved as projects, and contracts that were competitively bid and were awarded higher than originally budgeted.

The second included Council approved increases in appropriations subsequent to the FY 2016-2017 budget passage. These appropriations were to adjust the original budget when departments submitted estimated year-end figures that exceeded current budgeted amounts.

Finally, the budget was amended during Council meetings near the end of the Fiscal Year and several Council meetings after the end of the Fiscal Year, to adequately account for the revenues and expenditures.

The following graph shows the General Fund actual expenditures – budgetary basis for the year ended April 30, 2016 and April 30, 2017, for each division (actual dollar amounts for 2017 are located on page 63-64):



General	Fund Actual I	Budget Compa	rison	
	<u>2016</u>	<u>2017</u>	Increase	<u>Percent</u>
			(Decrease)	<u>Change</u>
General City Government	1,960,190.00	1,893,372.00	(66,818.00)	-3.409%
Central Vehicle Maintenance	612,651.00	670,597.00	57,946.00	9.458%
Finance	376,030.00	399,511.00	23,481.00	6.244%
Treasurer	67,916.00	71,809.00	3,893.00	5.732%
Development Services	395,701.00	460,406.00	64,705.00	16.352%
Public Affairs	229,036.00	226,649.00	(2,387.00)	-1.042%
Legal Services	517,191.00	531,548.00	14,357.00	2.776%
City Clerk	150,867.00	148,199.00	(2,668.00)	-1.768%
Human Resources	264,236.00	257,614.00	(6,622.00)	-2.506%
Information Systems	261,781.00	254,954.00	(6,827.00)	-2.608%
Police	8,333,761.00	8,709,865.00	376,104.00	4.513%
Fire	4,997,245.00	4,926,169.00	(71,076.00)	-1.422%
Streets	2,910,922.00	2,407,301.00	(503,621.00)	-17.301%
Urban Development	744,626.00	838,316.00	93,690.00	12.582%
Public Pool	52,722.00	61,016.00	8,294.00	15.732%
Public Property	1,218,217.00	1,708,314.00	490,097.00	40.231%
Downtown Services	295,351.00	-	(295,351.00)	-100.000%
Total Actual General Fund Budget	23,388,443.00	23,565,640.00	177,197.00	0.758%

The above chart illustrates the difference in the actual expenditures – budgetary basis for General Fund from the 2015-16 and the 2016-17 Fiscal Year.

Although the Mayor, members of the City Council, and Administrative staff worked diligently to meet the FY 2016-2017 Budget as approved, it became difficult with the increase in overtime in the Fire and Police Division, legal fees associated with negotiations and litigations, materials needed for storm sewer repairs, emergency repairs needed for Fire apparatus and other personnel expenditures exceeding projections.

As shown in the chart above, there was an increase of only \$177,197 in the General Fund budgetary basis expenditures for 2017, as compared to 2016. The largest increase of 40.23% representing \$490,097 is in Public Property and was due to the decision at budget time to combine Parking and Central Services and Public Property. The second highest increase of \$376,104 or 4.5% is in Police and represents overtime costs and the increase in the Public Building Commission lease. The next highest increase in in Urban Development of \$93,690 or 12.582% which is due to consulting services for the Downtown TIF, License fee for the new software and other equipment needed for the implementation of the new software. The increase of \$64,705 or 16.35% in Development Services was due to the implementation of the new software, purchase of additional equipment and moving a supervisor from Public Works to Development Services. In Central Vehicle Maintenance there was an increase in expenditures of \$57,946 or 9.46% due to emergency repairs on fire apparatus and other vehicles. The following divisions had little changes in their budgets from last year: Treasurer, Finance, Legal and Public Pool.

Further, Downtown Services shows a 100% decrease as that division was combined with the Parks and Public Property to better serve the City. The Streets division shows the largest decrease of \$503,621 or -17.30%, due to two natural disasters in the prior fiscal year that caused major damage throughout the City, especially in the Storm Sewers. The City was fortunate in 2016-2017 to not have any major disasters, although there were still several storm sewer failures. The decrease of \$66,818 or 3.41% in General City was due primarily to the change made by the new insurance company that lowered the cost of the General Liability insurance. The other decreases were due to changes in personnel benefits or other contractual services.

The Financial policy requires the General Fund Reserve to be maintained at a minimum of \$1,200,000. This year we are still on target to meet that goal, but next year it will be a challenge with the settlement of the Fire Contract.

## **Capital Assets**

Changes to the Capital Assets as stated in the Noncurrent Asset section of the Statement of Net Position shows net changes (additions and deletions) in the following categories (2017 actual numbers can be found on page 1 of the financials:

## PRIMARY GOVERNMENT CAPITAL ASSETS - CAPITAL COMPARISON

	<u>2016</u>	<u>2017</u>	<u>Increase</u>	<u>Percent</u>
			(Decrease)	<u>Change</u>
Land	6,415,583	6,415,583	0.00	0.00%
Construction in Process	-	3,176,437	3,176,437	100.00%
Buildings and improvements	35,470,785	35,470,085	(700)	0.00%
Equipment Infrastructure	27,453,387	29,488,123	2,034,736	7.41%
Infrastructure	63,540,469	66,956,876	3,416,407	5.38%
Total, at cost	132,880,224	141,507,104	8,626,880	6.49%
Less accumulated depreciation	70,492,830	74,966,279	4,473,449	6.35%
Total non current assets	62,387,394	66,540,825	4,153,431	6.66%

At the end of April 30, 2017, the City had \$141.5 million invested in a broad range of Capital Assets (\$133.0 million-April 30, 2016), including police and fire equipment, buildings, park facilities, roads, bridges, public works equipment and sewer lines. After accumulated depreciation of \$75.0 million the total is \$66.5 million (\$62.5 million –April 30, 2016). These figures are derived from the Statement of Net Position on page 1 under Noncurrent Assets.

This fiscal year we had numerous projects underway: Richard D. Brazda Transfer Zone design which is paid for by State and Federal transportation dollars, engineering and several planning studies. The increase in the Construction in Process represents the amount needed to finish the Transfer Zone. We are still in design and development of multiple sewer projects that will require millions of dollars.

The City made the following vehicle and equipment purchases: 2-Ford F350 Super Cab, 2-Transit Buses (State/Federal dollars), 2-Toro Walk behind mowers, used Ford Van, 4-Porter Athletic Heavy Duty Recreation equipment, 3-2015 Ford Taurus, 2016 Ford F150 Super /Crew, Caterpillar Mini Excavator, Compressor, 2-SUVs, Seeder, Grapple Bucket, Spreader, Farebox, (State/Federal Dollars) Skidsteer, Tractor & Flex Wing Mower, 6-Mobile Lifts, Traffic Signal cabinet, Ford F-450 Truck, Ford F-250 Truck, Ford F-350, 2-Ford F-150, and 2016 Caterpillar 320 Excavator.

The City also purchased multiple buildings and dilapidated houses through the Vermilion County Tax Sale (a breakdown of capital assets by Governmental activities and Business-type Activities can be found in Note 5 pages 31-33).

## **Debt**

At year's end on April 30, 2017, the City had \$7.8 million in bonds, and notes payable while at the end of April 30, 2016, the City had \$6.5 million in bonds and notes payable; an increase of \$.9 million or 10%. The increase from April 2016 to April 2017 was due to the issuance of several notes totaling \$2.39 million for the following: HVAC System for City Hall, 2016 Caterpillar 320 Excavator, 299 Skid Steer and the demolition of two large structures. Further, during the final stages of construction completion of the Richard D. Brazda Bus Terminal a cash flow loan was needed to ensure contractors were paid in a timely manner.

During the Fiscal Year 2017, no new bonds were issued and \$922,819 of the new notes will be paid within a year. With a population of 33,027 (2010 Census), total debt per capita for 2017 is \$399.85, up \$42.50 or 16.44% from the 2016 total debt per capita of \$257.35. With the declining status of the State of Illinois bond rating, careful consideration will be given when determining funding for the completion of the Danville High School campus project, Riverfront Development, East Main Street Improvements, West Main Street Development and for redevelopment of blighted areas.

The Long-Term Debt service extends out to the year 2028 as listed in Note 6 on page 35 of the financial statements. The City's debt service requirements from General Obligation bonds will decrease until all bonds are paid off in 2028, unless new bonds are sold.

The Police and Fire Pension funds continue to be under-funded (see Note 7 – pages 44-55), however, the City annually consults with an independent actuary to determine the required funding levels and levies taxes accordingly. There are several factors that determine the amount of pension contributions including various investment returns, number and age of all participants in the pension plan, rate of salary increases, and the unfunded portion of the pension fund. The City's goal is to always contribute the amount per law to the pension funds to ensure their sustainability. The City's unfunded pension liabilities continue to put pressure on the City's financial condition. With new GASB standards in place, net pension liability year end 2017 is \$111,516,690, while last year's total was \$112,164,724. This small decrease indicates that the City is on the right track and needs to continue to find ways to decrease the net pension liability in order for the City to be sustainable again.

## ECONOMIC FACTORS AND NEXT YEAR'S BUDGETS AND RATE

Danville (population 33,027) is primarily a residential community located 3 miles from the Indiana state line, 130 miles southwest of Chicago, and located 30 miles east of the University of Illinois in Champaign-Urbana. The City's proximity to Interstate 74 has helped attract the majority of our Southgate and Eastgate industries. The City has 187 centered line miles of roadway and is 17.5 square miles geographically.

With a declining national economy, a history of unacceptable levels of unemployment, decline in the stock market, coupled with the financial condition of the State of Illinois and only a slight increase in the Equalized Assessed Valuation (EAV), the budget process was once again challenging. Each year we are challenged to propose a balanced budget and pass a Property Tax Levy with little to no increase in the projected Property Tax Rate, yet do so in light of rising Pension Fund obligations, increasing personnel costs, and material and commodity costs greater than in previous years. Due to the ever-growing reliance the Property Tax Levy and the Fiscal Year Budget have upon each other, once again we chose to approve the two simultaneously. With revenues projected to be lower than last year we had a challenging time balancing the budget to meet our short term goals. The Administration used the same philosophy as in years prior to budget according to the revenues received the prior year minus any one time revenues. The city administration looked at the number of personnel, health insurance cost, fuel cost, utilities and suggestions from Alderman and the citizens. The Mayor, City Council and Administration discussed the

current programs and services to determine if any could be eliminated or reduced. One of the reductions was to no longer mow lots that were not owned by the City. This allowed for a reduction in the number of auxiliaries hired for mowing.

The City's elected and appointed officials considered many factors when setting the Fiscal Year 2016-2017 Budget, including cash flow, services, programs, tax rates, the economy as a whole, and fees that will be charged for business-type activities. Changes in Governmental Accounting Standards Board (GASB) will have a negative result on the financial position of the city again until a sustainable plan is put in place to pay the pension obligations. Although the City is directing more funds to the Pension than ever before, our Moody's Investor rating went down two levels from an A3 to a Baa2 with a negative outlook, due primarily to the Net Pension Liability.

Budgetary considerations require that focused attention be directed toward the trends of expenditures and revenue sources. The Administration will be challenged to find opportunities to control expenses in this economic climate, and find even more efficient ways of delivering services to its constituents. Although, the Firefighters contract was settled in March the effect of the contract will not be felt until the 2017-18 budget. The retro pay will be paid out in 2017-18, and overtime will remain an issue. Other impacts in expenditures in this fiscal year include the negotiations with the Police officers, Police Command and Local 703 unions. With the negotiation of several union contracts, salaries, and benefits, employee costs remain estimated for a majority of our staff, and any increases to such have not totally been included in the current budget. We are always looking to attract new business.

## CONTACTING THE CITY'S FINANCIAL MANAGEMENT

This Financial Report is designed to provide our citizens, taxpayers, customers, investors and creditors with a general overview of the City's finances and to show the City's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact the Comptroller's Office, at the City of Danville, 17 W. Main Street, Danville, IL 61832.

## CITY OF DANVILLE, ILLINOIS STATEMENT OF NET POSITION April 30, 2017

		Primary Government						
	Governmental Activities	Business-Type Activities	Total	Component Unit  Danville Public  Library				
CURRENT ACCETS								
CURRENT ASSETS Cash	\$ 3,894,686	\$ 2,232,174	\$ 6,126,860	\$ 1,019,755				
Temporary investments	9,033,000	2,260,000	11,293,000	92,004				
Receivables	874,866	993,444	1,868,310	327				
Taxes receivable	4,347,814	-	4,347,814	1,782,901				
Prepaid items	895,210	15,611	910,821	12,002				
Internal balances	(6,516)			,				
Due from other governments	6,215,008		6,215,008					
Total current assets	25,254,068	5,507,745	30,761,813	2,906,989				
NONCURRENT ASSETS								
Receivables	146,154	-	146,154	-				
Capital assets not being depreciated:								
Land	6,134,573	281,010	6,415,583	-				
Construction in process	3,176,437	-	3,176,437	-				
Capital assets being depreciated:								
Buildings and improvements	18,309,067	17,161,018	35,470,085	-				
Equipment	23,462,175	6,025,948	29,488,123	3,066,203				
Infrastructure	66,956,876	-	66,956,876	-				
Less accumulated depreciation	57,706,518	17,259,761	74,966,279	2,701,327				
Total noncurrent assets	60,478,764	6,208,215	66,686,979	364,876				
TOTAL ASSETS	85,732,832	11,715,960	97,448,792	3,271,865				
DEFERRED OUTFLOWS OF RESOURCES								
Related to pension liability	11,433,613	76,766	11,510,379	35,829				
CURRENT LIABILITIES								
Accounts payable	582,809	308,741	891,550	9,230				
Accrued expenses	386,204	119,563	505,767	79,513				
Due to other governments	13,021	119,303	13,021	77,313				
	13,021	25 165		-				
Advance payments	200 100	25,165	25,165	-				
Current portion accumulated vacation and sick days Current portion of long-term notes and bonds	380,196 1,467,819	26,458 14,513	406,654 1,482,332	-				
			1,402,332					
Total current liabilities	2,830,049	494,440	3,324,489	88,743				
NONCURRENT LIABILITIES								
Net pension liability	111,031,136	485,554	111,516,690	221,489				
Other post-employment benefits	879,157	126,744	1,005,901	45,096				
Noncurrent portion of accumulated vacation and sick days	1,520,783	106,145	1,626,928	-				
Noncurrent portion of long-term notes and bonds	6,341,952	45,319	6,387,271					
Total noncurrent liabilities	119,773,028	763,762	120,536,790	266,585				
Total liabilities	122,603,077	1,258,202	123,861,279	355,328				
DEFERRED INFLOWS OF RESOURCES								
Related to pension liability	2,182,690	170,759	2,353,449	77,116				
Subsequent year's property taxes	4,347,814		4,347,814	1,782,901				
	6,530,504	170,759	6,701,263	1,860,017				
NET POSITION								
Net investment in capital assets	52,223,427	6,148,383	58,371,810	364,876				
Restricted for streets and transportation	7,340,352	-, -,	7,340,352	-				
Restricted for retirement	50,534	_	50,534	_				
Restricted for community development	1,857,066	_	1,857,066	_				
Restricted for public health and education	886,263	_	886,263	_				
Restricted for public safety	67,796	-	67,796	-				
Restricted for debt	61,043	_	61,043					
Restricted for library	-	-	-	108,534				
Unrestricted	(94,453,617	4,215,382	(90,238,235)	618,939				
TOTAL NET POSITION	\$ (31,967,136)	\$ 10,363,765	\$ (21,603,371)	\$ 1,092,349				

## CITY OF DANVILLE, ILLINOIS STATEMENT OF ACTIVITIES

Year Ended April 30, 2017

Net (Expense) Revenue and

							Cha	Component		
		_	]	Program Revenu	es		Pr	imary Governme	nt	Unit
	<u>Expense</u>	Expenses C		Operating Grants and Contributions	Capital Grants an Contribution	d	Governmental Activities	Business- Type Activities	Total	Danville Public Library
PROGRAMS										
Governmental activities:										
General government	\$ 7,05	,290 \$	1,838,033	\$ 16,535	\$	-	\$ (5,200,722)	\$ -	\$ (5,200,722)	\$ -
Public safety	24,72	,813	529,349	-		-	(24,199,464)	-	(24,199,464)	-
Community development	3,160	,366	-	742,879		-	(2,417,487)	-	(2,417,487)	-
Public health and education	1′	,329	-	-		-	(17,329)	-	(17,329)	-
Transportation	2,750	,380	333,495	1,871,155	5,476,	518	4,930,788	-	4,930,788	-
Streets	5,482	,242	-	-		-	(5,482,242)	-	(5,482,242)	-
Culture and recreation	2,22	,176	24,287	-		-	(2,198,889)	-	(2,198,889)	-
Interest on long-term debt	26:	,651		-			(265,651)		(265,651)	
Total governmental activities	45,683	,247	2,725,164	2,630,569	5,476,	518	(34,850,996)		(34,850,996)	
Business-type activities:										
Sanitary Sewer Department	3,71	,882	3,069,640	-		-	-	(648,242)	(648,242)	-
Harrison Park	419	,743	268,216	-		-	-	(151,527)	(151,527)	-
Solid Waste Management	2,794	,077	3,174,420					380,343	380,343	
Total business-type activities	6,93	,702	6,512,276					(419,426)	(419,426)	
Component Unit:										
Danville Public Library	1,853	,940	17,190	1,864	48,	473				(1,788,277)
TOTAL	\$ 54,466	<u>,889</u> <u>\$</u>	9,254,630	\$ 2,632,433	\$ 5,524,	991	(34,850,996)	(419,426)	(35,270,422)	(1,788,277)

General Revenues:					
Property taxes	\$	4,994,371 \$	-	\$ 4,994,371 \$	1,717,993
Corporate personal property replacement taxes		1,936,903	-	1,936,903	-
State sales taxes		5,561,170	-	5,561,170	-
Local sales tax		10,725,958	-	10,725,958	-
State income tax allocation		2,931,541	-	2,931,541	-
Telecommunication tax		797,279	-	797,279	-
State use tax		807,766	-	807,766	-
Intergovernmental revenues		3,142,046	-	3,142,046	-
Interest/investment income		115,433	36,745	152,178	2,148
Miscellaneous		736,519	181,314	917,833	18,615
Transfers	_	158,016	(158,016)		
Total general revenues and transfers	_	31,907,002	60,043	31,967,045	1,738,756
Change in net position		(2,943,994)	(359,383)	(3,303,377)	(49,521)
NET POSITION - BEGINNING OF YEAR		(20.022.142)	10 722 149	(18 200 004)	1 1/1 970
NET FOSTITON - DEGINNING OF TEAR	_	(29,023,142)	10,723,148	(18,299,994)	1,141,870
NET POSITION - END OF YEAR	\$	(31,967,136) \$	10,363,765	\$ (21,603,371) \$	1,092,349
MET TOSTITON - END OF TEAR	D.	(31,707,130) \$	10,505,705	φ (∠1,003,3/1) φ	1,052,349

### CITY OF DANVILLE, ILLINOIS BALANCE SHEET GOVERNMENTAL FUNDS April 30, 2017

		General		Motor		Danville		Bond and	2009		Nonmajor Governmental	G	Total overnmental
		Fund	_	Fuel Tax	N	Mass Transit	_	Interest	Debt Service		Funds	_	Funds
ASSETS													
Cash	\$	1,556,872	\$	69,670	\$	255,240	\$	36,251	63,745	\$	1,878,347	\$	3,860,125
Temporary investments	Ψ	32,000	φ	6,918,000	Φ	233,240	Ψ	50,251	05,745	Ψ	2,083,000	Ψ	9,033,000
Receivables:		32,000		0,710,000							2,005,000		7,033,000
Taxes, net of allowance for													
estimated Uncollectibles		235,552		_		_		_	_		4,112,262		4,347,814
Other - current		557,948		1,282		_		_	_		298,483		857,713
Other - noncurrent		-		-,		_		_	_		146,154		146,154
Prepaid items		824,989		-		70,221		_	_		-		895,210
Due from other funds		45,000		-		_		_	_		_		45,000
Advance from other funds		735,734		-		_		_	_		_		735,734
Due from other governments		5,005,464		72,311		817,352		_	_		319,881		6,215,008
	-	2,002,001	_	, =,e	_		_			_	,	_	0,210,000
TOTAL ASSETS	\$	8,993,559	\$	7,061,263	\$	1,142,813	\$	36,251	\$ 63,745	\$	8,838,127	\$	26,135,758
LIABILITIES													
Accounts payable	\$	107,093	\$	22,162	\$	338,309	\$	-	\$ -	\$	115,245	\$	582,809
Accrued expenses		228,294		-		17,052		-	-		33,771		279,117
Due to other funds		-		-		40,000		-	-		5,000		45,000
Advance to other funds		-		-		735,734		-	-		-		735,734
Due to other governments		1,303	_	-	_	11,718	_	-		_	<u> </u>	_	13,021
Total liabilities		336,690		22,162	_	1,142,813				_	154,016	_	1,655,681
DEFERRED INFLOWS OF RESOURCES													
Unavailable revenue		1,515,292		_		_		_	_		67,868		1,583,160
Subsequent year's property taxes		235,552		_		_		_	_		4,112,262		4,347,814
Subsequent years property unto		230,002	_		_		_			_	1,112,202	_	1,5 17,011
Total deferred inflows of resources		1,750,844	_		_		_			_	4,180,130	_	5,930,974
FUND BALANCE													
Nonspendable:													
Prepaids		824,989		-		70,221		-	-		-		895,210
Noncurrent receivables		735,734		-		-		-	-		-		735,734
Restricted:													
Retirement		-		-		-		-	-		50,534		50,534
Public health and education		-		-		-		-	-		886,263		886,263
Public safety		-		-		-		-	-		67,796		67,796
Community development		-		-		-		-	-		1,857,066		1,857,066
Transportation		-		-		-		-	-		6,602		6,602
Streets		-		7,039,101		-		-			294,649		7,333,750
Debt service		-		-		-		36,251	63,745		68,134		168,130
Committed:											,		*
Community development		_		-		_		_	_		38		38
Capital projects		-		-		-		-			879,886		879,886
Assigned:											,		
General and administrative		36,500		-		_		_	_		_		36,500
Capital projects		-		-		_		_	_		416,240		416,240
Unassigned		5,308,802		-		(70,221)		_	_		(23,227)		5,215,354
Total fund balance	_	6,906,025		7,039,101	_		_	36,251	63,745		4,503,981		18,549,103
	-	·			_					-			
TOTAL LIABILITIES, DEFERRED INFLOWS		0.000		<b>5</b> 000	_	, ,	_			_			06105-55
OF RESOURCES AND FUND BALANCE	\$	8,993,559	\$	7,061,263	\$	1,142,813	\$	36,251	\$ 63,745	\$	8,838,127	\$	26,135,758

The accompanying notes are an integral part of the financial statements.

