

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 RR Company: _____
 Date: _____ Applicant: _____ Population: _____
 Chief Elected Official: _____ Title: _____
 Business Address: _____
 City: _____ State: _____ Zip: _____
 Business Phone: _____ Business Fax: _____
 Email Address (if applicable): _____
 State Legislative District: _____

II. Project Administrator

Contact Person: _____ Title: _____
 Company: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Business Phone: _____ Business Fax: _____
 Email Address (if applicable): _____

III. General Project Information

(Note: Attach separate sheet listing all crossings if applying for more than one crossing improvement)

County: _____ ☐ In City ☐ Near City City: _____
 Street/Roadway Name: _____
 Railroad: _____ Crossing Number: _____ Railroad Milepost _____
 Average Daily Traffic (ADT): _____ Daily Train Traffic: _____
(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? ☐ Yes ☐ No
 If yes, list the type and approximate number of hazardous material vehicles using the crossing per day: _____

Number of tracks through crossing: _____
 Distance to, and street name of, the two nearest existing grade separations from location being applied for: _____

Crossing is currently: ☐ Grade Separation ☐ 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

If nearest roadway crossing is currently a grade separation, 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: ☐ 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 be 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.







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

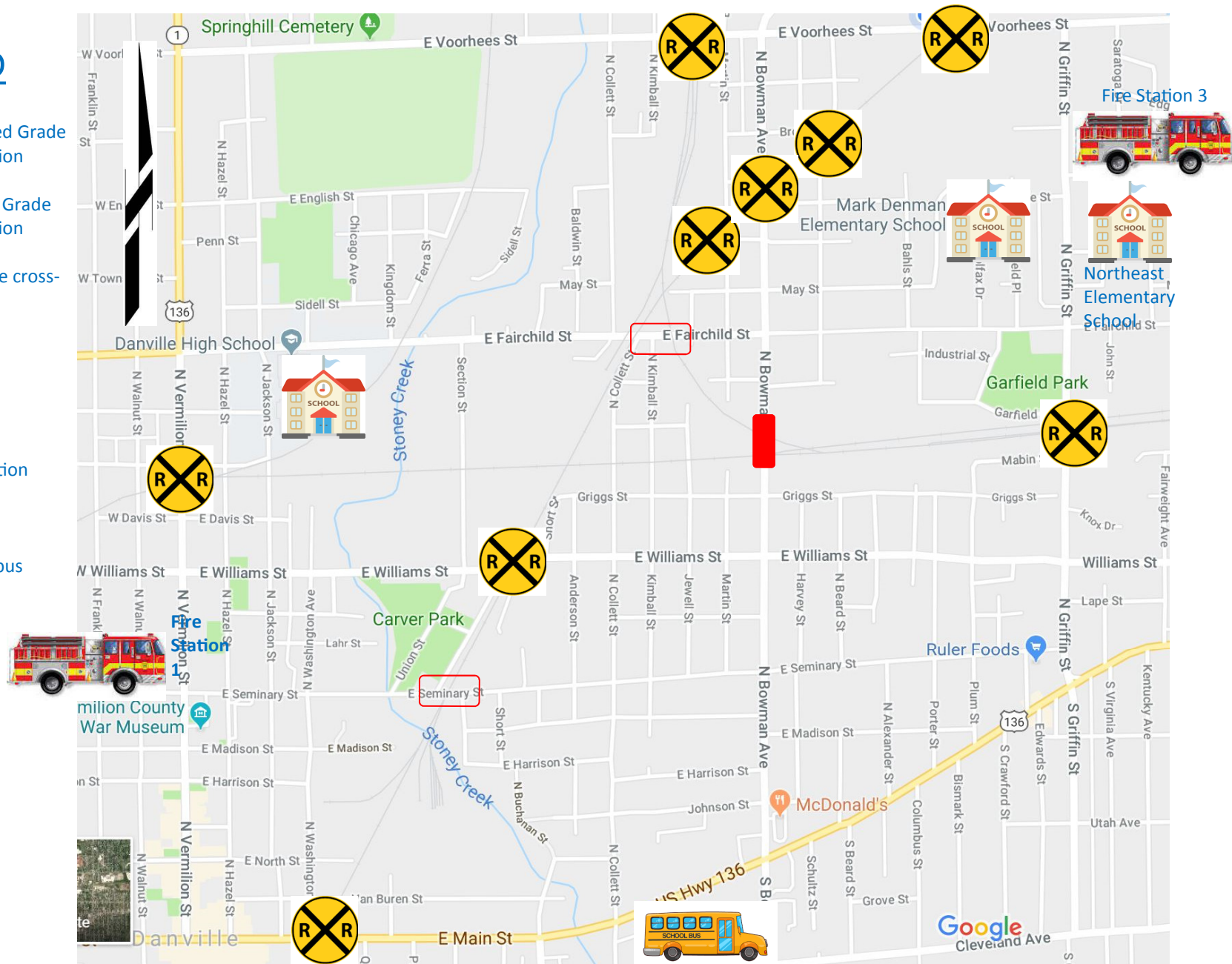
Email: railsafety@icc.illinois.gov

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.]

LEGEND

-  Proposed Grade Separation
-  Existing Grade Separation
-  At Grade crossing
-  School
-  Fire Station
-  School bus facility



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



SOUTH APPROACH
LOOKING NORTH



CROSSING LOOKING
WEST



NORTH APPROACH
LOOKING SOUTH



WARNING DEVICES



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, BE IT 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 Eishauer
MAYOR

ATTEST:

By: Lisa K. Johnson

POSTED CITY CLERK
PUBLICLY SEP 20 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: Scott Eisebauer
Mayor

ATTEST:
By: Heath Mouson
City Clerk



POSTED
PUBLICLY SEP 20 2018



Illinois Department of Transportation

Resolution for Improvement by Municipality Under the Illinois Highway Code

BE IT RESOLVED, by the Council of the
City Danville of Danville Illinois
City, Town or Village

that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
Bowman		Main	Voorhees

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of Survey, engineering, appraisals, land acquisition, legal fees,
permits, railroad coordination

and shall be constructed various wide
and be designated as Section 18-00356-00-EG

2. That there is hereby appropriated the (additional ☐ Yes ☐ No) sum of TWO MILLION
AND none Dollars (\$2,000,000.00) for the
improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract Labor ; and,

Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the
district office of the Department of Transportation.

Authorized MFT Expenditure

Date

Department of Transportation

Regional Engineer

I, Lisa K. Monson Clerk in and for the

City Danville of Danville

City, Town or Village

County of Vermilion, hereby certify the

foregoing to be a true, perfect and complete copy of a resolution adopted

by the Council/Resolution No. 2018-89

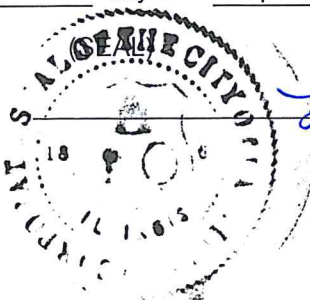
Council or President and Board of Trustees

at a meeting on September 18, 2018

Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this

20th day of September, 2018



Lisa K. Monson
City, Town, or Village Clerk

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: Scott Eisenhauer
Mayor

ATTEST:

By: Lisa H. Monson

City Clerk

POSTED
PUBLICLY

SEP 20 2018

PROPOSED GRADE SEPARATION
BOWMAN AVENUE AT CSXT
IN THE VICINITY OF CSXT MILEPOST 0ZA-123.35
IN DANVILLE, VERMILION COUNTY, ILLINOIS
CSXT OP NUMBER IL05__

PRELIMINARY ENGINEERING AGREEMENT

This Preliminary Engineering Agreement (this “Agreement”) is made as of September 18, 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.

2. Project Construction. 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.
 - 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. Effect of Termination. Agency's obligation to pay CSXT Reimbursable Expenses in accordance with this Section shall survive termination of this Agreement for any reason.
4. Appropriations. 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. Subcontracts. 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:

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. Waiver. 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. Assignment. 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. Applicable Law. 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.

PROPOSED GRADE SEPARATION
BOWMAN AVENUE AT CSXT
IN THE VICINITY OF CSXT MILEPOST 0ZA-123.35
IN DANVILLE, VERMILION COUNTY, ILLINOIS

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

By: Scott Eisenhauer
Print Name: Scott Eisenhauer
Title: Mayor
Resolution No. 2018-90

CSX TRANSPORTATION, INC.

By: _____
Tony C. Bellamy, P.E.
Director Project Management – Public Projects

PROPOSED GRADE SEPARATION
BOWMAN AVENUE AT CSXT
IN THE VICINITY OF CSXT MILEPOST 0ZA-123.35
IN DANVILLE, VERMILION COUNTY, ILLINOIS
CSXT OP NUMBER IL05__

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 September 18, 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:

CSX Transportation, Inc.
PO BOX 530192
ATLANTA GA 30353-0192

Payment due within ten (10) days of Agency's receipt of fully executed agreement

(All information below to be completed by Agency providing Payment)

<u>Payment Date</u>	<u>Payment Amount</u>	<u>Check No.</u>
_____	<u>\$75,000.00</u>	_____

Date: _____

By: _____

Name: _____

Title: _____

Phone: _____

Email: _____

Project No. 16L0004

Bowman Avenue and Vermilion Street Study

City of Danville

June 2018

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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 21st 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	✓		Near Term (1-5 Years)	Coordination and Agreement with IDOT	\$\$\$
Bowman Avenue Grade Separations	✓		Mid Term (5-10 Years)	Benefit Cost Ratio above 1.0 including reduction in crashes and impacts to the Danville Fire Department <i>Or</i> 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	✓	✓	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$\$
Intersection Improvements at Lynch Road and Main Street		✓	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$
Extension of Lynch Road North from Voorhees Street		✓	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.

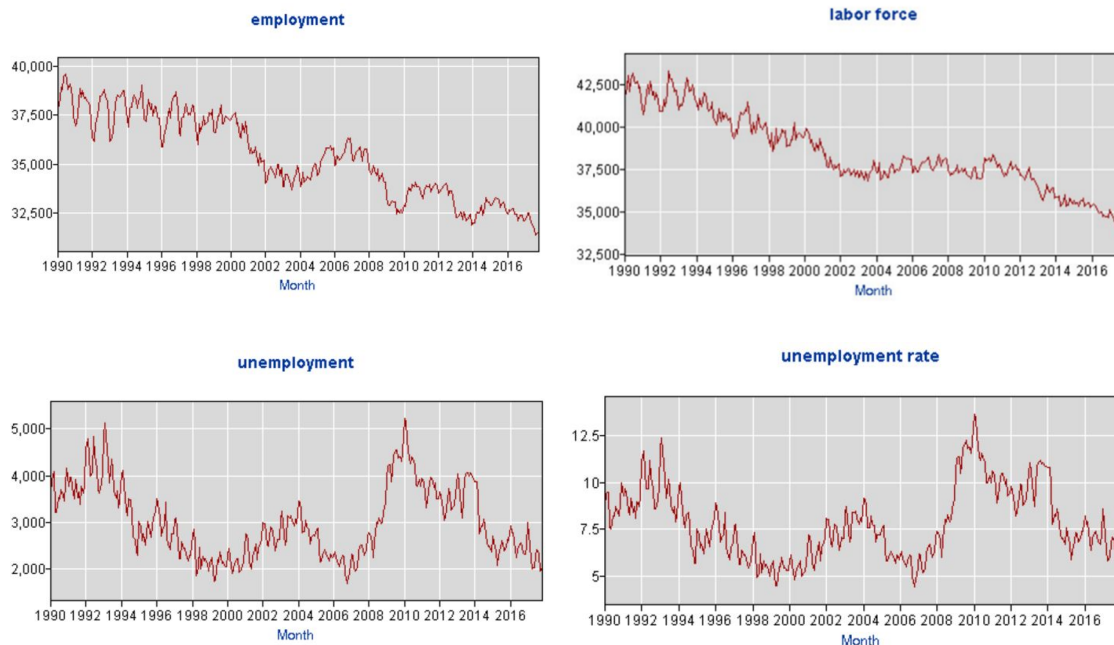


Figure 1: Existing Economic Trendlines

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

- Proximity to 40 million people within a five-hour drive. 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.

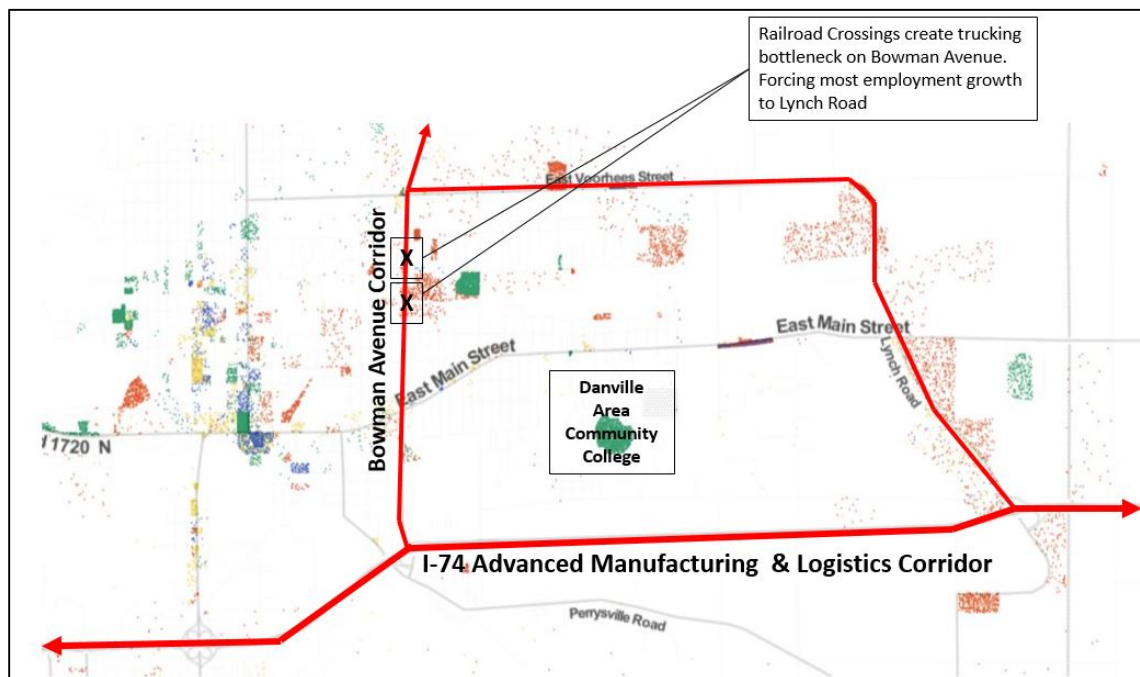


Figure 3: Advanced Manufacturing and Logistics Corridor

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.

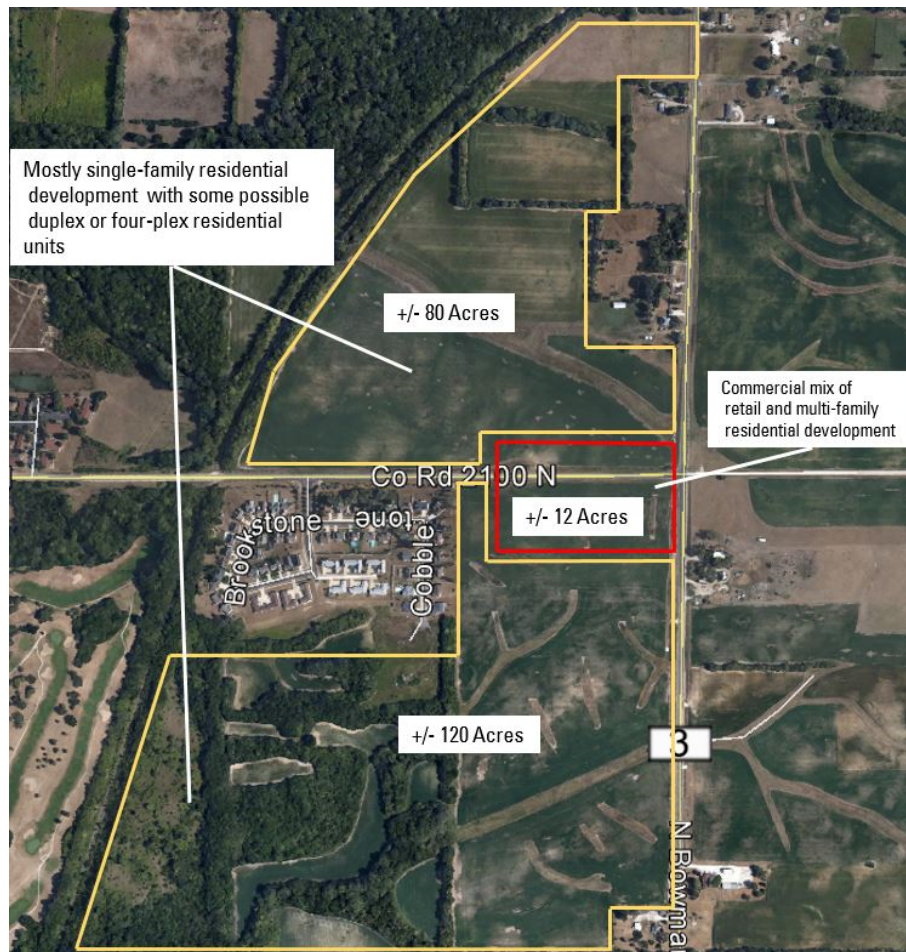


Figure 5: Residential and Mixed Use Development Map

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 be 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 ADT	Length of Segment (mi)	Crash Metrics	
		Total	Fatal	A Injury	B Injury	C Injury	PDO			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?
 - 56% No, 43% Yes, 1% Skipped
2. Would you be more willing to use 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?
 - 75% Yes, 24% No, 1% Skipped
 - Most common words were Bowman and Vermilion
4. Do you consider Vermilion Street to be safe?
 - 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?
 - 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?
 - 63% No, 22% Yes, 15% Skipped
 - Most common words were Vermilion, Voorhees, and Gilbert
8. Do you live in Danville?
 - 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.

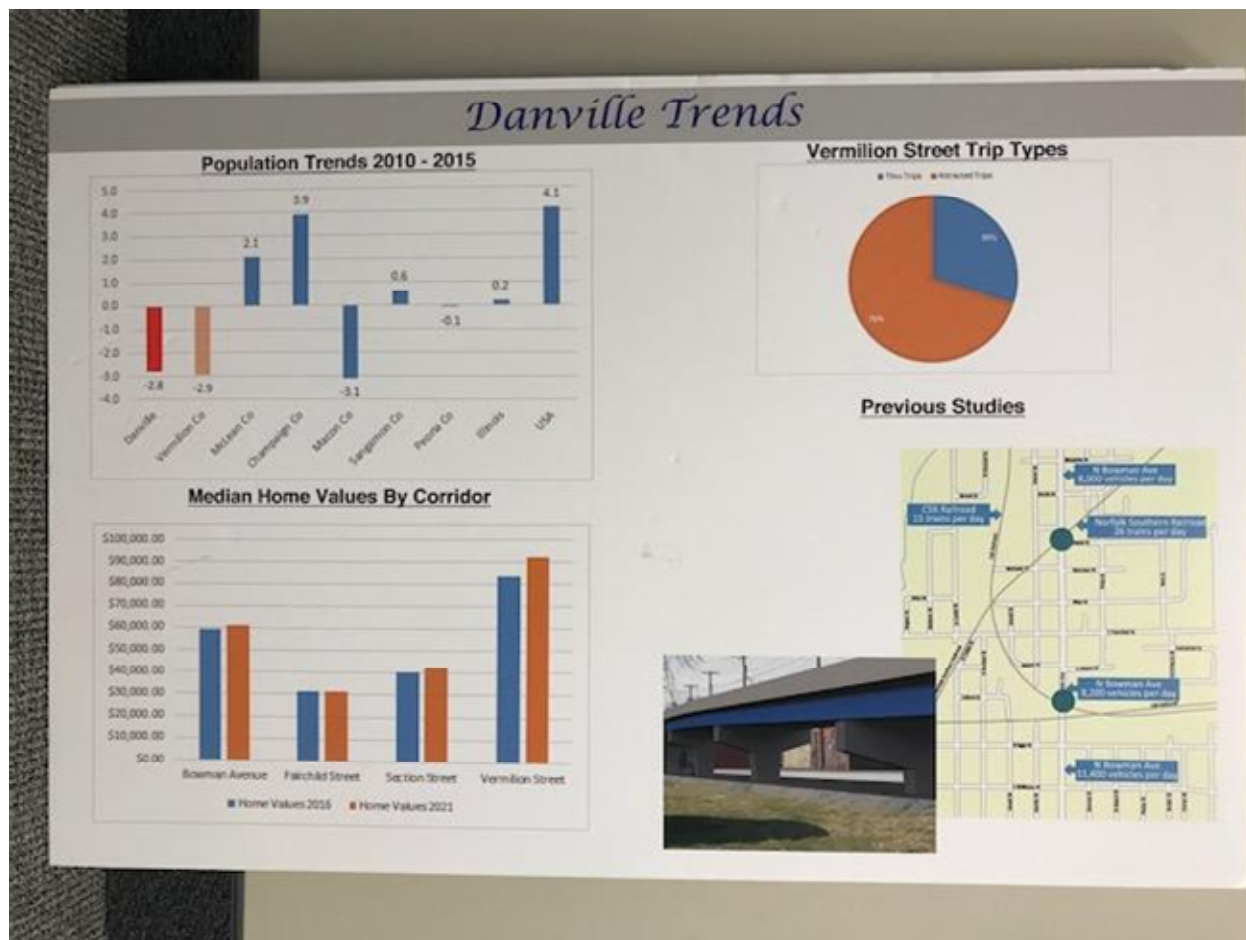


Figure 6: Danville Trend Public Involvement Board

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.

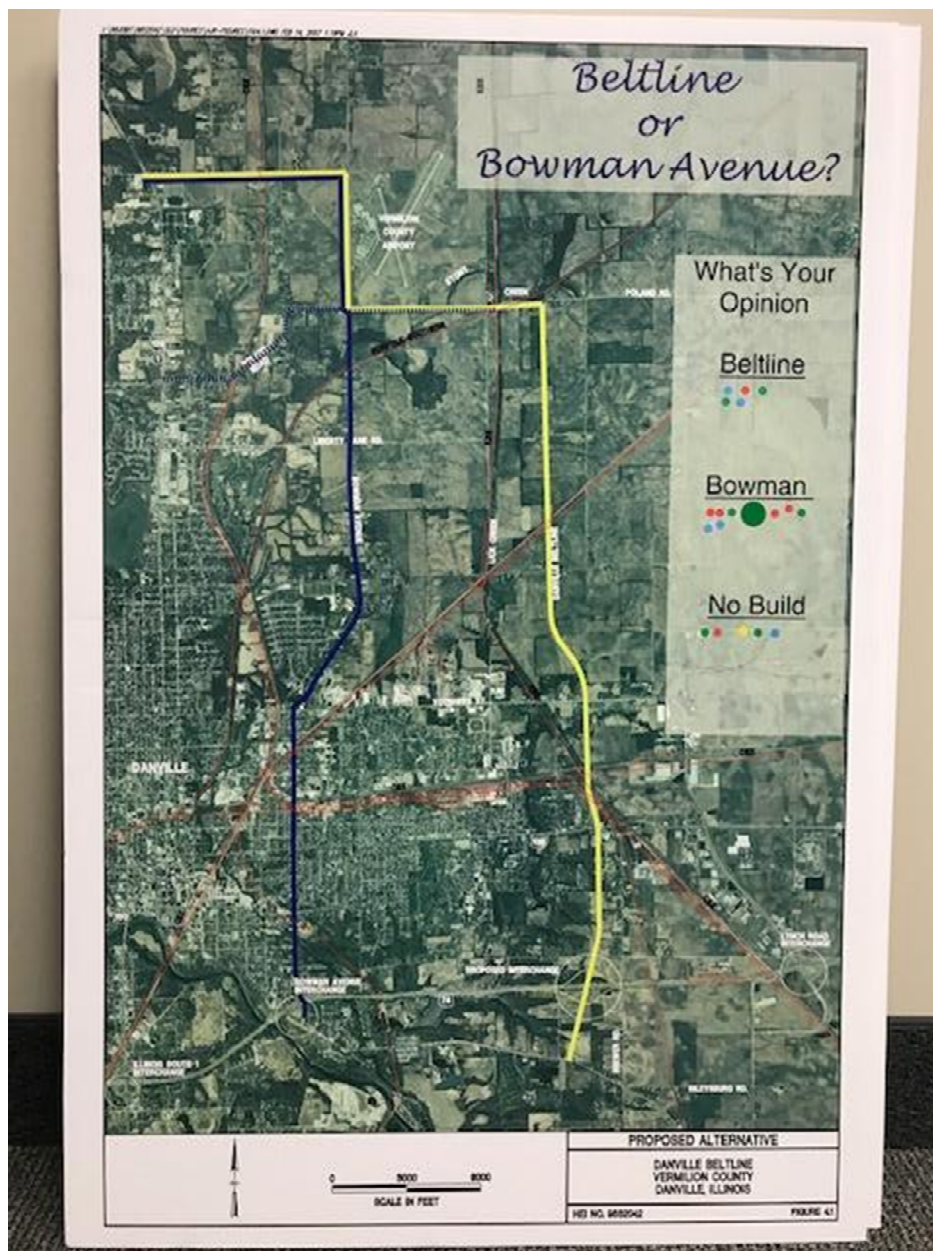


Figure 7: Beltline or Bowman Avenue Public Involvement Board

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.

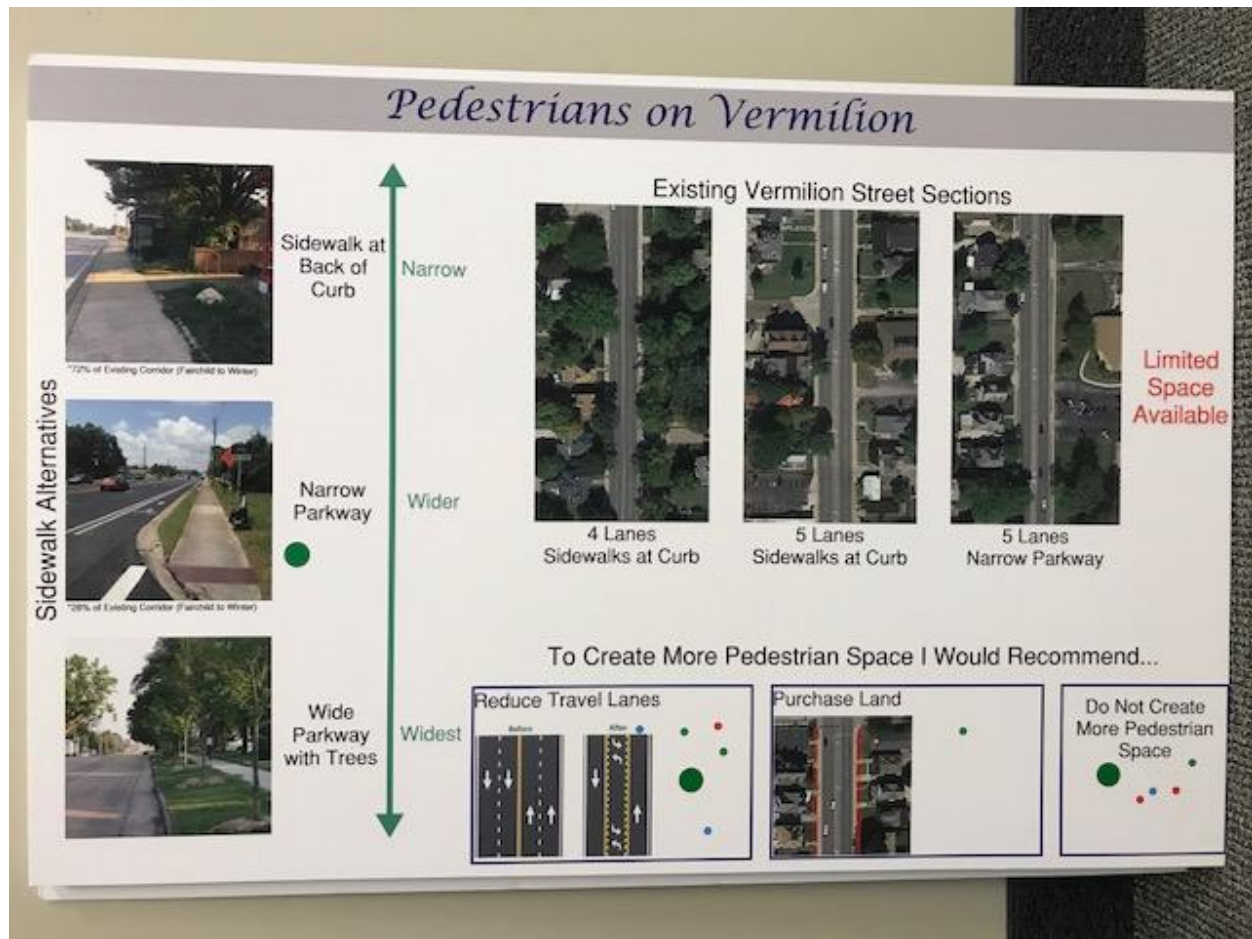


Figure 9: Pedestrians on Vermilion Public Involvement Board

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.