## CITY OF DANVILLE, ILLINOIS RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS TO THE NET POSITION OF GOVERNMENTAL ACTIVITIES April 30, 2017

FUND BALANCES - TOTAL GOVERNMENTAL FUNDS	\$	18,549,103
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets used in governmental activities are not financial resources, therefore, are not reported in the funds.		60,332,610
Deferred inflows of resources related to taxes receivable are not available until future periods; therefore, they are not reported in the funds.		1,583,160
Net deferred outflows of resources related to pensions are applicable to future periods; therefore, they are not reported in the funds		9,250,923
Internal service fund is used by management to charge the costs of health insurance to individual funds. A portion of the assets and liabilities of the internal service fund are included in governmental activities in the statement of net position.		45,198
Long-term liabilities are not due and payable in the current period and therefore are not reported in the funds. These liabilities consist of:		
	,900,979)	
*	,031,136)	
* *	(879,157)	
* *	,275,000)	
	(107,087)	
<del></del>	,534,771)	
Total long-term liabilities	_	(121,728,130)
Net position of governmental activities	<u>\$</u>	(31,967,136)

# CITY OF DANVILLE, ILLINOIS STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES GOVERNMENTAL FUNDS Year Ended April 30, 2017

											Nonmajor		Total
		General Fund		Motor Fuel Tax	Danville Mass Transit		Bond and Interest	2009 Debt Service		Governmental Funds		Governmental Funds	
REVENUES													
Taxes	\$	1,365,855	\$	-	\$ -	\$	-	\$	117,848	\$	6,004,047	\$	7,487,750
Intergovernmental		20,480,136		1,108,958	6,390,942		-		-		2,108,351		30,088,387
Licenses and permits		857,228		-	-		-		-		-		857,228
Charges for services		1,005,092		-	333,495		-		-		17,912		1,356,499
Fines and forfeits		511,437		-	-		-		-		-		511,437
Miscellaneous		589,109		113,773	 15,528		280		484		132,778		851,952
Total revenues		24,808,857		1,222,731	6,739,965		280		118,332	_	8,263,088		41,153,253
EXPENDITURES													
Current:													
General government		5,849,310		-	-		-		-		-		5,849,310
Public safety		13,598,236		-	-		-		-		5,321,370		18,919,606
Community development		-		-	-		-		-		3,160,366		3,160,366
Public health and education		-		-	-		-		-		17,329		17,329
Transportation		-		-	2,342,409		-		-		-		2,342,409
Streets		2,170,913		461,752	-		-		-		-		2,632,665
Culture and recreation		1,717,702		-	-		-		-		-		1,717,702
Capital outlay		399,372		193,058	4,430,236		_		_		2,469,098		7,491,764
Debt service:		•		,	, ,								
Principal		-		-	-		455,000		235,000		362,275		1,052,275
Interest					 -		19,196		156,827		87,637		263,660
Total expenditures	_	23,735,533		654,810	6,772,645		474,196		391,827		11,418,075		43,447,086
Excess (deficiency) of revenues													
over expenditures	_	1,073,324	_	567,921	 (32,680)		(473,916)		(273,495)		(3,154,987)		(2,293,833)

						Nonmajor	Total
	General Fund	Motor Fuel Tax	Danville Mass Transit	Bond and Interest	2009 Debt Service	Governmental Funds	Governmental Funds
OTHER FINANCING SOURCES (USES)							
Loan proceeds	-	-	500,000	-	-	1,889,655	2,389,655
Transfers in	886,421	-	-	465,079	273,990	1,556,536	3,182,026
Transfers out	(1,976,806)		(467,320)			(579,884)	(3,024,010)
	(1.000.005)		22 (00	465.050	252 000	2.044.207	2.5.15 (51)
Total other financing sources (uses)	(1,090,385)		32,680	465,079	273,990	2,866,307	2,547,671
Net change in fund balance	(17,061)	567,921	-	(8,837)	495	(288,680)	253,838
FUND BALANCE, BEGINNING OF YEAR	6,923,086	6,471,180		45,088	63,250	4,792,661	18,295,265
FUND BALANCE, END OF YEAR	\$ 6,906,025	\$ 7,039,101	\$ -	\$ 36,251	\$ 63,745	\$ 4,503,981	\$ 18,549,103

## CITY OF DANVILLE, ILLINOIS RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES Year Ended April 30, 2017

NET CHANGE IN FUND BALANCES - TOTAL GOVERNMENTAL FUNDS	\$	253,838
amounts reported for governmental activities in the statement of activities are different because:		
Revenues that are not available to pay current obligations are not reported in the fund financial statement, but they are presented in the statement of activities. The effect of the change from prior year is a reconciling item.		(247,326)
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense.		
Capital outlay, includes contributed capital of \$1,974,822 Depreciation expense	\$ 9,167,074 (4,992,021)	4,175,053
Note payable proceeds provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statement of net position. Repayment of bond principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statement of net position. This amount is the net effect of these differences in the treatment of long-term debt and related items.		
Debt proceeds Principal repayments Accrued interest		(2,389,655) 1,052,275 (1,991)
Some expenditures reported in the Statement of Activities do not require the use of current financial resources and therefore are not reported in the governmental funds		
Change in OPEB liability		98,457 66,714
Governmental funds report pension contributions as expenditures when made. However, in the Statement of Activities, pension expense is the cost of benefits earned, adjusted for member contributions, the recognition of changes in deferred outflows of resources related		
to pensions, and the investment experience.		(5,736,861)
Internal service funds are used by management to charge the costs of insurance to individual funds. A portion of the net expenditure of internal service funds is reported with governmental activities.		(214.400)
internal service funds is reported with governmental activities	-	(214,498)
CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES	<u>\$</u>	(2,943,994)

## CITY OF DANVILLE, ILLINOIS STATEMENT OF NET POSITION PROPRIETARY FUNDS April 30, 2017

	B	usiness-Type Activities Enterprise Funds	8		Governmental Activities - Internal Service
	Sanitary Sewer Department	Harrison Park	Solid Waste Management	Total	Health Insurance Fund
CURRENT ASSETS					
Cash	\$ 1,492,500				\$ 34,561
Temporary investments Receivables, net	1,260,000 495,901		1,000,000 496,825	2,260,000 993,444	17,153
Prepaid items	6,497		8,153	15,611	
Total current assets	3,254,898	32,546	2,213,785	5,501,229	51,714
NONCURRENT ASSETS					
Land	10,200		74,145	281,010	-
Buildings and improvements	16,338,563		2 060 102	17,161,018	-
Equipment Total at cost	2,305,917		3,069,182	6,025,948	
Total, at cost Less accumulated depreciation	18,654,680 13,427,078		3,143,327 2,481,107	23,467,976 17,259,761	<u> </u>
Total noncurrent assets	5,227,602	318,393	662,220	6,208,215	
TOTAL ASSETS	8,482,500	350,939	2,876,005	11,709,444	51,714
DEFERRED OUTFLOWS OF RESOURCES					
Deferred amount related to pensions	30,679	15,407	30,680	76,766	
CURRENT LIABILITIES					
Accounts payable	273,536		18,640	308,741	-
Accrued payroll and other expenses	108,388		9,907	119,563	-
Accumulated vacation and sick days Advance payments	13,082	2,447 25,165	10,929	26,458 25,165	-
Notes payable, current portion		14,513		14,513	
Total current liabilities	395,006	59,958	39,476	494,440	
LONG-TERM LIABILITIES					
Net pension liability	217,185	51,184	217,185	485,554	-
Otherpost-employement benefits	55,325		65,384	126,744	-
Accumulated vacation and sick days Notes payable, less current portion	52,330	10,101 45,319	43,714	106,145 45,319	
Total long-term liabilities	324,840	112,639	326,283	763,762	
TOTAL LIABILITIES	719,846	172,597	365,759	1,258,202	
DEFERRED INFLOWS OF RESOURCES					
Deferred amount related to pensions	79,871	11,017	79,871	170,759	
NET POSITION					
Net investment in capital assets	5,227,602		662,220	6,148,383	-
Unrestricted	2,485,860	(75,829)	1,798,835	4,208,866	51,714
Total net position	\$ 7,713,462	\$ 182,732	\$ 2,461,055	10,357,249	\$ 51,714
Adjustment to reflect the consolidation of internal serv	ice fund activities related to	enterprise funds.		6,516	
Net position of business-type activities				\$ 10,363,765	

#### CITY OF DANVILLE, ILLINOIS STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION PROPRIETARY FUNDS Year Ended April 30, 2017

		Business-Type Activities Enterprise Funds							Governmental Activities - Internal Service	
		anitary Department		Harrison Park		d Waste nagement		Total	Hea	lth Insurance Fund
OPERATING REVENUES										
Charges for services	\$	3,069,640	S	268,216	\$	3,174,420	s	6,512,276	s	4,358,221
Miscellaneous		23,189		105,564		52,561		181,314		471
Total operating revenues		3,092,829		373,780		3,226,981		6,693,590		4,358,692
OPERATING EXPENSES										
Personnel services		1,376,524		213,208		1,567,140		3,156,872		4,566,699
Supplies and materials		214,258		91,431		251,337		557,026		-
Other services and charges		984,774		16,753		20,725		1,022,252		-
Contractual services		610,980		36,644		849,277		1,496,901		-
Capital outlay		60,819		3,500		-		64,319		_
Depreciation		473,371		45,176		108,960		627,507		
Total operating expenses		3,720,726		406,712		2,797,439		6,924,877		4,566,699
Operating income (loss)		(627,897)		(32,932)		429,542		(231,287)		(208,007)
NON-OPERATING REVENUES (EXPENSES)										
Interest income		23,446		549		12,750		36,745		25
Interest expense			-	(13,341)		-		(13,341)		
Total non-operating revenues (expenses)		23,446		(12,792)		12,750		23,404		25
Income (loss) before transfers		(604,451)		(45,724)		442,292		(207,883)		(207,982)
TRANSFERS										
Transfers out		(99,062)	-			(58,954)		(158,016)		
CHANGE IN NET POSITION		(703,513)		(45,724)		383,338		(365,899)		(207,982)
TOTAL NET POSITION, BEGINNING OF YEAR		8,416,975		228,456		2,077,717				259,696
TOTAL NET POSITION, END OF YEAR	\$	7,713,462	\$	182,732	\$	2,461,055			\$	51,714
Adjustment to reflec	et the consolidation	n of internal ser	vice fun	d activities relate	ed to ent	erprise funds		6,516		
u u						•		(250, 292)		
	Change in	net bosition of	ousmess	s-type activities s	statemen	t of activities	<b>D</b>	(359,383)		

The accompanying notes are an integral part of the financial statements.

### CITY OF DANVILLE, ILLINOIS STATEMENT OF CASH FLOWS PROPRIETARY FUND TYPES Year Ended April 30, 2017

Governmental

	Sanitary r Department	Н	larrison Park	 olid Waste anagement	 Total	Inte	activities - rnal Service th Insurance Fund
CASH FLOWS FROM OPERATING ACTIVITIES  Cash received from customers including cash deposits  Cash paid to suppliers and for claims  Cash paid to employees  Cash paid to others	\$ 3,155,395 (1,549,464) (1,277,750)	\$	360,448 (127,591) (198,694)	\$ 3,162,363 (1,081,852) (1,456,586)	\$ 6,678,206 (2,758,907) (2,933,030)	\$	4,355,385 (4,566,699) - -
Net cash provided by (used in) operating activities	 328,181		34,163	 623,925	 986,269		(211,314)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES Cash transfers to other funds	 (99,062)		<u> </u>	 (58,954)	 (158,016)		
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES Principal payments on notes payable Interest paid on notes payable Purchase of property and equipment	 (225,040)		(14,794) (13,341) (4,100)	 - - (376,864)	 (14,794) (13,341) (606,004)		- - -
Net cash used in capital and related financing activities	 (225,040)		(32,235)	 (376,864)	 (634,139)		<u> </u>
CASH FLOWS FROM INVESTING ACTIVITIES Interest received Proceeds from sale of investments	 23,446 2,320,000		549	 12,750 1,389,000	 36,745 3,709,000		25
Net cash provided by investing activities	 2,343,446		549	 1,401,750	 3,745,745		25
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	2,347,525		2,477	1,589,857	3,939,859		(211,289)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	 404,975		28,390	 118,950	 552,315		245,850
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 2,752,500	\$	30,867	\$ 1,708,807	\$ 4,492,174	\$	34,561

	Sanitary r Department	I	Harrison Park	 lid Waste nagement	 Total	A	vernmental activities - rnal Service th Insurance Fund
CASH FLOWS FROM OPERATING ACTIVITIES							
Operating income (loss)	\$ (627,897)	\$	(32,932)	\$ 429,542	\$ (231,287)	\$	(208,007)
Adjustments to reconcile operating income (loss) to net cash							
provided by (used in) operating activities:							
Depreciation	473,371		45,176	108,960	627,507		-
Loss on disposal of capital assets	119		-	-	119		-
Effects of changes in operating assets and liabilities:							
Receivables	38,964		-	(64,618)	(25,654)		(2,836)
Prepaid expenses	7,494		1,863	8,645	18,002		-
Accounts payable and accrued payroll	283,329		17,245	(35,534)	265,040		-
Other current liabilities	(5,633)		113	6,147	627		-
Net pension liability	(124,823)		(17,217)	(124,823)	(266,863)		-
Deferred outflows of resources related to pension	149,359		20,601	149,359	319,319		-
Deferred inflows of resources related to pension	79,871		11,017	79,871	170,759		-
Advance payments	-		(7,738)	-	(7,738)		-
Other post-employment benefits	55,325		6,035	65,384	126,744		-
Due to other funds	 (1,298.00)		(10,000)	 992.00	 (10,306)		(471)
NET CASH PROVIDED BY (USED IN)							
OPERATING ACTIVITIES	\$ 328,181	\$	34,163	\$ 623,925	\$ 986,269	\$	(211,314)

## CITY OF DANVILLE, ILLINOIS STATEMENT OF FIDUCIARY NET POSITION FIDUCIARY FUNDS April 30, 2017

	<u> </u>	Pension rust Funds	Agency Funds			Total	
ASSETS							
Cash	\$	1,159,968	\$	157,472	\$	1,317,440	
Investments:							
Money market funds		-		160,000		160,000	
Treasury notes		1,269,943		-		1,269,943	
US government agencies		3,596,441		-		3,596,441	
Bonds		6,122,024		-	6,122,024		
Mutual funds		15,423,415		-		15,423,415	
Receivables:							
Accounts		-		63,464		63,464	
Accrued interest		72,442				72,442	
TOTAL ASSETS		27,644,233		380,936		28,025,169	
LIABILITIES							
Accounts payable		-		149,957		149,957	
Due to others				230,979		230,979	
Total liabilities		<u>-</u>		380,936		380,936	
NET POSITION	Φ.	25 (44 222	Ф		ф	25 < 14 262	
Held in trust for pension benefits	\$	27,644,233	\$		\$	27,644,233	

## CITY OF DANVILLE, ILLINOIS STATEMENT OF CHANGES IN FIDUCIARY NET POSITION PENSION TRUST FUNDS Year Ended April 30, 2017

## ADDITIONS

Contributions	
Employer	\$ 5,226,812
Plan members	705,456
Total contributions	5,932,268
Investment income	
Net appreciation in fair value of investments	1,829,054
Interest and dividends	554,370
Total investment income	2,383,424
Less investment expense	110,774
Net investment income	2,272,650
Total additions	8,204,918
DEDUCTIONS	
Benefits	6,717,490
Administrative expense	95,020
Total deductions	6,812,510
CHANGE IN NET POSITION	1,392,408
NET POSITION HELD IN TRUST FOR	
PENSION BENEFITS, BEGINNING OF YEAR	26,251,825
NET POSITION HELD IN TRUST FOR	
PENSION BENEFITS, END OF YEAR	\$ 27,644,233

## CITY OF DANVILLE, ILLINOIS NOTES TO FINANCIAL STATEMENTS April 30, 2017

## **NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

City of Danville, Illinois (City) is a municipality located in Central Illinois. Revenues are substantially generated as a result of taxes assessed and allocated to the City (examples would be property, sales, income, and motor fuel taxes), charges for services performed and governmental grants. Revenues are therefore dependent on the economy within the territorial boundaries of the City and nearby surrounding area and the appropriations of entitlements at the State and Federal Government level. Taxable industry within the area is primarily manufacturing and retail. The surrounding area has a substantial agricultural base.

The following is a summary of the significant accounting policies of the City.

## PRINCIPLES USED TO DETERMINE THE SCOPE OF THE REPORTING ENTITY

The definition of the reporting entity is based primarily on the notion of financial accountability. A primary government is financially accountable for the organizations that make up its legal entity. It is also financially accountable for legally separate organizations if its officials appoint a voting majority of an organization's governing body and either it is able to impose its will on that organization or there is a potential for the organization to provide specific financial benefits to, or to impose specific financial burdens on, the primary government. A primary government may also be financially accountable for governmental organizations that are fiscally dependent on it.

The City's reporting entity includes the City's governing board and all related organizations for which the City is financially accountable.

The City is not aware of any entity which would be financially accountable for the City to the extent the City would be considered a component unit of the entity.

## **Component Units**

In conformity with accounting principles generally accepted in the United States of America, the financial statements of component units have been included in the financial reporting entity either as blended component units or as discretely presented component units.

## **Blended Component Units**

The City of Danville Police Pension Fund is a separate entity, governed by a five-member board including representatives of the City. The City of Danville Firefighters' Pension Fund is also a separate entity, governed by a five-member board, including representatives of the City. The Pension Funds are recorded as if they were part of the City's operations because they exclusively benefit the primary government. Separate financial statements are not provided.

## CITY OF DANVILLE, ILLINOIS NOTES TO FINANCIAL STATEMENTS April 30, 2017

## NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

## **Discretely Presented Component Unit**

Danville Public Library is a separate entity, governed by a board primarily appointed by the primary government. The Library is dependent on the City because its budget is approved and can be modified by the City. Although the City does not have legal access to their resources, the tax rates established by the Library and bonded debt must be approved by the City Council. The primary government cannot, however, overrule or modify decisions of the Library's governing body, approve or modify fee changes, or appoint or dismiss those responsible for day-to-day operations. In accordance with generally accepted accounting policies for governments, this unit is reported in a separate column to emphasize that it is legally separate from the City. Separate supplementary information financial statements are available upon request.

## **Government-Wide and Fund Financial Statements**

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the nonfiduciary activities of the primary government and its component units. The effect of Interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. Likewise, the primary government is reported separately from the legally separate component unit for which the government is financially accountable.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include (1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and (2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenues.

Separate financial statements are provided for governmental funds, proprietary funds, and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds are reported as separate columns in the fund financial statements.

## CITY OF DANVILLE, ILLINOIS NOTES TO FINANCIAL STATEMENTS April 30, 2017

## NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

## Measurement Focus, Basis of Accounting, and Basis of Presentation

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund and fiduciary fund financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied for budgetary purposes. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within the current period or soon thereafter to pay liabilities of the current period. The City considers all revenues available if they are collected within 60 days of the end of the current fiscal year.

Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

The accounts of the City are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts which comprise its assets, liabilities, deferred inflows of resources and fund balance/net position, revenues, and expenditures/expenses.

Governmental Funds are those through which governmental functions of the City are financed. The acquisition, use, and balances of the City's expendable resources and the related liabilities are accounted for through governmental funds. The City reports the following major governmental funds:

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### Measurement Focus, Basis of Accounting, and Basis of Presentation (Continued)

**General Fund** – The General Fund is the general operating fund of the City. It is used to account for all financial resources except those required to be accounted for in another fund.

**Motor Fuel Tax Fund** – This special revenue fund is used to collect and disburse state funds for City road projects.

**Danville Mass Transit** – This special revenue fund is used to account for activities of the public transportation.

**Bond and Interest Fund** – This debt service fund is used to account for accumulation of resources for, and the payment of, bond principal, interest, and related costs for the 2011 bond issue.

**2009 Debt Service Fund** – This debt service fund is used to account for accumulation of resources for, and the payment of, bond principal, interest, and related costs for the 2009 bond issue.

Proprietary funds are used to account for City activities that are similar to those found in the private sector. The measurement focus is upon the determination of net income, financial position, and changes in financial position.

The City reports the following major proprietary funds:

**Sanitary Sewer Department** – This fund accounts for the operations and maintenance of the Sanitary Sewer Department.

**Harrison Park** – This fund accounts for the operations and maintenance of the City-owned golf course.

**Solid Waste Management** – This fund accounts for the operations and maintenance of the Solid Waste Department.

Additional governmental fund types which are combined as nonmajor funds are as follows:

#### **Governmental Fund Types**

**Special Revenue Funds** – These funds are used to account for City activities which are primarily financed by special revenue sources such as governmental grants or general property taxes levied for specific purposes.

**Capital Projects Funds** – These funds are used to account for financial resources to be used for acquisition or construction of major capital facilities (other than those financed by proprietary funds and trust funds).

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### Measurement Focus, Basis of Accounting, and Basis of Presentation (Continued)

#### **Governmental Fund Types (Continued)**

**Debt Service Funds** – These funds are used to account for principal and interest payments made throughout the year on the general obligation bonds.

#### **Proprietary Fund Types**

**Internal Service Fund** – The Internal Service Fund is used to account for the health insurance services provided to other departments of the government, on a cost-reimbursement basis.

**Pension Trust Funds** – These funds are established to provide pension benefits for City employees. These are accounted for essentially the same as proprietary funds since capital maintenance is critical.

Proprietary funds separate all activity into two categories: operating and non-operating revenues and expenses. Operating revenues and expenses result from providing services and producing and delivering goods. Non-operating revenues and expenses entail all other activity not included in operating revenues and expenses. Non-operating revenues and expenses include capital and noncapital financing activities and investing activities.

#### **USE OF ESTIMATES**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, and deferred inflows of resources and disclosure of contingent assets, deferred outflows of resources, liabilities, and deferred inflows of resources at the date of the financial statements and the reported amounts of revenues, expenditures/expenses, gains, losses, and other changes in fund equity during the reporting period. Actual results could differ from those estimates.

#### **POOLED CASH**

The City maintains pooled cash accounts for different fund groups which are used to account for all cash transactions of that group. Monthly interest income of each pool is distributed to the individual funds based on their cash balances in the pool during that period.

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### **TEMPORARY INVESTMENTS**

Temporary investments consist of money market funds. These investments are stated at cost which approximates fair value. The proprietary funds consider these investments as cash equivalents for cash flow purposes.

#### FIDUCIARY FUND INVESTMENTS

Mutual Funds are carried at fair value based on quoted market prices. Treasury Notes, U.S. Governmental Agencies and Bonds are carried at fair value based on significant or observable inputs.

#### **RECEIVABLES**

The City's receivables include sewer and solid waste billings which are not collateralized or secured and are shown net of an allowance for uncollectibles. These receivables are due when the customers are billed.

Receivables also include property tax receivables, outstanding balances due from other governments and other miscellaneous items.

#### **PREPAID ITEMS**

The City's liability insurance is for coverage on a calendar year. The City makes two payments during the coverage year. Also, the City makes an annual lease payment in connection with the Public Safety Building – see Note 8 for additional information. The prepaid items represent costs applicable to future fiscal periods and is recorded as expenditures/expenses when consumed rather than when purchased.

#### **CAPITAL ASSETS**

Capital assets, which include property, equipment, and infrastructure assets (e.g., bridges, drainage systems, and similar items) are reported in the City's government-wide financial statements. Capital assets are defined by the City as assets with an initial, individual cost of more than \$5,000 for equipment, \$10,000 for infrastructure, and \$15,000 for buildings and improvements. Buildings and equipment acquired prior to January 31, 1982 are valued at estimated cost at this date. Land is valued at appraised value as of April 30, 1975. All other additions since these dates are valued at historical cost. Donated fixed assets are valued at their estimated fair value on the date donated.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized. Major outlays for capital assets and improvements are capitalized as projects are constructed.

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### **CAPITAL ASSETS (Continued)**

Capital assets of the primary government are depreciated using the straight-line method over the following estimated useful lives:

	<u>Years</u>
Buildings and improvements	40
Equipment	3 to 7
Infrastructure assets	25

#### **IMPAIRMENT OF LONG-LIVED ASSETS**

In accordance with GASB Statement, "Accounting and Financial Reporting for Impairment of Capital Assets and for Insurance Recoveries," management evaluates prominent events or changes in circumstances affecting capital assets to determine whether impairment of a capital asset has occurred. A capital asset is generally considered impaired if both (a) the decline in service utility of the capital asset is large in magnitude and (b) the event or change in circumstance is outside the normal life cycle of the capital asset. No impairment losses were recognized in the year ended April 30, 2017.

#### **LONG-TERM LIABILITIES**

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the statement of net position including discretely presented component units.

The proprietary funds are accounted for on the accrual basis. This means that all assets and all liabilities (whether current or noncurrent) associated with their activities are included on the statement of net position of these funds.

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### **ACCUMULATED UNPAID VACATION AND SICK PAY**

Vacation days are required to be used in the year to which they apply, the "year" being determined by the anniversary of the date of hire. City employees are not permitted to accumulate vacation days, but may accumulate sick pay. Any vacation and sick pay balances are paid out at termination. Compensated absences will be paid from the fund from which the employee is paid for regular payroll.

City employees may accumulate sick days as follows:

		Maximum
	Per Year	<b>Accumulation</b>
Policemen	15	No maximum
Firemen	30 – 56	180 – 252
Other union employees	15	180
Non-union employees	12	120

#### **DEFERRED OUTFLOWS OF RESOURCES**

The City would report decreases in net position or fund equity that relate to future periods as deferred outflows of resources in a separate section of its government-wide and proprietary funds statement of net position or governmental fund balance sheet. The City has deferred outflows of resources related to the pension liability.

#### **DEFERRED INFLOWS OF RESOURCES**

The City's governmental activities and governmental fund financial statements report a separate section for deferred inflows of resources. This separate financial statement element reflects an increase in net position of fund equity that applies to a future period. The City will not recognize the related revenue until a future event occurs. The City has two types of items which occur related to revenue recognition. The first occurs because property tax receivables are recorded in the current year, but the revenue will be recorded in the subsequent year. The second type of deferred inflow of resources occurs because governmental fund revenues are not recognized until available (collected not later than 60 days after the end of the City's year) under the modified accrual basis of accounting. In addition, the City has deferred inflows of resources related to the pension liability.

#### **PENSIONS**

For purposes of measuring the net pension liability, deferred outflows of resources related to pensions, deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position and additions to/deductions from the fiduciary net position have been determined on the same basis as they are reported by the pension plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### **FUND BALANCE AND EQUITY CLASSIFICATION**

Fund balance is divided into five classifications based primarily on the extent to which the City is bound to observe constraints imposed upon the use of the resources in the governmental funds. The classifications are as follows:

**Nonspendable:** This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact. The City has prepaid expenses and noncurrent receivables as nonspendable fund balance.

**Restricted:** This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws and regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation. The City has classified state and federal grants as being restricted because their use is restricted by granting agencies. The City has also classified property, replacement, and motor fuel taxes as being restricted because their use is restricted by state laws and regulations.

**Committed:** This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the City Council. These amounts cannot be used for any other purpose unless the City Council removes or changes the specified use by taking the same type of action that was employed when the funds were initially committed.

**Assigned:** This classification includes amounts that are constrained by the City's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the City Council or through the City Council delegating this responsibility to a Council member or the Treasurer through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

**Unassigned:** This classification includes the residual fund balance for the General Fund and includes negative residual fund balance of any other governmental fund that cannot be eliminated by offsetting of Assigned fund balance amounts.

The City would typically use restricted fund balances first, followed by committed resources, and then Assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to defer the use of these other classified funds.

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### **FUND BALANCE AND EQUITY CLASSIFICATION (Continued)**

**Net Position**: Net position represents the difference between assets, deferred outflows of resources, liabilities, and deferred inflows of resources. Net position, investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings used for the acquisition, construction, or improvement of those assets. Net positions are reported as restricted when there are limitations imposed on their use through enabling legislation or through external restrictions imposed by creditors, grantors, or laws or regulations of other governments.

#### **PROPERTY TAXES**

Property taxes attach as an enforceable lien on property as of January 1. Taxes are levied on the second Tuesday of December and are intended to finance the City's new fiscal year beginning May 1. The City is a "Home Rule" municipality as described in Art. 7 Sec. b of the Illinois Constitution. The City, therefore, does not have a limit on the rate of tax, which may be imposed for government services. The combined tax rate of the City for the year ended April 30, 2017 was \$2.043 per \$100 assessed valuation. For budgetary purposes, taxes are recognized as revenue in the period in which they are intended to finance.

Property in the City of Danville is assessed by the Vermilion County Assessor. The values are adjusted by various percentages depending upon the type of property (residential, commercial, etc.). The assessed values are equalized by the Illinois Department of Revenue to ensure uniformity of property assessments throughout the state. The Vermilion County Clerk computes the annual tax rate by dividing the levy into the equalized value of each taxing unit. The Clerk then computes the tax for each parcel by multiplying the aggregate rates of all the taxing units having jurisdiction over the parcel by the equalized value. The tax amounts by parcel are forwarded to the Vermilion County Collector.

Property taxes are collected by the Vermilion County Collector who remits to the taxing units their respective shares of the collection. Taxes levied in one year become due and payable in two installments during the following year in August and September.

Based on collection histories, the City has provided at April 30, 2017 an allowance for uncollectible real property taxes equivalent to 1% of the current year's levy. The billings are considered delinquent if not paid within 30 days of their due date, at which time 1 ½% interest will be charged to the delinquent amount per month.

#### NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### **ENCUMBRANCES**

Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the General Fund, Special Revenue Funds, and Capital Projects Funds. Encumbrances outstanding at year-end are reported as restricted, committed or assigned fund balances and do not constitute expenditures or liabilities because the commitments will be honored during the subsequent year. See Note 15 for further disclosures related to the encumbrances.

#### **BUDGETS AND BUDGETARY ACCOUNTING**

The City follows these procedures in establishing the budgetary data reflected in the financial statements:

- 1. In October the City Council is presented with a proposed operating budget for the fiscal year commencing May 1. The operating budget includes proposed expenditures and the means of financing them. The legal level of budgetary control is within each fund.
- 2. A public hearing is held the first Tuesday in December to obtain taxpayer comments.
- 3. The budget is adopted the second City Council meeting in December, by majority vote.
- 4. Budget amendments which alter total expenditures of any fund must be approved by a 3/5 vote of the City Council. The budget revisions for fiscal year 2017 totaled \$267,635 and \$650,535 for the General Fund and the Mass Transit District Fund, respectively.
- 5. Legally adopted budgets is employed as a management control device during the year for all funds of the City other than State and Federal Grant Special Revenue Funds which employ project oriented budget control procedures.
- 6. Budgets for the City, except for the Library, are not prepared in accordance with accounting principles generally accepted in the United States of America. Revenues are budgeted on the cash basis of accounting and expenditures are budgeted using the cash plus encumbrance basis of accounting. Budgetary comparisons in this report are presented on this non-accounting principles generally accepted in the United States of America basis for the City, except for the Library, which uses the modified accrual basis for its budget.

#### **NOTE 2 - CASH AND INVESTMENTS**

The City Council has adopted an investment policy which authorizes the City to invest funds in a manner which will provide the highest return of public funds with maximum security while meeting the daily cash flow demands of the City of Danville. Statutes and policy authorize the City, including Pension funds, to invest in bonds, notes, certificates, treasury bills, or other securities guaranteed by the full faith and credit of the United States Government as to principal and interest, short-term discount obligations of the Federal National Mortgage Association, certificates of deposit, time deposits or savings accounts which constitute direct obligations of any bank, share and securities of savings and loan associations, share accounts of an Illinois or federal chartered credit union, the State Treasurer's investment pool, commercial paper noted in the "A" category by two standard rating services and maturity dates no longer than 180 days, or money market mutual funds registered under the Investment Company Act of 1940.

As of April 30, 2017, the carrying amount of the City's (primary government) bank deposits was \$17,734,906 and the bank balance was \$18,470,597. Included in the carrying amounts are money market deposits of \$11,453,000. The component unit, Danville Public Library, had a carrying amount of deposits of \$1,019,755 and the bank balance was \$1,054,294. The Police and Fire Funds had a carrying amount of deposits of \$1,159,968 and the bank balance was \$1,167,652.

**Custodial Credit Risk** – the risk that a government will not be able to cover deposits if the depository financial institution fails or will not be able to recover collateral securities that are in the possession of an outside party. The City's deposit policy allows that funds on deposit in excess of FDIC limits must be secured by some form of collateral, witnessed by a written agreement, and held at an independent, third party institution in the name of the City. As of April 30, 2017 the City's deposits were fully insured or collateralized.

**Deposits in the Illinois Funds** - The State Treasurer maintains the Illinois Funds Money Market Fund (Pool). Its primary purpose is to provide custodians of public funds with an alternative investment vehicle which enables them to earn a competitive rate on return or fully collateralized investments, while maintaining immediate access to those funds.

The monies invested by the individual participants are pooled together and invested in U.S. Treasury bills and notes backed by full faith and credit of the U.S. Treasury. In addition, monies are invested in fully collateralized time deposits in Illinois financial institutions, in collateralized repurchase agreements, and in treasury mutual funds that invest in U.S. Treasury obligations and collateralized repurchase agreements. The Pool maintains a Standard and Poor's AAA rating.

The time deposits are collateralized 110% over the FDIC \$250,000 insurance limit with U.S. Treasury obligations and marked to market on a weekly basis to maintain sufficiency. The repurchase agreements are collateralized at 102% with U.S. Treasury obligations and the collateral is checked daily to determine sufficiency. Deposits in the Illinois Funds, valued at amortized cost, totaled \$2,426 for the primary government and \$92,004 for the component unit at April 30, 2017.

#### NOTE 2 - CASH AND INVESTMENTS (CONTINUED)

All funds deposited in the Pool are classified as investments even though some could be withdrawn on a day's notice without restrictions. Although not subject to direct regulatory oversight, the fund is administered in accordance with the provisions of the Illinois Public Funds Investment Act, 30 ILCS 235.

#### **Pension Funds**

The pension investment policy requires the investment strategy to be in full compliance with statutes of the State of Illinois and applicable rules and regulations governing the investment of pension funds.

<u>Interest Rate Risk</u> - The City minimizes the risk the fair value of fixed income securities in the portfolio will fall due to changes in the general interest rates by structuring the investment portfolio so that fixed income securities mature to meet cash requirements for on-going operations and by investing operating funds primarily in shorter-term fixed income securities.

As of April 30, 2017, the Pension Funds had the following investments, with maturities as noted:

Investment <u>Type</u>	Fair <u>Value</u>		Less Than 1 <u>Year</u>	1 – 5 <u>Years</u>	6 – 10 <u>Years</u>		More Than 10 <u>Years</u>
Treasury notes	\$ 1,269,943	\$		\$ -	\$ 1,269,943	\$	-
U.S. government							
agencies	3,596,441		301,329	241,622	2,142,929		910,561
Mutual funds	15,423,415		-	15,423,415			-
Bonds	6,122,024			<u>4,527,561</u>	<u>1,594,463</u>		
Total	<u>\$ 26,411,823</u>	<u>\$</u>	301,329	\$ 20,192,598	<u>\$ 5,007,335</u>	<u>\$</u>	910,561

<u>Credit Risk and Concentration of Credit Risk</u> - The funds' policy limits investments to those authorized by state statutes and applicable rules and regulations governing the investment of pension funds. It is the policy of the Boards to minimize the risk of large loss through diversification by maturity, type within Illinois Pension Code guidelines, and institution. The funds avoid a concentration of credit risk by diversifying its investments by security type and institution. As of April 30, 2017, the Boards did not invest over 5% of its assets in any one issuer. Treasury notes and U.S. Government agencies were rated Aaa (\$4,866,384), and bonds were rated Aa (\$4,212,136), A (\$1,411,694, and Baa (\$498,194).

#### NOTE 2 - CASH AND INVESTMENTS (CONTINUED)

<u>Fair Market Value</u> - The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant and observable inputs; Level 3 inputs are significant unobservable inputs.

The City has the following recurring fair value measurements as of April 30, 2017:

- Mutual Funds of \$15,423,415 are quoted prices in active markets for identical assets (Level 1 inputs),
- Treasury Notes of \$1,269,943, U.S. Government Agencies of \$3,596,441 and Bonds of \$6,122,024 are significant and observable inputs (Level 2 inputs).

#### **NOTE 3 - OTHER RECEIVABLES**

The following summarizes recorded notes receivable through a community development revolving loan program initially established through grants from the Illinois Department of Commerce and Community Affairs.

<u>Payee</u> Heartland Center	Terms  Monthly payments of \$833  no interest	Balance <u>April 30, 2017</u> \$ 52,706
Peter Blackmon Façade Loan	Monthly payments of \$389 including interest of 4.750%	46,260
Sharon Joyner	Monthly payments of \$125 no interest	1,900
Rich's Deluxe Family Restaurant	Monthly payments of \$575 including interest of 2%	17,858
Shirley Smith	Monthly payments of \$50 no interest	745
Café 13 Carla Cahill	Monthly payments of \$192 including interest of 2%	11,200
This is it Furniture	Monthly payments of \$595 no interest	17,848
Mary Lewis	Monthly payments of \$396 Including interest of 4%	14,503

## **NOTE 3 - OTHER RECEIVABLES (CONTINUED)**

<u>Payee</u> Verdell Hutcherson	Terms  Monthly payments of \$58  no interest	Balance <u>April 30, 2017</u> \$ 3,480
Daniel Duncheon	Monthly payments of \$216 including interest of 2%	15,003
S&N Enterprises LLC	Monthly payments of \$345 including interest of 2%	9,251
Donna Anderson	Monthly payments of \$73 no interest	2,280
Newton Cleaning	Monthly payments of \$453 including interest of 3.25%	4,801
Myra Hardimon	Monthly payments of \$103 no interest	5,842
A.D. Patton	Monthly payments of \$79 no interest	2,473
Erma Williams	Monthly payments of \$85 no interest	540
Juanita & Nathaniel Smalls	Monthly payments of \$75 no interest	900
Total		<u>\$ 207,590</u>

The due dates for the other receivables above, range from 2017 to 2021. Several notes listed above have passed their due dates, with no formal extension dates. However, payments are being received on a regular basis and, therefore, are expected to be fully collected.