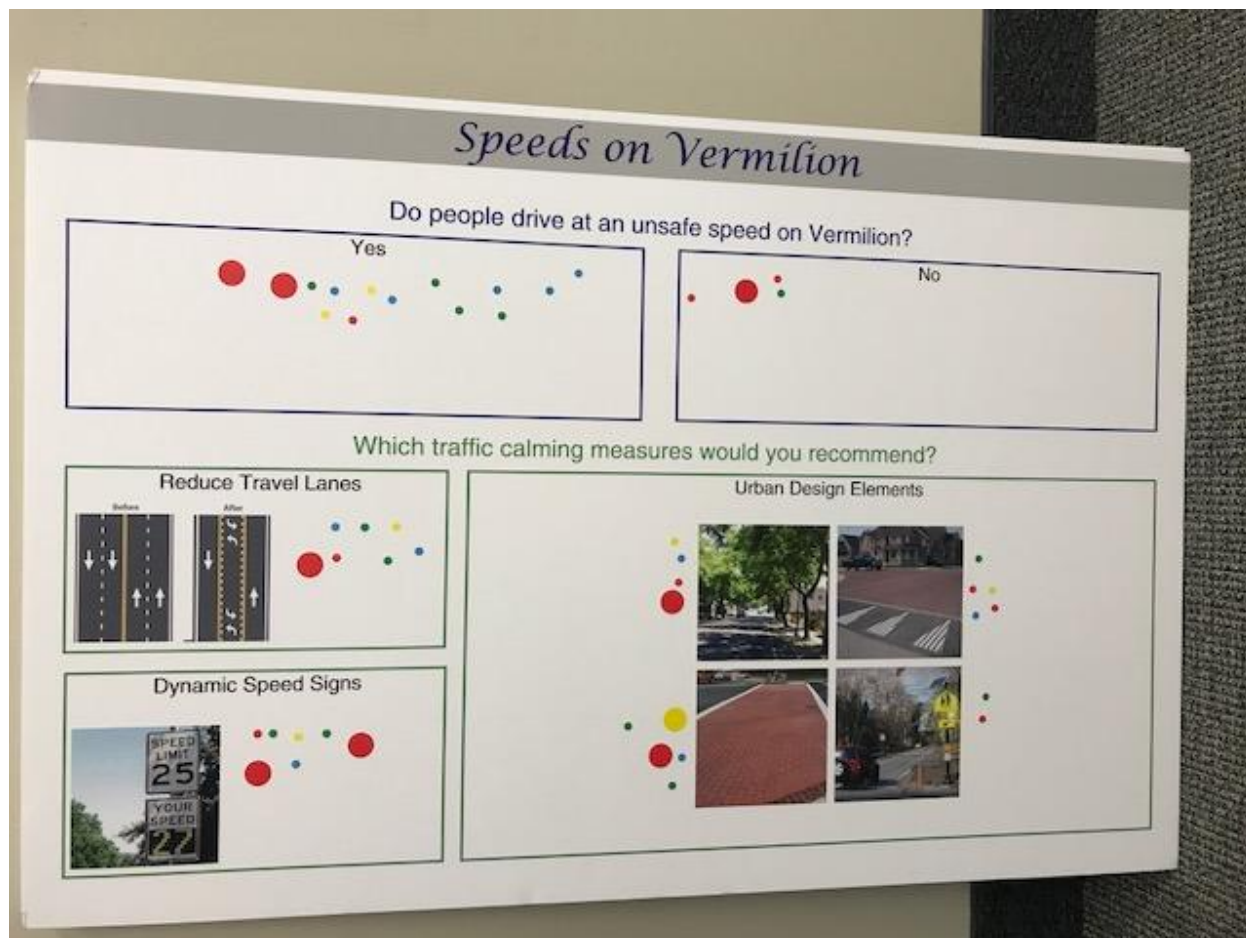


Figure 10: Speeds on Vermilion Public Involvement Board

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.

Table 3: Projected Vermilion ADT, No Build

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

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	B	B
Bowman Avenue and Main Street	B	B
Bowman Avenue and Voorhees Street	B	C
Bowman Avenue and Winter Avenue	B	C
Vermilion Street and Fairchild Street	C	C
Vermilion Street and Voorhees Street	B	C
Vermilion Street and Winter Avenue*	C	C
Main Street and Gilbert Street	C	C

* 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
 - Improved mobility on Bowman Avenue and Voorhees Street (Section 2.1)
 - 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)

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

6.1. Urban Redesign and Traffic Calming on Vermilion Street

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 85th 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 95th 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 95th 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.

2. 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.

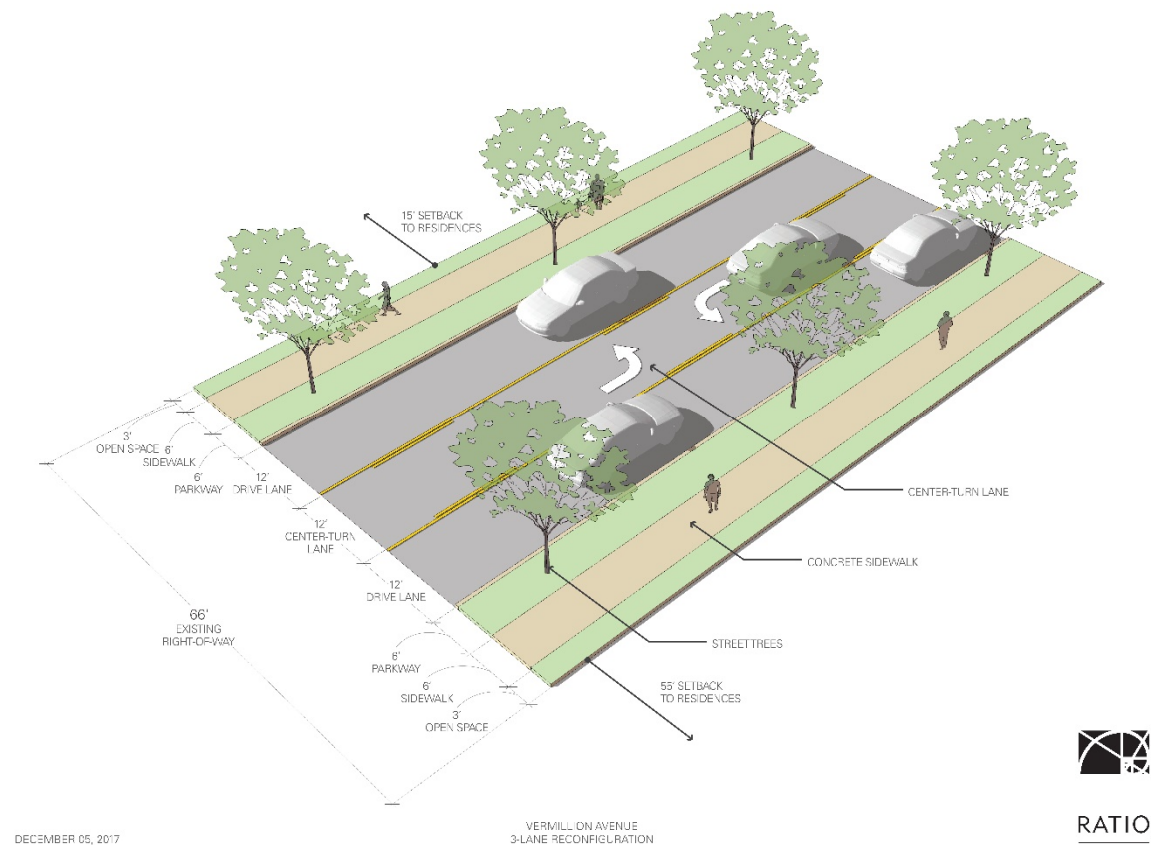


Figure 11: Three-Lane Section on Vermilion Street

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.

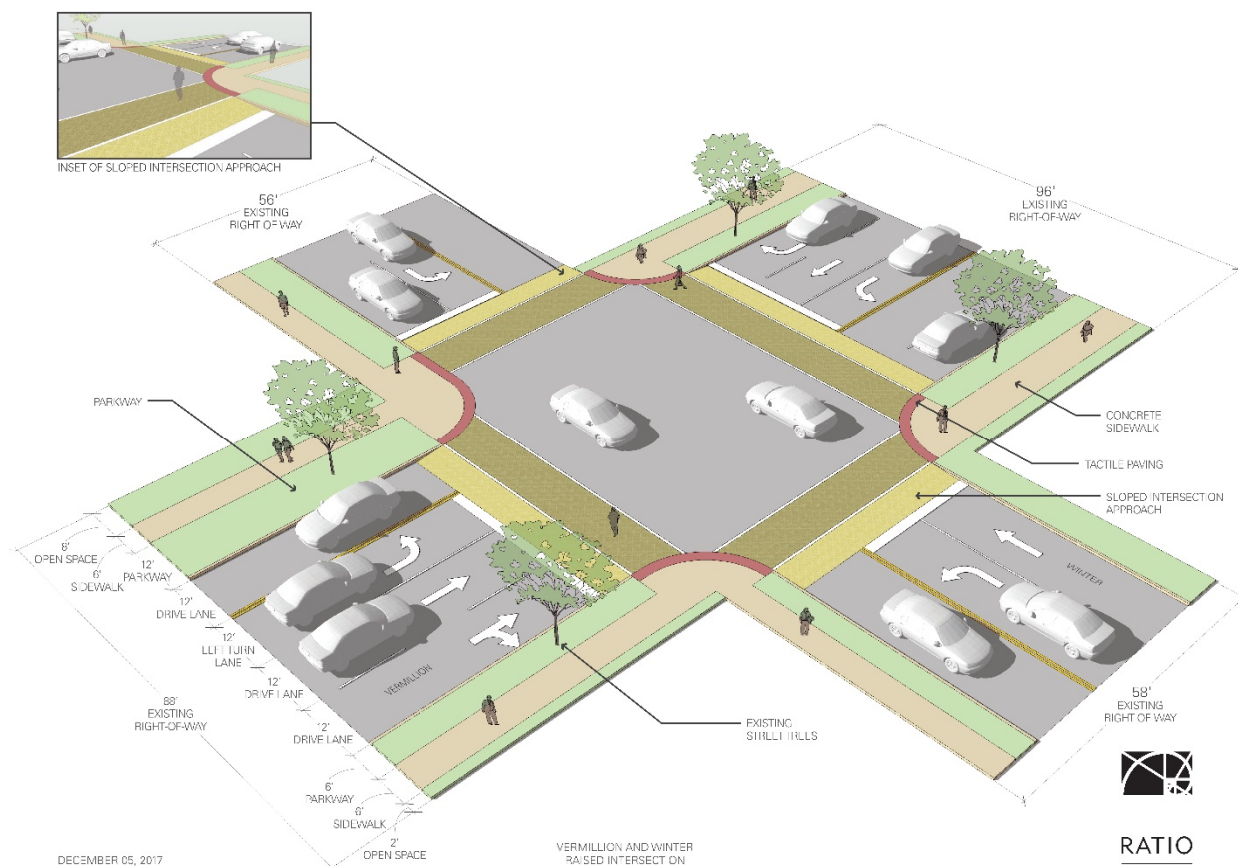


Figure 12: Raised Intersection at Winter Avenue and Vermilion Street

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.

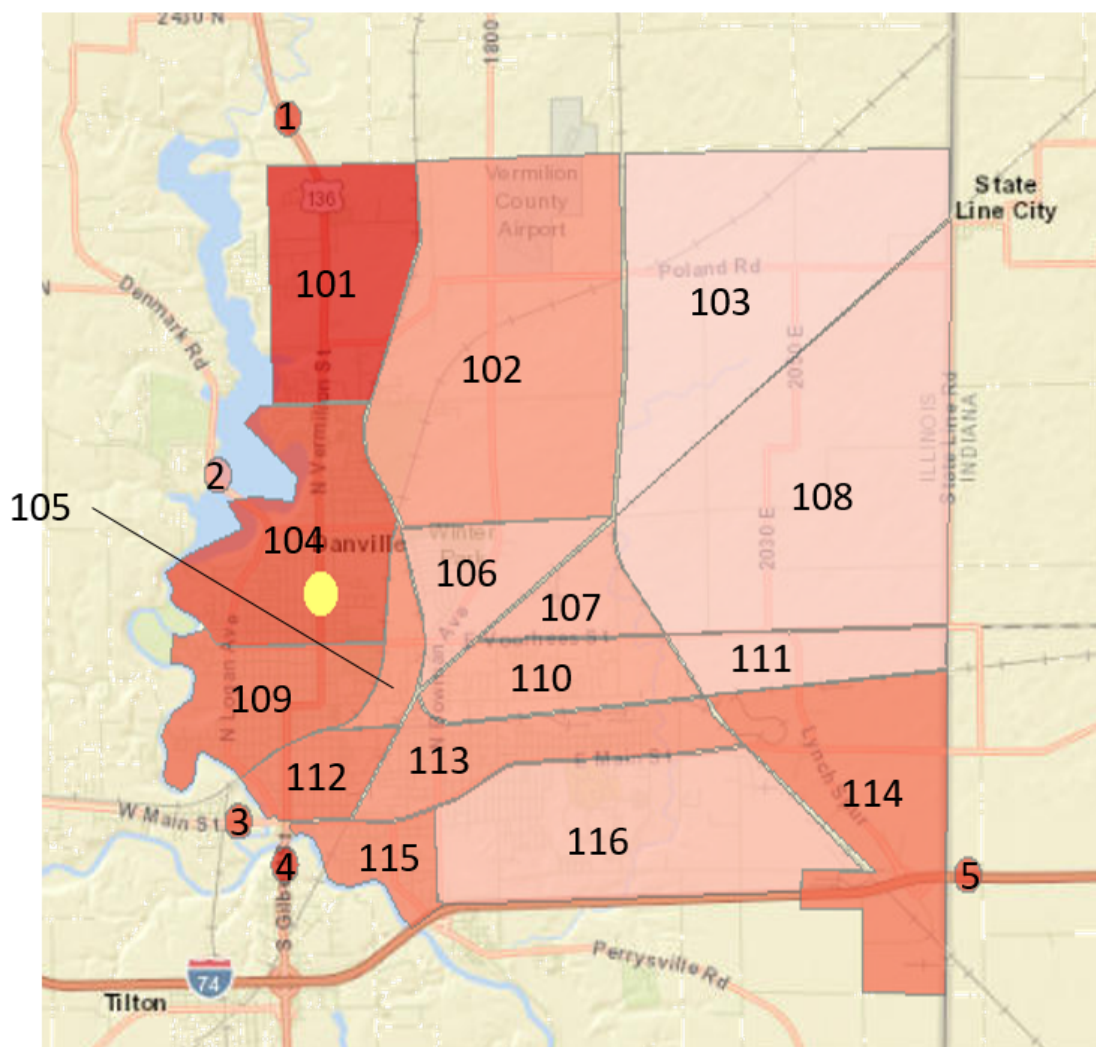


Figure 13: Trip Origin and Destination Zones

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

Commercial Trips With Origins and Destinations That Do Not Require the Use of Vermilion Street																Commercial Trips That Pass Thorough Danville			
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				
102	1	0.01%	0.42%	107	1	0.50%	0.54%	113	1	0.27%	0.33%	1			4.74%				
	4	0.20%			4	0.01%			4	0.02%									
	5	0.01%			5	0.01%			5	0.01%			102	0.00%					
	103	0.00%			102	0.00%			102	0.02%			103	0.00%					
	105	0.05%			103	0.00%			103	0.00%			105	0.41%					
	106	0.01%			105	0.00%			105	0.00%			106	0.18%					
	107	0.00%			106	0.00%			106	0.00%			107	0.72%					
	108	0.00%			108	0.00%			107	0.00%			108	0.00%					
	110	0.00%			110	0.00%			108	0.00%			110	0.69%					
	111	0.00%			111	0.00%			110	0.01%			111	0.07%					
	113	0.03%			113	0.01%			111	0.00%			113	0.61%					
	114	0.01%			114	0.01%			114	0.00%			114	1.66%					
115	0.11%	115	0.01%	115	0.00%	115	0.27%												
116	0.00%	116	0.00%	116	0.01%	116	0.14%												
103	1	0.00%	0.02%	108	1	0.01%	0.01%	114	1	1.70%	1.75%	4			0.58%				
	4	0.02%			4	0.00%			4	0.03%									
	5	0.00%			5	0.00%			5	0.01%			102	0.33%					
	102	0.00%			102	0.00%			102	0.00%			103	0.02%					
	105	0.00%			103	0.00%			103	0.01%			105	0.03%					
	106	0.00%			105	0.00%			105	0.00%			106	0.04%					
	107	0.00%			106	0.00%			106	0.00%			107	0.00%					
	108	0.00%			107	0.00%			107	0.01%			108	0.01%					
	110	0.00%			110	0.00%			108	0.00%			110	0.02%					
	111	0.00%			111	0.00%			110	0.00%			111	0.01%					
	113	0.00%			113	0.00%			111	0.00%			113	0.02%					
	114	0.00%			114	0.00%			113	0.00%			114	0.05%					
115	0.00%	115	0.00%	115	0.00%	115	0.06%												
116	0.00%	116	0.00%	116	0.00%	116	0.01%												
105	1	0.35%	0.51%	110	1	0.51%	0.56%	115	1	0.34%	0.55%	5			0.14%				
	4	0.05%			4	0.01%			4	0.02%									
	5	0.00%			5	0.01%			5	0.03%			102	0.01%					
	102	0.05%			102	0.02%			102	0.12%			103	0.00%					
	103	0.00%			103	0.00%			103	0.00%			105	0.00%					
	106	0.01%			105	0.00%			105	0.02%			106	0.00%					
	107	0.00%			106	0.01%			106	0.02%			107	0.00%					
	108	0.00%			107	0.00%			107	0.00%			108	0.00%					
	110	0.02%			108	0.00%			108	0.00%			110	0.00%					
	111	0.00%			111	0.00%			110	0.00%			111	0.01%					
	113	0.01%			113	0.00%			111	0.00%			113	0.01%					
	114	0.01%			114	0.00%			113	0.01%			114	0.02%					
115	0.02%	115	0.00%	114	0.00%	115	0.09%												
116	0.00%	116	0.00%	116	0.00%	116	0.00%												
106	1	0.09%	0.14%	111	1	0.05%	0.06%	116	1	0.08%	0.09%								
	4	0.01%			4	0.00%			4	0.00%									
	5	0.00%			5	0.00%			5	0.00%									
	102	0.00%			102	0.00%			102	0.01%									
	103	0.00%			103	0.00%			103	0.00%									
	105	0.01%			105	0.00%			105	0.00%									
	107	0.00%			106	0.01%			106	0.00%									
	108	0.00%			107	0.00%			107	0.00%									
	110	0.00%			108	0.00%			108	0.00%									
	111	0.00%			110	0.00%			110	0.00%									
	113	0.00%			113	0.00%			111	0.00%									
	114	0.01%			114	0.00%			113	0.00%									
115	0.02%	115	0.00%	114	0.00%														
116	0.00%	116	0.00%	115	0.01%														
Sum of O-D Pairs That Do Not Require the Use of Vermilion Street = 10.44%																Sum of O-D Pairs that Pass Thorough Danville = 17.48%			
Sum of O-D Pairs That Could be Rerouted away from Vermilion Street = 27.92%																			

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

Passenger Vehicle Trips With Origins and Destinations That Do Not Require the Use of Vermilion Street													Passenger Vehicle Trips That Pass Thorough Danville			
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	
102	1	0.00%	0.45%	107	1	0.02%	0.02%	113	1	0.02%	0.07%	1			0.32%	
	4	0.37%			4	0.00%			4	0.00%						
	5	0.02%			5	0.00%			5	0.00%			102	0.00%		
	103	0.00%			102	0.00%			102	0.02%			103	0.00%		
	105	0.02%			103	0.00%			103	0.00%			105	0.05%		
	106	0.00%			105	0.00%			105	0.00%			106	0.05%		
	107	0.00%			106	0.00%			106	0.00%			107	0.02%		
	108	0.00%			108	0.00%			107	0.00%			108	0.00%		
	110	0.00%			110	0.00%			108	0.00%			110	0.07%		
	111	0.00%			111	0.00%			110	0.00%			111	0.00%		
	113	0.00%			113	0.00%			111	0.00%			113	0.00%		
	114	0.00%			114	0.00%			114	0.00%			114	0.05%		
115	0.02%	115	0.00%	115	0.02%	115	0.05%									
116	0.00%	116	0.00%	116	0.00%	116	0.02%									
103	1	0.00%	0.00%	108	1	0.00%	0.00%	114	1	0.05%	0.07%	4			0.30%	
	4	0.00%			4	0.00%			4	0.02%						
	5	0.00%			5	0.00%			5	0.00%			102	0.20%		
	102	0.00%			102	0.00%			102	0.00%			103	0.00%		
	105	0.00%			103	0.00%			103	0.00%			105	0.00%		
	106	0.00%			105	0.00%			105	0.00%			106	0.07%		
	107	0.00%			106	0.00%			106	0.00%			107	0.00%		
	108	0.00%			107	0.00%			107	0.00%			108	0.00%		
	110	0.00%			110	0.00%			108	0.00%			110	0.00%		
	111	0.00%			111	0.00%			110	0.00%			111	0.00%		
	113	0.00%			113	0.00%			111	0.00%			113	0.02%		
	114	0.00%			114	0.00%			113	0.00%			114	0.00%		
115	0.00%	115	0.00%	115	0.00%	115	0.00%									
116	0.00%	116	0.00%	116	0.00%	116	0.00%									
105	1	0.00%	0.05%	110	1	0.02%	0.05%	115	1	0.07%	0.10%	5			0.00%	
	4	0.02%			4	0.00%			4	0.00%						
	5	0.00%			5	0.00%			5	0.00%			102	0.00%		
	102	0.02%			102	0.02%			102	0.02%			103	0.00%		
	103	0.00%			103	0.00%			103	0.00%			105	0.00%		
	106	0.00%			105	0.00%			105	0.00%			106	0.00%		
	107	0.00%			106	0.00%			106	0.00%			107	0.00%		
	108	0.00%			107	0.00%			107	0.00%			108	0.00%		
	110	0.00%			108	0.00%			108	0.00%			110	0.00%		
	111	0.00%			111	0.00%			110	0.00%			111	0.00%		
	113	0.00%			113	0.00%			111	0.00%			113	0.00%		
	114	0.00%			114	0.00%			113	0.00%			114	0.00%		
115	0.00%	115	0.00%	114	0.00%	115	0.00%									
116	0.00%	116	0.00%	116	0.00%	116	0.00%									
106	1	0.10%	0.20%	111	1	0.00%	0.00%	116	1	0.00%	0.10%					
	4	0.07%			4	0.00%			4	0.02%						
	5	0.02%			5	0.00%			5	0.00%						
	102	0.00%			102	0.00%			102	0.05%						
	103	0.00%			103	0.00%			103	0.00%						
	105	0.00%			105	0.00%			105	0.00%						
	107	0.00%			106	0.00%			106	0.00%						
	108	0.00%			107	0.00%			107	0.00%						
	110	0.00%			108	0.00%			108	0.00%						
	111	0.00%			110	0.00%			110	0.00%						
	113	0.00%			113	0.00%			111	0.00%						
	114	0.00%			114	0.00%			113	0.00%						
115	0.00%	115	0.00%	114	0.00%											
116	0.00%	116	0.00%	115	0.02%											
Sum of O-D Pairs That Do Not Require the Use of Vermilion Street = 1.74%													Sum of O-D Pairs that Pass Through Danville = 1.14%			
Sum of O-D Pairs That Could be Rerouted away from Vermilion Street = 2.88%																

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.

Table 7: Existing and Remaining ADT

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

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 21st 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.

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 21st 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, 10th 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



Figure 15: Be Prepared to Stop Wig-Wag

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	✓		Near Term (1-5 Years)	Coordination and Agreement with IDOT	\$\$\$
Bowman Avenue Grade Separations	✓		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	✓	✓	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$\$
Intersection Improvements at Lynch Road and Main Street		✓	Long Term (10+ Years)	Additional Development in vicinity of Lynch Road	\$\$
Extension of Lynch Road North from Voorhees Street		✓	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.

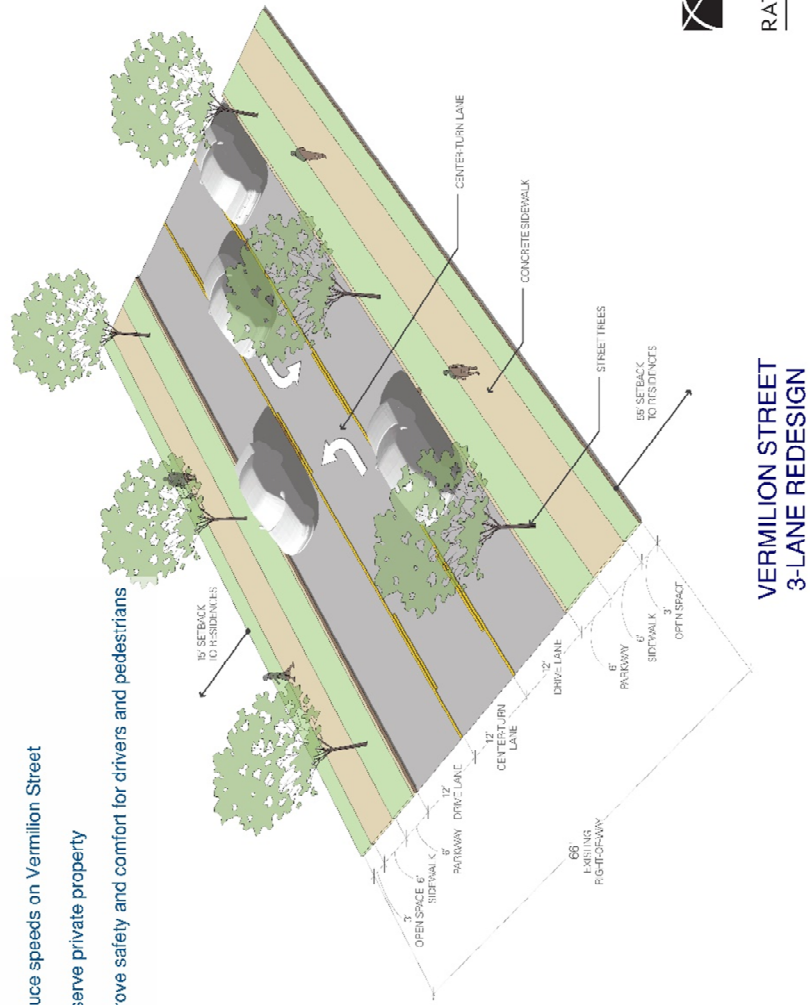
The improvements to the Voorhees Street rail crossings and the Lynch Road improvements should be implemented as additional development begins to occur on Lynch Road.

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 7th, 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).