#### NOTE 3 - OTHER RECEIVABLES (CONTINUED)

These notes receivables are recorded in the following funds:

	<u>Total</u>	Due Within <u>One Year</u>
Small Business Loan Fund Housing Loan Fund	\$ 189,431 18,159	\$ 54,147 7,289
Total	<u>\$ 207,590</u>	<u>\$ 61,437</u>

#### **NOTE 4 - INTERFUND ACCOUNTS**

Individual fund interfund receivables and payables (due to/due from other funds) at April 30, 2017 were as follows:

	<u>Receivable</u>	<u>Payable</u>	
Primary Government:			
General Fund	\$ 45,000	\$ -	
General Fund – Advance	<u>735,734</u>		
Danville Mass Transit - Advance	-	735,734	
Danville Mass Transit		40,000	
Non-Major Governmental Funds			
DATS Program	<del></del>	5,000	
Total	\$ 780.734	\$ 780.734	

The amounts due to/from other funds are for routine and recurring Interfund charges. The amount payable to the General Fund from Danville Mass Transit is not expected to be repaid within one year.

Interfund transfers for the year ended April 30, 2017 consisted of the following:

Transfer to General Fund from:	
Non-major Governmental Funds	<u>\$ 419,101</u>
Transfer to Bond and Interest Fund from:	
Sanitary Sewer Fund	<u>\$ 50,916</u>
Transfer to Bond and Interest Fund from:	
General Fund	<u>\$ 414,163</u>
Transfer to Non-major Governmental Fund from:	
Non-major Governmental Funds	<u>\$ 160,783</u>
Transfer to General Fund from:	
Danville Mass Transit Fund	<u>\$ 467,320</u>
Transfer to Non-major Governmental Funds from:	

## NOTE 4 - INTERFUND ACCOUNTS (CONTINUED)

Transfer to 2009 Debt Service Fund from:	
General Fund	<u>\$ 273,990</u>
Transfer to Non-major Governmental Funds from:	
Sanitary Sewer Fund	<b>\$</b> 48,146
Transfer to Non-major Governmental Funds from:	
Solid Waste Management Fund	<u>\$ 58,954</u>

Transfers are used to (1) move revenues from the fund collecting them to the fund that statute or budget reflects to expend them and (2) use unrestricted revenues collected to finance various programs accounted for in other funds in accordance with budgetary authorizations.

#### **NOTE 5 - CAPITAL ASSETS**

Capital asset activity for the year ending April 30, 2017 was as follows:

## **Primary government**

#### **Governmental activities**

Capital assets not being depreciated:	Beginning <u>Balance</u>	Additions	<u>Deletions</u>	Ending <u>Balance</u>
Land	\$ 6,134,573	\$ -	\$ -	\$ 6,134,573
Construction in Process	6,134,573	3,176,437 3,176,437		3,176,437 9,311,010
Capital assets being depreciated:				
Buildings	18,309,067	-	-	18,309,067
Equipment	22,020,688	2,574,230	1,132,743	23,462,175
Infrastructure	63,540,469	<u>3,416,407</u>		66,956,876
	103,870,224	5,990,637	1,132,743	108,728,118
Less accumulated				
depreciation	<u>53,847,240</u> 50,022,984	4,992,021 998,616	<u>1,132,743</u> -	57,706,518 51,021,600
Total	<u>\$56,157,557</u>	\$ 4,175,053	\$ -	\$60,332,610

## **NOTE 5 - CAPITAL ASSETS (CONTINUED)**

## **Business-Type activities**

## **Sanitary Sewer**

	Beginning Balance	Additions	Deletions	Ending Balance
Capital assets not being depreciated: Land Capital assets being depreciated:	\$ 10,200	\$ -	\$ -	\$ 10,200
Sewer construction Equipment	16,339,263 2,087,561 18,426,824	225,040 225,040	700 <u>6,684</u> 7,384	16,338,563 2,305,917 18,644,480
Less accumulated depreciation  Total	12,960,972 5,465,852 5,476,052	473,371 (248,331) (248,331)	7,265 119 119	13,427,078 5,217,640 5,227,602
Harrison Park				
Capital assets not	Beginning <u>Balance</u>	<u>Additions</u>	<u>Deletions</u>	Ending <u>Balance</u>
being depreciated: Land Capital assets being depreciated:		Additions \$ -	<u>Deletions</u>	•
being depreciated: Land Capital assets being depreciated: Buildings and improvements Equipment	<u>Balance</u>			<u>Balance</u>
being depreciated: Land Capital assets being depreciated: Buildings and improvements	\$ 196,665 822,455 647,698	\$ - - 4,100	\$ - - 949	\$ 196,665 822,455 650,849

## NOTE 5 - CAPITAL ASSETS (CONTINUED)

## **Solid Waste Management**

Capital assets not	Beginning <u>Balance</u>	Additions	<u>Deletions</u>	Ending <u>Balance</u>
being depreciated: Land Capital assets being	\$ 74,14 <u>5</u>	\$ -	\$ -	<u>\$ 74,145</u>
depreciated: Equipment	2,697,440	376,864	5,122	3,069,182
Less accumulated depreciation	<u>2,377,269</u> 320,171	108,960 267,904	5,122	2,481,107 588,075
Total	394,316	267,904	<u> </u>	662,220
Total Business- Type Activities	\$ 6,229,837	<u>\$ (21,503)</u>	<u>\$ 119</u>	<u>\$ 6,208,215</u>
Component Unit – Danville P	ublic Library			
Library	Beginning Balance \$ 3,051,148	<b>Additions</b> \$ 15,055	Deletions \$ -	Ending <a href="Balance">Balance</a> \$ 3,066,203
Less accumulated depreciation	2,648,300	53,027		2,701,327
Total	<u>\$ 402,848</u>	<u>\$ (37,972)</u>	<u>\$ -</u>	<u>\$ 364,876</u>
Depreciation expense was cha	rged to programs	of the primary gov	ernment as fol	lows:
Governmental activities: General government Public safety Transportation Streets Culture and recreation	mental activities			\$ 1,084,648 468,371 271,162 2,748,771 419,069 \$ 4,992,021
Total depreciation – governm	nental activities			<u>\$ 4,992,021</u>
Business-type activities: Sanitary Sewer Harrison Park Solid Waste Management				\$ 473,371 45,176 108,960
Total depreciation – busines	s-type activities			\$ 627,507

#### **NOTE 6 - LONG-TERM DEBT**

#### **Governmental Activities**

Bonds payable at April 30, 2017 are comprised of the following:

General	Obligation	Bond:
---------	------------	-------

\$ 3,655,000 \$4,750,000 issued February 1, 2009. Interest is payable semiannually at variable rates not to exceed 7.5% per annum. Bond

matures December, 2028 (principal and interest to be serviced by property tax levy with residual amounts from general revenues).

General Obligation Bond:

\$3,175,000 issued September 26, 2011. Interest is payable semiannually at rates of 1.00% to 4.00% per annum. Bond matures December, 2016 (principal and interest to be serviced by property tax levy with residual amounts from general revenues and sewer fund revenues). Bond issue refunded Series 2001 general obligation bond which were used for various capital projects. This bond was

paid in full during fiscal year 2017.

1,620,000 General Obligation Bond:

\$3,985,000 issued February 5, 2007. Interest is payable semiannually at rates of 3.90% to 5.0% per annum. Bond matures December, 2021 (principal and interest to be serviced by telecommunication tax revenue, general revenues, solid waste funds

and sewer fund revenues of the City).

\$ 5,275,000

145,116

\$

Notes payable at April 30, 2017 are comprised of the following:

First Financial Bank. Quarterly payments of \$17,008, including interest of 4.25%. Note matures July 1, 2019 (principal and interest

is to be serviced by the Infrastructure Development Fund).

666,285 First Financial Bank. Four monthly interest only payments, followed

by four annual consecutive payments of \$141,888.32, including interest of 2.10%. Note matures August 26, 2021 (principal and interest is to be serviced by the Capital Improvement Fund). Note

secured by equipment.

423,370 First Financial Bank. Annual payments of \$91,061, including interest

of 2.44%. Note matures August 22, 2021 (principal and interest is to

be serviced by the Capital Improvement Fund).

## NOTE 6 - LONG-TERM DEBT (CONTINUED)

#### **Governmental Activities (Continued)**

\$ 800,000	First Financial Bank. Annual payments of \$173,414, including interest of 2.72%. Note matures December 15, 2021 (principal and interest is to be serviced by the Community Reinvestment Fund). Note secured by equipment.
500,000	First Financial Bank. Monthly interest only payments, followed by one principal payment, including interest of 2.43%. Note matures August 22, 2017 (Principal and interest to be serviced by the Danville Mass Transit Fund).

## \$ 2,534,771

## **Business Type Activities**

First Financial Bank. Annual payments of \$15,745, including 59,832 interest at 2.04%. Note matures December 2020.

The above note payable is secured by equipment.

The annual requirements to amortize all bonds and notes payable outstanding as of April 30, 2017 are as follows:

#### Governmental Activities:

Year Ending	Notes Pa	ayab	<u>le</u>		Gene Obliga <u>Bon</u>	ation		Tota	ıl.	
April 30	<u>Principal</u>		Interest	,	Principal		<u>Interest</u>	<u>Principal</u>	<u>u</u>	Interest
2018 2019 2020 2021 2022 2023-	\$ 922,819 434,148 394,509 387,007 396,288	\$	59,676 40,247 28,861 19,672 9,795	\$	545,000 565,000 590,000 610,000 635,000	\$	209,793 188,293 165,848 143,838 120,400	\$ 1,467,819 999,148 984,509 997,007 1,031,288	\$	269,469 228,540 194,709 163,510 130,195
2027 Thereafter	 <u>-</u>		<u>-</u>	_	1,595,000 735,000		355,780 46,995	 1,595,000 735,000		355,780 46,995
Total	\$ 2,534,771	\$	158,251	\$	5,275,000	\$	1,230,952	\$ 7,809,771	\$	1,389,203

NOTE 6 - LONG-TERM DEBT (CONTINUED)

Business-Type Activities:

Year Ending April 30	<u>Notes Payable</u> Principal Interest					Total
2018	\$	14,513		1,232	\$	<u> </u>
2019	Ψ	14,812	Ψ	933	Ψ	15,745
2020 2021		15,116 15,391		629 354		15,745 15,745
Total	<u>\$</u>	59,832	\$	<u>3,148</u>	\$	62,980

Long-term debt activity for the year ending April 30, 2017 was as follows:

	Beginning <u>Balance</u>	<u>Additions</u>	Reductions	Ending <u>Balance</u>	Due Within One Year
Governmental activities: Bonds payable General obligation					
bonds Notes payable Accumulated vacation and	\$ 6,250,000 222,391	\$ - 2,389,655	\$ 975,000 77,275	\$ 5,275,000 2,534,771	\$ 545,000 922,819
sick days	1,999,436		98,457	1,900,979	380,196
Total	<u>\$ 8,471,827</u>	<u>\$2,389,655</u>	<u>\$ 1,150,732</u>	\$ 9,710,750	<u>\$ 1,848,015</u>
Business-Type activities: Notes payable Accumulated vacation and	\$ 74,626	\$ -	\$ 14,794	\$ 59,832	\$ 14,513
sick days	124,415	9,781	1,593	132,603	26,458
Total	<u>\$ 199,041</u>	<u>\$ 9,781</u>	<u>\$ 16,387</u>	<u>\$ 192,435</u>	<u>\$ 40,971</u>

#### **NOTE 7 - PENSION PLANS**

The City contributes to three defined benefit pension plans: the Illinois Municipal Retirement Fund (IMRF), a defined benefit agent multiple-employer public employee retirement system; the Police Pension Plan, which is a single-employer pension plan; and the Firefighter's Pension Plan, which is also a single-employer pension plan. None of the pension plans issue a separate report except for IMRF.

For fiscal year ended April 30, 2017, the City recognized total pension expense of \$12,249,513 related to all three plans.

#### **IMRF**

#### **Plan Description**

The City's defined benefit pension plan for Regular employees provides retirement and disability benefits, post retirement increases, and death benefits to plan members and beneficiaries. The City's plan is affiliated with the Illinois Municipal Retirement Fund (IMRF), an agent multiple-employer plan. Benefit provisions are established by statute and may only be changed by the General Assembly of the State of Illinois. IMRF issues a publicly available financial report that includes financial statements and required supplementary information (RSI). That report may be obtained on-line at www.imrf.org.

#### **Benefits Provided**

IMRF has three benefit plans. The vast majority of IMRF members participate in the Regular Plan (RP). The Sheriff's Law Enforcement Personnel (SLEP) plan is for sheriffs, deputy sheriffs, and selected police chiefs. Counties could adopt the Elected County Official (ECO) plan for officials elected prior to August 8, 2011 (the ECO plan was closed to new participants after that date).

All three IMRF benefit plans have two tiers. Employees hired before January 1, 2011, are eligible for Tier 1 benefits. Tier 1 employees are vested for pension benefits when they have at least eight years of qualifying service credit. Tier 1 employees who retire at age 55 (at reduced benefits) or after age 60 (at full benefits) with eight years of service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1-2/3% of the final rate of earnings for the first 15 years of service credit, plus 2% for each year of service credit after 15 years to a maximum of 75% of their final rate of earnings. Final rate of earnings is the highest total earnings during any consecutive 48 months within the last 10 years of service, divided by 48. Under Tier 1, the pension is increased by 3% of the original amount on January 1 every year after retirement.

Employees hired on or after January 1, 2011, are eligible for Tier 2 benefits. For Tier 2 employees, pension benefits vest after ten years of service. Participating employees who retire at age 62 (at reduced benefits) or after age 67 (at full benefits) with ten years of service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1-2/3% of the final rate of earnings for the first 15 years of service credit, plus 2% for each year of service credit after 15 years to a maximum of 75% of their final rate of earnings. Final rate of earnings is

#### NOTE 7 - PENSION PLANS (CONTINUED)

#### **IMRF (CONTINUTED)**

#### **Benefits Provided (Continued)**

the highest total earnings during any 96 consecutive months within the last 10 years of service, divided by 96. Under Tier 2, the pension is increased on January 1 every year after retirement, upon reaching age 67, by the lesser of:

- 3% of the original pension amount, or
- 1/2 of the increase in the Consumer Price Index of the original pension amount

## **Employees Covered by Benefit Terms**

As of December 31, 2016, the following employees were covered by the benefit terms:

Retirees and Beneficiaries currently receiving benefits	211
Inactive Plan Members entitled to but not yet receiving benefits	110
Active Plan Members	<u> 183</u>
Total	504

#### **Contributions**

As set by statute, the City's Regular Plan Members are required to contribute 4.5% of their annual covered salary. The statute requires employers to contribute the amount necessary, in addition to member contributions, to finance the retirement coverage of its own employees. The City's annual contribution rate for calendar year 2016 and 2017 was 12.38% and 13.48%, respectively. For the fiscal year 2017, the City contributed \$998,633 to the plan. The City also contributes for disability benefits, death benefits, and supplemental retirement benefits, all of which are pooled at the IMRF level. Contribution rates for disability and death benefits are set by IMRF's Board of Trustees, while the supplemental retirement benefits rate is set by statute.

#### **Net Pension Liability (Asset)**

The City's net pension liability (asset) was measured as of December 31, 2016. The total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation as of that date.

## **NOTE 7 - PENSION PLANS (CONTINUED)**

IMRF (CONTINUTED)

#### **Actuarial Assumptions**

The following are the methods and assumptions used to determine total pension liability at December 31, 2016:

- The Actuarial Cost Method used was Entry Age Normal.
- The **Asset Valuation Method** used was Market Value of Assets.
- The **Inflation Rate** was assumed to be 2.75%.
- **Salary Increases** were expected to be 3.75% to 14.50%, including inflation.
- The **Investment Rate of Return** was assumed to be 7.5%.
- Projected Retirement Age was from the Experience-based Table of Rates, specific to the type of eligibility condition, last updated for the 2014 valuation according to an experience study from years 2011 to 2013.
- The IMRF-specific rates for **Mortality** (for non-disabled retirees) were developed from the RP-2014 Blue Collar Health Annuitant Mortality Table with adjustments to match current IMRF experience.
- For **Disabled Retirees**, an IMRF-specific mortality table was used with fully generational projection scale MP-2014 (base year 2014). The IMRF-specific rates were developed from the RP-2014 Disabled Retirees Mortality Table, applying the same adjustments that were applied for non-disabled lives.
- For **Active Members**, an IMRF-specific mortality table was used with fully generational projection scale MP-2014 (base year 2014). The IMRF-specific rates were developed from the RP-2014 Employee Mortality Table with adjustments to match current IMRF experience.
- The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense, and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return to the target asset allocation percentage and adding expected inflation.

## **NOTE 7 - PENSION PLANS (CONTINUED)**

## **IMRF (CONTINUED)**

#### **<u>Actuarial Assumptions</u>** (Continued)

 The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Portfolio Target <u>Percentage</u>	Long-Term Expected Real Rate of Return
38.0%	6.85%
17.0%	6.75%
27.0%	3.00%
8.0%	5.75%
9.0%	2.65-7.35%
<u>1.0%</u>	2.25%
100%	
	Target Percentage 38.0% 17.0% 27.0% 8.0% 9.0% 1.0%

#### **Single Discount Rate**

A Single Discount Rate of 7.50% was used to measure the total pension liability. The projection of cash flow used to determine this Single Discount Rate assumed that the plan members' contributions will be made at the current contribution rate, and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. The Single Discount Rate reflects:

- 1. The long-term expected rate of return on pension plan investments (during the period in which the fiduciary net position is projected to be sufficient to pay benefits), and
- 2. The tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating (which is published by the Federal Reserve) as of the measurement date (to the extent that the contributions for use with the long-term expected rate of return are not met).

For the purpose of the most recent valuation, the expected rate of return on plan investments is 7.50%, the municipal bond rate is 3.78%, and the resulting single discount rate is 7.50%.

## NOTE 7 - PENSION PLANS (CONTINUED)

**IMRF** (Continued)

## **Changes in the Net Pension Liability (Asset)**

	Total Pension Liability (A)	Plan Fiduciary Net Position (B)	Net Pension Liability (A) - (B)
Balances at December 31, 2015	\$47,506,148	\$ 40,665,989	\$6,840,159
Changes for the year:			
Service Cost	820,424	-	820,424
Interest on the Total Pension Liability	3,484,268	-	3,484,268
Differences Between Expected and			
Experience of the Total Pension	(653,777)	-	(653,777)
Changes of Assumptions	(111,805)	-	(111,805)
Contributions - Employer	-	961,819	(961,819)
Contributions - Employees	-	366,011	(366,011)
Net Investment Income	-	3,119,875	(3,119,875)
Benefit Payments, including Refunds			
of Employee Contributions	(2,761,121)	(2,761,121)	-
Administrative Expenses	-	(47,762)	47,762
Other (Net Transfer)		<u> </u>	45,301
Net Changes	777,989	(1,638,838)	(860,849)
Balances at December 31, 2016	<u>\$ 48,284,137</u>	<u>\$ 42,304,827</u>	<u>\$5,979,310</u>

## **NOTE 7 - PENSION PLANS (CONTINUED)**

#### IMRF (Continued)

## Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the plan's net pension liability (asset), calculated using a Single Discount Rate of 7.50%, as well as what the plan's net pension liability (asset) would be if it were calculated using a Single Discount Rate that is 1% lower or 1% higher:

	1% Decrease	<b>Current Discount</b>	1% Increase
	<u>(6.50%)</u>	<u>(7.50%)</u>	<u>(8.50%)</u>
Net Pension Liability	\$11,999,256	\$ 5,979,310	\$ 994,434

## Pension Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to Pensions

For the fiscal year ended April 30, 2017, the City recognized pension expense of \$1,681,865. At April 30, 2017, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Deferred Amounts Related to Pensions	Deferred Outflows of <u>Resources</u>		Inf	eferred lows of sources
Deferred Amounts to be Recognized in Pension Expense in Future Periods				
Differences between expected and actual experience	\$ 594	,754	\$	470,389
Changes of assumptions	49	,413		80,443
Net difference between projected and actual earnings on pension plan investments	1,585	<u>,585</u>		
Total deferred amounts to be recognized in pension expense in future periods	2,229	<u>,752</u>		550,832
Pension Contributions made Subsequent to the Measurement Date	340	<u>,940</u>		
Total Deferred Amounts Related to Pensions	<u>\$ 2,570</u>	<u>,692</u>	\$	550,832

#### **NOTE 7 - PENSION PLANS (CONTINUED)**

#### IMRF (Continued)

\$340,940 reported as deferred outflows of resources related to pensions resulting from the City's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended April 30, 2017. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense in future periods as follows:

Year Ending December 31	Deferred Outfloog of Resources				
2017	\$	723,762			
2018		565,077			
2019		415,754			
2020		(25,673)			
2021		-			
Thereafter		-			
Total	\$	1,678,920			

#### **Defined Benefit Single-Employer Pension Plans**

The City has two (2) defined benefit single-employer pension plans: Police and Fire Pension Plans. The plans do not issue stand-alone financial reports and are not included in any other retirement systems or entities financial report. The City accounts for both plans as pension trusts funds; therefore, they are accounted for in substantially the same manner as proprietary funds, with an economic resources measurement focus and employment of the accrual basis of accounting. Plan member contributions, employer contributions and contributions from other entities are recognized in the period in which the contributions are due. Benefits and refunds are recognized when due and payable in accordance with the terms of the plans.

For financial statement purposes, plan assets are valued at fair value of the Police and Fire plans, as reported within the annual trustee statements. The plans do not issue stand-alone accounting principles generally accepted in the United States of America financial reports. Therefore, the individual financial reports are presented for each of the plans in this section.

## **NOTE 7 - PENSION PLANS (CONTINUED)**

## **Defined Benefit Single-Employer Pension Plans (Continued)**

#### **Pension Trust Funds** Police Fire **Pension** Pension **Fund** Fund **Total ASSETS** \$ 582,434 \$ 1,159,968 Cash \$ 577,534 Investments: U.S. government agencies 2,367,772 1,228,669 3,596,441 **US Treasury** 891,469 378,474 1,269,943 Bonds 4,008,361 2,113,663 6,122,024 Mutual funds 10,123,786 5,299,629 15,423,415 9,020,435 Total investments 17,391,388 26,411,823 Receivables: Accrued interest 48,006 24,436 72,442 Net position, held in trust for pension benefits \$ 18,021,828 \$ 9,622,405 \$ 27,644,233

NOTE 7 - PENSION PLANS (CONTINUED)

## **Defined Benefit Single-Employer Pension Plans (Continued)**

Additions	Police <u>Pension</u>	Fire <u>Pension</u>	<u>Total</u>
Contributions - employer Contributions - Plan members Total contributions	\$2,497,021 <u>426,351</u> <u>2,923,372</u>	\$ 2,729,791 <u>279,105</u> <u>3,008,896</u>	\$5,226,812 <u>705,456</u> <u>5,932,268</u>
Investment income  Net appreciation in fair value of investments Interest and dividends	1,198,310 <u>367,294</u>	630,744 187,076	1,829,054 <u>554,370</u>
Total investment income Less investment expense Net investment income	1,565,604 71,043 4,494,561	817,820 39,731 778,089	2,383,424 110,774 2,272,650
Total additions	4,417,933	3,786,985	8,204,918
Deductions Pension benefits Administrative expenses Total deductions	3,247,081 62,254 3,072,348	3,470,409 32,766 3,503,175	6,717,490 95,020 6,812,510
Changes in net position	1,108,598	283,810	1,392,408
Net position held in trust for benefits, beginning of year	<u>16,913,230</u>	9,338,595	<u>26,251,825</u>
Net position held in trust for benefits, end of year	<u>\$18,021,828</u>	<u>\$ 9,622,405</u>	<u>\$27,644,233</u>

In addition to other disclosures, the GASB required a schedule of changes in the net pension liability and related ratios; a schedule of contributions; and a schedule of investment returns that include historical trend information. These schedules are included as required supplementary information to the financial statements.

#### NOTE 7 - PENSION PLANS (CONTINUED)

#### **Defined Benefit Single-Employer Pension Plans (Continued)**

#### **Police Pension Plan**

#### Plan Description

The Police Pension Plan is a single-employer defined benefit pension plan that covers all sworn police personnel. Although this is a single-employer pension plan, the defined benefits and employee and employer contribution levels are governed by Illinois State Statutes and may be amended only by the Illinois legislature. The City accounts for the plan as a pension trust fund. The plan is administered by a Board of Trustees which acts as the administrator of the plan.

The Board for the Police Pension Plan consists of five Trustees, two of whom are appointed by the Mayor, two of whom are members of the system who are elected by a majority of the Police Officers who are members of the system, and a fifth trustee who is elected by and from the beneficiaries of legal age of the fund. Each Trustee serves a two-year term. Under Article 3 of the Illinois Pension Code, a Police Officer may become a Participant in the Plan upon written application within the first six months of his appointment as a sworn Police Officer.

At April 30, 2017 the Police Pension Plan membership consisted of:

Retirees and beneficiaries currently receiving benefits and terminated	
employees entitled to benefits but not yet receiving them	75
Active vested plan members	61
Active non-vested plan members	2
Total	138

The following is a summary of the Police Pension Plan as provided for in Illinois State Statutes.

The Police Pension Plan provides retirement benefits as well as death and disability benefits. Covered employees attaining the age of 50 or more with 20 or more years of creditable service are entitled to receive an annual retirement benefit of one-half of the salary attached to the rank held on the last day of service, or for one year prior to the last day, whichever is greater. The pension shall be increased by 2.5% of such salary for each additional year of service over 20 years up to 30 years. Employees with at least 8 years but less than 20 years of credited service may retire at or after the age of 60 and receive a reduced benefit.

Covered employees are required to contribute 9.91% of their base salary to the Police Pension Plan. If an employee leaves covered employment with less than 20 years of service, accumulated employee contributions may be refunded without accumulated interest. The City is required to contribute the remaining amounts necessary to finance the plan as actuarially determined by an enrolled actuary. Administrative costs are financed through investment earnings.

Under Public Act 96-1495, the annual requirements of the pension fund are to be determined as a level percent of payroll sufficient to bring the total assets of the pension fund up to 90% of the total actuarial liabilities by the year 2040.

#### **NOTE 7 - PENSION PLANS (CONTINUED)**

#### B. Defined Benefit Single-Employer Pension Plans (Continued))

#### **Police Pension Plan (continued)**

#### Net Pension Liability

The components of the net pension liability of the Police Pension Plan as of April 30, 2017 are as follows:

Total Pension Liability	\$ 67,176,558
Plan Fiduciary Net Position	18,021,828
Net Pension Liability	\$ 49,154,730

Plan Fiduciary Net Position as a Percentage of the Total Pension

Liability 27.00%

#### Actuarial Assumptions

The total pension liability was determined by an actuarial valuation as of May 1, 2017 using the following actuarial assumptions applied to all measurement periods:

Valuation Date		5/1	/2017
Inflation		2	.5%
Projected Salary Increases		4.	.0%
Investment Rate of Return		6	.75%
Mortality Rate	۱۶۵	2016	Illinois

Mortality Rate L&A 2016 Illinois Police

Mortality Rates

Each Board of Trustees (Board) is responsible for administering the investment policies of the Plans and providing oversight for the management of the Plans' assets. The investment strategy of each Plan is to emphasize total return (defined as the aggregate return from capital appreciation and dividend and interest income). The investment policy for each plan requires that all Plan assets be invested in liquid securities, defined as securities that can be transacted quickly and efficiently for the Plan, with minimal impact on market price.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

#### **NOTE 7 - PENSION PLANS (CONTINUED)**

#### B. Defined Benefit Single-Employer Pension Plans (Continued)

## Police Pension Plan (continued)

These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rate of return for each major asset class included in the pension plans' target asset allocations as of April 30, 2017 are summarized in the following table:

Asset Class	Target Allocation	Long Term Expected Real Rate of Return
Fixed income, Government	43.81%	3.2% - 4.2%
Domestic Equities	52.91%	8.3% - 9.3%
International Stocks	2.45%	8.4%
Others	0.83%	4.9% - 10.5%

#### Discount Rate

The discount rate used to measure the total pension liability was 6.75% for Police Pension. The projection of cash flow used to determine the discount rate assumed that the funding policy is to amortize the unfunded liability over 25 years from May 1, 2017. Based on those assumptions, the pension plans' fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

#### Sensitivity of Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the Pension Plan calculated using the discount rates listed above, as well as what the Plan's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower, or 1-percentage-point higher than the current rate:

	<u>1% Decrease</u>	Current Rate	<u>1% Increase</u>
Discount Rate	5.75%	6.75%	7.75%
Net Pension Liability	\$ 58,708,419	\$ 49,154,730	\$ 41,393,538

## **NOTE 7 - PENSION PLANS (CONTINUED)**

## **B. Defined Benefit Single-Employer Pension Plans (Continued)**

## Police Pension Plan (Continued)

Money-Weighted Rate of Return on Investments

For the year ended April 30, 2017, the annual money-weighted rate of return on pension plan investments, net of plan investments expenses was 8.57%. The money-weighted rate of return expresses investment performance, net of expenses, adjusted for the changing amounts actually invested.

## **Changes in the Net Pension Liability (Asset)**

	Total Pension Liability (A)	Plan Fiduciary Net Position (B)	Net Pension Liability (A) - (B)
Balances at April 30, 2016	\$66,170,921	\$ 16,913,230	\$49,257,691
Changes for the year:			
Service Cost	1,000,209	-	1,000,209
Interest on the Total Pension Liability	4,356,948	-	4,356,948
Differences Between Expected and			
Experience of the Total Pension	(269,015)	-	(269,015)
Changes of Assumptions	(835,424)	-	(835,424)
Contributions - Employer	-	2,497,021	(2,497,021)
Contributions - Employees	-	426,351	(426,351)
Net Investment Income	-	1,494,561	(1,494,561)
Benefit Payments, including Refunds			
of Employee Contributions	(3,247,081)	(3,247,081)	-
Administrative Expenses	-	(62,254)	62,254
Net Changes	1,005,637	1,108,598	<u>(102,961)</u>
Balances at April 30, 2017	<u>\$ 67,176,558</u>	<u>\$ 18,021,828</u>	<u>\$49,154,730</u>

## CITY OF DECATUR, ILLINOIS NOTES TO FINANCIAL STATEMENTS December 31, 2017

## **NOTE 7 - PENSION PLANS (CONTINUED)**

#### B. Defined Benefit Single-Employer Pension Plans (Continued)

#### Police Pension Plan (Continued)

Pension Expense and Deferred Inflows/Outflows of Resources Related to Pensions

For the year ended April 30, 2017 the City will recognize a pension expense of \$4,833,894. On April 30, 2017 the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources		Deferred Inflows of Resources
Differences between expected and actual experience	\$1,549,431	\$	227,242
Changes in assumptions	2,418,362		705,699
Net difference between projected and actual earnings	656,584	_	
Total Deferred Amounts Related to Pensions	<u>\$4,424,377</u>	<u>\$</u>	932,941

The net amount reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense in future periods as follows:

	Net Deferred
Year Ending	Outflows of Resources
2018	\$ 969,451
2019	969,451
2020	969,449
2021	653,005
2022	205,531
Thereafter	(75,451)
Total	<u>\$ 3,691,436</u>

#### NOTE 7 - PENSION PLANS (CONTINUED)

#### B. Defined Benefit Single-Employer Pension Plans (CONTINUED)

#### Firefighter Pension Plan

The Firefighters Pension Plan is a single-employer defined benefit pension plan that covers all sworn firefighter personnel. Although this is a single-employer pension plan, the defined benefits and employee and employer contribution levels are governed by Illinois State Statutes and may be amended only by the Illinois legislature. The City accounts for the plan as a pension trust fund. The plan is administered by a Board of Trustees which acts as the administrator of the plan.

The Board for the Firefighters' Plan consists of five Trustees, two of whom are appointed by the Mayor, two of whom are elected from active firefighters and deferred pensioners of the Danville Fire Department and a fifth trustee who is elected from all retired Danville Firefighters, including those on disability. Each Trustee serves a three-year term. Each person employed by the City Fire Department as a full-time Firefighter becomes a member of the Plan as a condition of his or her employment. All Firefighters are therefore eligible for plan benefits as provided for in the plan document and by applicable law

At April 30, 2017 the Firefighters Pension Plan membership consisted of:

Retirees and beneficiaries currently receiving benefits and terminated	
employees entitled to benefits but not yet receiving them	78
Active vested plan members	44
Active non-vested plan members	0
Total	122

The Firefighter Pension Plan provides retirement benefits as well as death and disability benefits. Employees attaining the age of 50 or more with 20 or more years of creditable service are entitled to receive an annual retirement benefit of one-half of the salary attached to the rank held on the last day of service. The pension shall be increased by one-twelfth of 2.5% of such monthly salary for each additional month of service over 20 years up to 30 years, to a maximum of 75% of such monthly salary. Employees with at least 10 years but less than 20 years of credited service may retire at or after age 60 and receive a reduced retirement benefit ranging from 15% of final salary for 10 years of service to 45.6% for 19 years of service. Surviving spouses receive 100% of final salary for fatalities resulting from an act of duty, or otherwise the greater of 54% of final salary or the monthly retirement pension that the deceased firefighter was receiving at the time of death. Surviving children receive 12% of final salary. The maximum family survivor benefit is 75% of final salary. Employees disabled in the line of duty receive 65% of final salary.

The monthly pension of a firefighter who retired with 20 or more years of service after January 1, 1977, shall be increased annually following the first anniversary date of retirement and be paid upon reaching at least the age 55 by 3% of the amount of the pension payable at time of the increase.

#### **NOTE 7 - PENSION PLANS (CONTINUED)**

#### B. Defined Benefit Single-Employer Pension Plans (CONTINUED)

#### **Firefighter Pension Plan (Continued)**

Covered employees are required to contribute 9.455% of their salary to the Firefighter Pension Plan. If an employee leaves covered employment with less than 20 years of service, accumulated employee contributions may be refunded without accumulated interest. The City is required to contribute the remaining amounts necessary to finance the plan as actuarially determined by an enrolled actuary. Administrative costs are financed through investment earnings.

Under Public Act 96-1495, the annual requirements of the pension fund are to be determined as a level percent of payroll sufficient to bring the total assets of the pension fund up to 90% of the total actuarial liabilities by the year 2040.

#### Net Pension Liability

The components of the net pension liability of the Firefighter Pension Plan as of April 30, 2017 is as follows:

Total Pension Liability	\$ 66,226,544
Plan Fiduciary Net Position	 9,622,405
Net Pension Liability	\$ 56,604,139

Plan Fiduciary Net Position as a Percentage of the Total Pension Liability

15.00%

#### Actuarial Assumptions

The total pension liability was determined by an actuarial valuation as of May 1, 2017 using the following actuarial assumptions applied to all measurement periods:

Valuation Date5/1/2017Inflation2.5%Projected Salary Increases4.0%Investment Rate of Return6.75%

Mortality Rate L&A 2016 Illinois Firefighters

Mortality Rates

#### NOTE 7 - PENSION PLANS (CONTINUED)

#### B. Defined Benefit Single-Employer Pension Plans (CONTINUED)

#### **Firefighter Pension Plan (Continued)**

#### Actuarial Assumptions

Each Board of Trustees (Board) is responsible for administering the investment policies of the Plans and providing oversight for the management of the Plans' assets. The investment strategy of each Plan is to emphasize total return (defined as the aggregate return from capital appreciation and dividend and interest income). The investment policy for each plan requires that all Plan assets be invested in liquid securities, defined as securities that can be transacted quickly and efficiently for the Plan, with minimal impact on market price.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rate of return for each major asset class included in the pension plans' target asset allocations as of April 30, 2017 are summarized in the following table:

		Long Term Expected
Asset Class	<b>Target Allocation</b>	Real Rate of Return
Fixed income, Government	43.81%	3.2% - 4.2%
Domestic Equities	52.91%	8.3% - 9.3%
International Stocks	2.45%	8.4%
Others	0.83%	4.9% - 10.5%

#### Discount Rate

The discount rate used to measure the total pension liability was 6.75% for Firefighters Pension. The projection of cash flow used to determine the discount rate assumed that the funding policy is to amortize the unfunded liability over 25 years from May 1, 2017. Based on those assumptions, the pension plans' fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

#### NOTE 7 - PENSION PLANS (CONTINUED)

#### **B. Defined Benefit Single-Employer Pension Plans (CONTINUED)**

#### <u>Firefighter Pension Plan</u> (Continued)

Sensitivity of Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the Pension Plan calculated using the discount rates listed above, as well as what the Plan's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower, or 1-percentage-point higher than the current rate:

	<u>1% Decrease</u>	<u>Current Rate</u>	<u>1% Increase</u>
Discount Rate	5.75%	6.75%	7.75%
Net Pension Liability	\$ 65,605,582	\$ 56,604,139	\$ 49,223,776

#### Money-Weighted Rate of Return on Investments

For the year ended April 30, 2017, the annual money-weighted rate of return on pension plan investments, net of plan investments expenses was 8.34%. The money-weighted rate of return expresses investment performance, net of expenses, adjusted for the changing amounts actually invested.

#### **Changes in the Net Pension Liability (Asset)**

	Total Pension Liability (A)	Plan Fiduciary Net Position (B)	Net Pension Liability (A) - (B)
Balances at April 30, 2016	\$65,747,477	\$ 9,338,595	\$56,408,882
Changes for the year:			
Service Cost	851,474	-	851,474
Interest on the Total Pension Liability	4,320,828	-	4,320,828
Differences Between Expected and			
Experience of the Total Pension	(874,281)	-	(874,281)
Changes of Assumptions	(348,545)	-	(348,545)
Contributions - Employer	-	2,729,791	(2,729,791)
Contributions - Employees	-	279,105	(279,105)
Net Investment Income	-	778,089	(778,089)
Benefit Payments, including Refunds			
of Employee Contributions	(3,470,409)	(3,470,409)	-
Administrative Expenses		(32,766)	32,766
Net Changes	479,067	283,810	<u>195,257</u>
Balances at April 30, 2017	<u>\$ 66,226,544</u>	<u>\$ 9,622,405</u>	<u>\$56,604,139</u>

#### **NOTE 7 - PENSION PLANS (CONTINUED)**

#### **Defined Benefit Single-Employer Pension Plans (CONTINUED)**

Firefighter Pension Plan (Continued)

#### Firefighter Expense and Deferred Inflows/Outflows of Resources Related to Pensions

For the year ended April 30, 2017 the City will recognize a pension expense of \$5,733,754. On April 30, 2017 the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,638,250	\$ 676,926
Changes in assumptions	2,273,720	269,866
Net difference between projected and actual earnings	439,169	
Total Deferred Amounts Related to Pensions	<u>\$4,351,139</u>	<u>\$ 946,792</u>

The net amount reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense in future periods as follows:

	Net Deferred
Year Ending	Outflows of Resources
2018	\$ 1,421,464
2019	1,421,464
2020	712,989
2021	(151,570)
2022	-
Thereafter	<del>_</del>
Total	\$ 3,404,347

#### **NOTE 8 - LEASES**

The City leases certain designated space in the Public Safety Building from the Danville Public Building Commission (See also Note 11). The current lease expires on October 31, 2019. Expense under this lease for the year ended April 30, 2017 was \$1,334,385. Minimum lease commitments are as follows:

#### **Year Ending April 30**

2018	\$ 1,288,571
2019	\$ 1,327,228

In 2017, the Library entered into a 60-month lease agreement for a copier, expiring August 9, 2021. The lease payment per month for the copier is \$85. Expense under this lease agreement for the year ended April 30, 2017 was \$849.