Benefits of Recommendation:

- Reduce speeds on Vermilion Street
- Preserve private property
- Improve safety and comfort for drivers and pedestrians



RATIO

Figure 17: Vermilion Street 3-Lane Section

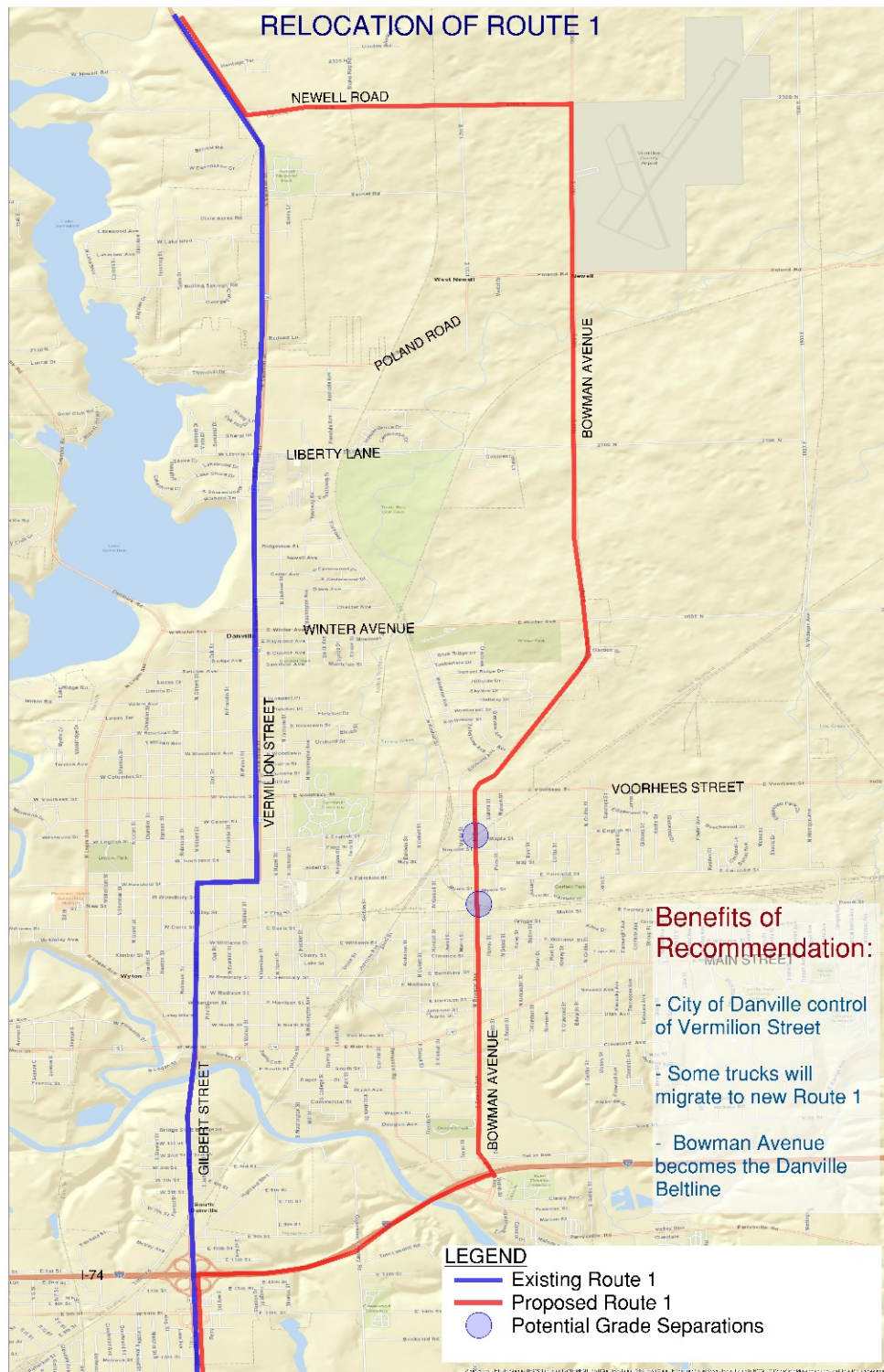


Figure 18: Relocation of Route 1

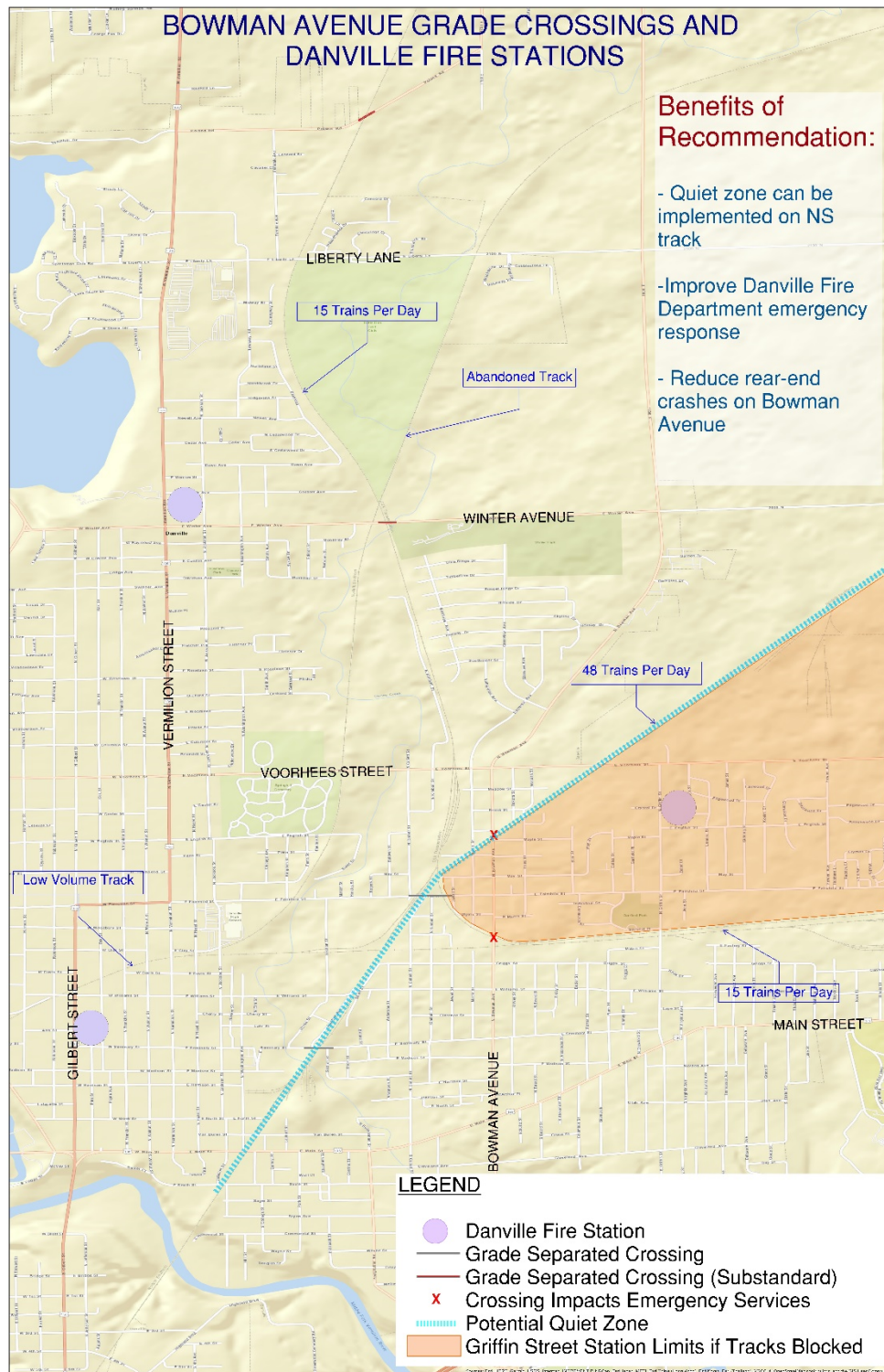


Figure 19: Bowman Avenue Grade Crossings and Danville Fire Department

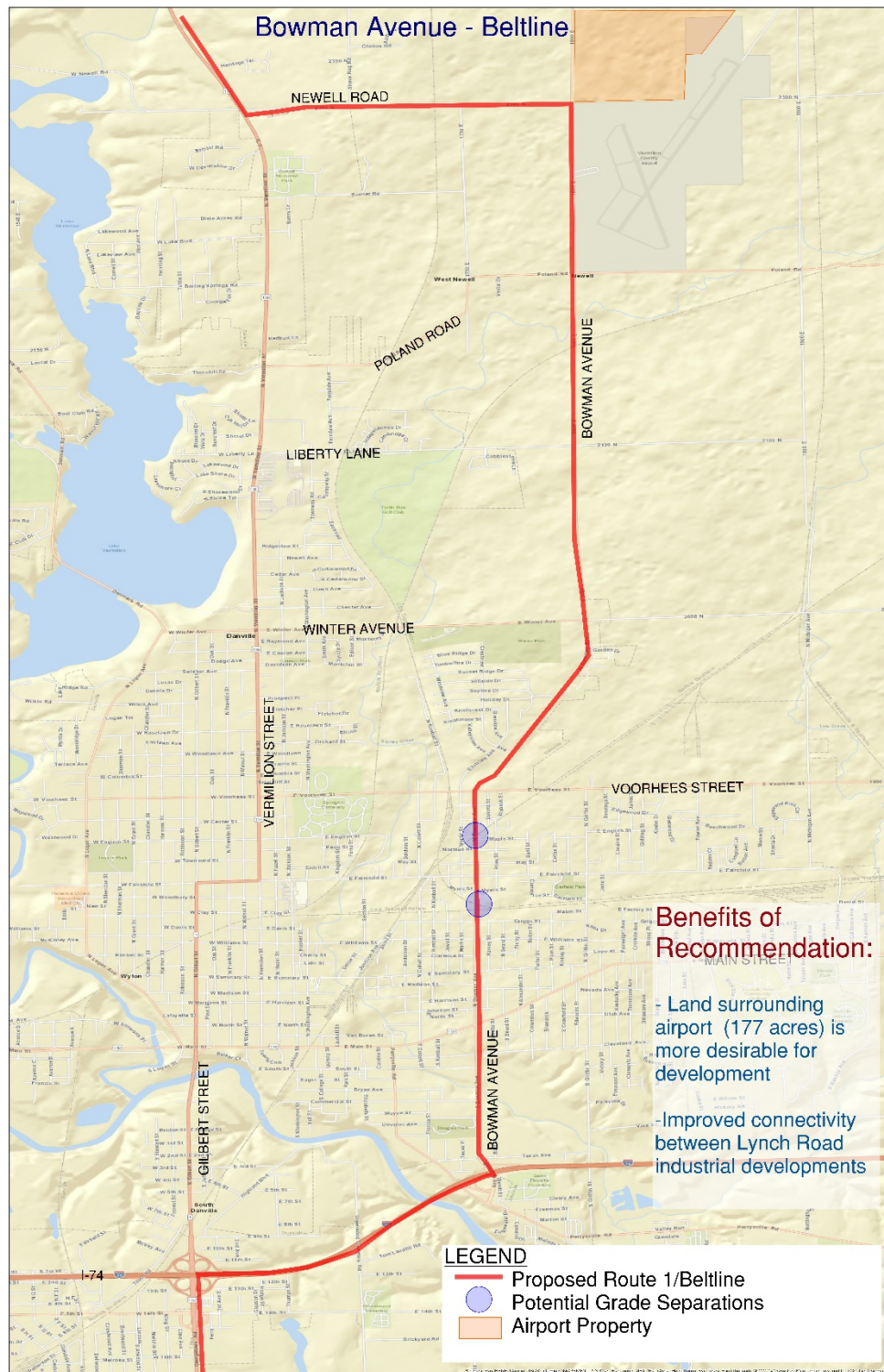


Figure 20: Bowman Avenue as the Danville Beltline

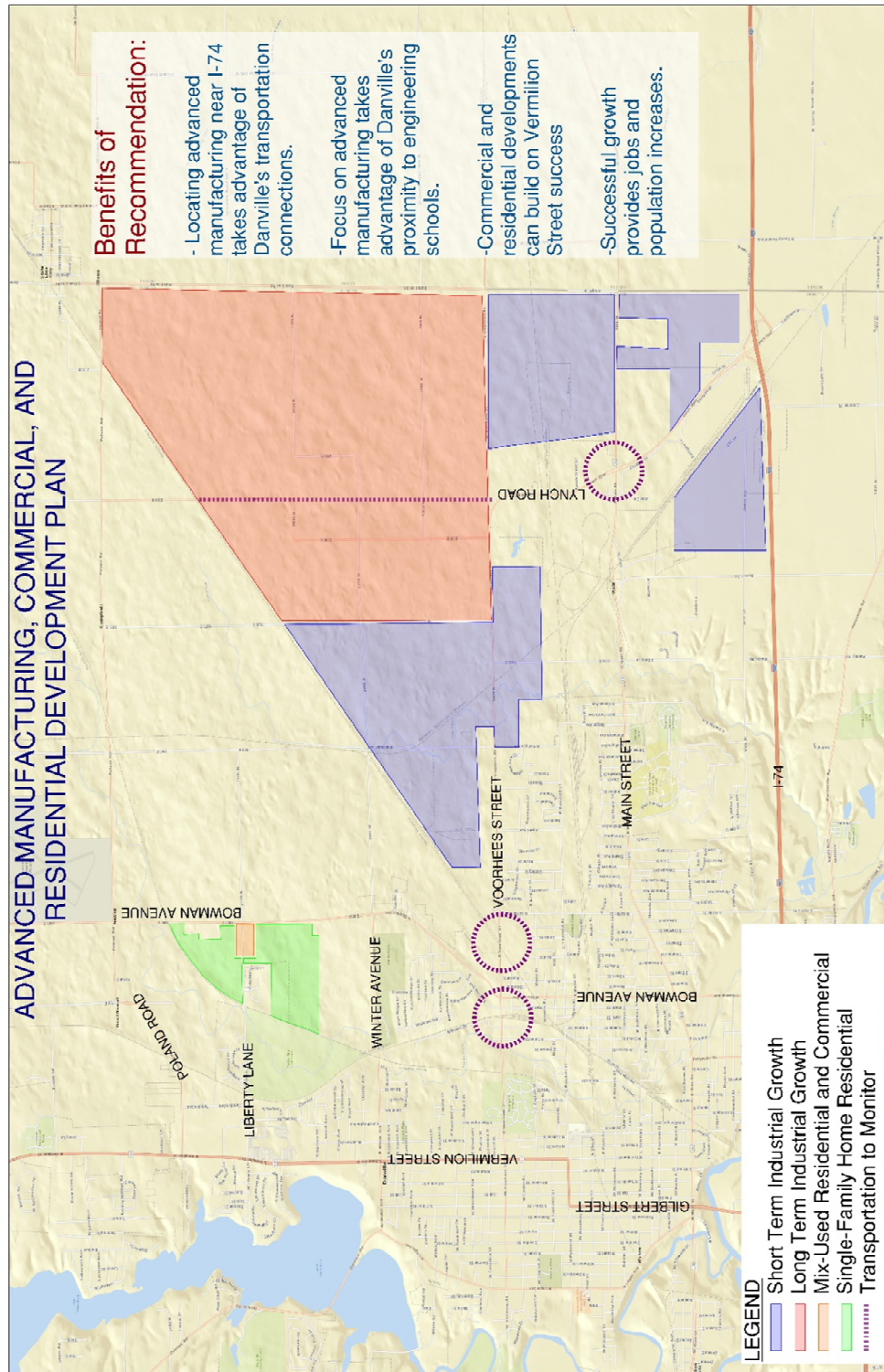


Figure 21: Advanced Manufacturing, Commercial, and Residential Development Plan



DANVILLE AREA TRANSPORTATION STUDY

Metropolitan Planning Organization

At-Grade Railroad Crossing Study

Danville and Catlin

Vermillion County, Illinois

June 2014

Prepared for:

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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

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.

Table 2.2 Calculated Expected Crash Frequency

Rail Line	Road	City	10 Year ADT	Traffic Factor	Trains Per Day	Signal Component	Component Factor	Expected Crash Frequency Per Year	Years Expected Between Crashes
NS	Voorhees Street	Danville	17680	0.023877	48	Gates, Urban	0.08	0.0917	10.9
NS	Bowman Avenue	Danville	9668	0.012674	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
NS	Lyons Road	Catlin	1694	0.002627	47	Gates, Urban	0.08	0.0099	101.2
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
CSX	Bowman Avenue	Danville	10873	0.012674	15	Gates, Urban	0.08	0.0152	65.8
CSX	Griffin Street	Danville	8063	0.010278	15	Flashing Lights, Urban	0.23	0.0355	28.2

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.

Table 2.3 Historical Crash History

Rail Line	Road	City	IDOT Safety Mart Data (2007-2011)							ICC Collision History				
			Total Collisions	K	A	B	C	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

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.

Table 2.4 Calculated Delay Time

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

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

Rail Line	Road	City	Trains Per Day (2012)	Trains Per Day (2034)	Existing ADT	Projected 2034 ADT	20 Year Exposure Factor	Grade Separation Study 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:

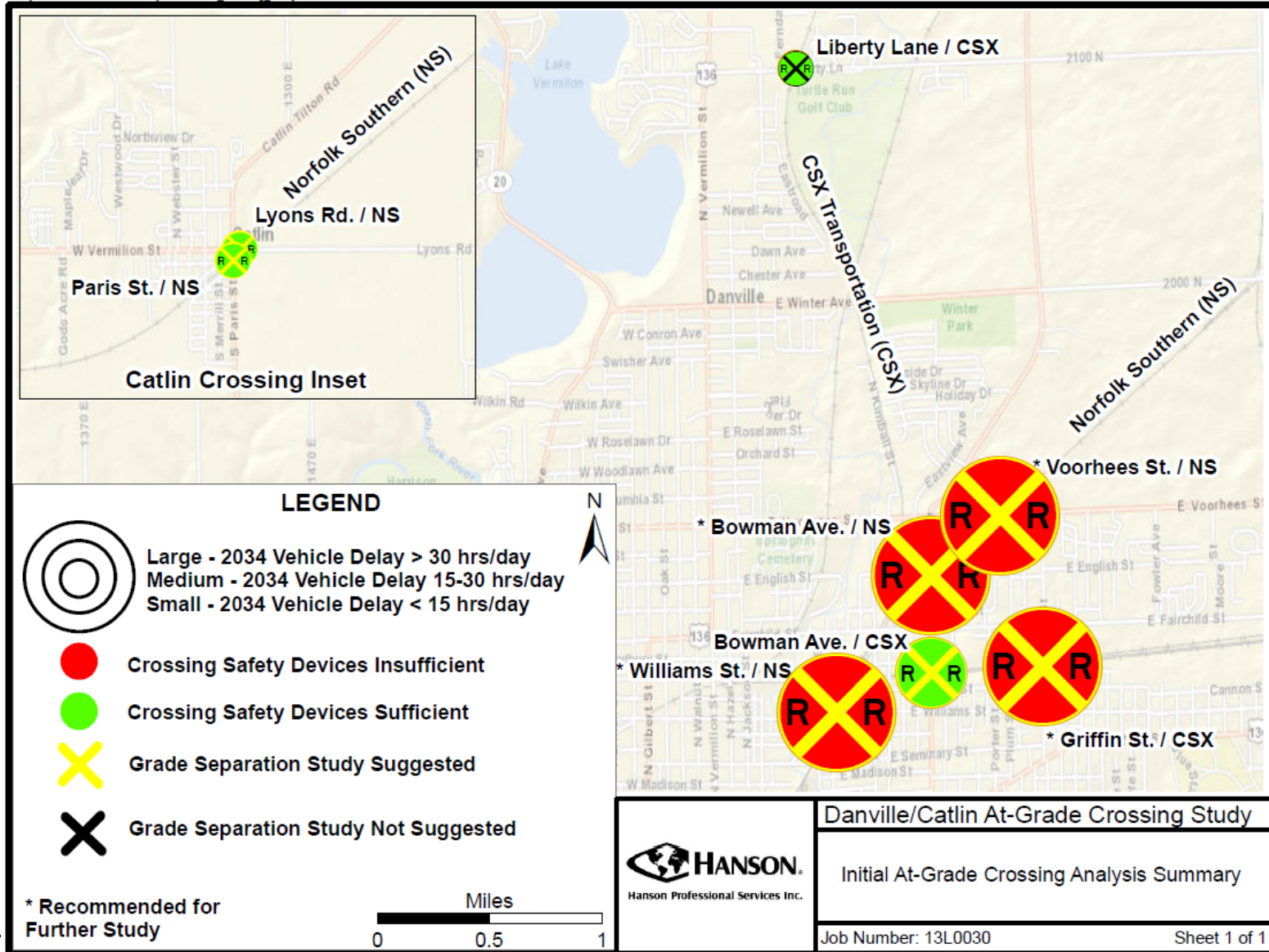
- Voorhees Street at the NS has insufficient warning devices, the highest exposure factor, highest expected crash frequency and the highest delay.
- Bowman Avenue at the NS has insufficient warning devices, the second highest exposure factor, the second highest expected crash frequency and the highest 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

Rail Line	Road	City	20-Year Exposure Factor	2014 Total Daily Delay (Hours)	2034 Total Daily Delay (Hours)	Expected Crash Frequency Per Year	Years Expected Between Crashes	Sufficient/Insufficient Warning Devices (ECF<0.02 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

Figure 2.1 Initial Crossing Screening Summary

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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	Safety 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 Experienced by All Motorists Collectively	2034 Total Delay Experienced by All Motorists Collectively (Hours/Year)	Annual Delay Benefit	ECF Annual Safety Benefit	Total Benefit for Grade Separation	Annual Cost	Delay and Safety Benefit-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

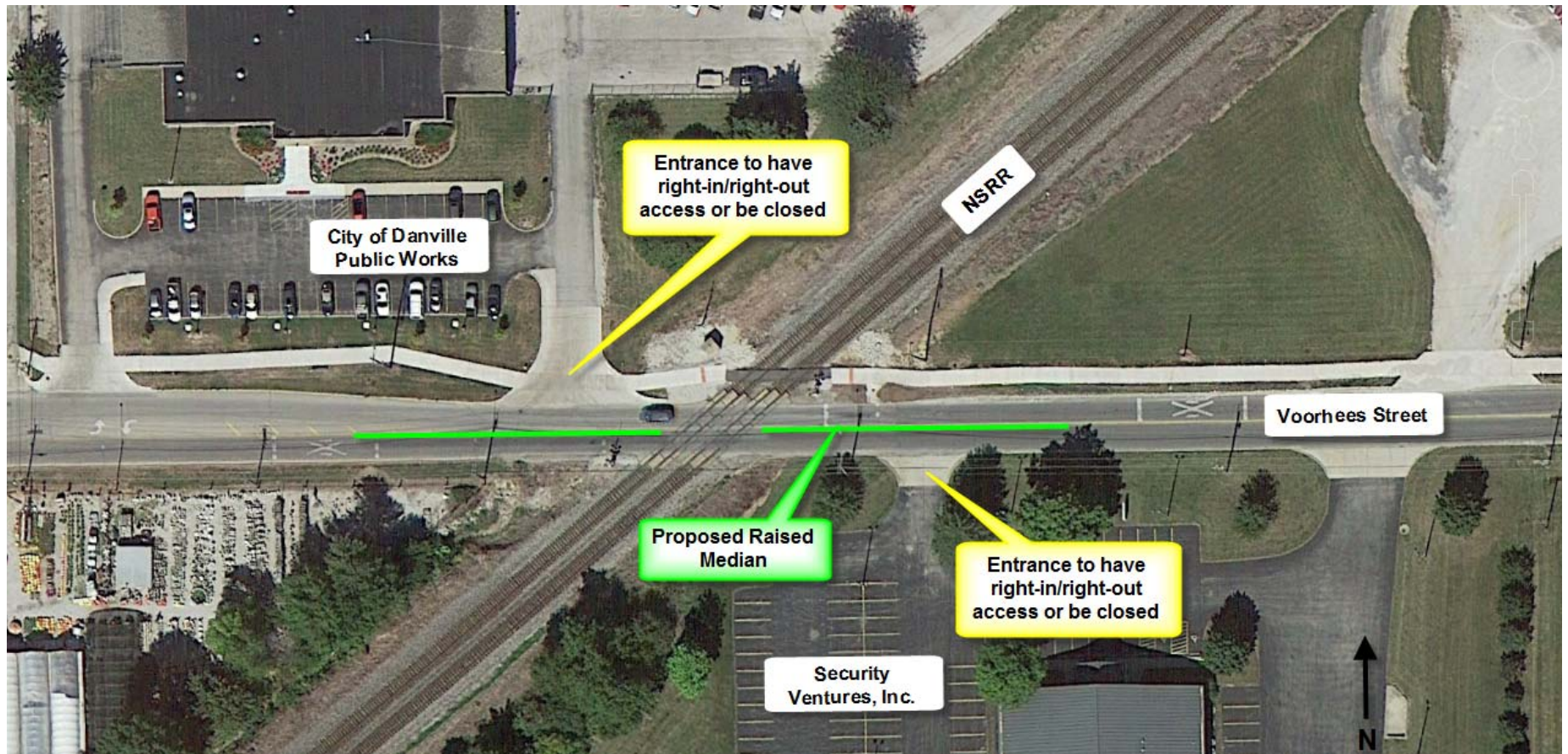
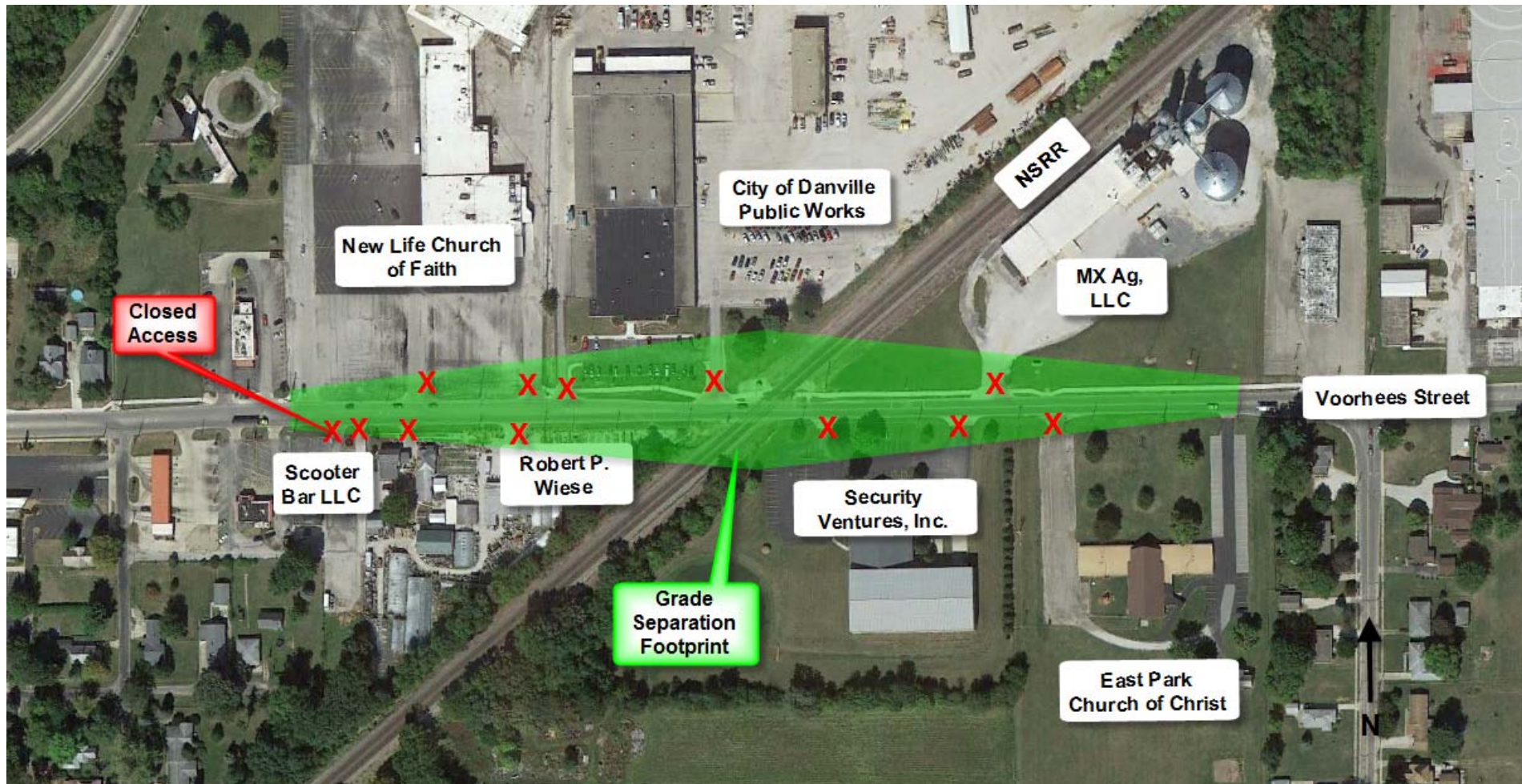