Minimum lease commitments are as follows:

#### **Year Ending April 30**

2018 2019 2020 2021 2022	1,019 1,019 1,019 1,019 168
Total	\$ 3,225

#### **NOTE 9 - FEDERAL AND STATE ASSISTED PROGRAMS**

The City participates in a number of federal and state programs that are fully or partially funded by grants received from other governmental units. Expenditures financed by grants are subject to audit by the appropriate grantor government. If expenditures are disallowed due to noncompliance with grant program regulations, the City may be required to reimburse the grantor government. As of April 30, 2017, significant amounts of grant expenditures have not been audited by the grantor government. The City believes that disallowed expenditures, if any, based on subsequent audits will not have a material effect on any of the individual funds or the overall financial position of the City.

#### **NOTE 10 - RISK MANAGEMENT**

The City maintains an internal service fund for health insurance. The City's health insurance risks are covered with a commercial carrier.

The City maintains liability coverage through the Illinois Municipal League Risk Management Pool. Prior to 2005, the City was liable for additional premiums up to their maximum claim fund. As of April 30, 2017, only loss year 1999 remains open with a potential liability of approximately \$98,391, which is recorded as a liability.

In addition, the City elected the self-funded method for unemployment compensation. The City is therefore liable for benefits to any of its former employees eligible for benefits. The City noted no significant claims as of April 30, 2017.

The City had no claims exceeding their coverage limits on their other insurance coverage for the past three years.

#### **NOTE 11 - DANVILLE PUBLIC BUILDING COMMISSION**

Based on the criteria established by the Governmental Accounting Standards Board, the following information is provided concerning the joint venture between the City of Danville and the Danville Public Building Commission.

The Danville Public Building Commission was organized under the provisions of the "Public Building Commission Act of the State of Illinois" to enable the erecting, equipping and providing of modern public buildings to space and house the various branches, departments and agencies of government in the County Seat of Vermilion County, Illinois.

The Commission officials of the Danville Public Building Commission are appointed by the City of Danville, Danville Sanitary District, Danville School District #118, and Vermilion County.

The City has only indirect control over the Commission's budgeting and financing through the appointment of commission officials. However, all capital improvement projects financed by the Commission must be approved by the City of Danville, Vermilion County, and the Danville Public Building Commission.

#### **NOTE 12 - DEFERRED COMPENSATION PLAN**

The City offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan is available to all City employees and permits them to defer a portion of their salary until future years. Contributions to the deferred compensation plan remain in a separate trust for the benefit of the employees and are not available until termination, retirement, death, or unforeseeable emergency.

#### **NOTE 13 - LITIGATION**

The City is currently involved in several litigation matters. In the estimation of the City's management and legal counsel, the final settlement of these matters cannot be estimated.

#### **NOTE 14 - OTHER POST-EMPLOYMENT BENEFITS**

#### a. Plan Description

In addition to providing the pension benefits described in Note 7, the City provides postemployment health care benefits (OPEB) for retired employees through a single employer defined benefit plan (Retiree Healthcare Program). The benefits, benefit levels, employee contributions and employer contributions are governed by the City and can be amended by the City through its personnel manual and union contracts. The plan is not accounted for as a trust fund, as an irrevocable trust has not been established to account for the plan. The plan does not issue a separate report. The activity of the plan is reported in the City's governmental activities.

#### b. Benefits Provided

The City provides continued health insurance coverage at the active employee rate to all eligible employees in accordance with Illinois statutes, which creates an implicit subsidy of retiree health insurance. To be eligible for benefits, an employee must qualify for retirement under one of the City's retirement plans. Upon a retiree reaching age 65 years of age, Medicare becomes the primary insurer and the retiree can choose to not participate in the plan or continue under the City's plan at a Medicare Supplement rate.

#### c. Membership

At April 30, 2017, membership consisted of:

	<u>City</u>	<u>Library</u>
Retirees and beneficiaries currently receiving benefits Terminated employees entitled to benefits but not yet receiving them Active employees	123 - <u>198</u>	123 - <u>198</u>
Total	<u>321</u>	<u>321</u>
Participating employers		1

#### d. Funding Policy

The City is not required to and currently does not advance fund the cost of benefits that will become due and payable in the future. Active employees do not contribute to the plan until retirement.

Premium cost sharing arrangements vary depending on the bargaining unit and date of retirement. Qualified retirees pay a percentage of the premium cost for single and dependent coverage based on Medicare status and family status.

#### NOTE 14 - OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

#### e. Annual OPEB Costs and Net OPEB Obligation

The City's annual other post-employment benefit (OPEB) cost (expense) is calculated based on the annual required contribution (ARC) of the City, an amount actuarially determined in accordance with the parameters of required standards. The ARC represents a level of funding that, if paid on an on-going basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years.

The City had an actuarial valuation performed for the plan as of April 30, 2017 to determine the funded status of the plan as of that date. The City and Library's annual OPEB cost (expense) was \$400,515 and \$11,270, respectively. The City and Library's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for 2017 was as follows:

Actuarial Valuation <u>Date</u>	Annual OPEB <u>Cost</u>	Employer ntributions	Percentage of Annual OPEB Cost Contributed	let OPEB
<u>City</u> April 30, 2017 April 30, 2016 April 30, 2015	\$ 400,515 628,730 628,730	\$ 340,485 496,601 500,582	85.01% 78.9% 79.6%	\$ 1,005,901 945,871 813,742
Library April 30, 2017 April 30, 2016 April 30, 2015	\$ 11,270 16,674 16,674	\$ 2,042 3,689 4,333	18.11% 22.12% 25.98%	\$ 45,096 35,868 32,533

The net OPEB obligation as of April 30, 2017, was calculated as follows:

	<u>City</u>	<u>Library</u>
Annual required contribution	\$ 394,210	\$ 11,031
Interest on net OPEB obligation	37,835	1,435
Adjustment to annual required contribution	(31,529)	(1,196)
Annual OPEB cost	400,515	11,270
Contributions made	<u>340,485</u>	2,042
Increase in net OPEB obligation	60,030	9,228
Net OPEB obligation, beginning of year	<u>945,871</u>	<u>35,868</u>
Not OBED all the flag and of the	<b>#4</b> 005 004	<b>A. 45.000</b>
Net OPEB obligation, end of year	<u>\$1,005,901</u>	\$ <u>45,096</u>

#### NOTE 14 - OTHER POST-EMPLOYMENT BENEFITS (CONTINUED)

#### e. Annual OPEB Costs and Net OPEB Obligation (Continued)

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the ARCs of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information that shows whether the actuarial value of plan assets is increasing or decreasing over time relative to the AALs for benefits.

<u>Actuarial Methods and Assumptions</u>. Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

In the April 30, 2017 valuation the entry-age normal cost method was used. The actuarial assumptions included a discount rate of 4.0%, salary increases comprised of a wage inflation component of 4.0%, and an ultimate healthcare tread rate of 1.7% in the first year of the projection and 6.50% in the second year, and an ultimate rate of 5.5%.

The actuarial value of assets was not determined as the City has not advance funded its obligation.

#### f. Funded Status and Funding Progress

The funded status of the plan as of April 30, 2017 was as follows:

	City	Library
Actuarial accrued liability (AAL)	\$6,978,419	169,414
Actuarial value of plan assets	-	-
Unfunded actuarial accrued liability (UAAL)	\$6,978,419	169,414
Funded ratio (actuarial value of plan assets/AAL)	0.00%	0.00%
Covered payroll (active plan members)	\$15,678,350	88,790
UAAL as a percentage of covered payroll	44.50%	52.41%

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality and healthcare cost trend. Amounts determined regarding the funded status of the plan and the ARCs of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information.

#### **NOTE 15 - COMMITMENTS**

At fiscal year end the City had the encumbered amounts for general and administrative and community development totaling \$102,062 and \$23,829, respectively.

#### **NOTE 16 - TAX ABATEMENTS**

The City enters into tax abatement agreements with local businesses under the Tax Increment Financing Act, in order to create economic development in a certain district. For the fiscal year ended April 30, 2017, the City abated property taxes totaling \$239,487 under this program, including the following agreements that each exceeded 10% of the total amount abated:

- A 80% abatement to a developer for developing a medical facility, amounting to \$210.674
- A 80% abatement to a developer for a new social security office building, amounting to \$28.813

The City also enters into sales tax agreements from time to time with local businesses in order to draw and retain business in the City. For the fiscal year ended April 30, 2017, the City abated sales tax totaling \$138,410 under this program, including the following agreements that exceeded 10% of the total amount abated:

- A 50% abatement (for first five years) of sales tax to an auto dealership, not to exceed \$100,000 in one year. Current year abatement amounted to \$100,000
- A 50% abatement for five years of sales tax to a retail shop, not to exceed \$100,000 in one year. Current year abatement amounted to \$38,410.

REQUIRED SUPPLEMENTARY INFORMATION

## CITY OF DANVILLE, ILLINOIS SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES-BUDGET AND ACTUAL (BUDGETARY BASIS) GENERAL FUND

Year Ended April 30, 2017

	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes	\$ 1,280,760	\$ 1,280,760	\$ 1,365,286	\$ 84,526
Intergovernmental	21,227,478	21,227,478	20,262,289	(965,189)
Licenses and permits	812,503	812,503	857,458	44,955
Charges for services	702,662	702,662	915,488	212,826
Fines and forfeits	565,850	565,850	513,536	(52,314)
Miscellaneous	1,128,965	816,186	609,037	(207,149)
Total revenues	25,718,218	25,405,439	24,523,094	(882,345)
EXPENDITURES				
Current:				
General Government	2.126.401	2 1 12 001	1 002 272	240,420
General City government	2,126,401	2,142,801	1,893,372	249,429
Central vehicle maintenance	602,663	677,363	670,597	6,766
Finance	395,660	412,260	399,511	12,749 15,602
Treasurer Development services	92,411 499,649	87,411 499,649	71,809	39,243
Public affairs	228,931	228,931	460,406 226,649	2,282
Legal services	496,959	541,959	531,548	10,411
City Clerk	160,065	160,065	148,199	11,866
Human resources	251,631	260,631	257,614	3,017
Information systems	226,695	256,695	254,954	1,741
Total General Government	5,081,065	5,267,765	4,914,659	353,106
Public Safety				
Police	8,737,472	8,737,472	8,709,865	27,607
Fire	4,778,670	4,976,200	4,926,169	50,031
Total Public Safety	13,516,142	13,713,672	13,636,034	77,638
Streets	2,627,714	2,521,300	2,407,301	113,999
Urban Development	865,440	859,440	838,316	21,124
Culture and Recreation				
Public pool	63,928	59,747	61,016	(1,269)
Public property	1,768,915	1,768,915	1,708,314	60,601
Total Culture and Recreation	1,832,843	1,828,662	1,769,330	59,332
Total expenditures	23,923,204	24,190,839	23,565,640	625,199
Excess (deficiency) of revenues				
over expenditures	1,795,014	1,214,600	957,454	(257,146)

	Original Budget		Final Budget	_	Actual	_	Variance with Final Budget
OTHER FINANCING SOURCES (USES)							
Transfers in Transfers out	\$ 431,861	\$	396,799		396,799	\$	- 361,666
Transfers out	 (2,190,005)	_	(2,315,005)		(1,953,339)	_	301,000
Total other financing sources (uses)	 (1,758,144)		(1,918,206)		(1,556,540)	_	361,666
Net change in fund balance (Budgetary basis)	\$ 36,870	\$	(703,606)		(599,086)	\$	104,520
RECONCILIATION TO MODIFIED ACCRUAL BASIS (GAAP BASIS)							
Revenue accrual adjustments					286,679		
Expense accrual adjustments Transfers adjustment					(170,809) 466,155		
Net reconciliation to modified accrual basis (GAAP basis)					582,025		
Net change in fund balance (GAAP basis)					(17,061)		
FUND BALANCE, BEGINNING OF YEAR					6,923,086		
FUND BALANCE, END OF YEAR				\$	6,906,025		

#### CITY OF DANVILLE, ILLINOIS SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (BUDGETARY BASIS) MAJOR FUND - MOTOR FUEL TAX

Year Ended April 30, 2017

	Original Budget		Final Budget	 Actual	 iance with al Budget
REVENUES					
Intergovernmental	\$ 800,000	\$	800,000	\$ 842,334	\$ 42,334
Miscellaneous	 3,000	-	3,000	 35,769	 32,769
Total revenues	 803,000		803,000	 878,103	 75,103
EXPENDITURES					
Current:					
Streets	 803,000		803,000	 363,171	 439,829
Net change in fund balance					
(Budgetary basis)	\$ 	\$		 514,932	\$ 514,932
RECONCILIATION TO MODIFIED ACCRUAL BASIS (GAAP BASIS)					
Revenue accrual adjustments				344,628	
Expense accrual adjustments				 (291,639)	
Net reconciliation to modified accrual					
basis (GAAP basis)				 52,989	
Net change in fund balance					
(GAAP basis)				567,921	
FUND BALANCE, BEGINNING OF YEAR				 6,471,180	
FUND BALANCE, END OF YEAR				\$ 7,039,101	

## CITY OF DANVILLE, ILLINOIS SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (BUDGETARY BASIS) MAJOR FUND - DANVILLE MASS TRANSIT

Year Ended April 30, 2017

		Original Budget	 Final Budget		Actual	riance with nal Budget
REVENUES						
Intergovernmental	\$	2,614,857	\$ 2,614,857	\$	4,026,458	\$ 1,411,601
Charges for services		330,000	330,000		333,495	3,495
Miscellaneous		15,528	22,000	_	15,528	 (6,472)
Total revenues		2,960,385	 2,966,857		4,375,481	 1,408,624
EXPENDITURES						
Current:						
Transportation		3,254,055	 3,904,590		4,655,229	 (750,639)
Net change in fund balance						
before transfers		(293,670)	(937,733)		(279,748)	657,985
OTHER FINANCING SOURCES						
Loan proceeds		-	-		500,000	500,000
Transfers in		22,302	 22,302		22,302	 <u> </u>
Net change in fund balance (Budgetary basis)	<u>\$</u>	(271,368)	\$ (915,431)		242,554	\$ 1,157,985
RECONCILIATION TO MODIFIED ACCRUAL BASIS (GAAP BASIS)						
					2.074.000	
Revenue accrual adjustments Expense accrual adjustments					2,074,899	
Transfers in adjustment					(1,810,285) (507,168)	
Transfers in adjustment					(307,108)	
Net reconciliation to modified accrual						
basis (GAAP basis)					(242,554)	
Net change in fund balance (GAAP basis)					-	
FUND BALANCE, BEGINNING OF YEAR					<u>-</u> _	
FUND BALANCE, END OF YEAR				\$	<u>-</u> _	

# CITY OF DANVILLE, ILLINOIS REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF EMPLOYER CONTRIBUTIONS - PENSION PLANS (Unaudited)

#### **IMRF**

Fiscal Year	Ac	ctuarially			Contrib	ution		Actual Contribution	on
Ended		etermined		Actual	Deficie	ency	Covered	as a % of	•
April 30	Co	ntribution	Co	ntribution	(Exce	ess)	Payroll	Covered Pay	roll
2017	\$	998,633	\$	998,633	\$	-	\$ 7,841,745	12.73%	
2016		876,851		876,851		-	7,603,235	11.53%	

#### **Police Pension**

				Actual
Actuarially		Contribution		Contribution
Determined	Actual	Deficiency	Covered	as a % of
Contribution	Contribution	(Excess)	Payroll	Covered Payroll
\$ 2,494,048	\$ 2,497,021	\$ (2,973)	\$ 4,233,740	58.98%
1,808,123	1,930,255	(122,132)	4,783,623	40.35%
1,628,346	1,886,266	(257,920)	4,202,559	44.88%
	Determined Contribution \$ 2,494,048 1,808,123	Determined Actual Contribution \$ 2,494,048 1,808,123 1,930,255	Determined         Actual         Deficiency           Contribution         Contribution         (Excess)           \$ 2,494,048         \$ 2,497,021         \$ (2,973)           1,808,123         1,930,255         (122,132)	Determined Contribution         Actual Contribution         Deficiency (Excess)         Covered Payroll           \$ 2,494,048         \$ 2,497,021         \$ (2,973)         \$ 4,233,740           1,808,123         1,930,255         (122,132)         4,783,623

#### **Fire Pension**

or Actuarially		Contribution		Actual Contribution
ai Actuariany		Continuution		Continuution
Determined	Actual	Deficiency	Covered	as a % of
Contribution	Contribution	(Excess)	Payroll	Covered Payroll
\$ 2,714,487	\$ 2,729,791	\$ (15,304)	\$ 3,228,758	84.55%
2,302,627	7 2,493,073	(190,446)	\$ 3,789,528	65.79%
2,070,907	7 2,397,804	(326,897)	3,022,424	79.33%
	Contribution \$ 2,714,487 2,302,627	Determined Actual Contribution \$ 2,714,487 \$ 2,729,791 \$ 2,302,627 \$ 2,493,073	Determined Actual Deficiency Contribution Contribution (Excess)  \$ 2,714,487 \$ 2,729,791 \$ (15,304) 2,302,627 2,493,073 (190,446)	Determined Actual Deficiency Covered (Excess) Payroll \$ 2,714,487 \$ 2,729,791 \$ (15,304) \$ 3,228,758 \$ 2,302,627 \$ 2,493,073 \$ (190,446) \$ 3,789,528

Additional years will be added to this schedule until 10 years of data is presented

See accompanying notes to required supplementary information.

# CITY OF DANVILLE, ILLINOIS REQUIRED SUPPLEMENTARY INFORMATION SCHEDULES OF FUNDING PROGRESS Year Ended April 30, 2017

#### **OTHER POST-EMPLOYMENT BENEFITS**

Trend information for the year ended April 30, 2017 is as follows:

Actuarial Valuation <u>Date *</u>	Actuarial Value of Assets <u>(a)</u>	Actuarial Accrued Liability (AAL) Entry Age ( <u>b)</u>	Unfunded AAL (UAAL) <u>(b-a)</u>	Funded Ratio <u>(a/b)</u>	Covered Payroll <u>(c)</u>	UAAL as a Percentage of Covered Payroll ((b-a)/c)
<u>City</u> 4/30/17 4/30/15 4/30/13	\$ - - -	\$ 6,978,419 11,167,067 9,448,191	\$ 6,978,419 11,167,067 9,448,191	0.00% 0.00% 0.00%	\$ 16,020,074 16,399,435 14,853,649	43.56% 68.09% 63.61%
<u>Library</u> 4/30/17 4/30/15	\$ - -	\$ 169,414 222,369	\$ 169,414 222,369	0.00% 0.00%	\$ 906,604 902,928	18.68% 24.77%

<sup>\*</sup>A full actuarial valuation is not required annually.

Note> The actuarial accrued liability decreased due to changes in explicit liability costs, change in the City costs due to change in insurance providers and change in assumptions related to expected medical costs, changes in mortality, retirement, termination and disability tables. Such changes were made to better reflect the future anticipated experience in the plan.

Actuarial information not available for the Library for valuation date 4/30/13.

See accompanying notes to required supplementary information.