Figure 3.2 Voorhees/NS Grade Separation



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	Safety 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	Annual Cost	Delay and Safety Benefit-Cost Ratio
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

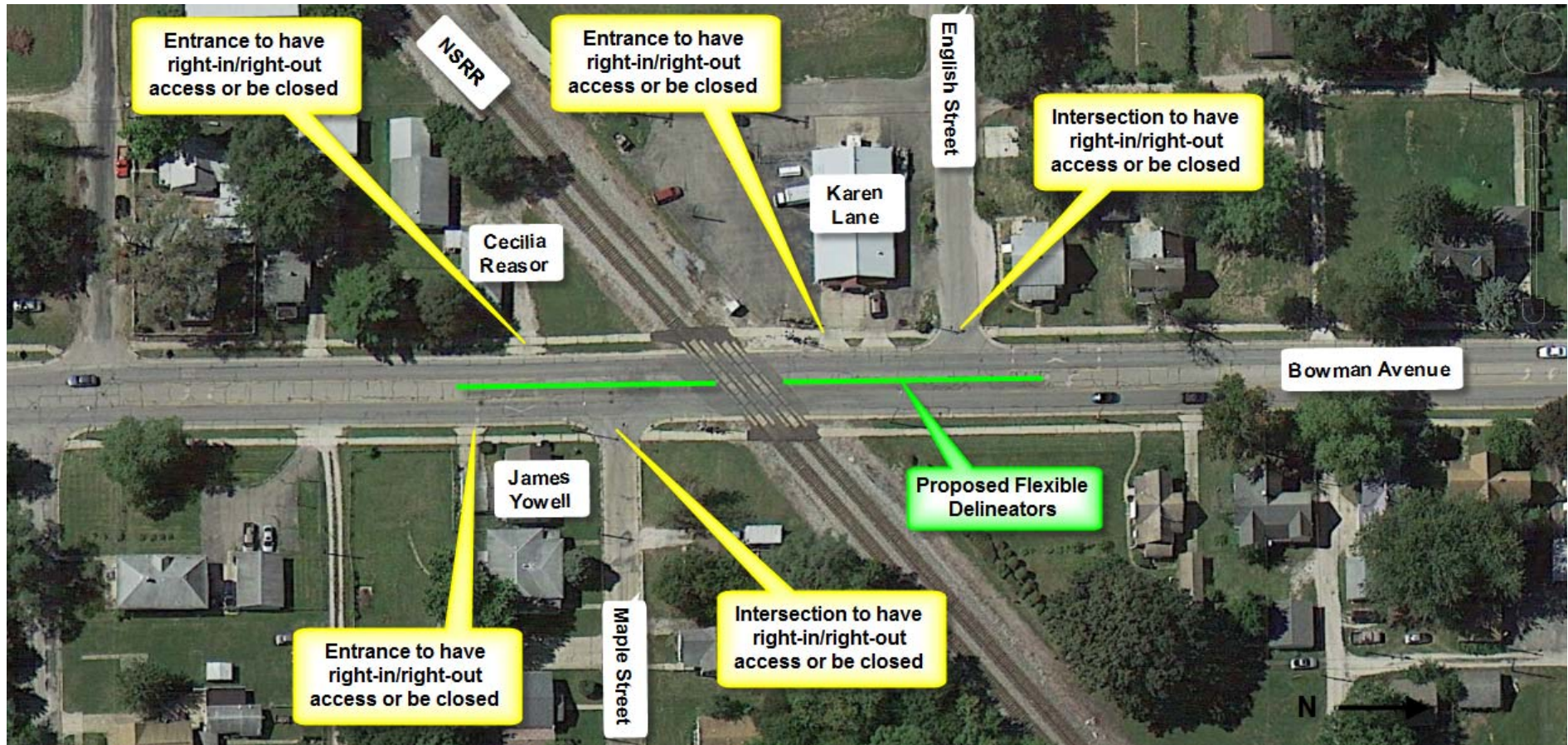
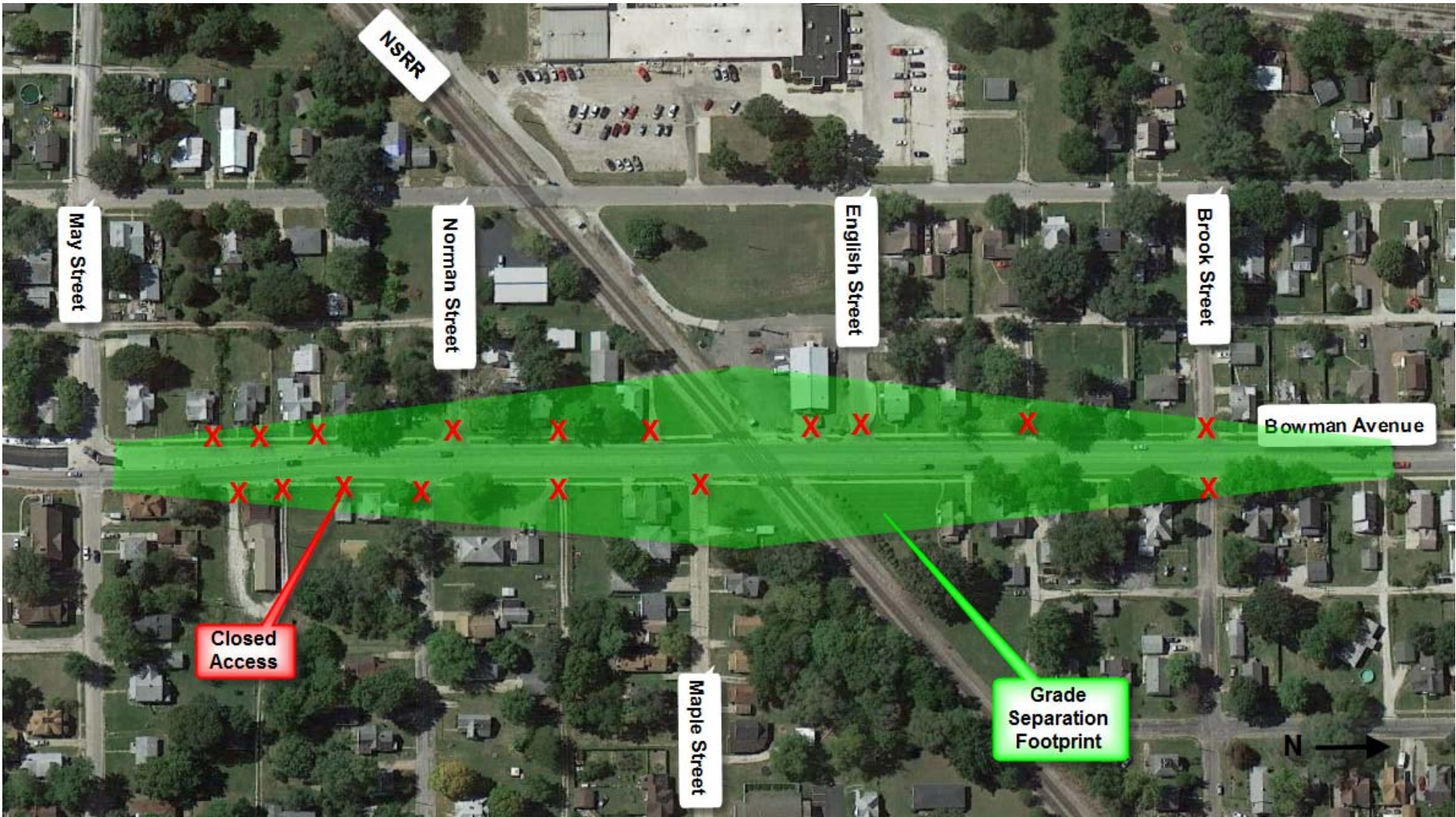


Figure 3.4 Bowman/NS Grade Separation



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	Safety 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	Annual Cost	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

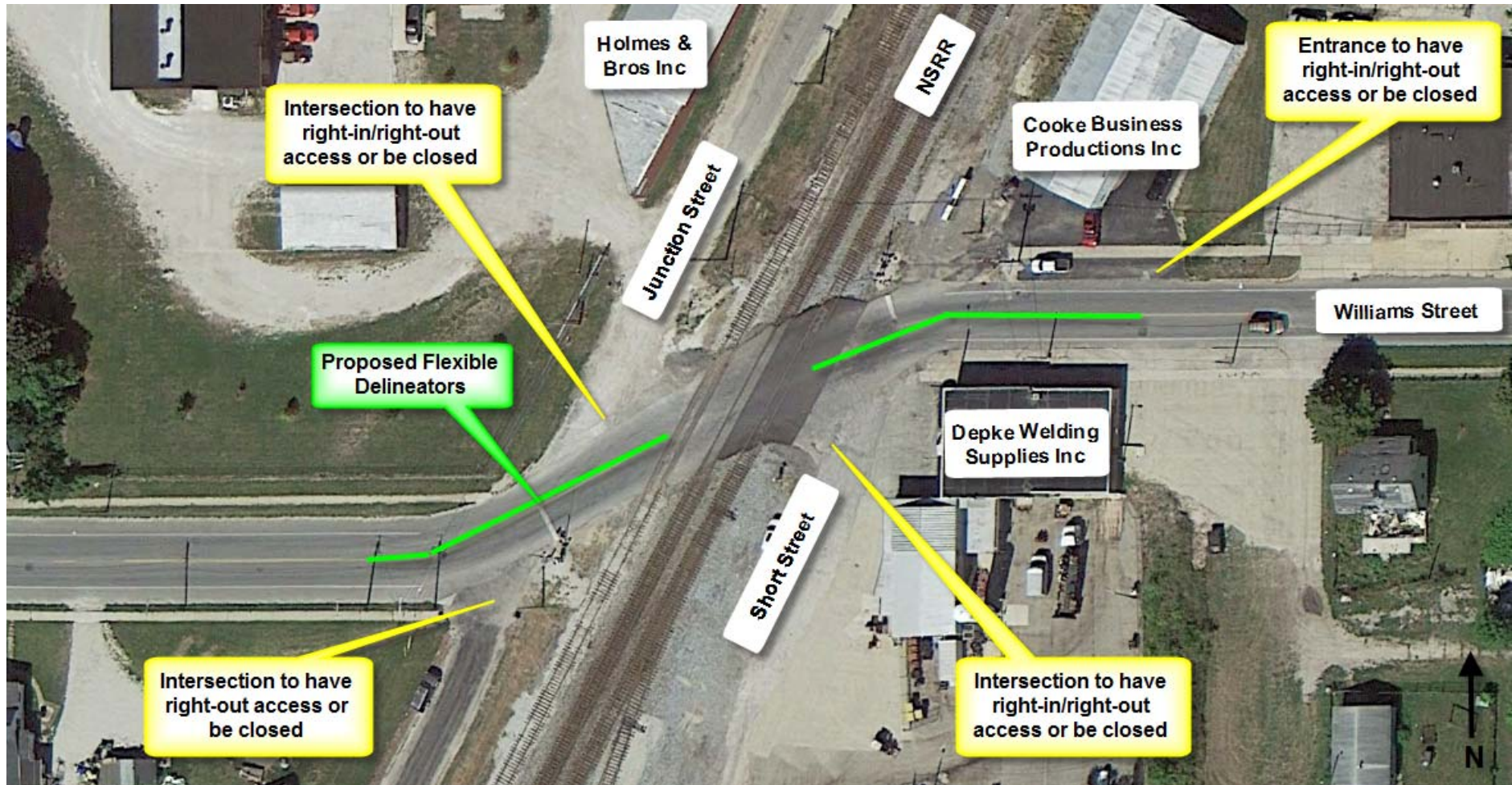
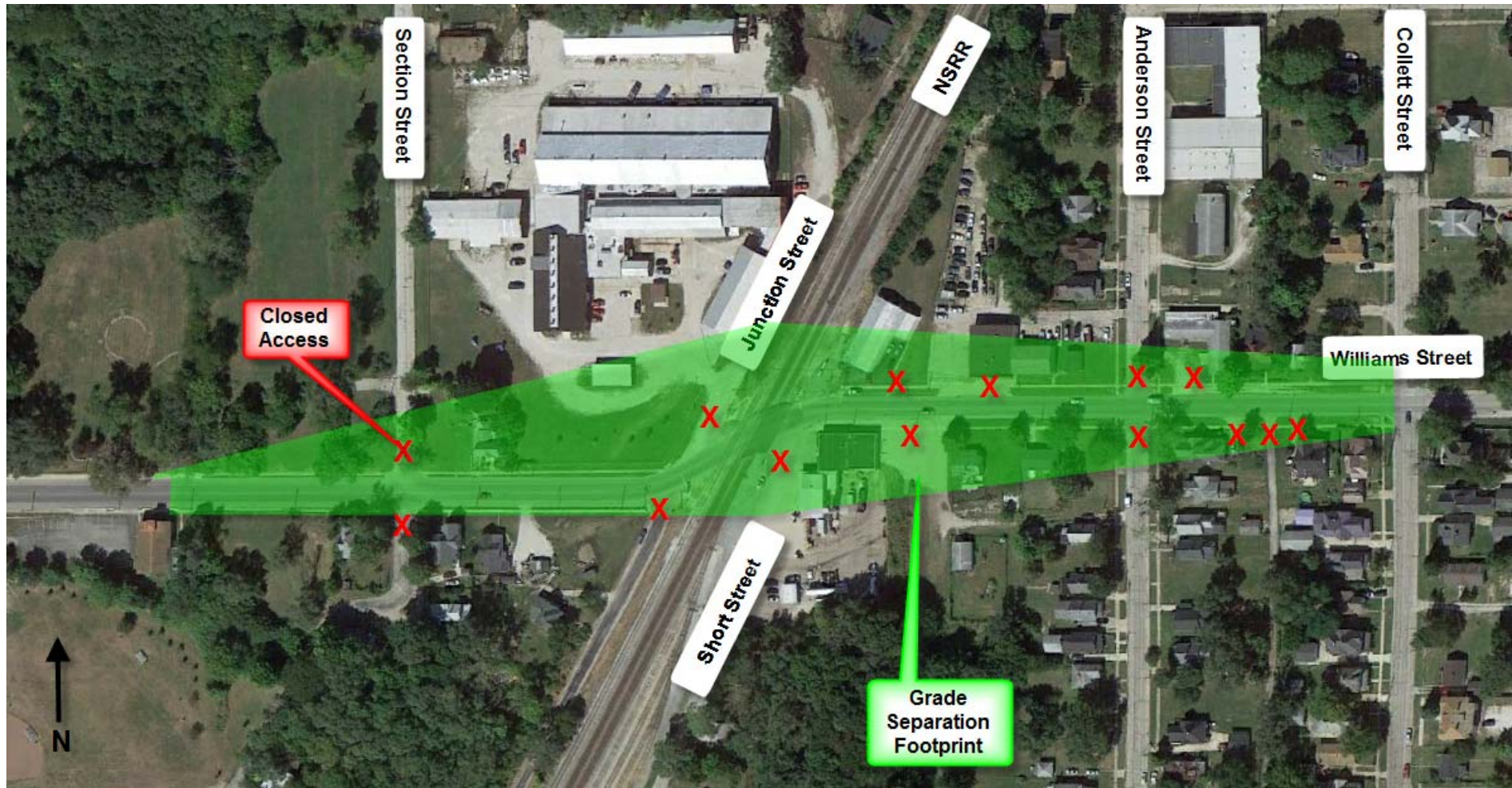


Figure 3.6 Williams/NS Grade Separation



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	Safety 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
Griffin/CSX	0.035	Gates, Urban Raised 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

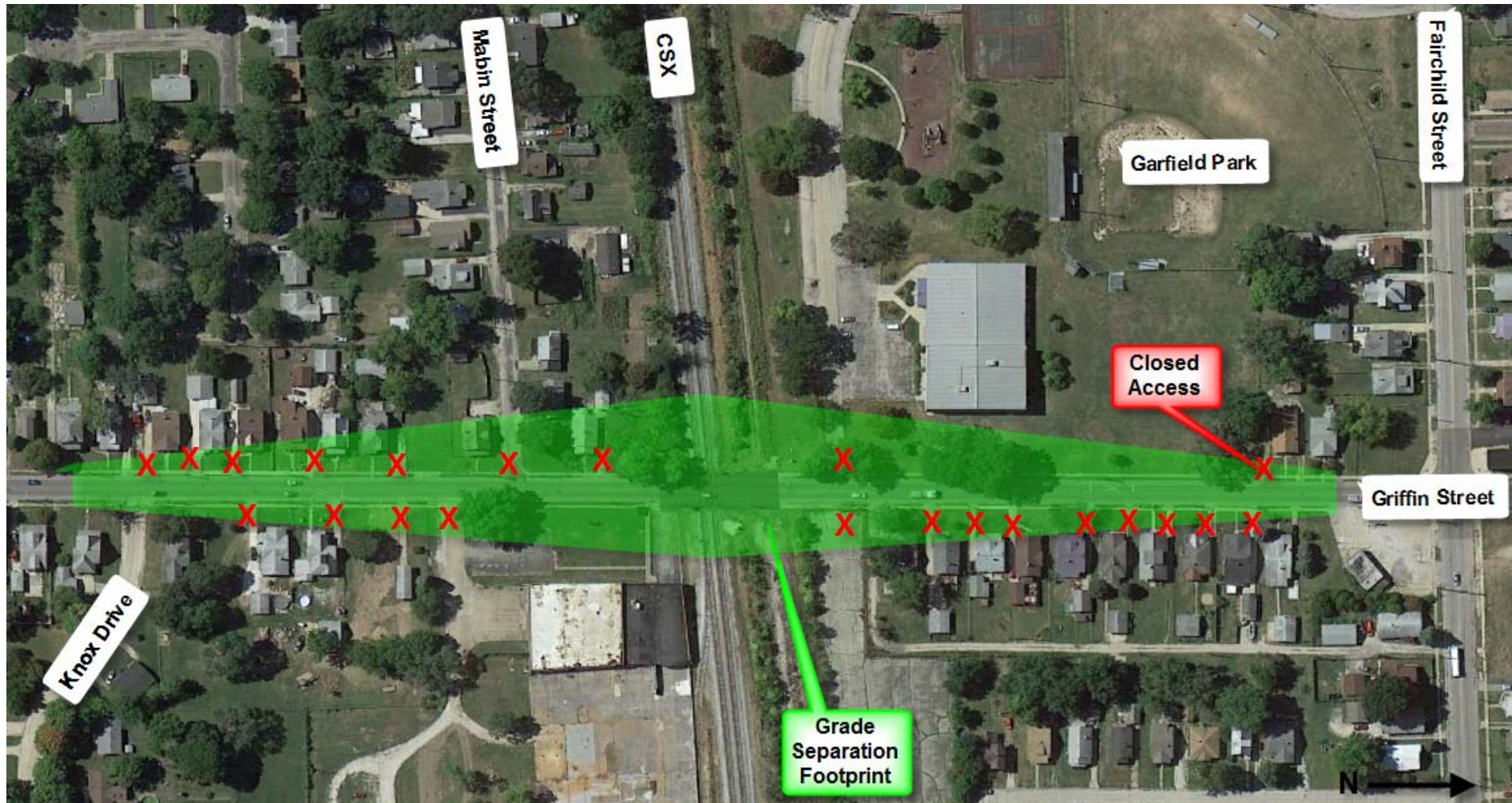
Proposed Installation	2034 Total Daily Delay Experienced by All Motorists Collectively (Hours)	2034 Total Delay Experienced by All Motorists Collectively (Hours/Year)	Annual Delay Benefit	ECF Annual Safety Benefit	Total Benefit for Grade Separation	Annual Cost	Delay and Safety Benefit-Cost Ratio
CWT 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.

Figure 4.1 Additional Crossing Study Safety Improvement Recommendations

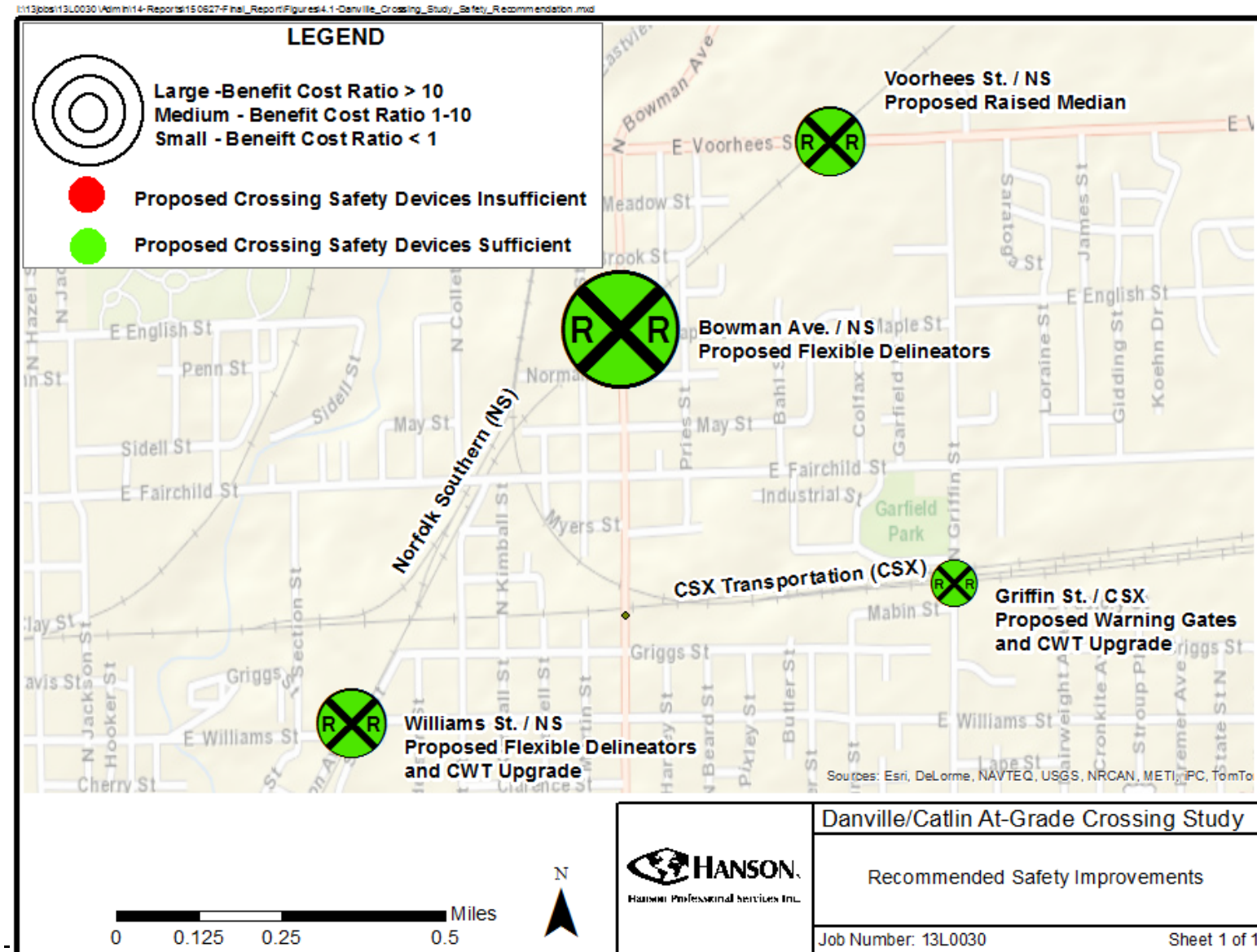
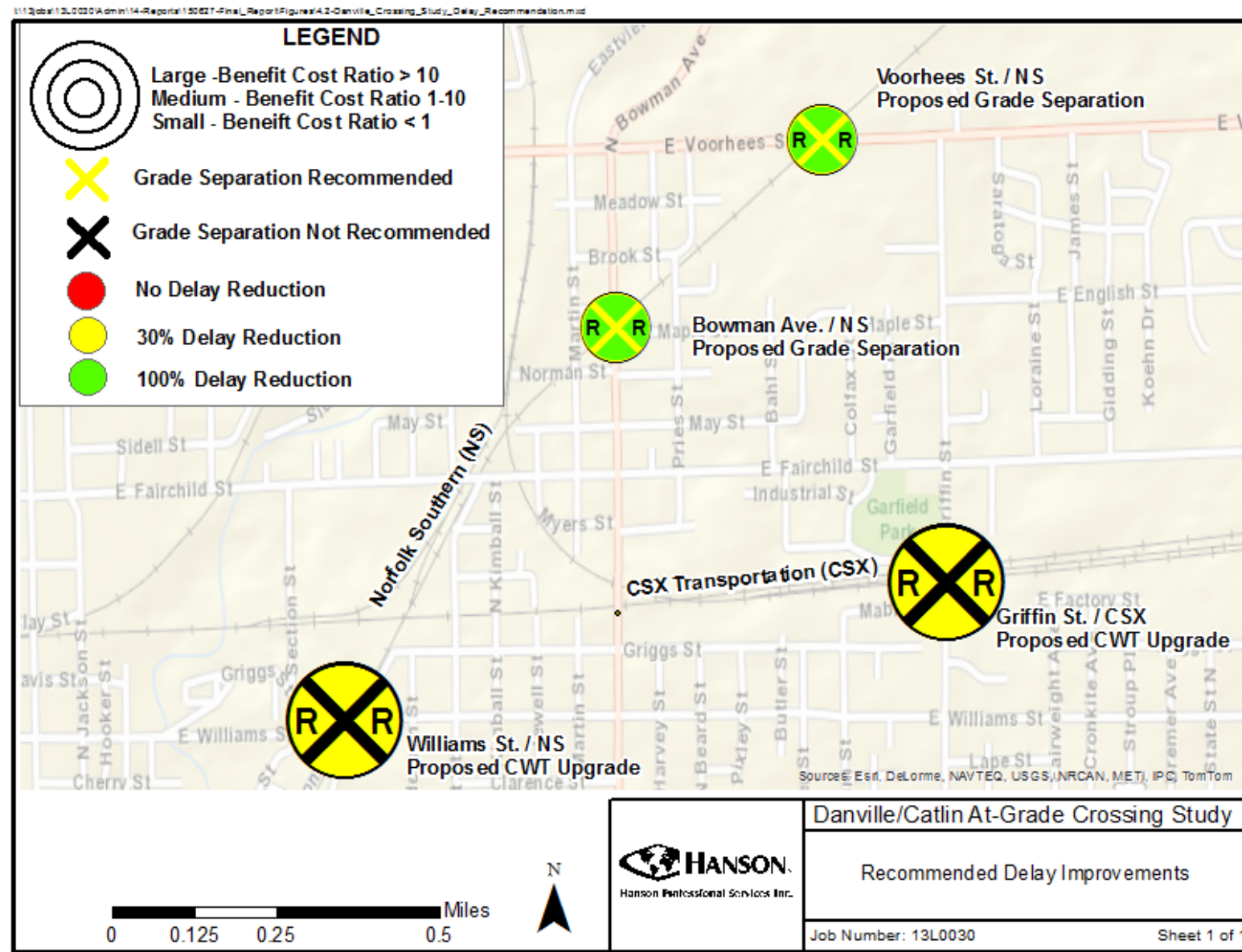


Figure 4.2 Additional Crossing Study Delay Improvement Recommendations



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



Illinois Department of Transportation

HSIP Candidate Form

FY

ID:	Contract:	Award Date:	Completion Date:									
District: 5	County: Vermillion	City: Danville										
Key route:	Marked route:											
Road Name: E. Voorhees Street	Intersecting Roadway: Norfolk Southern RR N/A <input type="checkbox"/>											
Length: 0	<input checked="" type="checkbox"/> N/A	Mile station:	to									
Location Description: Voorhees Street and NSRR At-Grade Rail Crossing												
<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Urban	Lanes: 2										
AADT(Segment):	Total Entering AADT (Intersection): 15800	Speed Limit: 35 mph										
Friction Test Results:	<input checked="" type="checkbox"/> N/A	Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N										
CHSP Emphasis Area(s): Highway-Railroad Grade Crossing <input type="checkbox"/> District Documentation <input type="checkbox"/> Systematic Improvements <input type="checkbox"/> N/A												
Peer Group: 1-Urban Two-Way Street <input type="checkbox"/> N/A												
Other:												
Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (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 Description: At grade crossing of the N/S and Voorhees Street												
Problem Description: Expected Crash Frequency in excess of BLRS Chapter 40-2 criteria indicating the need for a higher type crossing safety device												
Previous Safety Improvements: None known												
Collision Diagram: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N								Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N				
Predominant Crash Types: Rear End												
Proposed Improvement(s): Raised Median												
Estimated Project Cost (\$000's): \$58								Benefit-Cost Ratio: 6.0				
Local Projects:												
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):						Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):						
Local Roads Rural Functional Class: Minor Arterial, Urban												
Approved:								Central HSIP Approval Date:				
Signed: State Safety Engineer								Funding: <input type="checkbox"/> HSIP <input type="checkbox"/> HRRR <input checked="" type="checkbox"/> RAIL				
Comment:												
Distribution:	<input type="checkbox"/> OPP	<input type="checkbox"/> District	<input type="checkbox"/> BSE	<input type="checkbox"/> LRS	<input type="checkbox"/> BDE							

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

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 Eisenhower 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: 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 Trains per Day)

Number of School Buses over Crossing per Day:

Do vehicles carrying hazardous materials use crossing? ☐ Yes ☐ No

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 Separation ☒ 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

If nearest roadway crossing is currently a grade separation, 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) Construction of raised medians

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 be 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.

Print Form

Reset Form

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

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 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: 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 Trains per Day)

Number of School Buses over Crossing per Day:

Do vehicles carrying hazardous materials use crossing? ☐ Yes ☐ No

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 Separation ☒ 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

If nearest roadway crossing is currently a grade separation, 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: ☐ 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 be 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.

[Print Form](#)[Reset Form](#)

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



Illinois Department of Transportation

HSIP Candidate Form

FY

ID:	Contract:	Award Date:	Completion Date:
District: 5	County: Vermillion	City: Danville	
Key route:	Marked route:		
Road Name: N. Bowman Avenue	Intersecting Roadway: Norfolk Southern RR N/A <input type="checkbox"/>		
Length: 0	<input checked="" type="checkbox"/> N/A	Mile station:	to

Location Description:			
<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Urban	Lanes: 2	
AADT(Segment):	Total Entering AADT (Intersection): 8000	Speed Limit: 30 mph	
Friction Test Results:	<input checked="" type="checkbox"/> N/A	Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	
CHSP Emphasis Area(s): Highway-Railroad Grade Crossing <input type="checkbox"/> District Documentation <input type="checkbox"/> Systematic Improvements <input type="checkbox"/> N/A			
Peer Group: 1-Urban Two-Way Street <input type="checkbox"/> N/A			
Other:			

Crashes Details												
Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
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

Location Description:	
Problem Description:	
Previous Safety Improvements: None known	
Collision Diagram: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Images: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Predominant Crash Types: Rear End (40%) and Turning (20%)	
Proposed Improvement(s): Flexible Delineator Installation	

Estimated Project Cost (\$000's): \$16	Benefit-Cost Ratio: 10.8
Local Projects: Expected Crash Frequency in excess of BLRS Chapter 40-2 criteria indicating the need for a higher type crossing safety device	
Annual Fatal Crash Rate (Fatal Crashes/100 Miles):	Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):
Local Roads Rural Functional Class: Minor Arterial, Urban	
Approved:	Central HSIP Approval Date:
Signed: State Safety Engineer	Funding: <input type="checkbox"/> HSIP <input type="checkbox"/> HRRR <input checked="" type="checkbox"/> RAIL

Comment:					
Distribution:	<input type="checkbox"/> OPP	<input type="checkbox"/> District	<input type="checkbox"/> BSE	<input type="checkbox"/> LRS	<input type="checkbox"/> BDE

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

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 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: 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? ☐ Yes ☐ No
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 Separation ☒ 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

If nearest roadway crossing is currently a grade separation, 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) Flexible Delineator Installation

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 be 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.

[Print Form](#)[Reset Form](#)

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



Illinois Department of Transportation

HSIP Candidate Form

FY

ID:	Contract:	Award Date:	Completion Date:
District: 5	County: Vermillion	City: Danville	
Key route:	Marked route:		
Road Name: Williams St.	Intersecting Roadway: Norfolk Southern Railway Co. <input type="checkbox"/>		
Length: 0	<input checked="" type="checkbox"/> N/A	Mile station:	to

Location Description:

<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Urban	Lanes: 2
AADT(Segment):	Total Entering AADT (Intersection): 5600	Speed Limit: 30 mph
Friction Test Results:	<input checked="" type="checkbox"/> N/A	Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N
CHSP Emphasis Area(s): Highway-Railroad Grade Crossing <input type="checkbox"/> District Documentation <input type="checkbox"/> Systematic Improvements <input type="checkbox"/> N/A		
Peer Group: 1-Urban Two-Way Street <input type="checkbox"/> N/A		

Other:

Crashes Details

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2007	1					1						1
2008	0											
2009	2									2		1
2010	5			1		1				3	1	3
2011	1					1					1	1
Total	9			1		3				5	2	6

Location Description: At grade crossing of the N/S and Williams Street**Problem Description:** Expected Crash Frequency in excess of BLRS Chapter 40-2 criteria indicating the need for a higher type crossing safety device**Previous Safety Improvements:** None known**Collision Diagram:** ☐ Y ☒ N**Images:** ☒ Y ☐ N**Predominant Crash Types:** Fixed Object**Proposed Improvement(s):** Flexible Delineator Installation and Circuitry Upgrade**Estimated Project Cost (\$000's):** \$116**Benefit-Cost Ratio:** 3.5**Local Projects:****Annual Fatal Crash Rate (Fatal Crashes/100 Miles):****Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):****Local Roads Rural Functional Class:** Collector, Urban**Approved:****Central HSIP Approval Date:****Signed:****State Safety Engineer****Funding:** ☐ HSIP ☐ HRRR ☒ RAIL**Comment:****Distribution:** ☐ OPP ☐ District ☐ BSE ☐ LRS ☐ BDE

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

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 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: 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? ☐ Yes ☐ No

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 Separation ☒ 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

If nearest roadway crossing is currently a grade separation, 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: ☐ 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 be 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.

[Print Form](#)[Reset Form](#)

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

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 Eisenhower 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
Average Daily Traffic (ADT): 5,600 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? ☐ Yes ☐ No
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 Separation ☒ 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

If nearest roadway crossing is currently a grade separation, 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) Flexible Delineator 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 be 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.

[Print Form](#)[Reset Form](#)

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



Illinois Department of Transportation

HSIP Candidate Form

FY

ID:	Contract:	Award Date:	Completion Date:
District: 5	County: Vermillion	City: Danville	
Key route:	Marked route:		

Road Name: Griffin Street	Intersecting Roadway: CSX Transportation, Inc. N/A	<input type="checkbox"/>
Length:	<input checked="" type="checkbox"/> N/A	Mile station: to

Location Description:

<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Urban	Lanes: 2
AADT(Segment):	Total Entering AADT (Intersection): 7100	Speed Limit: 30 mph
Friction Test Results:	<input checked="" type="checkbox"/> N/A	Lighting Present: <input type="checkbox"/> Y <input checked="" type="checkbox"/> N

CHSP Emphasis Area(s): Highway-Railroad Grade Crossing ☐ District Documentation ☐ Systematic Improvements ☐ N/A**Peer Group:** 1-Urban Two-Way Street ☐ N/A**Other:****Crashes Details**

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2007												
2008												
2009	1					1					1	
2010	3					1				2		2
2011												
Total						2				2	1	2

Location Description: At grade crossing of CSX and Griffin Street**Problem Description:****Previous Safety Improvements:** None known**Collision Diagram:** ☐ Y ☒ N **Images:** ☒ Y ☐ N**Predominant Crash Types:** Rear End**Proposed Improvement(s):** Warning Gates Installation and Circuitry Upgrade**Estimated Project Cost (\$000's):** \$350 **Benefit-Cost Ratio:** 13.4**Local Projects:** Expected Crash Frequency in excess of BLRS Chapter 40-2 criteria indicating the need for a higher type crossing safety device**Annual Fatal Crash Rate (Fatal Crashes/100 Miles):** **Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):****Local Roads Rural Functional Class:** Minor Arterial, Urban**Approved:** **Central HSIP Approval Date:****Signed:** **Funding:** ☐ HSIP ☐ HRRR ☒ RAIL
State Safety Engineer**Comment:****Distribution:** ☐ OPP ☐ District ☐ BSE ☐ LRS ☐ BDE

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

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 Eisenhower 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: Griffin Street
Railroad: CSX Transportation Crossing Number: 353715W Railroad Milepost 123.86
Average Daily Traffic (ADT): 7,100 Daily Train Traffic: 15
(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? ☐ Yes ☐ No
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 Separation ☒ 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

If nearest roadway crossing is currently a grade separation, 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 be 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.

[Print Form](#)[Reset Form](#)

Appendix K – Voorhees / NS Crossing Photos



479854T-09162009-02.jpg - - W Side of Xing; Hwy Approach looking E





479854T-09162009-09.jpg - - N Looking S Track 2



Appendix L – Bowman / NS Crossing Photos

479856G-09162009-02.jpg - - N Side of Xing;Hwy Approach looking S



479856G-09162009-07.jpg - - S Side of Xing;Hwy Approach looking N





Appendix M – Williams/NS Crossing Photos





479859C-09292009-01.jpg - - Xing Number



09/29/2009 06:54

479859C-09292009-02.jpg - - E Side of Xing;Hwy Approach looking W



09/29/2009 06:58

479859C-09292009-03.jpg - - E Side of Xing;Down-the-Track looking S



479859C-09292009-04.jpg - - E Side of Xing;Down-the-Track looking N



479859C-09292009-05.jpg - - W Side of Xing;Down-the-Track looking N



479859C-09292009-06.jpg - - W Side of Xing;Down-the-Track looking S



479859C-09292009-07.jpg - - W Side of Xing;Hwy Approach looking E



479859C-09292009-08.jpg - - S Side of Xing;Xing Surface looking N





Appendix N – Griffin / CSX Crossing Photos







353715W-09232009-03.jpg - - S Side of Xing;Down-the-Track looking W



353715W-09232009-04.jpg - - S Side of Xing;Down-the-Track looking E



353715W-09232009-05.jpg - - N Side of Xing;Down-the-Track looking E



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



353715W-09232009-07.jpg - - N Side of Xing; Hwy Approach looking S



09/23/2009 15:17

353715W-09232009-08.jpg - - W Side of Xing; Xing Surface looking E



09/23/2009 15:15



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 design 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.

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

Impact	CSX Grade Separation		NS Grade Separation	
	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

Item	CSX Grade Separation Cost Estimate		NS Grade Separation Cost Estimate	
	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).

CONCLUSION

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

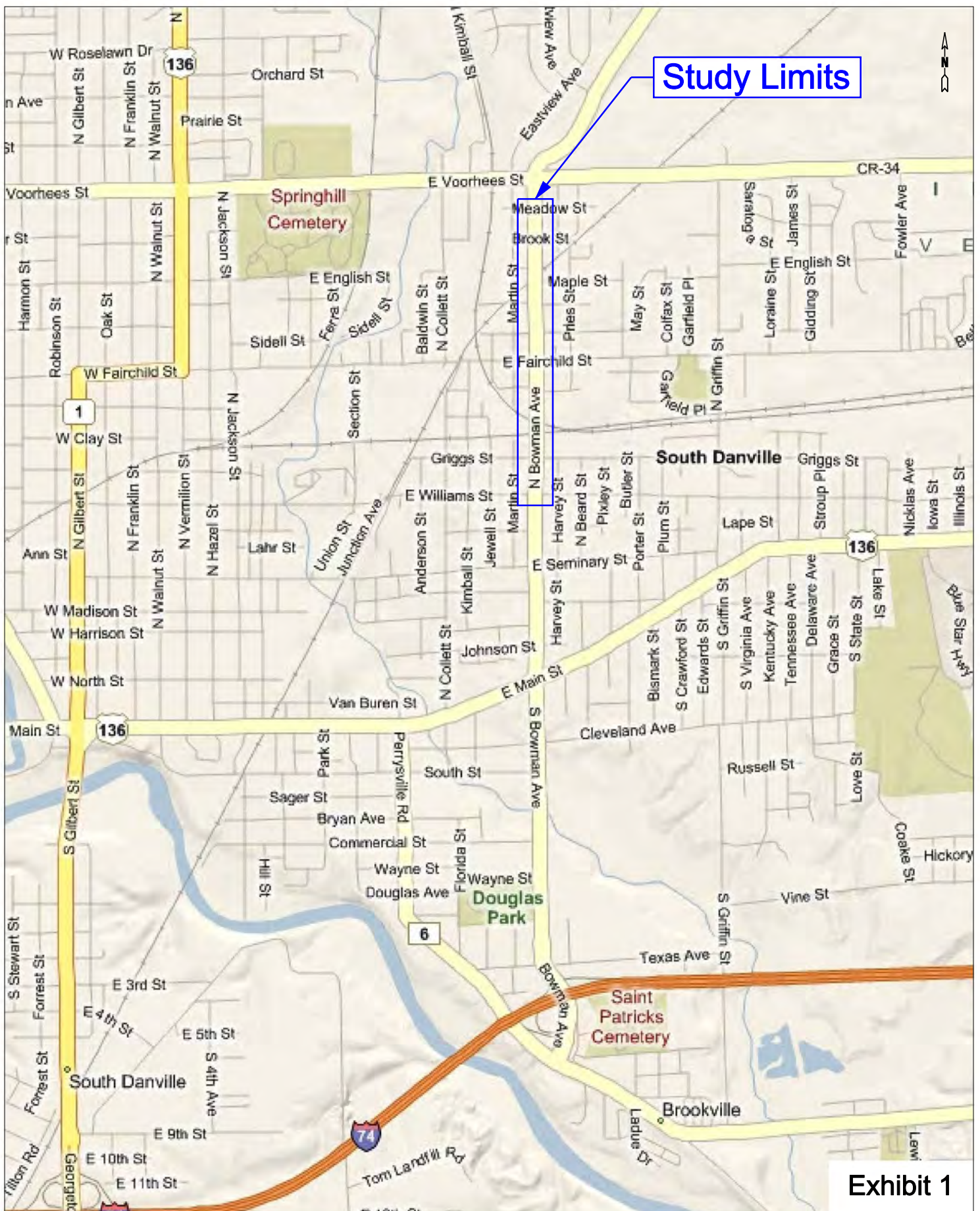


Exhibit 1



City of Danville



Bowman Avenue Feasibility Study

EXISTING BOWMAN AVENUE CROSS SECTION

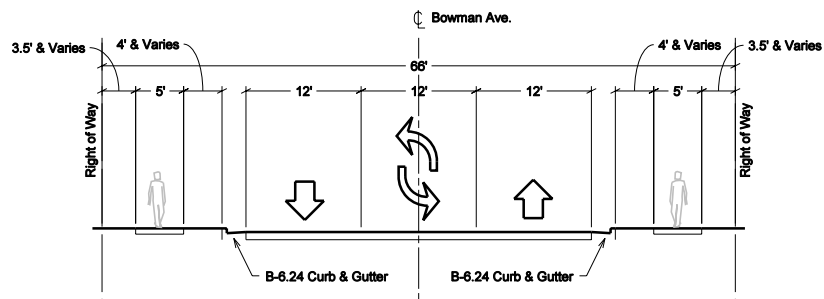


Exhibit 2



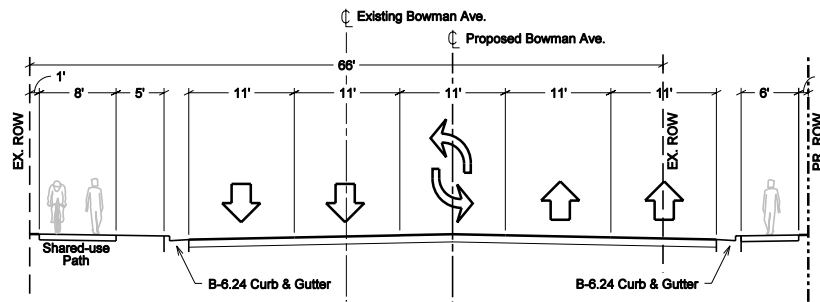
City of Danville



Bowman Avenue Feasibility Study

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)

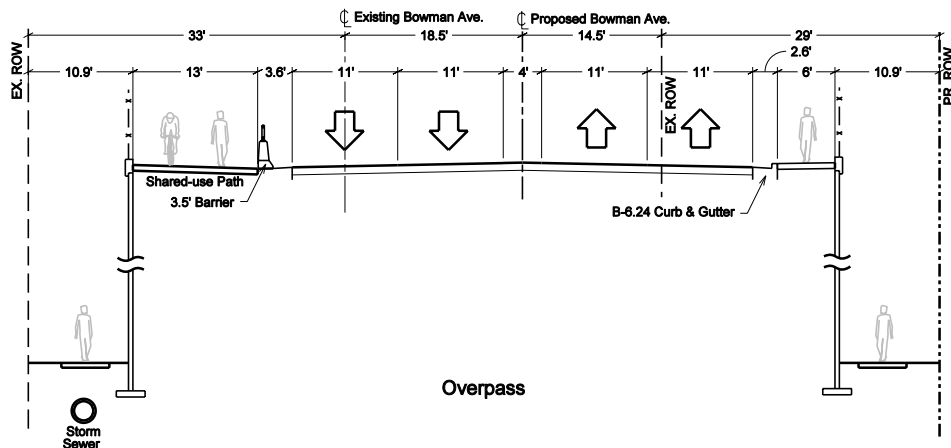


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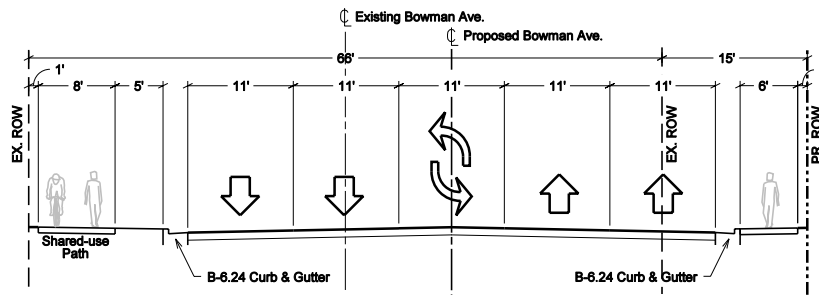
City of Danville