#### CITY OF DANVILLE, ILLINOIS SCHEDULE IN CHANGES IN THE EMPLOYER'S NET PENSION LIABILITY AND RELATED RATIOS -IMRF

(Unaudited)

December 31,		<u>2016</u>		<u>2015</u>
Total Pension Liability Service cost	\$	820,424	\$	806,471
Interest	φ	3,484,268	φ	3,276,716
Difference between expected and		3,404,200		3,270,710
actual experience		(653,777)		1,336,020
Changes of assumptions		(111,805)		110,999
Employee contributions		(2,761,121)		(2,575,428)
Other changes		(2,701,121)		(2,070,420)
Net Change in Total Pension Liability		777,989		2,954,778
Total Pension Liability - Beginning		47,506,148		44,551,370
Total Pension Liability - Ending (A)	\$	48,284,137	\$	47,506,148
		,,		,,
Plan Fiduciary Net Position				
Contributions - Employer	\$	961,819	\$	861,446
Contributions - member	•	366,011	•	439,515
Net Investment Income		3,119,875		252,803
Benefit Payments, Including Refunds		(2,761,121)		(2,575,428)
Administrative Expense		(47,746)		(35,572)
Net Change in Plan Fiduciary Net Position		1,638,838		(1,057,236)
Plan Fiduciary Net Position - Beginning		40,665,989		41,723,225
Plan Fiduciary Net Position - Ending (B)	\$	42,304,827	\$	40,665,989
Net Pension Liability - Ending (A) - (B)	\$	5,979,310	\$	6,840,159
Plan Fiduciary Net Position as a Percentage				
of the Total Pension Liability		87.62%		85.60%
, , , , , , , , , , , , , , , , , , ,				
Covered Payroll	\$	7,769,134	\$	7,603,235
•				
Net Pension Liability as a Percentage of				
Covered Payroll		76.96%		89.96%

Additional years will be added to this schedule annually until 10 years of data is presented

#### CITY OF DANVILLE, ILLINOIS SCHEDULE IN CHANGES IN THE EMPLOYER'S NET PENSION LIABILITY AND RELATED RATIOS -POLICE PENSION PLAN

(Unaudited)

<b>Year Ended April 30</b> Total Pension Liability		<u>2017</u>		<u>2016</u>		<u>2015</u>
Service cost	\$	1,000,209	\$	901,913	\$	817,119
Interest	Ψ	4,356,948	Ψ	3,858,350	Ψ	3,454,773
Difference between expected and		4,000,040		0,000,000		0,404,770
actual experience		(269,015)		2,250,531		1,811,326
Changes of assumptions		(835,424)		3,512,644		7,994,120
Employee contributions		(3,247,081)		(3,026,517)		(2,933,952)
Net Change in Total Pension Liability		1,005,637		7,496,921		11,143,386
Total Pension Liability - Beginning		66,170,921		58,674,000		47,530,614
Total Pension Liability - Ending (A)	\$	67,176,558	\$	66,170,921	\$	58,674,000
,		, ,				, ,
Plan Fiduciary Net Position						
Contributions - Employer	\$	2,497,021	\$	1,930,255	\$	1,886,266
Contributions - member		426,351		422,758		441,189
Net Investment Income		1,494,561		(277,107)		1,009,928
Benefit Payments, Including Refunds		(3,247,081)		(3,026,517)		(2,933,952)
Administrative Expense		(62,254)		(45,831)		(30,929)
Net Change in Plan Fiduciary Net Position		1,108,598		(996,442)		372,502
Plan Fiduciary Net Position - Beginning *		16,913,230		17,909,672		19,322,370
Plan Fiduciary Net Position - Ending (B)	\$	18,021,828	\$	16,913,230	\$	19,694,872
Not Dengion Lightlity Ending (A) (B)	æ	40 154 720	æ	40 257 601	æ	20 070 120
Net Pension Liability - Ending (A) - (B)	Φ	49,154,730	\$	49,257,691	\$	38,979,128
Plan Fiduciary Net Position as a Percentage						
of the Total Pension Liability		26.83%		25.56%		33.57%
0 15 "	•	4 000 740	•	4 700 000	•	4 000 550
Covered Payroll	\$	4,233,740	\$	4,783,623	\$	4,202,559
Net Pension Liability as a Percentage of						
Covered Payroll		1161.02%		1029.72%		927.51%
•						

Additional years will be added to this schedule annually until 10 years of data is presented

See accompanying notes to required supplementary information.

<sup>\*</sup> Beginning net position for year ended April 30, 2016 has been restated

#### CITY OF DANVILLE, ILLINOIS SCHEDULE IN CHANGES IN THE EMPLOYER'S NET PENSION LIABILITY AND RELATED RATIOS -FIREFIGHTERS PENSION PLAN (Unaudited)

Year Ended April 30 Total Pension Liability		<u>2017</u>		<u>2016</u>		<u>2015</u>
Service cost	\$	851,474	\$	718,638	\$	782,450
Interest		4,320,828		3,779,373		3,560,094
Difference between expected and						
actual experience		(874,281)		2,928,212		838,331
Changes of assumptions		(348,545)		4,064,052		6,723,995
Employee contributions		(3,470,409)		(3,467,010)		(3,297,149)
Net Change in Total Pension Liability		479,067		8,023,265		8,607,721
Total Pension Liability - Beginning		65,747,477		57,724,212		49,116,491
Total Pension Liability - Ending (A)	\$	66,226,544	\$	65,747,477	\$	57,724,212
	-					
Plan Fiduciary Net Position						
Contributions - Employer	\$	2,729,791	\$	2,493,073	\$	2,397,804
Contributions - member		279,105		280,258		309,604
Net Investment Income		778,089		(133,299)		571,441
Benefit Payments, Including Refunds		(3,470,409)		(3,467,010)		(3,297,149)
Administrative Expense		(32,766)		(36,578)		(39,693)
Net Change in Plan Fiduciary Net Position		283,810		(863,556)		(57,993)
Plan Fiduciary Net Position - Beginning *		9,338,595		10,202,151		12,539,748
Plan Fiduciary Net Position - Ending (B)	\$	9,622,405	\$	9,338,595	\$	12,481,755
Net Pension Liability - Ending (A) - (B)	œ	56,604,139	\$	56,408,882	\$	45,242,457
Net Felision Liability - Eliding (A) - (B)	Ψ	50,004,139	Ψ	30,400,002	Ψ	45,242,457
Plan Fiduciary Net Position as a Percentage						
of the Total Pension Liability		14.53%		14.20%		21.62%
Covered Payroll	\$	3,228,758	\$	3,789,528	\$	3,022,424
Net Pension Liability as a Percentage of						
Covered Payroll		1753.12%		1488.55%		1496.89%

Additional years will be added to this schedule annually until 10 years of data is presented

See accompanying notes to required supplementary information.

<sup>\*</sup> Beginning net position for year ended April 30, 2016 has been restated

#### **NOTE 1 - BUDGETS AND BUDGETARY ACCOUNTING**

The City follows these procedures in establishing the budgetary data reflected in the financial statements:

- 1. In October the City Council is presented with a proposed operating budget for the fiscal year commencing May 1. The operating budget includes proposed expenditures and the means of financing them. The legal level of budgetary control is within each fund.
- 2. A public hearing is held the first Tuesday in December to obtain taxpayer comments.
- 3. The budget is adopted the second City Council meeting in December, by majority vote.
- 4. Budget amendments which alter total expenditures of any fund must be approved by a 3/5 vote of the City Council. The budget revisions for fiscal year 2017 totaled \$267,635 and \$650,535 for the General Fund and the Mass Transit District Fund, respectively.
- 5. Legally adopted budgets is employed as a management control device during the year for all funds of the City other than State and Federal Grant Special Revenue Funds which employ project oriented budget control procedures.
- 6. Budgets for the City, except for the Library, are not prepared in accordance with accounting principles generally accepted in the United States of America. Revenues are budgeted on the cash basis of accounting and expenditures are budgeted using the cash plus encumbrance basis of accounting. Budgetary comparisons in this report are presented on this non-accounting principles generally accepted in the United States of America basis for the City, except for the Library, which uses the modified accrual basis for its budget.

#### **NOTE 2 – EXPENDITURES OVER BUDGET**

Danville mass transit fund had expenditures over budget of \$750,639.

### NOTE 3 - SUMMARY OF ACTUARIAL METHODS AND ASSUMPTIONS USED IN THE CALCULATIONS OF THE 2016 CONTRIBUTION RATE - IMRF

Valuation Date:

Notes: Actuarially determined contribution rates are calculated as of December 31

each year, which are 12 months prior to the beginning of the

fiscal year in which contributions are reported.

Methods and Assumptions Used to Determine 2016 Contribution Rates:

Actuarial Cost Method: Aggregate entry age = normal Level percentage of payroll, closed

Remaining Amortization Period: 28-year closed period

Asset Valuation Method: Five-year smoothed market; 20% corridor

Wage Growth: 3.5%

Price Inflation: 2.75%, approximate; No explicit price inflation assumption

is used in this valuation.

Salary Increases: 3.75% to 14.50%, including inflation

Investment Rate of Return: 7.50%

Retirement Age: Experience-based table of rates that are specific to the

type of eligibility condition; last updated for the 2011 valuation pursuant to an experience study of the period

2008 to 2010.

Mortality: RP-2000 Combined Healthy Mortality Table, adjusted for

mortality improvements to 2020 using projection scale AA. For men, 120% of the table rates were used. For women, 92% of the table rates were used. For disables lives, the mortality rates are the rates applicable to non-disabled

lives set forward 10 years

Other Information:

Notes: There were no benefit changes during the year.

### NOTE 4 - SUMMARY OF ACTUARIAL METHODS AND ASSUMPTIONS USED IN THE CALCULATIONS OF THE 2017 CONTRIBUTION RATE - POLICE PENSION

Valuation Date:

Notes: Actuarially determined contribution rates are calculated as

of April 30 each year, which are 12 months prior to the beginning of the fiscal year in which contributions are

reported.

Methods and Assumptions Used to Determine 2017 Contribution Rates:

Actuarial Cost Method: Aggregate entry age = normal

Amortization Method: Straight line
Remaining Amortization Period: 6.44 years
Asset Valuation Method: Market
Wage Growth: 4.0%

Price Inflation: 2.5%, approximate; No explicit price inflation assumption is

used in this valuation.

Salary Increases: 4.0% Investment Rate of Return: 6.75% Retirement Age: 50-70

Mortality: L&A 2016 Illinois Police Mortality Rates

Other Information:

Notes: There were no benefit changes during the year.

Money-Weighted Rate of Return on Investments

4/30/178.57%4/30/16-0.32%4/30/154.29%

### NOTE 4 - SUMMARY OF ACTUARIAL METHODS AND ASSUMPTIONS USED IN THE CALCULATIONS OF THE 2017 CONTRIBUTION RATE - FIREFIGHTER PENSION

Valuation Date:

Notes: Actuarially determined contribution rates are calculated as

of April 30 each year, which are 12 months prior to the beginning of the fiscal year in which contributions are

reported.

Methods and Assumptions Used to Determine 2017 Contribution Rates:

Actuarial Cost Method: Aggregate entry age = normal

Amortization Method: Straight line
Remaining Amortization Period: 4.43 years
Asset Valuation Method: Market
Wage Growth: 4.0%

Price Inflation: 2.5%, approximate; No explicit price inflation assumption is

used in this valuation.

Salary Increases: 4.0% Investment Rate of Return: 6.75% Retirement Age: 50-70.

Mortality: L&A 2016 Illinois Firefighters Mortality Rates

Other Information:

Notes: There were no benefit changes during the year.

Money-Weighted Rate of Return on Investments

4/30/178.34%4/30/16-0.26%4/30/154.29%

OTHER SUPPLEMENTARY INFORMATION

#### CITY OF DANVILLE, ILLINOIS COMBINING BALANCE SHEET GENERAL FUND BY ACCOUNT April 30, 2017

		General Account		Flex pending	A	Land acquisition		Working Cash		Total General Fund
ASSETS										
Cash	\$	1,387,264	\$	21,612	\$	1,137	\$	146,859	\$	1,556,872
Temporary investments		-		-		32,000		-		32,000
Receivables:										
Taxes, net of allowance for										
estimated uncollectibles		235,552		=		-		-		235,552
Other		557,948		-		-		-		557,948
Prepaid items		824,989		-		-		45,000		824,989
Due from other funds Advance from other funds		735,734		=		-		45,000		45,000 735,734
Due from other governments		5,005,464		-		-				5,005,464
Due from other governments	_	3,003,404			_		_	<u>-</u>	_	3,003,404
TOTAL ASSETS	\$	8,746,951	\$	21,612	\$	33,137	\$	191,859	\$	8,993,559
LIABILITIES										
Accounts payable	\$	107,093	\$	-	\$	-	\$	-	\$	107,093
Accrued expenses		228,294		-		-		-		228,294
Due to other governments		1,303			_		_		_	1,303
Total liabilities		336,690	-		_					336,690
DEFERRED INFLOWS OF RESOURCES										
Unavailable revenues		1,515,292		-		-		-		1,515,292
Subsequent year's property taxes		235,552			_		_			235,552
Total deferred inflows of resources		1,750,844					_			1,750,844
FUND BALANCE										
Nonspendable:										
Prepaids		824,989		_		-		_		824,989
Advance to other funds		735,734		_		_		-		735,734
Assigned:		,								,
General and administrative		36,500		-		_		_		36,500
Unassigned		5,062,194		21,612		33,137		191,859		5,308,802
Total fund balance	-	6,659,417		21,612		33,137		191,859		6,906,025
TOTAL LIABILITIES, DEFERRED INFLOWS										
OF RESOURCES, AND FUND BALANCE	\$	8,746,951	\$	21,612	\$	33,137	\$	191,859	\$	8,993,559

# CITY OF DANVILLE, ILLINOIS COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES GENERAL FUND BY ACCOUNT Year Ended April 30, 2017

		General Account		Flex Spending		Land Acquisition		Working Cash		Total General Fund
REVENUES										
Taxes	\$	1,365,855	\$	-	\$	-	\$	-	\$	1,365,855
Intergovernmental		20,480,136		-		-		-		20,480,136
Licenses and permits		857,228		44.706		-		-		857,228
Charges for services Fines and forfeits		960,306 511,437		44,786		-		-		1,005,092 511,437
Miscellaneous		594,623		-		(6,014)		500		589,109
iviiscentaneous	_	374,023	-		_	(0,014)	_	300		367,107
Total revenues		24,769,585		44,786	_	(6,014)	_	500		24,808,857
EXPENDITURES										
Current:										
General government		5,787,255		42,054		-		20,001		5,849,310
Public safety		13,598,236		-		-		-		13,598,236
Streets		2,170,913		-		-		-		2,170,913
Culture and recreation		1,717,702		-		-		-		1,717,702
Capital outlay		399,372		-	_		_	-	_	399,372
Total expenditures		23,673,478		42,054	_			20,001		23,735,533
Excess (deficiency) of revenues										
over expenditures		1,096,107		2,732		(6,014)		(19,501)		1,073,324
				_						_
OTHER FINANCING SOURCES (USES)										
Transfers in		886,421		-		-		-		886,421
Transfers out	_	(1,976,806)	_		_	<del>-</del>	_		-	(1,976,806)
Total other financing sources (uses)		(1,090,385)		<u> </u>	_		_	<u>-</u>		(1,090,385)
Net change in fund balance		5,722		2,732		(6,014)		(19,501)		(17,061)
FUND BALANCE, BEGINNING OF YEAR		6,653,695		18,880		39,151	-	211,360		6,923,086
FUND BALANCE, END OF YEAR	\$	6,659,417	\$	21,612	\$	33,137	\$	191,859	\$	6,906,025

#### CITY OF DANVILLE, ILLINOIS COMBINING BALANCE SHEET NONMAJOR GOVERNMENTAL FUNDS April 30, 2017

		State Narcotic orfeiture	N	ederal arcotic orfeiture	Dev	mmunity velopment ock Grant		owne entre		orm Water Drainage	Bus	Small iness Loan		DATS Program		TIF Midtown
Cash	s	56,689	\$	5,440	\$	636	\$	38	\$	95,417	\$	291,026	\$	1,450	\$	24,234
Temporary investments		-	•	-	•	-	•	-		200,000		-	•	-		607,000
Receivables:																
Taxes, net of allowance for																
estimated uncollectibles		-		-		-		-		-		-		-		-
Other - current		-		-		-		-		1,997		54,147		13,782		-
Other - noncurrent		-		-		-		-		-		135,284		-		-
Due from other governments		-				21,410			_				-			
TOTAL ASSETS	\$	56,689	\$	5,440	\$	22,046	\$	38	\$	297,414	\$	480,457	\$	15,232	\$	631,234
LIADH VEVES																
LIABILITIES Accounts payable	\$	_	\$	_	\$	15,591	\$	_	\$	2,765	\$		\$	805	\$	11,469
Accounts payable Accrued expenses	3	-	3	870	3	15,391	3	-	э	2,765	3	-	3	2,825	э	11,409
Due to other funds		-		-		-		-		-		-		5,000		-
Due to other funds	-		-		-		-					<del></del>	-	3,000	-	
Total liabilities				870		15,622				2,765				8,630		11,469
DEFERRED INFLOWS OF RESOURCES																
Unavailable revenue		-		-		-		-		-		-		-		-
Subsequent year's property taxes		<u> </u>		-		-				-		-				
Total deferred inflows of resources			#						_		_					
FUND BALANCE																
Restricted:																
Retirement		-		-		-		-		-		-		-		-
Public health and education		-		-		-		-		-		-		-		-
Public safety		56,689		4,570		-		-		-		-		-		-
Community development		-		-		6,424		-		-		480,457		-		619,765
Transportation		-		-		-		-		-		-		6,602		-
Streets		-		-		-		-		294,649		-		-		-
Debt service		-		-		-		-		-		-		-		-
Committed:																
Community development		-		-		-		38		-		-		-		-
Capital projects		-		-		-		-		-		-		-		-
Assigned:																
Capital projects		-		-		-		-		-		-		-		-
Unassigned				-				-				-				
Total fund balance (deficit)		56,689		4,570		6,424		38	_	294,649	_	480,457	-	6,602		619,765
TOTAL LIABILITIES, DEFERRED INFLOWS		*****				****						400 45-				
OF RESOURCES AND FUND BALANCE	\$	56,689	\$	5,440	\$	22,046	\$	38	\$	297,414	\$	480,457	\$	15,232	\$	631,234

#### CITY OF DANVILLE, ILLINOIS COMBINING BALANCE SHEET NONMAJOR GOVERNMENTAL FUNDS April 30, 2017

	w	TIF Vestgate		TIF impus	East	TIF Voorhees		Housing Loan	Enfe	Law orcement Grant		Landfill mediation		Special Sewer Projects
Cash	\$	46,363	s	993	\$	5,957	\$	143,520	\$	6,537	\$	86,783	\$	4,398
Temporary investments		-		-		60,000		-		-		800,000		170,000
Receivables:														
Taxes, net of allowance for														
estimated uncollectibles		-		-		-		-		-		-		-
Other - current		-		-		-		7,289		-		-		-
Other - noncurrent		-		-		-		10,870		-		-		-
Due from other governments		-	-	-		-					_	-	_	-
TOTAL ASSETS	\$	46,363	\$	993	\$	65,957	\$	161,679	\$	6,537	\$	886,783	\$	174,398
LIABILITIES														
	\$	9,225	\$		\$		\$		\$		\$	520	\$	
Accounts payable	\$	9,223	\$	-	3	-	3	-	3	-	3	320	Э	-
Accrued expenses Due to other funds		-		-		-		-		-		-		-
Due to other runds			-								-		-	
Total liabilities		9,225										520		
DEFERRED INFLOWS OF RESOURCES														
Unavailable revenue		-		-		-		-		-		-		_
Subsequent year's property taxes		-		-		-								
Total deferred inflows of resources														
FUND BALANCE														
Restricted:														
Retirement		-		-		-		-		-		-		-
Public health and education		-		-		-		-		-		886,263		-
Public safety		-		-		-		-		6,537		-		-
Community development		37,138		993		65,957		161,679		-		-		-
Transportation		-		-		-		-		-		-		-
Streets		-		-		-		-		-		-		-
Debt service		-		-		-		-		-		-		-
Committed:														
Community development		-		-		-		-		-		-		-
Capital projects		-		-		-		-		-		-		174,398
Assigned:														
Capital projects		-		-		-		-		-		-		-
Unassigned		-	-			-		-			_	-	_	-
Total fund balance (deficit)	_	37,138		993		65,957		161,679		6,537		886,263		174,398
TOTAL LIABILITIES, DEFERRED INFLOWS	•	46 262	•	002	•	65.057	•	161 670	e	6 527	•	996 792	e	174 200
OF RESOURCES AND FUND BALANCE	\$	46,363	\$	993	\$	65,957	\$	161,679	\$	6,537	\$	886,783	\$	174,398