Bowman Avenue Feasibility Study

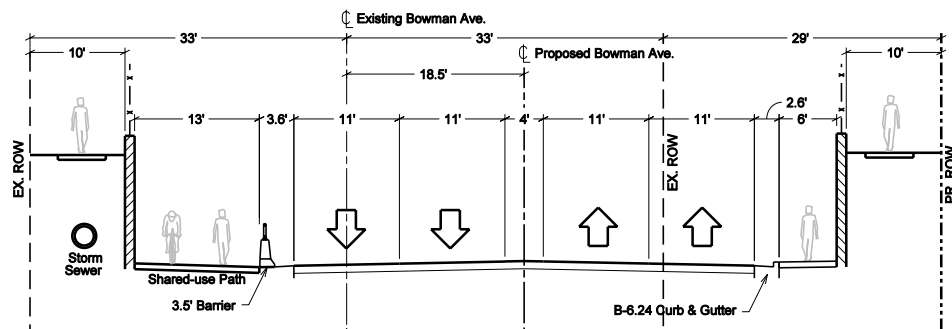
BOWMAN AVENUE CONCEPT CROSS SECTIONS

UNDERPASS CONCEPT



Outside of Underpass Limits

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



Underpass

Exhibit 4

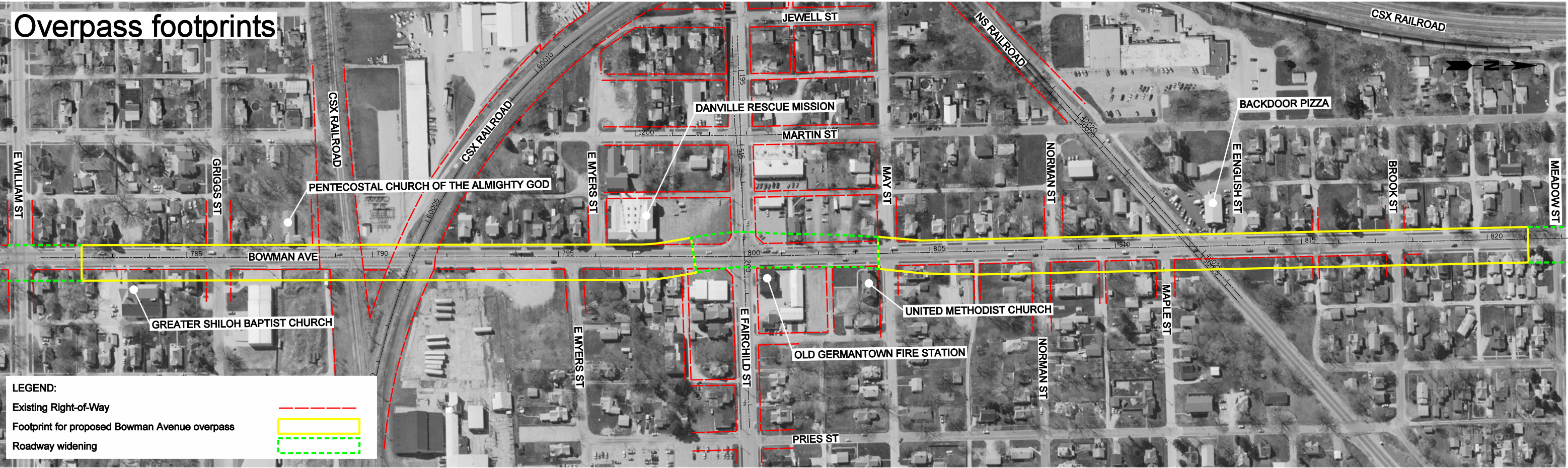


City of Danville

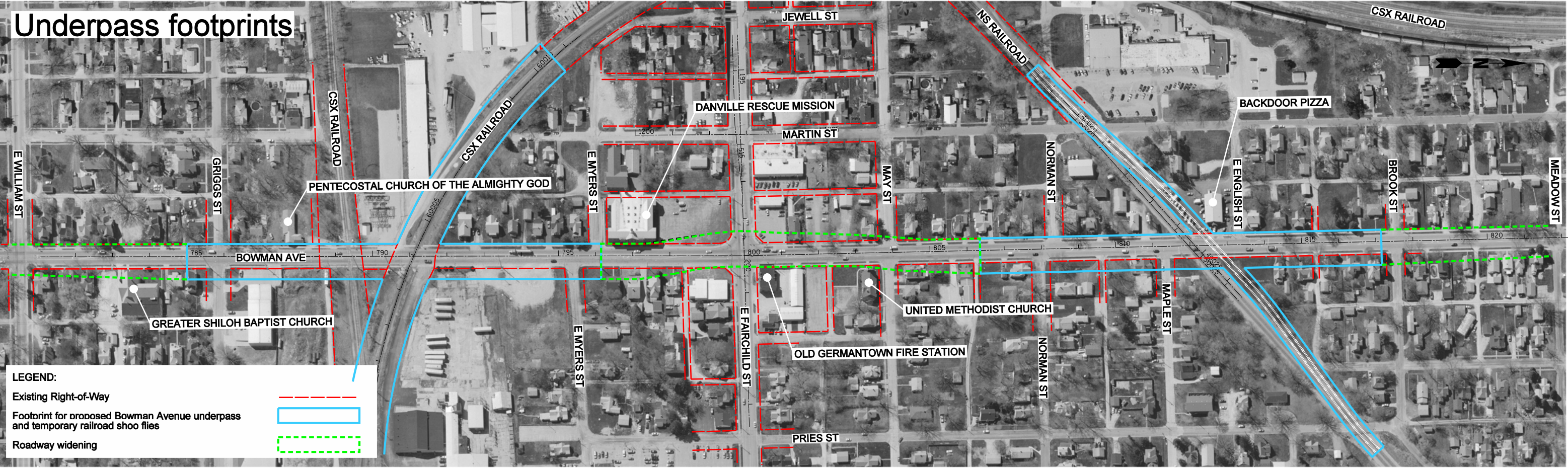


Bowman Avenue Feasibility Study

Overpass footprints



Underpass footprints



City of Danville



Bowman Avenue Feasibility Study

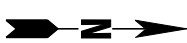
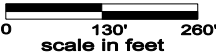
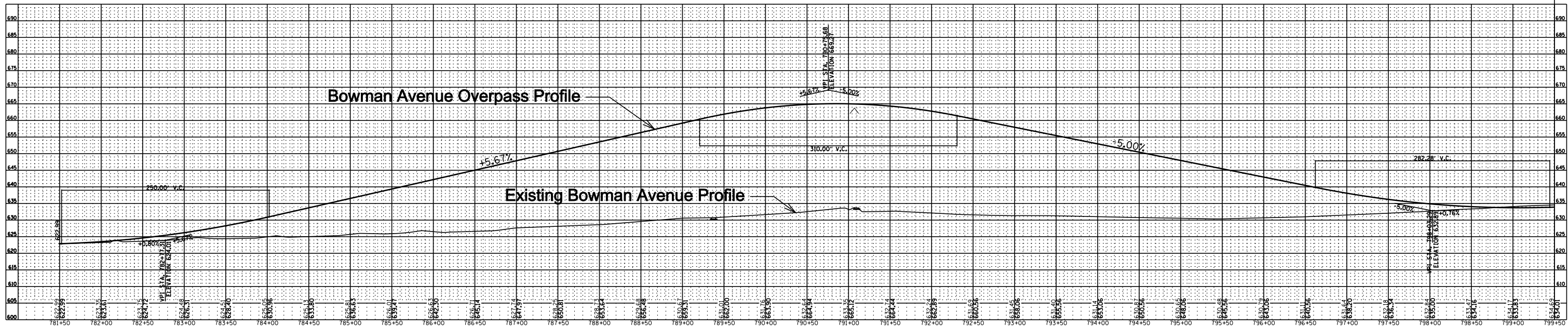
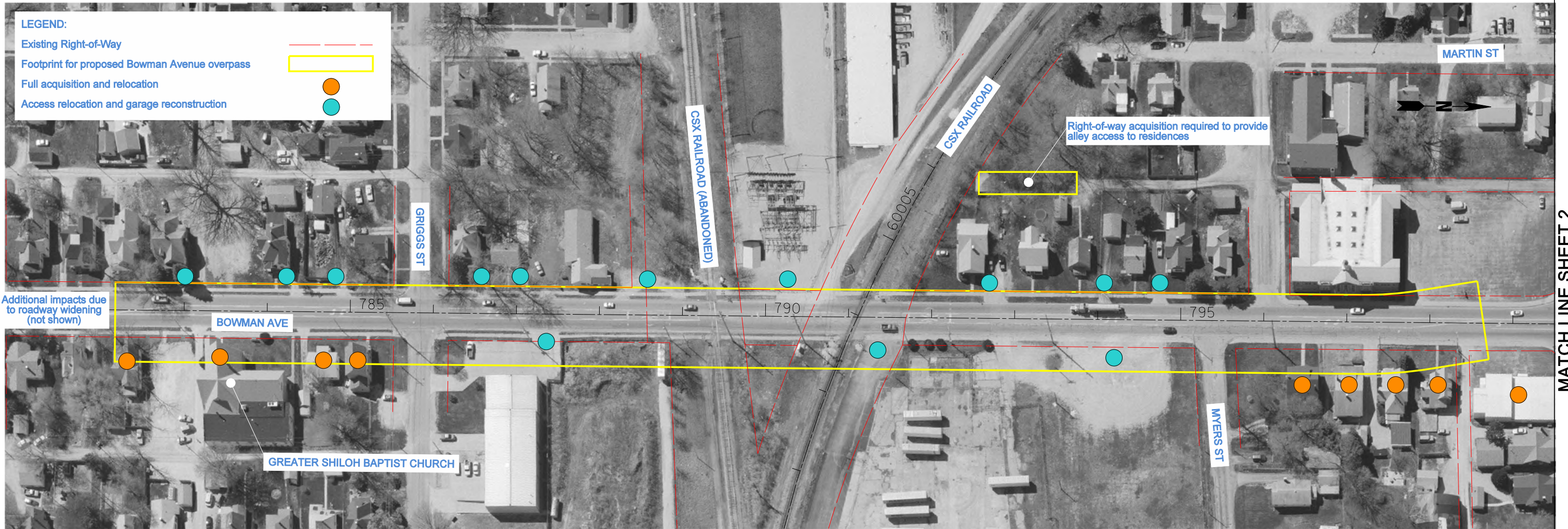
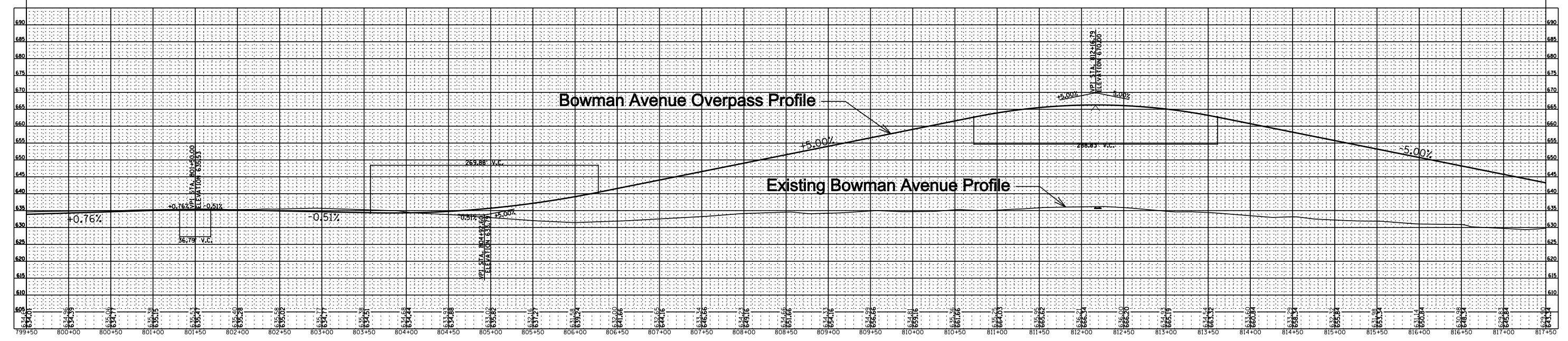
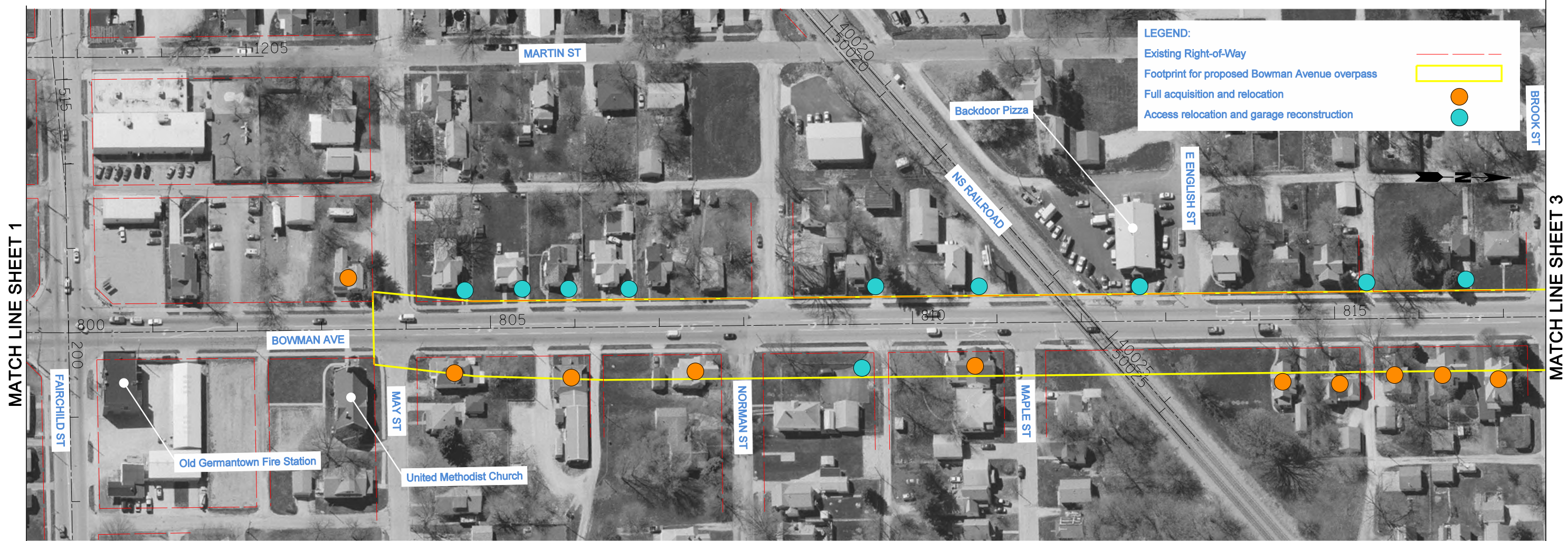


Exhibit 5
Conceptual Overpass and Underpass Footprints



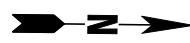
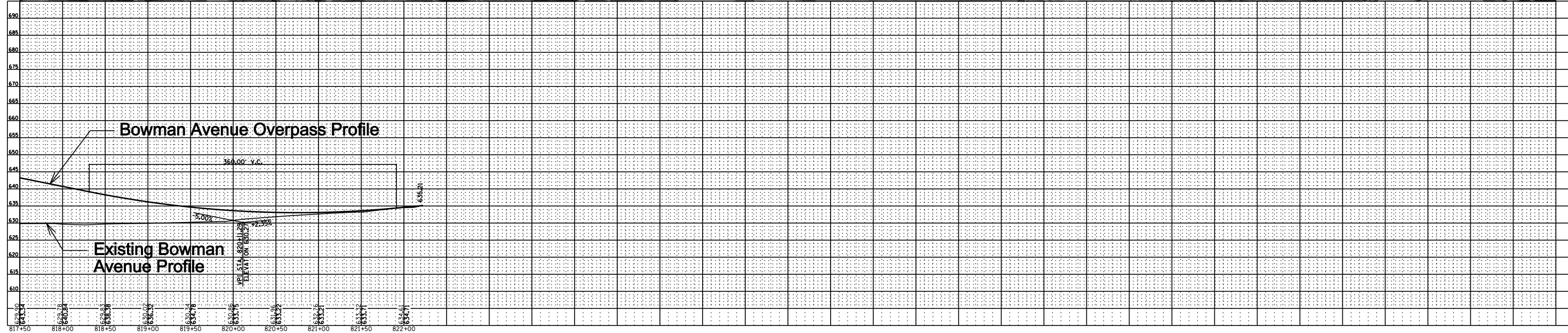


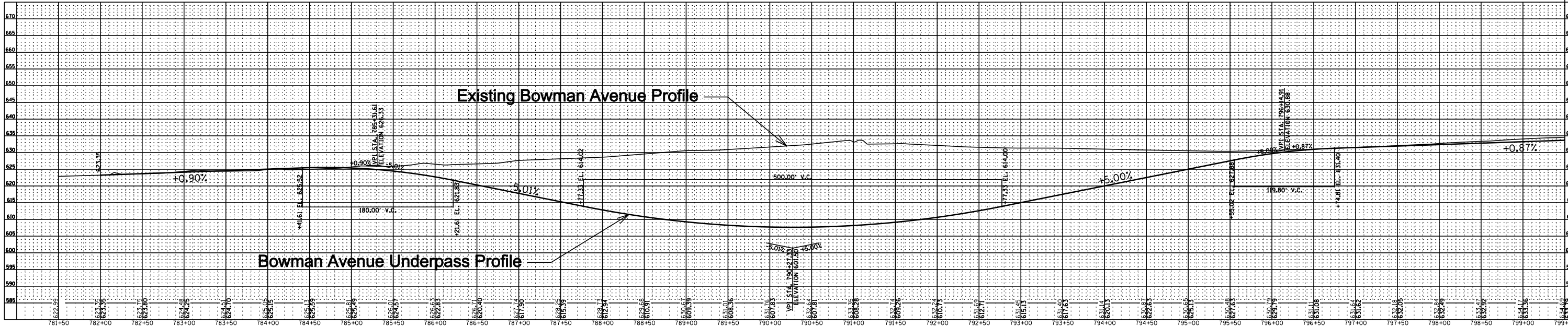
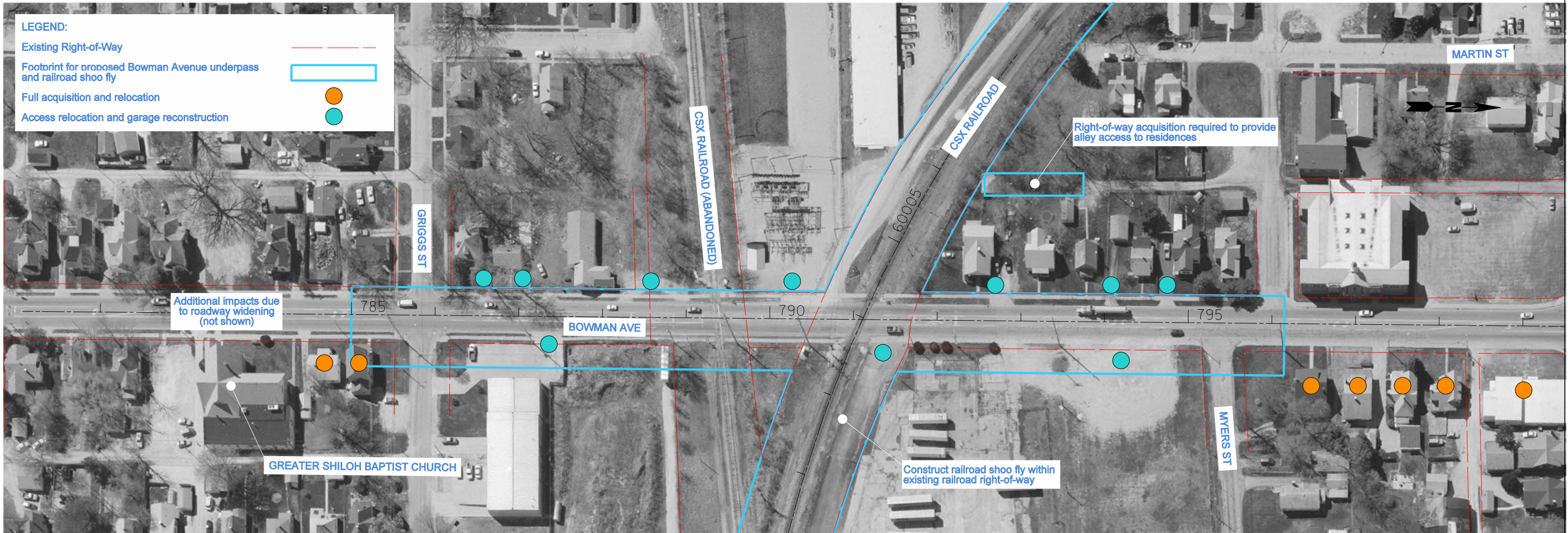
MATCH LINE SHEET 3

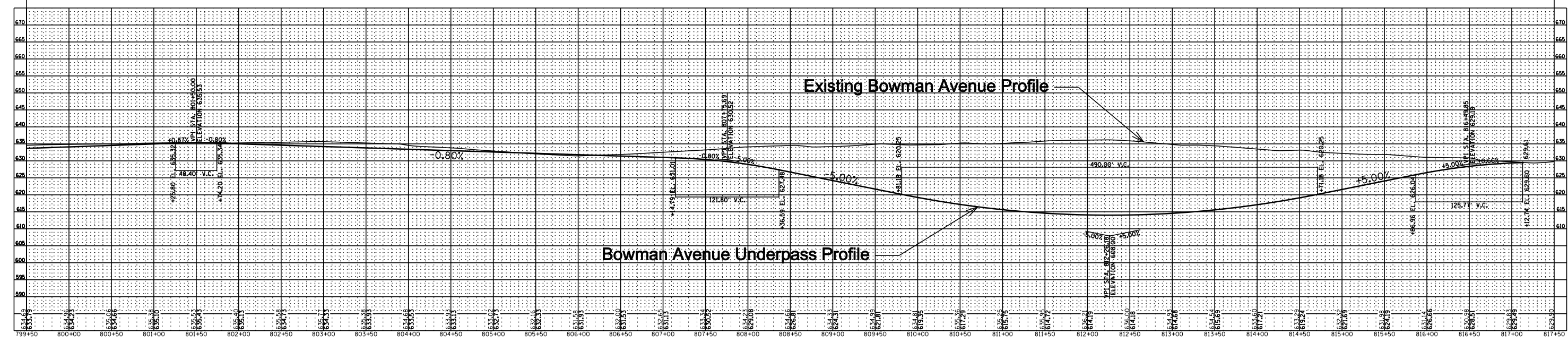
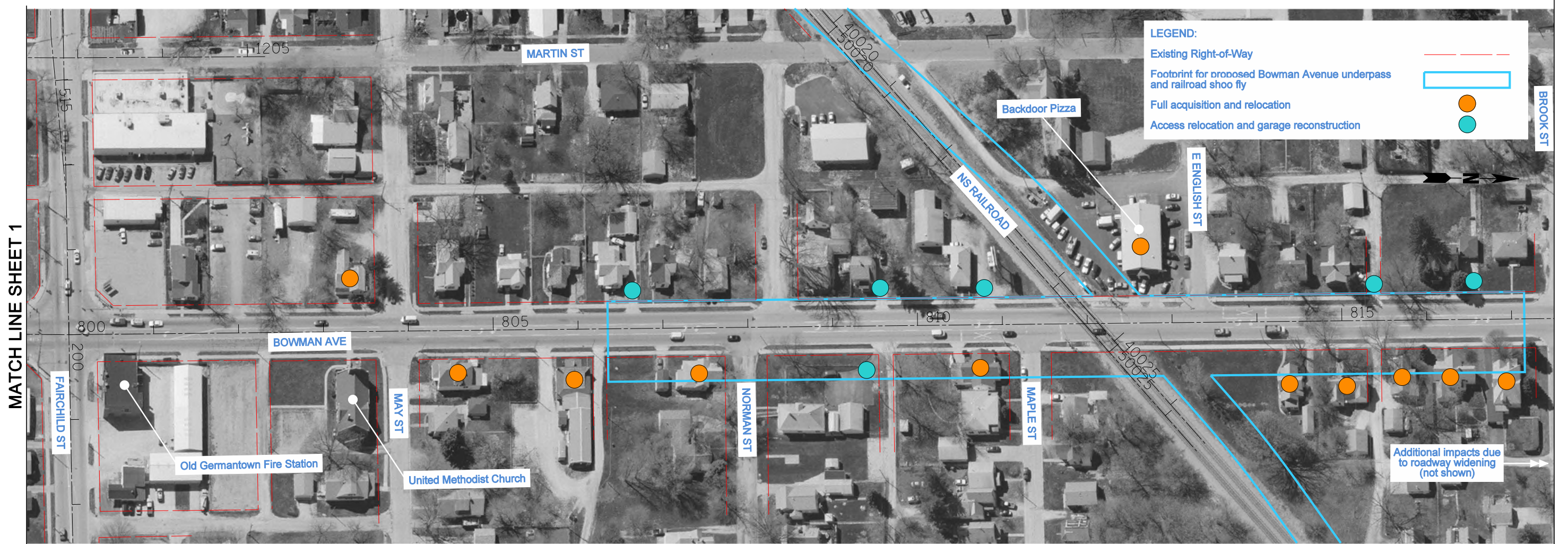


LEGEND:

- Existing Right-of-Way
- Footprint for proposed Bowman Avenue overpass
- Full acquisition and relocation
- Access relocation and garage reconstruction







Overpass Design Concept: Bowman Avenue over CSX Railroad

ITEM	QUANTITY	UNIT	UNIT COST	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	\$ 500,000	\$ 500,000
Minor Intersections	2	Each	\$ 150,000	\$ 300,000
Signals & Lighting	1	Each	\$ 200,000	\$ 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
Subtotal				\$ 16,448,000
Design and Construction Engineering (20%)				\$ 3,289,600
Subtotal Construction and Engineering				\$ 19,737,600

Overpass Design Concept: Bowman Avenue over Norfolk Southern Railroad

ITEM	QUANTITY	UNIT	UNIT COST	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	\$ 500,000	\$ -
Minor Intersections	4	Each	\$ 150,000	\$ 600,000
Lighting	1	Each	\$ 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
Subtotal				\$ 12,081,000
Design and Construction Engineering (20%)				\$ 2,416,200
Subtotal Construction and Engineering				\$ 14,497,200

Underpass Design Concept: Bowman Avenue under CSX Railroad

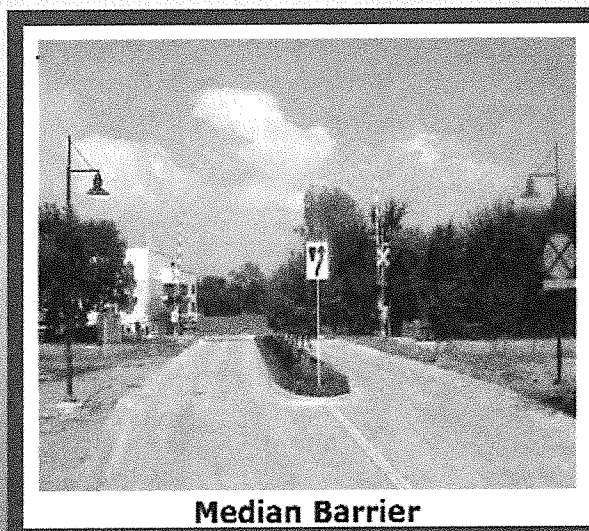
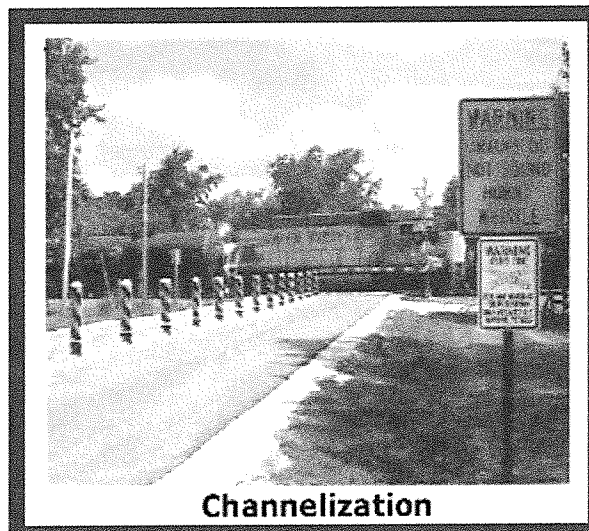
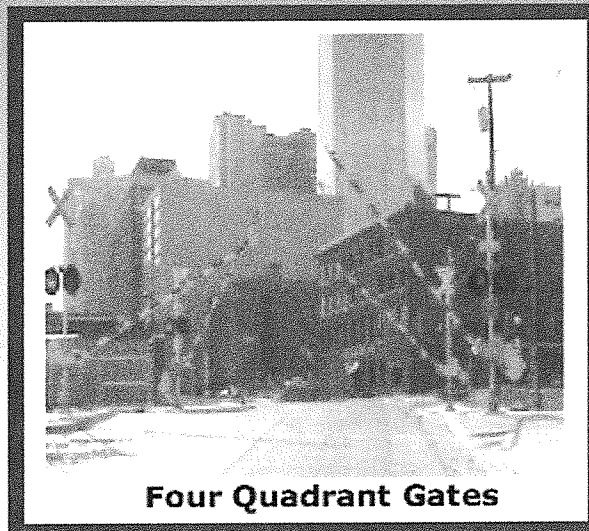
ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Roadway Removal	1,750	Ft	\$ 70	\$ 122,500
Proposed Roadway Items	1,750	Ft	\$ 515	\$ 901,250
Drainage	1,750	Ft	\$ 150	\$ 262,500
Major intersections	1	Each	\$ 500,000	\$ 500,000
Minor Intersections	2	Each	\$ 150,000	\$ 300,000
Signals & Lighting	1	Each	\$ 200,000	\$ 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
Design and Construction Engineering (20%)				\$ 4,279,150
Total				\$ 25,674,900

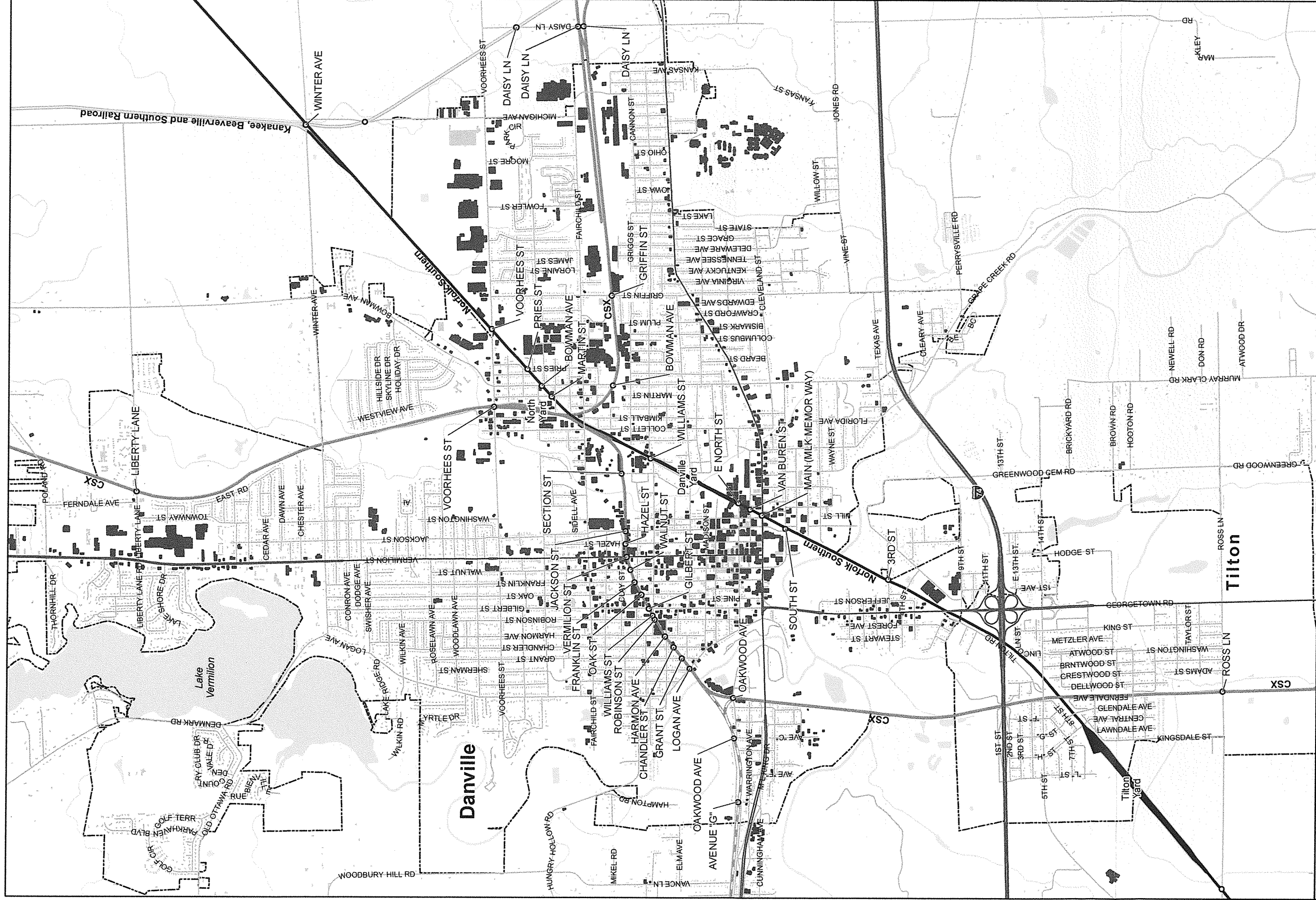
DATS Quiet Zone Feasibility Study

Final



TAB 1

Technical Memo 1



Danville Illinois Railroad Crossings and Vehicular Generators

Railroad Right of Way

- CSX - 26 Trains Per Day (Approx.)
- Norfolk Southern - 30 Trains Per Day (Approx.)
- Kankakee, Beaverville & Southern Railroad

Right of way is generally 100 feet wide.

Buildings

- Commercial
- Industrial
- Institutional
- Other Buildings
- Railroad Crossing

URS



Illinois



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

1. 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-Rail 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 "quiet 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.

For more info:

Cayela J. Wimberly
Administrator Highway Grade Crossings
Norfolk Southern Corporation
1200 Peachtree St. N.E.
Atlanta GA 30309
Telephone: 404-529-1234

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 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:

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-

Annual Maintenance - \$4,000 to \$10,000

WHERE WE STAND

Where we stand creates possibilities today and tomorrow.

Balanced regulation »

Stay informed about NS' impact in your community.

JOIN THE LINE

RELATED LINKS

IN YOUR COMMUNITY

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.

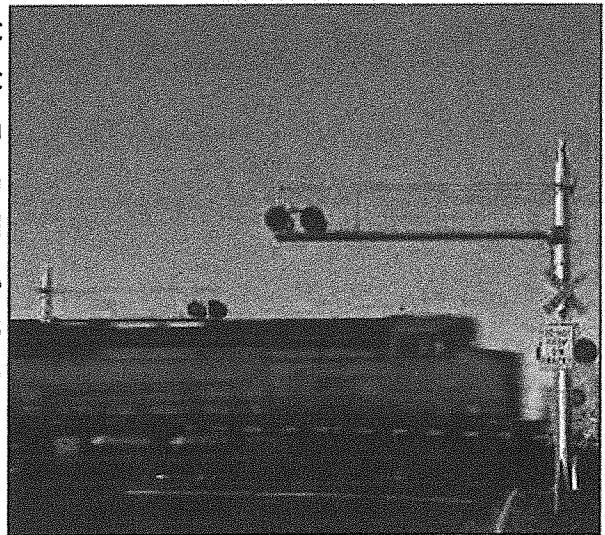
A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies 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.

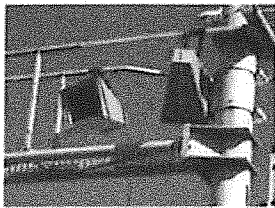
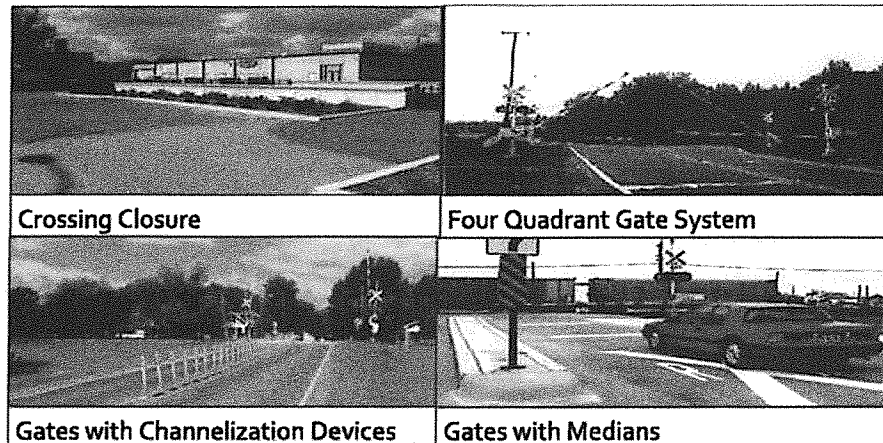
SSMs are pre-approved risk reduction engineering treatments installed at certain public highway-rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary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

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 <http://safetydata.fra.dot.gov/quiet/>.)

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.*****

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 <http://www.fra.dot.gov/Elit/Details/L03055>.

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.

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

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

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September 2013

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 Vermillion 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

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. Train Horn Noise: 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



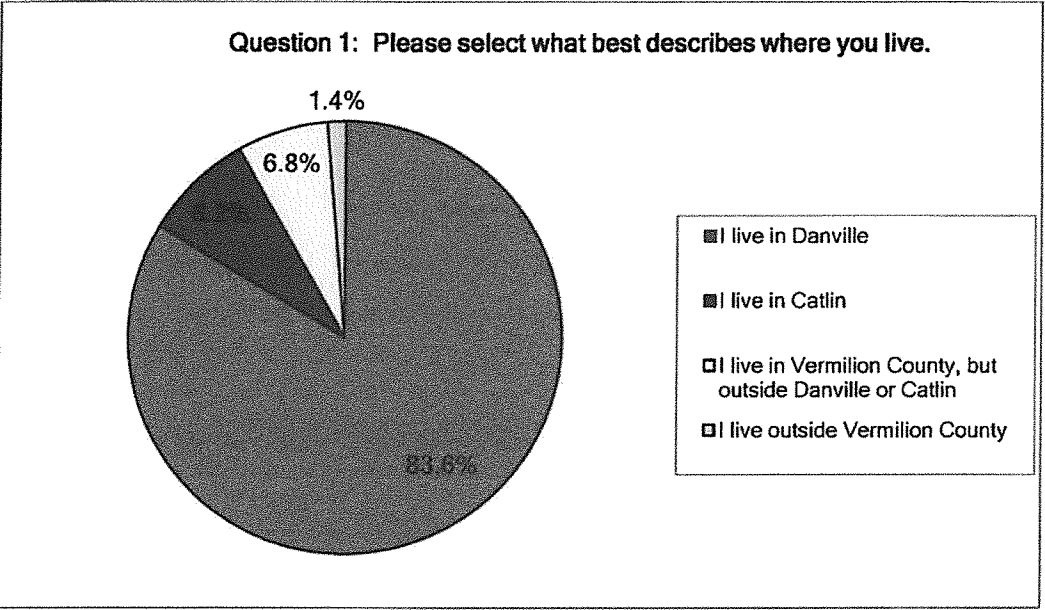
crossing, but there is no alternative to 24 hours a day/7 days a week train horn noise, if you live in close proximity to the railroad tracks.

Survey Data Attachment

DATS Quiet Zone Study

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

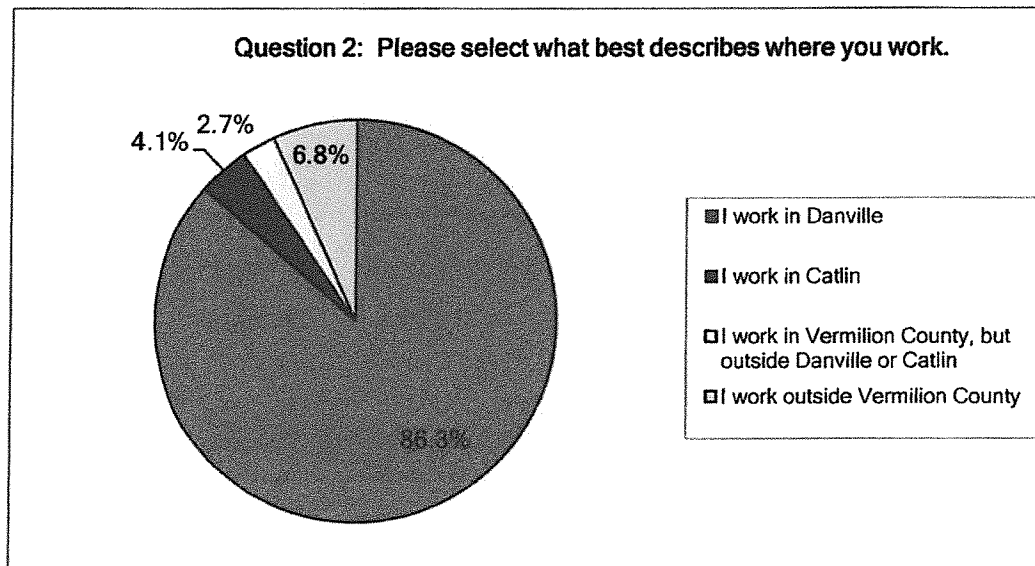
Answer Options	Response Percent	Response Count
I live in Danville	83.6%	61
I live in Catlin	8.2%	6
I live in Vermilion County, but outside Danville or Catlin	6.8%	5
I live outside Vermilion County	1.4%	1
answered question		73
skipped question		0



DATS Quiet Zone Study

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

Answer Options	Response Percent	Response Count
I work in Danville	86.3%	63
I work in Catlin	4.1%	3
I work in Vermilion County, but outside Danville or Catlin	2.7%	2
I work outside Vermilion County	6.8%	5
<i>answered question</i>		73
<i>skipped question</i>		0



DATS Quiet Zone Study

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

36

answered question

36

skipped question

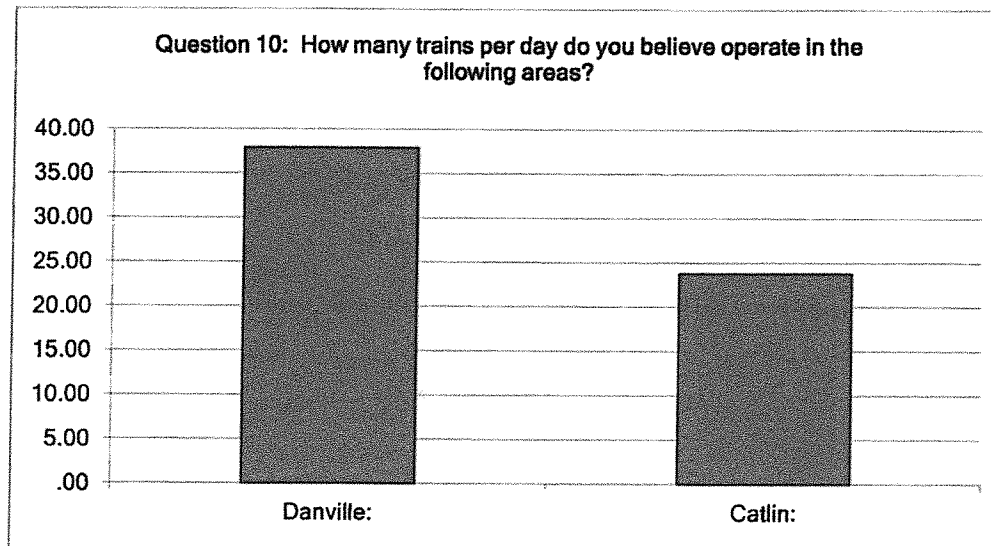
37

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 Griffin
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

DATS Quiet Zone Study

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

Answer Options	Response Average	Response Total	Response Count
Danville:	37.87	2,310	61
Catlin:	23.75	855	36
<i>answered question</i>			61
<i>skipped question</i>			12



DATS Quiet Zone Study

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

Number	Response Date	Danville:	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		7
4	Mar 21, 2014 6:21 PM	50		
5	Mar 21, 2014 6:19 PM	30		
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		10
11	Mar 21, 2014 6:08 PM	10		
12	Mar 19, 2014 5:58 PM	25		10
13	Mar 14, 2014 4:51 PM	50		35
14	Mar 7, 2014 11:59 PM	25		10
15	Mar 5, 2014 7:01 PM	6		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		50
22	Feb 26, 2014 2:45 AM	40		22
23	Feb 26, 2014 12:55 AM	100		
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		5
32	Feb 24, 2014 5:52 PM	20		10
33	Feb 24, 2014 4:17 PM	50		20
34	Feb 24, 2014 3:05 PM	20		20
35	Feb 24, 2014 2:33 AM	15		5
36	Feb 24, 2014 2:05 AM	5		
37	Feb 24, 2014 12:13 AM	15		
38	Feb 24, 2014 12:01 AM	15		
39	Feb 23, 2014 6:01 PM	35		20
40	Feb 23, 2014 5:47 PM	50		
41	Feb 23, 2014 5:09 PM	60		
42	Feb 23, 2014 4:31 PM	3		
43	Feb 23, 2014 3:50 PM	100		50
44	Feb 23, 2014 1:28 PM	100		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		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

DATS Quiet Zone Study

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		
60	Feb 20, 2014 10:55 PM	4		2
61	Feb 20, 2014 10:03 PM	35		20

DATS Quiet Zone Study

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
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

DATS Quiet Zone Study

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 vermillion 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 goods....deal 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.

DATS Quiet Zone Study

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. It 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 outside can't carry on a conversation when horn blowing.
32	Feb 23, 2014 4:31 PM	They also are stopped longer than they are supposed to be, but nothing ever gets done about it. Even if you call the phone number provided, nothing ever gets done, no fines, tickets issued, etc.

DATS Quiet Zone Study

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 time.....but 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"

Exhibit A

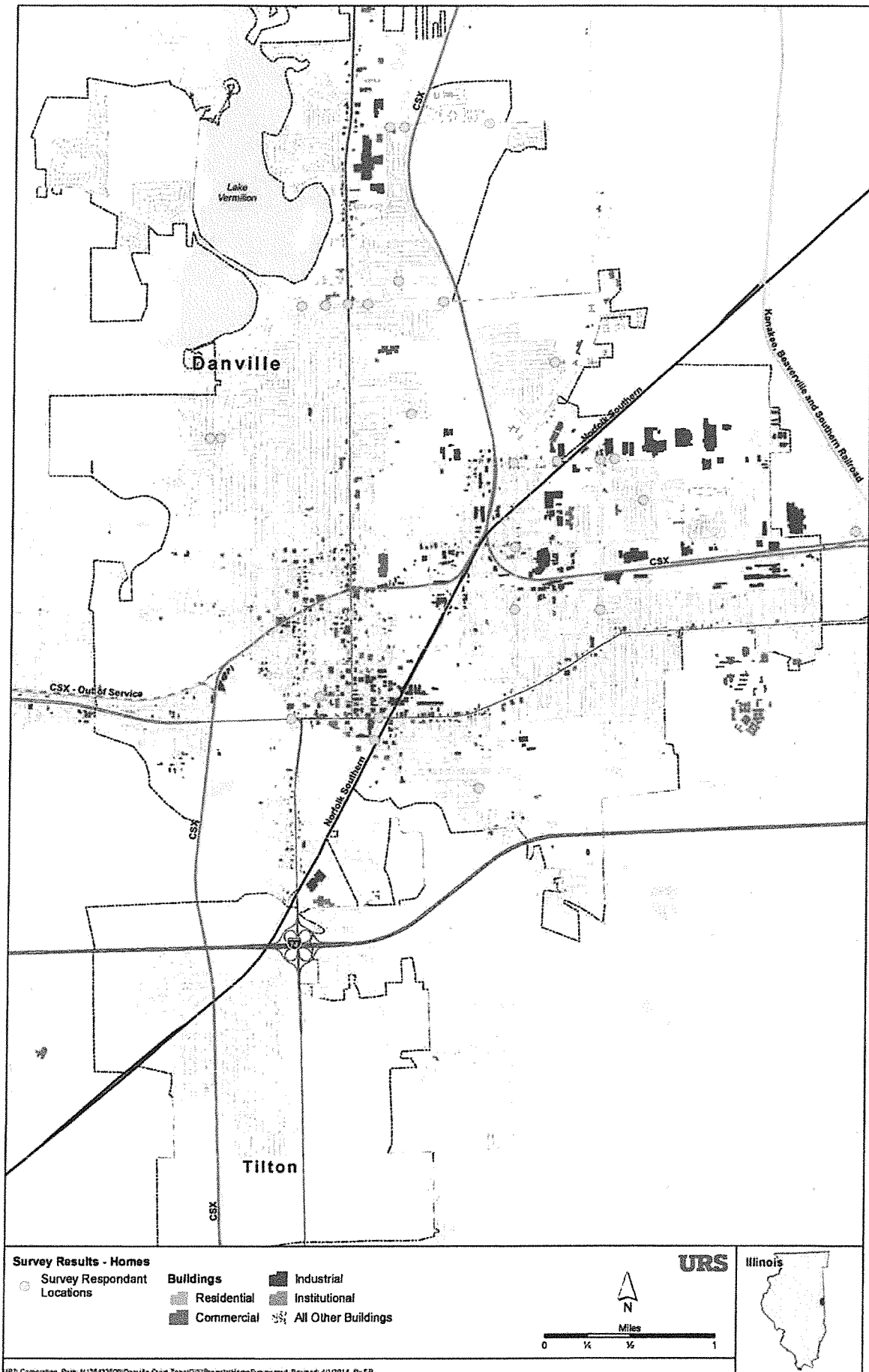
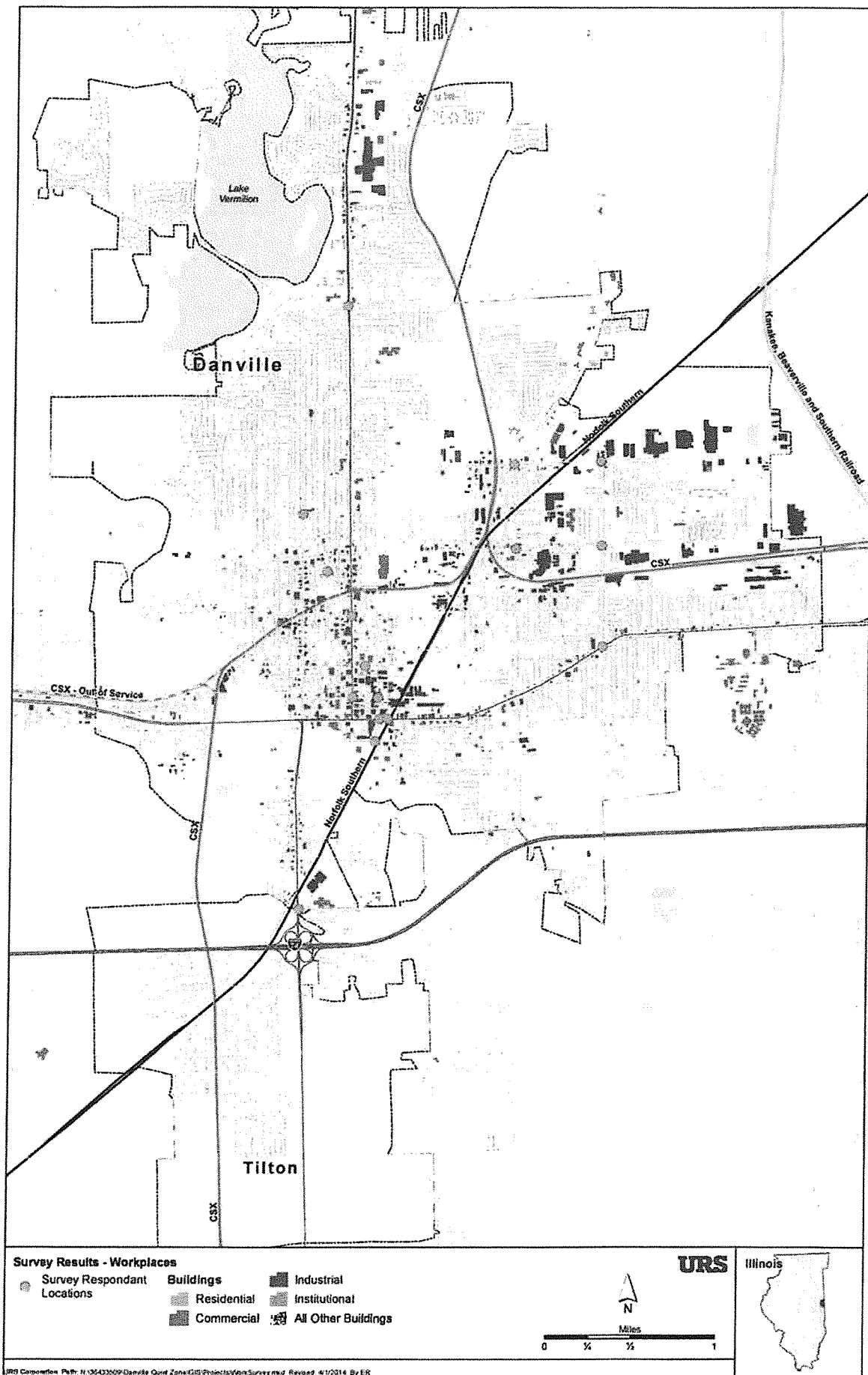


Exhibit B



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 (regardless of presence detection)	0.92

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 with or without channel devices	0.80

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)

Effectiveness	0.82
---------------	------

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.
3. 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 USDOT Crossing Numbers:	<ul style="list-style-type: none"> • Sandusky St 479876T • Paris St 479875L • Catlin Rd 479874E
Existing Warning Devices:	Gates and Flashers

Scenario B

Location:	Danville – North
Affected Railroad:	CSX Transportation
Grade Crossings with USDOT Crossing Numbers:	<ul style="list-style-type: none"> • Liberty Lane 353708L
Existing Warning Devices:	Gates and Flashers

Figure 2: Catlin Raised Median SSMs

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Cancel
Change Scenario: test1Danvl_42028
Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479874E	CATLIN RD	1200	Gates	0	13	15,520.23	MODIFY
479875L	PARIS ST	3550	Gates	0	13	7,506.20	MODIFY
479876T	SANDUSKY ST	750	Gates	0	13	14,392.29	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the 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

*** Only Public At Grade Crossings are listed.**

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM *** Note:** The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	test1Danville
Type:	New 24-hour QZ
Scenario:	test1Danvl_42028
Estimated Total Cost:	\$45,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	37388.81
Quiet Zone Risk Index:	12472.91
Select	

Figure 3: Catlin Four-Quad Gate SSM's

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Cancel
Change Scenario: test1Danvl_42029
Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479874E	CATLIN RD	1200	Gates	0	4	13,968.21	MODIFY
479875L	PARIS ST	3550	Gates	0	4	6,755.58	MODIFY
479876T	SANDUSKY ST	750	Gates	0	4	12,953.06	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the 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

*** Only Public At Grade Crossings are listed.**

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM *** Note:** The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	test1Danville
Type:	New 24-hour QZ
Scenario:	test1Danvl_42029
Estimated Total Cost:	\$300,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	37388.81
Quiet Zone Risk Index:	11225.62
Select	

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.

Figure 4: Liberty Lane Existing Condition QZ Calculator

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[Cancel](#) | Change Scenario: DANVILLE N_42031 | [Continue](#)

Create New Zone Manage Existing Zones	Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	MODIFY
	353708L	LIBERTY LANE	4450	Gates	0	0	62,621.12	

Log Off

Step by Step Instructions:
Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button
Step 2: Select proposed warning device or SSM. Then click the [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

*** Only Public At Grade Crossings are listed.**
Click for [Supplementary Safety Measures \[SSM\]](#)
Click for ASM spreadsheet: [ASM](#) | *** Note:** The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Danville North Liberty Lane
Type:	New 24-hour QZ
Scenario:	DANVILLE N_42031
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	37542.64
Quiet Zone Risk Index:	62621.12

Figure 5 Liberty Lane Four Quad Gate SSM

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Cancel
Change Scenario: Danville N_42222
Continue

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
353708L	LIBERTY LANE	4450	Gates	0	4	11,271.80	MODIFY

Create New Zone

Manage Existing Zones

Log Off

** Only Public At Grade Crossings are listed.*

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for [Supplementary Safety Measures \[SSM\]](#)

Click for ASM spreadsheet: **ASM** ** Note: The use of ASMs requires an application to and approval from the FRA.*

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [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

Summary

Proposed Quiet Zone:	Danville North Liberty Lane
Type:	New 24-hour QZ
Scenario:	Danville N_42222
Estimated Total Cost:	\$100,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	37542.64
Quiet Zone Risk Index:	11271.8
Select	

Figure 6: Liberty Lane with Raised Median SSM's

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Cancel
Change Scenario? Danville N_42222
Continue

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
353708L	LIBERTY LANE	4450	Gates	0	13	12,524.22	MODIFY

Create New Zone

Manage Existing Zones

Log Off

** Only Public At Grade Crossings are listed.*

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for [Supplementary Safety Measures \[SSM\]](#)

Click for ASM spreadsheet: **ASM** ** Note: The use of ASMs requires an application to and approval from the FRA.*

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [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

Summary

Proposed Quiet Zone:	Danville North Liberty Lane
Type:	New 24-hour QZ
Scenario:	Danville N_42222
Estimated Total Cost:	\$15,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	37542.64
Quiet Zone Risk Index:	12524.22
Select	

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 each 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

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Cancel
Change Scenario: Danville D_42053
Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479859C	WILLIAMS ST	5600	Gates	0	0	38,152.10	MODIFY
479861D	VAN BUREN ST	550	Gates	0	0	24,305.91	MODIFY
479862K	MAIN (MLK MEMOR W	12200	Gates	0	0	73,305.80	MODIFY
479863S	SOUTH ST	4350	Gates	0	0	38,652.09	MODIFY
479864Y	3RD ST	1200	Gates	0	0	30,956.71	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the 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

** Only Public At Grade Crossings are listed.*

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM ** Note: The use of ASMs requires an application to and approval from the FRA.*

Summary	
Proposed Quiet Zone:	Danville Downtown
Type:	New 24-hour QZ
Scenario:	Danville D_42053
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	24625.01
Quiet Zone Risk Index:	41074.52

Figure 8: Danville Downtown with SSMs and Closures

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Cancel
Change Scenario: Danville D_42033
Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479859C	WILLIAMS ST	6150	Gates	0	4	6,997.34	MODIFY
479861D	VAN BUREN ST	0	CLOSED(SSM 2)	0	2	0	Closed
479862K	MAIN (MLK MEMOR W	12200	Gates	0	4	13,195.04	MODIFY
479863S	SOUTH ST	4350	Gates	0	13	7,730.42	MODIFY
479864Y	3RD ST	1200	Gates	0	0	30,956.71	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the 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

** Only Public At Grade Crossings are listed.*

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM ** Note: The use of ASMs requires an application to and approval from the FRA.*

Summary	
Proposed Quiet Zone:	Danville Downtown
Type:	New 24-hour QZ
Scenario:	Danville D_42033
Estimated Total Cost:	\$220,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	24625.01
Quiet Zone Risk Index:	11775.9
Select	

Figure 9: Danville Downtown with Raised Median SSM's

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[Cancel](#)
Change Scenario: Danville D_42053
[Continue](#)

Create New Zone
Manage Existing Zones
Log Off

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [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

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479859C	WILLIAMS ST	5600	Gates	0	13	7,630.42	MODIFY
479861D	VAN BUREN ST	550	Gates	0	13	4,861.18	MODIFY
479862K	MAIN (MLK MEMOR W	12200	Gates	0	13	14,661.16	MODIFY
479863S	SOUTH ST	4350	Gates	0	13	7,730.42	MODIFY
479864Y	3RD ST	1200	Gates	0	13	6,191.34	MODIFY

** Only Public At Grade Crossings are listed.*

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

[Click](#) for [Supplementary Safety Measures \[SSM\]](#)

[Click](#) for ASM spreadsheet: [ASM](#) ** Note: The use of ASMs requires an application to and approval from the FRA.*

Summary	
Proposed Quiet Zone:	Danville Downtown
Type:	New 24-hour QZ
Scenario:	Danville D_42053
Estimated Total Cost:	\$75,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	24625.01
Quiet Zone Risk Index:	8214.9
Select	

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

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Cancel Change Scenario: Danville N_42054 Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479854T	VOORHEES ST	15800	Gates	0	0	52,519.15	<input type="button" value="MODIFY"/>
479855A	PRIES ST	50	Gates	0	0	14,103.81	<input type="button" value="MODIFY"/>
479856G	BOWMAN AVE	8000	Gates	0	0	110,411.08	<input type="button" value="MODIFY"/>
479857N	MARTIN ST	550	Gates	0	0	18,084.26	<input type="button" value="MODIFY"/>

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

Step 2: Select proposed warning device or SSM. Then click the **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

*** Only Public At Grade Crossings are listed.**

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** *** Note:** The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Danville Northeast
Type:	New 24-hour QZ
Scenario:	Danville N_42054
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	29244.35
Quiet Zone Risk Index:	48779.58

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

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Cancel Change Scenario: DANVILLE N_42034 Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479854T	VOORHEES ST	15800	Gates	0	4	9,453.45	<input type="button" value="MODIFY"/>
479855A	PRIES ST	0	CLOSED(SSM 2)	0	2	0	Closed
479856G	BOWMAN AVE	8600	Gates	0	4	20,085.06	<input type="button" value="MODIFY"/>
479857N	MARTIN ST	0	CLOSED(SSM 2)	0	2	0	Closed

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

Step 2: Select proposed warning device or SSM. Then click the **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

*** Only Public At Grade Crossings are listed.**

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** *** Note:** The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	DANVILLE NORTHEAST
Type:	New 24-hour QZ
Scenario:	DANVILLE N_42034
Estimated Total Cost:	\$210,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	29244.35
Quiet Zone Risk Index:	7384.63

Figure 12: Danville Northeast with Raised Median SSM and Closure

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[Cancel](#)
Change Scenario: Danville N_42054
[Continue](#)

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
479854T	VOORHEES ST	15800	Gates	0	13	10,503.83	MODIFY
479855A	PRIES ST	0	CLOSED(SSM 2)	0	2	0	Closed
479856G	BOWMAN AVE	8050	Gates	0	13	22,102.36	MODIFY
479857N	MARTIN ST	550	Gates	0	13	3,391.00	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [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

** Only Public At Grade Crossings are listed.*

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

[Click](#) for [Supplementary Safety Measures \[SSM\]](#)

[Click](#) for ASM spreadsheet: [ASM](#) ** Note: The use of ASMs requires an application to and approval from the FRA.*

Summary	
Proposed Quiet Zone:	Danville Northeast
Type:	New 24-hour QZ
Scenario:	Danville N_42054
Estimated Total Cost:	\$50,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	29244.35
Quiet Zone Risk Index:	8999.3
Select	

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

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[Cancel](#)
Change Scenario: CSX VOORHE_42828
[Continue](#)

Create New Zone

Manage Existing Zones

Log Off

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [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

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
353711U	VOORHEES ST	14600	Gates	0	0	28,415.17	MODIFY

*** Only Public At Grade Crossings are listed.**

[Click](#) for [Supplementary Safety Measures \[SSM\]](#)

[Click](#) for ASM spreadsheet: [ASM](#) *** Note:** The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	CSX VOORHEES
Type:	New 24-hour QZ
Scenario:	CSX VOORHE_42828
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	17035.47
Quiet Zone Risk Index:	28415.17

Figure 14: Voorhees CSX with Raised Median SSM's

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Cancel
Change Scenario: CSX VOORHE_42828
Continue

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
353711U	VOORHEES ST	14600	Gates	0	13	5,683.03	MODIFY

Create New Zone

Manage Existing Zones

Log Off * Only Public At Grade Crossings are listed.