#### CITY OF DANVILLE, ILLINOIS COMBINING BALANCE SHEET NONMAJOR GOVERNMENTAL FUNDS April 30, 2017

			Capital Projects Funds				Debt Service Funds	
	Firefighter Pension	Police Pension	Capital Improvements	Infrastructure Development	Community Reinvestment	IHDA Blight Reduction	2007 Debt Service	Total
Cash	\$ 30,321	\$ 20,213	\$ 102,450	\$ 364,927	526,663	2,158	\$ 62,134	\$ 1,878,347
Temporary investments Receivables:	-	-	45,000	195,000	-	-	6,000	2,083,000
Taxes, net of allowance for								
estimated uncollectibles	2,062,843	2,049,419	-	-	-	-	-	4,112,262
Other - current	-	-	124,662	96,606	-	-	-	298,483
Other - noncurrent	-	-	201 171	07 200	-	-	-	146,154
Due from other governments	<del></del>		201,171	97,300	<del>-</del> _	<del></del>		319,881
TOTAL ASSETS	\$ 2,093,164	\$ 2,069,632	\$ 473,283	\$ 753,833	\$ 526,663	\$ 2,158	\$ 68,134	\$ 8,838,127
LIABILITIES								
Accounts payable	\$ -	\$ -	\$ 74	\$ 18,300	\$ 42,010	\$ 14,486	\$ -	\$ 115,245
Accrued expenses	-	-	-	30,045		-	-	33,771
Due to other funds	-	_	-	-	-	-	-	5,000
Total liabilities			74	48,345	42,010	14,486	<u> </u>	154,016
DEFERRED INFLOWS OF RESOURCES								
Unavailable revenue	-	-	67,868	-	-	-	-	67,868
Subsequent year's property taxes	2,062,843	2,049,419						4,112,262
Total deferred inflows of resources	2,062,843	2,049,419	67,868					4,180,130
FUND BALANCE								
Restricted:								
Retirement	30,321	20,213	-	-	-	-	-	50,534
Public health and education	-	-	-	-	-	-	-	886,263
Public safety	-	-	-	-	-	-	-	67,796
Community development	-	-	-	-	484,653	-	-	1,857,066
Transportation	-	-	-	-	-	-	-	6,602
Streets	-	-	-	-	-	-	- <del>-</del>	294,649
Debt service	-	-	-	-	-	-	68,134	68,134
Committed:								20
Community development	-	-	-	705 400	-	-	-	38
Capital projects	-	-	-	705,488	-	-	-	879,886
Assigned: Capital projects			405,341	_	_	10,899	_	416,240
Unassigned	<u> </u>		405,341		<u> </u>	(23,227)	<u> </u>	(23,227)
Total fund balance (deficit)	30,321	20,213	405,341	705,488	484,653	(12,328)	68,134	4,503,981
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE	\$ 2,093,164	\$ 2,069,632	\$ 473,283	\$ 753,833	\$ 526,663	\$ 2,158	\$ 68,134	\$ 8,838,127

## CITY OF DANVILLE, ILLINOIS COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE NONMAJOR GOVERNMENTAL FUNDS Year Ended April 30, 2017

	State Narcotic Forfeiture	Federal Narcotic Forfeiture	Community Development Block Grant	Towne Centre	Storm Water Drainage	Small Business Loan	DATS Program	TIF Midtown
REVENUES								
Taxes	\$ -	\$ -	\$ -	\$ -	\$ 28,126	\$ -	\$ -	\$ 424,775
Intergovernmental	-	-	742,879	-	-	-	128,741	-
Charges for services	16,912	-	-	-	-	-	-	-
Miscellaneous	496		17,478	70	1,806	39,280	32,116	3,476
Total revenues	17,408		760,357	70	29,932	39,280	160,857	428,251
EXPENDITURES								
Public safety	11,877	-	-	51,605	-	-	-	-
Community development	-	-	751,335	-	9,221	-	204,583	289,377
Public health and education	-	-	-	-	-	-	-	-
Capital projects	-	-	-	-	-	-	-	-
Debt service:								
Principal	-	-	-	-	-	-	-	-
Interest								
Total expenditures	11,877		751,335	51,605	9,221		204,583	289,377
Excess (deficiency) of revenues								
over expenditures	5,531		9,022	(51,535)	20,711	39,280	(43,726)	138,874
OTHER FINANCING SOURCES (USES) Loan proceeds								
Transfers in		_	-	-			-	-
Transfers out			<u> </u>					
Total other financing sources (uses)								
Net change in fund balance	5,531	-	9,022	(51,535)	20,711	39,280	(43,726)	138,874
FUND BALANCE (DEFICIT), BEGINNING OF YEAR	51,158	4,570	(2,598)	51,573	273,938	441,177	50,328	480,891
FUND BALANCE (DEFICIT), END OF YEAR	\$ 56,689	\$ 4,570	\$ 6,424	\$ 38	\$ 294,649	\$ 480,457	\$ 6,602	\$ 619,765

## CITY OF DANVILLE, ILLINOIS COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE NONMAJOR GOVERNMENTAL FUNDS Year Ended April 30, 2017

	 TIF Vestgate		TIF impus	East	TIF Voorhees		Iousing Loan		Law forcement Grant	andfill nediation	Special Sewer Projects
REVENUES											
Taxes	\$ 14,117	\$	529	\$	51,717	\$	-	\$	-	\$ -	\$ -
Intergovernmental	-		-		-		-		34,424	-	-
Charges for services	-		-		-		-		-	-	1,000
Miscellaneous	 431	-	72		208		110		26	 6,488	 1,150
Total revenues	 14,548		601		51,925		110		34,450	 6,488	 2,150
EXPENDITURES											
Public safety	-		-		-		-		31,319	-	-
Community development	32,539		-		-		49		-	-	-
Public health and education	-		-				-		-	17,329	-
Capital projects	-		-		-		-		-	-	-
Debt service:											
Principal	-		-		-		-		-	-	-
Interest	 		-							 	 
Total expenditures	 32,539				<u>-</u>		49		31,319	 17,329	 
Excess (deficiency) of revenues											
over expenditures	 (17,991)		601		51,925		61		3,131	 (10,841)	 2,150
OTHER FINANCING SOURCES (USES)											
Loan proceeds Transfers in	-		-		-		-		-	-	-
	-		-		-		-		-	-	-
Transfers out	 -	-				-			-	 	 
Total other financing sources (uses)	 	-								 	 -
Net change in fund balance	(17,991)		601		51,925		61		3,131	(10,841)	2,150
FUND BALANCE (DEFICIT), BEGINNING OF YEAR	 55,129		392		14,032	_	161,618	_	3,406	 897,104	 172,248
FUND BALANCE (DEFICIT), END OF YEAR	\$ 37,138	\$	993	\$	65,957	\$	161,679	\$	6,537	\$ 886,263	\$ 174,398

## CITY OF DANVILLE, ILLINOIS COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE NONMAJOR GOVERNMENTAL FUNDS Year Ended April 30, 2017

				Capital Pro	ojects Funds		Debt Service Funds
	Firefighter Pension	Police Pension	Capital Improvements	Infrastructure Development	Community Reinvestment	IHDA Blight Reduction	2007 Debt Service
REVENUES							
Taxes	\$ 2,012,007	\$ 1,999,910	\$ -	\$ 1,248,425	\$ 130,361	\$ -	\$ 94,080
Intergovernmental	-	-	814,411	387,896	-	-	-
Charges for services	-	-	-	-	-	-	-
Miscellaneous	<del>-</del>		6,017	5,680		15,000	2,874
Total revenues	2,012,007	1,999,910	820,428	1,642,001	130,361	15,000	96,954
EXPENDITURES							
Public safety	2,729,598	2,496,971	_	_	-	-	-
Community development	, , , , , , , , , , , , , , , , , , ,	-	701,705	1,040,431	103,798	27,328	-
Public health and education	-	-	-	-	-	-	-
Capital projects	-	-	1,142,836	984,352	341,910	-	-
Debt service:							
Principal	-	_	_	77,275	_	_	285,000
Interest				7,650			79,987
Total expenditures	2,729,598	2,496,971	1,844,541	2,109,708	445,708	27,328	364,987
Excess (deficiency) of revenues							
over expenditures	(717,591)	(497,061)	(1,024,113)	(467,707)	(315,347)	(12,328)	(268,033)
OTHER FINANCING SOURCES (USES)							
Loan proceeds	_	_	1,089,655	_	800,000	-	-
Transfers in	747,912	517,274	-	23,467	-	_	267,883
Transfers out		<u> </u>	(200,783)				(379,101)
Total other financing sources (uses)	747,912	517,274	888,872	23,467	800,000		(111,218)
Net change in fund balance	30,321	20,213	(135,241)	(444,240)	484,653	(12,328)	(379,251)
FUND BALANCE (DEFICIT), BEGINNING OF YEAR	-	-	540,582	1,149,728	-	-	447,385
FUND BALANCE (DEFICIT), END OF YEAR	\$ 30,321	\$ 20,213	\$ 405,341	\$ 705,488	\$ 484,653	\$ (12,328)	\$ 68,134

# CITY OF DANVILLE, ILLINOIS COMBINING STATEMENT OF FIDUCIARY NET POSITION AGENCY FUNDS April 30, 2017

#### **ASSETS**

	-	nsurance		Civic Center	vidence Holding	 Total
Cash Certificates of deposit Accounts receivable	\$	5,373	\$	149,746 - 63,464	\$ 2,353 160,000	\$ 157,472 160,000 63,464
TOTAL ASSETS	\$	5,373	\$	213,210	\$ 162,353	\$ 380,936
		LIABIL	ATIES	S		
Accounts payable Due to others	\$	5,373		10,695 202,515	\$ 139,262 23,091	\$ 149,957 230,979
TOTAL LIABILITIES	\$	5,373	\$	213,210	\$ 162,353	\$ 380,936

STATISTICAL DATA

#### CITY OF DANVILLE, ILLINOIS GENERAL PROPERTY TAX INFORMATION April 30, 2017

#### VALUATION AND TAX RATES

A three-year comparison of assessed valuation and tax rates for 2016, 2015, and 2014 follows:

	<u>2016</u>	<u>2015</u>	<u>2014</u>
ASSESSED VALUATIONS	\$ 302,552,080	\$ 298,835,767	\$ 292,274,745
TAX RATES			
Social Security	0.0000	0.0000	0.0000
Illinois Municipal Retirement Fund	0.0000	0.0000	0.0000
Police Pension	0.7102	0.7010	0.6186
Firemen's Pension	0.7149	0.7052	0.7878
Library	0.6179	0.6021	0.5746
General Obligations Debt	0.0000	0.0743	0.0743
TOTAL	2.0430	2.0826	2.0553

**SINGLE AUDIT SECTION** 





# INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

Mayor and City Council City of Danville, Illinois

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of the City of Danville, Illinois, as of and for the year ended April 30, 2017, and the related notes to the financial statements, which collectively comprise the City of Danville, Illinois' basic financial statements, and have issued our report thereon dated November 20, 2017.

#### **Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the City of Danville, Illinois' internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City of Danville, Illinois' internal control. Accordingly, we do not express an opinion on the effectiveness of the City of Danville, Illinois' internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did identify certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs, to be material weaknesses (Findings 2017-001 and 2017-002).

#### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the City of Danville, Illinois' financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

#### City of Danville Illinois' Responses to Findings

Clifton Larson Allen LLP

The City of Danville, Illinois' responses to the findings identified in our audit are described in the accompanying schedule of findings and questioned costs. The City of Danville, Illinois' responses were not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on them.

#### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

CliftonLarsonAllen LLP

Danville, Illinois November 20, 2017





### INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

Mayor and City Council City of Danville, Illinois

#### Report on Compliance for Each Major Federal Program

We have audited the City of Danville, Illinois' compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the City of Danville Illinois' major federal programs for the year ended April 30, 2017. The City of Danville, Illinois' major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

#### Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

#### Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of City of Danville's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about City of Danville's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the City of Danville Illinois' compliance.

#### Opinion on Each Major Federal Program

In our opinion, the City of Danville, Illinois complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended April 30, 2017.

#### Report on Internal Control Over Compliance

Management of the City of Danville, Illinois is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In

planning and performing our audit of compliance, we considered the City of Danville, Illinois' internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City of Danville, Illinois' internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, we identified a deficiency in internal control over compliance, as described in the accompanying schedule of findings and questioned costs (Finding 2017-003), that we consider to be a significant deficiency.

The City of Danville, Illinois' response to the internal control over compliance findings identified in our audit are described in the accompanying schedule of findings and questions costs. The City of Danville, Illinois' response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the result of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

CliftonLarsonAllen LLP

Clifton Larson Allen LLP

Danville, Illinois November 20, 2017

#### CITY OF DANVILLE, ILLINOIS SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS Year Ended April 30, 2017

deral Number         Enityt Idenifying Number           .738         None           .738         2013-DJ-BX-0316           .738         2014-DJ-BX-0091           .738         2015-DJ-BX-0076	Federal   Expenditu
.738 None .738 2013-DJ-BX-0316 .738 2014-DJ-BX-0091	\$ - \$ 21,0 - 4,1 - 12,7 - 17,5
.738 2013-DJ-BX-0316 .738 2014-DJ-BX-0091	- 4,1 - 12,7 - 17,5
.738 2013-DJ-BX-0316 .738 2014-DJ-BX-0091	- 4,1 - 12,7 - 17,5
.738 2013-DJ-BX-0316 .738 2014-DJ-BX-0091	- 4,1 - 12,7 - 17,5
.738 2013-DJ-BX-0316 .738 2014-DJ-BX-0091	- 4,1 - 12,7 - 17,5
.738 2014-DJ-BX-0091	- 12,7 - 17,5
.738 2015-DJ-BX-0076	
	55,4
.218 B-14-MC-17-0038	- 147,6
.218 B-15-MC-17-0038	- 379,4
.218 B-16-MC-17-0038	
	- 746,5
.507 IL-90-X718-00	- 13,8
.507 IL-90-X706-00	- 16,2
.507 IL-90-X740-00	508,1
.507 IL-90-X724-00	- 1,588,7
.507 IL-90-X750-00	188,7
	- 2,315,6
	- 114,9
	- 4,3
.205 09-00334-02	
	- 2,514,8
000000000000000000000000000000000000000	4.218 B-16-MC-17-0038  0.507 IL-90-X718-00 0.507 IL-90-X706-00 0.507 IL-90-X740-00 0.507 IL-90-X724-00

<sup>\*</sup> Denotes major program

### CITY OF DANVILLE, ILLINOIS NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS April 30, 2017

#### NOTE 1 BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of the City under programs of the federal government for the year ended April 30, 2017. The information in this Schedule is presented in accordance with the requirements of 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)*. Because the Schedule presents only a selected portion of the operations of the City of Danville, it is not intended to and does not present the financial position, changes in net position, or cash flows of the City of Danville.

#### NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. The City of Danville has elected to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

This information is an integral part of the accompanying schedule.

#### Section I – Summary of Auditor's Results

Financial Statements			
	ort issued: unmodified opinion		
	ness identified?	x_Yes	No
Significant defined to be a material to be a materia	ficiency identified that is not considered at weakness?	Yes	x None reported
	rial to financial statements noted?	Yes	x_No
Federal Awards			
Internal control over r			
	ness identified?	Yes	<u>x</u> No
Significant def to be material	ficiencies identified that are not consider	eu x Yes	None reported
	ort issued on compliance for major progra		
Any audit findings di 200.516(a)?	sclosed that are required to be reporte	ed in accordar <u>x</u> Yes	nce with section 2 CFRNo
Identification of major	programs:		
CFDA Number	Name of Federal Program or Cluster		
20.507	Federal Transit Cluster		
Dollar threshold used Auditee qualified as lo	to distinguish between type A and type ow-risk auditee?	B programs: _ Yes	\$750,000 x No

#### **Section II – Financial Statement Findings**

### FINDING NO. 2017-001 – ANNUAL FINANCIAL REPORTING UNDER ACCOUNTING PRINCIPLES GENERALLY ACCEPTED IN THE UNITED STATES OF AMERICA

*Criteria:* Management is responsible for establishing and maintaining internal controls and for the fair presentation of the financial statements including the related disclosures, in conformity with accounting principles generally accepted in the United States of America.

Condition: The City does not have an internal control policy in place over annual financial reporting that would enable management to prepare its annual financial statements and related footnote disclosures, including any necessary adjustments to accrual basis, and ensure they are complete and presented in accordance with accounting principles generally accepted in the United States of America.

Context: Management has informed us that they do not have an internal control policy in place over the annual financial reporting and that they do not have the necessary staff capacity to prepare the annual financial statements including footnote disclosures.

*Cause*: The entity relies on the audit firm to prepare the annual financial statements and related footnote disclosures, including any necessary adjustments to accrual basis. However, they have reviewed and approved the annual financial statements and the related footnote disclosures.

Effect: The potential exists that a material misstatement of the annual financial statements could occur and not be prevented or detected by the entity's internal controls.

Recommendation: Management should continue to evaluate their internal staff capacity to determine if an internal control policy over the annual financial reporting is beneficial.

Views of Responsible Officials and Planned Corrective Action: The City's management is aware of the need for proper resources to complete the financial statements and related disclosures in accordance with accounting principles generally accepted in the United States of America and will continue to monitor the cost benefit in regards to it being completed in-house.

Section II – Financial Statement Findings (Continued)

#### FINDING NO. 2017-002 - DANVILLE PUBLIC LIBRARY - COMPONENT UNIT

Criteria or Specific Requirement: Internal control is the process, affected by management and other personnel, designed to provide reasonable assurance that transactions are properly recorded and accounted for and that transactions are executed in compliance with laws and regulations.

Condition: We noted the following items related to the Danville Public Library, a separate entity on a separate accounting system from the City, during the audit process:

- 1. Lack of adequate segregation of duties over processing and recording financial transactions
- 2. Cash to accrual adjustments were necessary

Context: Management has informed us that they do not have an internal control policy in place over cash to accrual basis adjustments and that they do not have the necessary staff capacity for proper segregation of duties over processing and recording financial transactions and completing the cash to accrual basis adjustments.

Cause: The Library's inadequate segregation of duties is due to the limited number of individuals involved in the accounting function. Currently the Library relies on the audit firm to complete the cash to accrual basis adjustments. However, they have reviewed and approved the cash to accrual adjustments.

Effect: The potential exists that a material misstatement may occur and go undetected.

Recommendation: Management should continue to evaluate their internal staff capacity to determine if an internal control policy over the duties over processing and recording financial transactions and cash to accrual basis adjustments is beneficial.

Views of Responsible Officials and Planned Corrective Action: The Library's management is aware of the need for additional review and supervision by the Board and the need for the proper resources to complete the necessary cash to accrual adjustments.

#### Section III – Federal Award Findings and Questioned Costs

#### FINDING NO. 2017-003 - CONTROLS OVER REPORTING

Federal Agency/Program: U.S. Department of Transportation – 20.507 –

Federal Transit Formula Grants

Questioned Costs: None

Criteria or Specific Requirement: Internal control is the process, affected by management and other personnel, designed to provide reasonable assurance that transactions are properly recorded and accounted for and that transactions are executed in compliance with laws and regulations.

Condition: We noted the same individual who requests drawdowns also prepares and submits the quarterly FFR reports for each active grant to the Federal Transit Authority (FTA).

Context: Danville Mass Transit only has one individual who has access to make the ECHO draw down requests and submit reports to FTA.

Cause: Transit's inadequate segregation of duties is due to the limited number of individuals involved in the reporting function.

Effect: The potential exists that a material misstatement may occur and go undetected.

Recommendation: Management should continue to evaluate their internal staff capacity to determine if an internal control policy over the duties over requesting drawdowns and financial reporting is beneficial.

Views of Responsible Officials and Planned Corrective Action: The City's management is aware of the need for additional review and separation of duties as it relates to the ECHO draw down requests and the preparation and submission of the reports to FTA. With respect to the internal control process for federal transit grant reporting, The City of Danville has taken measures to ensure that additional individuals are involved in the reporting process of Danville Mass Transit (DMT). New internal controls are now in place for individuals in the Finance department to review the payroll and account payables detail of all quarterly reports prior to the Mayor approving any drawdown requests. Further, DMT has created an ECHO account for an additional individual; the DMT Director now prepares the amount of the drawdown but does not submit the ECHO request.