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

Step 2: Select proposed warning device or SSM. Then click the [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

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

[Click](#) for [Supplementary Safety Measures \[SSM\]](#)

[Click](#) for ASM spreadsheet: [ASM](#) * Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	CSX VOORHEES
Type:	New 24-hour QZ
Scenario:	CSX VOORHE_42828
Estimated Total Cost:	\$15,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	17035.47
Quiet Zone Risk Index:	5683.03
Select	

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 TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad Norfolk Southern Corp. [NS]				1a. Alphabetic Code NS		1b. Railroad Accident/Incident No. 104696	
2. Name of Other Railroad or Other Entity Filing 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) Norfolk Southern Corp. [NS]				3a. Alphabetic Code NS		3b. Railroad Accident/Incident No. 104696	
4. U.S. DOT Grade Crossing ID No. 479876T				5. Date of Accident/Incident month day year 0 5 1 7 2013		6. Time of Accident/Incident 12:45 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station CATLIN		8. Subdivision ILLINOIS		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city)		12. Highway Name or No. SANDUSKY ST.		Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>			
Highway User Involved				Rail Equipment 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) Code C				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) Code 1			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20c. State here the name and quantity of the hazardous material released, if any			
21. Temperature (specify if minus) 81 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. C. Commuter Train-Pushing D. EMU E. DMU Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name DOUBLE-MAINLINE			
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 72		30. Consist Speed (Recorded speed if available) R. Recorded 38 mph E. Estimated Code E	
31. Time Table Direction 1. North 3. East 2. South 4. West Code 4		32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 03 06 07		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code A	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Highway User's Age 1. Male 2. Female Code 1		39. Highway User's Gender 1. Yes 2. No 3. Unknown Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obscured Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users Killed 0 Injured 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,500		48. Total Number of Vehicle Occupants (including driver) 1			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 3		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) TRAIN STRUCK SEMI TRACTOR-TRAILER AT CROSSING.							
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).

FORM FRA F 6180.57 (Rev. 08/10) * NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A
OMB approval expires 02/28/2014

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. Alphabetic Code NW		1b. Railroad Accident/Incident No. X190284003	
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) Norfolk & Western Rwy Co. [NW]				3a. Alphabetic Code NW		3b. Railroad Accident/Incident No. X190284003	
4. U.S. DOT Grade Crossing ID No. 479876T				5. Date of Accident/Incident month day year 0 2 06 1984		6. Time of Accident/Incident 4:20 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station TILTON		8. Subdivision		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city) CATLIN			12. Highway Name or No. SANDUSKY ST			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment 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) Code B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates 3. Moving over crossing Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 2				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 12 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 3		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN LINE			
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 76		30. Consist Speed (Recorded speed if available) R. Recorded 50 mph E. Estimated Code E	
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 03				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Male 2. Female Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Obscured Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2			
46. Highway-Rail Crossing Users Killed 0 Injured 1		47. Highway Vehicle Property Damage (est. dollar damage) \$5,500		48. Total Number of Vehicle Occupants (including driver) 1			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
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).

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approval expires 02/28/2014

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. Alphabetic Code NW		1b. Railroad Accident/Incident No. D32274	
2. Name of Other Railroad or Other Entity Filing 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) Norfolk & Western Rwy Co. [NW]				3a. Alphabetic Code NW		3b. Railroad Accident/Incident No. D32274	
4. U.S. DOT Grade Crossing ID No. 479876T				5. Date of Accident/Incident month day year 1 0 8 1980		6. Time of Accident/Incident 9:35 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station CATLIN		8. Subdivision		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city) CATLIN		12. Highway Name or No. SOUTH SANDUSKY ST.				Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment 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) Code B				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) A. Train pulling- RCL 2. Train (units pushing) 5. Car(s) (standing) B. Train pushing- RCL 3. Train (standing) 6. Light loco(s) (moving) C. Train standing- RCL 7. Light loco(s) (standing) D. EMU Locomotive(s) 8. Other (specify) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates 3. Moving over crossing Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN TRACK			
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 98		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 25 mph Code E	
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 03 06				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Male 2. Female Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 5. Other (specify) 2. Stopped and then proceeded 6. Went around/thru temporary barricade (if yes, see instructions) 3. Did not stop 7. Went thru the gate 4. Stopped on crossing 8. Suicide/Attempted suicide Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Obscured 44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			
46. Highway-Rail Crossing Users Killed Injured 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$100		48. Total Number of Vehicle Occupants (including driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			

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).

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

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

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS	1b. 095360
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS	3b. 095360
4. U.S. DOT-AAR Grade Crossing ID No. 479875L		5. Date of Accident/Incident 10/07/98		6. Time of Accident/Incident 07:18 AM	
7. Nearest Railroad Station CATLIN		8. Division ILLINOIS		9. County VERMILION	
10. State Abbr. IL		11. City (if in a city) CATLIN		12. Highway Name or No. PARIS ST.	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved			Rail Equipment 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) B			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1		
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 4		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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		20b. Was there a hazardous materials release by 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 (specify if minus) 60 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2	
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAINLINE	
27. FRA Track Class 4	28. Number of Locomotive Units 2	29. Number of Cars 34	30. Consist Speed (Recorded if available) Code R. Recorded 38 mph E E. Estimated	31. Time Table Direction Code 1. North 2. South 3. East 4. West 4	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2
Code(s) 01			20 sec warn min (1);		
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2	
38. Driver's Age 50	39. Driver's Gender Code 1. Male 1 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? Code 1. Yes 2. No 2
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$0		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 / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train	0	0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. X190986014
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. X190986014
4. U.S. DOT-AAR Grade Crossing ID No. 479875L	5. Date of Accident/Incident 09/26/86	6. Time of Accident/Incident 10:45 PM	
7. Nearest Railroad Station TILTON	8. Division	9. County VERMILION	10. State Abbr. 17 Code IL
11. City (if in a city) CATLIN	12. Highway Name or No. S.PARIS ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment 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) Code A		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL Code 1	
14. Vehicle Speed (est. mph at impact) 45	15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code	
20c. State the name and quantity of the hazardous material released, if any			
21. Temperature (specify if minus) 68 °F	22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1	
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	26. Track Number or Name SINGLE MAINLINE
27. FRA Track Class 4	28. Number of Locomotive Units 1	29. Number of Cars 15	30. Consist Speed (Recorded if available) R. Recorded 60 mph E. Estimated Code E
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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		33. Signaled Crossing Warning 20 sec warn min (1); 34. Whistle Ban 1. Yes 2. No 3. Unknown Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2	37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1
38. Driver's Age	39. Driver's Gender 1. Male 2. Female Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Code 8	
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2	45. Was Driver in the Vehicle? 1. Yes 2. No Code 1
46. Highway-Rail Crossing Users 0 2		47. Highway Vehicle Property Damage (est. dollar damage) \$0	48. Total Number of Highway-Rail Crossing Users (include driver) 2
49. Railroad Employees 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 Code 1
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. X191182014	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. X191182014	
4. U.S. DOT-AAR Grade Crossing ID No. 479875L		5. Date of Accident/Incident 11/17/82		6. Time of Accident/Incident 02:25 PM			
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) CATTIN		12. Highway Name or No. PARIS ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) M				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 1		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1		Code 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 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code			
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		Code 1	
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) 3. Commuter train 6. Cut of cars 9. Main /inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name SINGLE MAIN			
27. FRA Track Class 4		28. Number of Locomotive Units 3		29. Number of Cars 126		30. Consist Speed (Recorded if available) Code R. Recorded 35 mph E E. Estimated	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 2		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$50		48. Total Number of Highway-Rail Crossing Users (include driver) 0	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. B11517	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. B11517	
4. U.S. DOT-AAR Grade Crossing ID No. 479875L		5. Date of Accident/Incident 01/10/81		6. Time of Accident/Incident 03:10 PM			
7. Nearest Railroad Station CATLIN		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) CATLIN		12. Highway Name or No. PARIS STREET				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 8 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name SINGLE MAIN TRACK			
27. FRA Track Class 4		28. Number of Locomotive Units 3		29. Number of Cars 102		30. Consist Speed (Recorded if available) Code R. Recorded 41 mph R E. Estimated	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3		32. Type of Crossing 1. Gates 4. Wtg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 03				20 sec warn min (1);			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$2,800		48. Total Number of Highway-Rail Crossing Users (include driver) 2	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0							
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)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. B10389
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. B10389
4. U.S. DOT-AAR Grade Crossing ID No. 479875L		5. Date of Accident/Incident 02/02/79	
6. Time of Accident/Incident 03:45 PM			
7. Nearest Railroad Station CATLIN	8. Division	9. County VERMILION	10. State Code Abbr. 17 IL
11. City (if in a city) CATLIN	12. Highway Name or No. SO. PARIS ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 35	15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 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		20b. Was there a hazardous materials release by 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 (specify if minus) 15 °F	22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	23. Weather (single entry) Code 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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car I		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry I	26. Track Number or Name SINGLE MAIN
27. FRA Track Class 4	28. Number of Locomotive Units 4	29. Number of Cars 95	30. Consist Speed (Recorded if available) Code R. Recorded 40 mph E. Estimated E
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3			
32. Type of Crossing 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning	34. Whistle Ban Code 1. Yes 2. No 3. Unknown
Code(s) 03		20 sec warn min (1);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach I		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	45. Was Driver in the Vehicle? Code 1. Yes 2. No 1
46. Highway-Rail Crossing Users 0	1	47. Highway Vehicle Property Damage (est. dollar damage) \$4,500	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0	0	50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train 0	0	51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	57. Date

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 038135
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 038135
4. U.S. DOT-AAR Grade Crossing ID No. 479874E		5. Date of Accident/Incident 01/18/10	6. Time of Accident/Incident 08:50 PM
7. Nearest Railroad Station CATLIN		8. Division ILLINOIS	9. County VERMILION
10. State IL		11. City (if in a city) CATLIN	
12. Highway Name or No. CATLIN ROAD		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A		17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing) 4. Car(s) (moving) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL Code 1	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 2	
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20c. State the name and quantity of the hazardous material released, if any	
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 4		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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN #2	
27. FRA Track Class 4		28. Number of Locomotive Units 2	
29. Number of Cars 90		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 25 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4		32. Type of Crossing 1. Gates 4. Wg ways 7. Crossbucks 10. Flagged by crew 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 07	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2		38. Driver's Age 46	
39. Driver's Gender 1. Male 2. Female Code 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2	
43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 2		46. Highway-Rail Crossing Users 0	
47. Highway Vehicle Property Damage (est. dollar damage) \$3,000		48. Total Number of Highway-Rail Crossing Users (include driver) 0	
49. Railroad Employees 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 Code 2		52. Passengers on Train 0	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description 1997 PONTIAC SUNFIRE LOST CONTROL OF WESTBOUND VEHICLE LODGING VEHICLE BETWEEN MAINS #1 AND #2, IN THE FOUL OF WESTBOUND TRAIN 19KD118. TRAIN KNOCKED VEHICLE CLEAR OF MAIN #2, CAUSING TOTAL LOSS DAMAGE TO VEHICLE MINOR DAMAGE TO ENGINE UP 5427. DRIVER WAS CHARGED WITH DRIVING UNDER THE INFLUENCE OF ALCOHOL.			
55. Typed Name and Title		56. Signature	
		57. Date	

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

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX		1b. Railroad Accident/Incident No. 000024033	
2. Name of Other Railroad or Other Entity Filing 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) CSX Transportation [CSX]				3a. Alphabetic Code CSX		3b. Railroad Accident/Incident No. 000024033	
4. U.S. DOT Grade Crossing ID No. 353708L				5. Date of Accident/Incident month day year 0 6 1 0 2006		6. Time of Accident/Incident 10:33 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station DANVILLE		8. Subdivision		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city) DANVILLE		12. Highway Name or No. LIBERTY LANE Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>					
Highway User Involved				Rail Equipment Involved			
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train I			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates 3. Moving over crossing Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 55 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3			
24. Type of Equipment 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU Consist (single entry) 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name LIBERTY LANE	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 3		29. Number of Cars 74		30. Consist Speed (Recorded speed if available) R. Recorded 55 mph E. Estimated Code E	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 06 11				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 3	
38. Highway User's Age 30		39. Highway User's Gender 1. Male 2. Female Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users		0		0		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees		0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$6,500	
52. Passengers on Train		0		0		48. Total Number of Vehicle Occupants (including driver) 1	
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) DRIVER OF VEHICLE DROVE AROUND ACTIVATED CROSSING AND WAS STRUCK BY Q64710. PROTECTION ALSO AT CROSSING; 2 SIGNS (2TRACKS).~							
55. Typed Name and Title				56. Signature		57. Date	

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approval expires 02/28/2014

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
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX		1b. Railroad Accident/Incident No. 109521034	
2. Name of Other Railroad or Other Entity Filing 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) CSX Transportation [CSX]				3a. Alphabetic Code CSX		3b. Railroad Accident/Incident No. 109521034	
4. U.S. DOT Grade Crossing ID No. 353708L				5. Date of Accident/Incident month day year 1 0 2 5 1995		6. Time of Accident/Incident 8:35 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station RA JCT		8. Subdivision		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city) DANVILLE				12. Highway Name or No. LIBERTY LANE Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>			
Highway User Involved				Rail Equipment 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) Code B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 36 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN			
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 95		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 35 mph Code E	
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 06 07				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 3			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Yes 2. No 3. Unknown Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 1		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 1			
46. Highway-Rail Crossing Users 1 0		47. Highway Vehicle Property Damage (est. dollar damage) \$8,000		48. Total Number of Vehicle Occupants (including driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
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
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX		1b. Railroad Accident/Incident No. 109221031	
2. Name of Other Railroad or Other Entity Filing 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) CSX Transportation [CSX]				3a. Alphabetic Code CSX		3b. Railroad Accident/Incident No. 109221031	
4. U.S. DOT Grade Crossing ID No. 353708L				5. Date of Accident/Incident month day year 1 0 2 3 1992		6. Time of Accident/Incident 12:15 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station DANVILLE		8. Subdivision		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city) DANVILLE		12. Highway Name or No. LIBERTY LANE Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>					
Highway User Involved				Rail Equipment 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) Code B				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 59 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train		5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN 001	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 3		29. Number of Cars 77		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 60 mph E	
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Yes 2. No 3. Unknown Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2	
46. Highway-Rail Crossing Users 0		1		47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew)		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 1			
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A
OMB approval expires 02/28/2014

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
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad Louisville And Nashville RR Co. [LN]				1a. Alphabetic Code LN		1b. Railroad Accident/Incident No. 097806402	
2. Name of Other Railroad or Other Entity Filing 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) Louisville And Nashville RR Co. [LN]				3a. Alphabetic Code LN		3b. Railroad Accident/Incident No. 097806402	
4. U.S. DOT Grade Crossing ID No. 353708L				5. Date of Accident/Incident month day year 0 9 0 5 1978		6. Time of Accident/Incident 10:15 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station DANVILLE		8. Subdivision		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city) DANVILLE		12. Highway Name or No. Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>					
Highway User Involved				Rail Equipment 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) Code A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 45		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU Consist 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU (single entry) 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN	
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 3		29. Number of Cars 30		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 35 mph Code E	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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 07				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Male 2. Female Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Obscured Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users		0		0		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
49. Railroad Employees		0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$3,500	
52. Passengers on Train		0		0		48. Total Number of Vehicle Occupants (including driver) 2	
50. Total Number of People on Train (include passengers and train crew)				51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block		Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No		Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block	
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
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad Louisville And Nashville RR Co. [LN]				1a. Alphabetic Code LN		1b. Railroad Accident/Incident No. 107706402	
2. Name of Other Railroad or Other Entity Filing 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) Louisville And Nashville RR Co. [LN]				3a. Alphabetic Code LN		3b. Railroad Accident/Incident No. 107706402	
4. U.S. DOT Grade Crossing ID No. 353708L				5. Date of Accident/Incident month day year 1 0 2 3 1977		6. Time of Accident/Incident 12:15 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station DANVILLE JCT		8. Subdivision		9. County VERMILION		10. State Abbr. IL Code 17	
11. City (if in a city) DANVILLE		12. Highway Name or No. Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>					
Highway User Involved				Rail Equipment 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) Code M				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 1		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN			
27. FRA Track Class (1-9,X) 2		28. Number of Locomotive Units 3		29. Number of Cars 44		30. Consist Speed (Recorded speed if available) R. Recorded 15 mph E. Estimated Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 2		32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 03					
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code		35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			
36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 3					
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Male 2. Female Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obscured Code 8					
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 2			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$6,000		48. Total Number of Vehicle Occupants (including driver) 0			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0		53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No					
53b. Special Study Block		54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title		56. Signature				57. Date	

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approval expires 02/28/2014

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).

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

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. X190284014	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
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 DANVILLE		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. 3RD ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment 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) B		Code B		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 2. Train (units pushing) 5. Car(s) (standing) 3. Train (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing)		8. Other (specify) A. Train pulling-RCL B. Train pushing-RCL C. Train standing-RCL 1	
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2		Code 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		Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code	
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2		Code 2	
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1		A. Spec. MoW Equip Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name WESTBOUND MAIN	
27. FRA Track Class 3		28. Number of Locomotive Units 2		29. Number of Cars 100		30. Consist Speed (Recorded if available) R. Recorded 30 mph E. Estimated E	
31. Time Table Direction 1. North 2. South 3. East 4. West 4		Code 4		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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) 07		33. Signaled Crossing Warning 34. Whistle Ban 1. Yes 2. No 3. Unknown 1	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1	
38. Driver's Age 39		39. Driver's Gender 1. Male 2. Female 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		Code 2		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 8		Code 8	
Casualties to:		Killed 0		Injured 0		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? 1. Yes 2. No 1		Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 1		Code 1		49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2		Code 2		52. Passengers on Train 0		53a. Special Study Block	
53b. Special Study Block		54. Narrative Description					
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

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

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. X191283015	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. X191283015	
4. U.S. DOT-AAR Grade Crossing ID No. 479864Y		5. Date of Accident/Incident 12/29/83		6. Time of Accident/Incident 11:42 AM			
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Code Abbr. 17 IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. 3RD ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1					
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 2			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 5 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EASTBOUND MAIN			
27. FRA Track Class 3		28. Number of Locomotive Units 3		29. Number of Cars 55		30. Consist Speed (Recorded if available) Code R. Recorded 30 mph E E. Estimated	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 2		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		48. Total Number of Highway-Rail Crossing Users (include driver) 2	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION

ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. D30606
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. D30606
4. U.S. DOT-AAR Grade Crossing ID No. 479864Y		5. Date of Accident/Incident 11/17/79	
6. Time of Accident/Incident 07:30 PM			
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State Abbr. 17 IL		Code	
11. City (if in a city) DANVILLE		12. Highway Name or No. 3RD ST	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		18. Position of Car Unit in Train 49	
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		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2	
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code	
20c. State the name and quantity of the hazardous material released, if any			
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name WESTBOUND MAIN			
27. FRA Track Class 3		28. Number of Locomotive Units 3	
29. Number of Cars 82		30. Consist Speed (Recorded if available) Code R. Recorded 25 mph E. Estimated E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 2			
32. Type of Crossing 1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning	
34. Whistle Ban Code 1. Yes 2. No 3. Unknown			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age 39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	
41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 1		47. Highway Vehicle Property Damage (est. dollar damage) \$300	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

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.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. B9306	
4. U.S. DOT-AAR Grade Crossing ID No. 479864Y				5. Date of Accident/Incident 05/12/77		6. Time of Accident/Incident 08:15 PM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. EAST THIRD STREET <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private				
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code		19. Circumstance 1. Rail equipment struck highway user 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		Code		20b. Was there a hazardous materials release by 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 (specify if minus) 70 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 3		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		Code	
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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name DOUBLE MAIN TRACK	
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 98	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 22 mph E	31. Time Table Direction Code 1. North 2. South 3. East 4. West 3			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07				33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3	
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2			
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1		46. Highway-Rail Crossing Users Killed Injured 0 2		47. Highway Vehicle Property Damage (est. dollar damage) \$300		48. Total Number of Highway-Rail Crossing Users (include driver) 2	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 015288
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 015288
4. U.S. DOT-AAR Grade Crossing ID No. 479863S		5. Date of Accident/Incident 01/10/04	6. Time of Accident/Incident 08:26 PM
7. Nearest Railroad Station DANVILLE		8. Division ILLINOIS	9. County VERMILION
10. State Abbr. 17		Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. S. ST	
<input checked="" type="checkbox"/> Public		<input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) E		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed 15. Direction (geographical) Code (est. mph at impact) 5 1. North 2. South 3. East 4. West 1		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 29 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name NO. 2 MAINLINE			
27. FRA Track Class 4		28. Number of Locomotive Units 1	
29. Number of Cars 82		30. Consist Speed (Recorded if available) Code R. Recorded 25 mph E E. Estimated	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4			
32. Type of Crossing 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);	
34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 1	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 68		39. Driver's Gender Code 1. Male 1 2. Female	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 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			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS		1b. 005286	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b. 005286	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS		3b. 005286	
4. U.S. DOT-AAR Grade Crossing ID No. 479863S		5. Date of Accident/Incident 04/23/01		6. Time of Accident/Incident 10:05 AM			
7. Nearest Railroad Station DANVILLE		8. Division ILLINOIS		9. County VERMILION		10. State Code Abbr. 17 IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. S. STREET		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment 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)		Code A		17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)		4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing)	
14. Vehicle Speed (est. mph at impact) 6		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code 3		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user		Code 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		Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code 4	
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 66 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car		A. Spec. MoW Equip Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		Code 1	
27. FRA Track Class 3		28. Number of Locomotive Units 2		29. Number of Cars 53		30. Consist Speed (Recorded if available) R. Recorded 24 mph E. Estimated	
31. Time Table Direction 1. North 2. South 3. East 4. West		Code 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);	
34. Whistle Ban 1. Yes 2. No 3. Unknown		Code 2		35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		Code 1	
36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown		Code 2	
38. Driver's Age 50		39. Driver's Gender 1. Male 2. Female		Code 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	
Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop		Code 1		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	
Code 2		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		Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured	
Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No		Code 1		46. Highway-Rail Crossing Users 0	
47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1		49. Railroad Employees 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		Code 2		52. Passengers on Train 0		53a. Special Study Block	
53b. Special Study Block		54. Narrative Description		55. Typed Name and Title		56. Signature	
57. Date							

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

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

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS		1b. 005181	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b. 005181	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS		3b. 005181	
4. U.S. DOT-AAR Grade Crossing ID No. 479863S				5. Date of Accident/Incident 04/13/01		6. Time of Accident/Incident 03:15 AM	
7. Nearest Railroad Station DANVILLE			8. Division ILLINOIS		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. S. STREET				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) D				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 73			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2		Code 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		Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		Code 4	
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 45 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		Code 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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EASTBOUND MAINLINE	
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 121	30. Consist Speed (Recorded if available) Code R. Recorded 25 mph E E. Estimated	31. Time Table Direction Code 1. North 2. South 3. East 4. West 3			
32. Type of Crossing 1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2	
Code(s) 07							
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 34	39. Driver's Gender 1. Male 1 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
46. Highway-Rail Crossing Users 0		1	47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1		
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2		
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title			56. Signature				57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW	1b. 080580
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW	3b. 080580
4. U.S. DOT-AAR Grade Crossing ID No. 479863S		5. Date of Accident/Incident 12/02/93		6. Time of Accident/Incident 02:05 AM	
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. SOUTH ST.		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) M			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1		
14. Vehicle Speed (est. mph at impact) 6		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 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		20b. Was there a hazardous materials release by Code 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 (specify if minus) 46 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 3	
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name WESTBOUND MAIN	
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 88	30. Consist Speed (Recorded if available) Code R. Recorded 25 mph E E. Estimated	31. Time Table Direction Code 1. North 2. South 3. East 4. West 4	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	45. Was Driver in the Vehicle? Code 1. Yes 2. No 1
46. Highway-Rail Crossing Users		0	1	47. Highway Vehicle Property Damage (est. dollar damage) \$0	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train		0	0	51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

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 Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. X190986013
4. U.S. DOT-AAR Grade Crossing ID No. 479863S		5. Date of Accident/Incident 09/28/86	
6. Time of Accident/Incident 12:40 AM			
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State IL		Code 17	
11. City (if in a city) DANVILLE		12. Highway Name or No. SOUTH ST	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment 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) Code A		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL Code 1	
14. Vehicle Speed (est. mph at impact) 0		18. Position of Car Unit in Train 1	
15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code	
20c. State the name and quantity of the hazardous material released, if any			
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	
26. Track Number or Name WESTBOUND MAINLINE			
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 25	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 30 mph Code E
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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		33. Signaled Crossing Warning 34. Whistle Ban 1. Yes 2. No 3. Unknown Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age	39. Driver's Gender 1. Male 2. Female Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Code 8	
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 2			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0	
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) 0	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
57. Date			

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. B8987
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance		3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 479863S		5. Date of Accident/Incident 11/15/76	6. Time of Accident/Incident 04:40 PM
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
		10. State Abbr. 17	Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. SOUTH STREET <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 20 15. Direction (geographical) 1. North 2. South 3. East 4. West 4		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1 18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 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		20b. Was there a hazardous materials release by Code 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 (specify if minus) 40 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1 26. Track Number or Name MAIN	
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 84	30. Consist Speed (Recorded if available) Code R. Recorded 30 mph E. Estimated E
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 03		20 sec warn min (1);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 3	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 2	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 1		47. Highway Vehicle Property Damage (est. dollar damage) \$200	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS		1b. 035129	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS		3b. 035129	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 12/22/08		6. Time of Accident/Incident 08:40 PM			
7. Nearest Railroad Station DANVILLE		8. Division ILLINOIS		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. MAIN				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 1. North 2. South 3. East 4. West				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped				18. Position of Car Unit in Train 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				19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user			
20c. State the name and quantity of the hazardous material released, if any				20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
21. Temperature (specify if minus) 10 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
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. Commuter train 6. Cut of cars 9. Main/inspect. car				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name MAIN NO. 1	
27. FRA Track Class 4		28. Number of Locomotive Units 3		29. Number of Cars 65		30. Consist Speed (Recorded if available) Code R. Recorded 29 mph E. Estimated	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 02 03 06 07				20 sec warn min (I);		2	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown	
38. Driver's Age 67		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown				43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured		45. Was Driver in the Vehicle? Code 1. Yes 2. No	
46. Highway-Rail Crossing Users		1	0	47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No	
52. Passengers on Train		0	0			2	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description WESTBOUND TRAIN 58VD122 WITH ALL REQUIRED LIGHTING FUNCTIONING AS INTENDED, BELL AND HORN SOUNDING AND FUNCTIONING AS INTENDED, STRUCK AND FATALLY INJURED TRESPASSER WHEN HE WALKED IN FRONT OF CLOSELY APPROACHING TRAIN AT FLASHERS, BELL AND GATE PROTECTED MAIN STREET.							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. INS 1		1a. NS	1b. 013517
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. INS 1		3a. NS	3b. 013517
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 07/30/03	6. Time of Accident/Incident 08:27 PM
7. Nearest Railroad Station DANVILLE	8. Division ILLINOIS	9. County VERMILION	10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE	12. Highway Name or No. MAIN		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment 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) M		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 0		18. Position of Car Unit in Train 1	
15. Direction (geographical) 1. North 2. South 3. East 4. West 1		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
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		20c. State the name and quantity of the hazardous material released, if any	
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 3	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		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) 3. Commuter train 6. Cut of cars 9. Main/inspect. car 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name NORTHBOUND MAINLINE	
27. FRA Track Class 4	28. Number of Locomotive Units 2	29. Number of Cars 60	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 25 mph E
31. Time Table Direction 1. North 2. South 3. East 4. West 4		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever 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);	
33. Signaled Crossing Warning 2		34. Whistle Ban 1. Yes 2. No 3. Unknown 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 3	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1		38. Driver's Age 44	
39. Driver's Gender 1. Male 2. Female 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2	
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 Obscured 8		44. Driver was 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? 1. Yes 2. No 1		46. Highway-Rail Crossing Users 0	
47. Highway Vehicle Property Damage (est. dollar damage) 0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 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		52. Passengers on Train 0	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description ITEM 13: BICYCLE			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS	1b. 089535
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS	3b. 089535
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 09/21/96		6. Time of Accident/Incident 02:10 AM	
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION	
				10. State Abbr. 17	Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. MAIN <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 20	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 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		20b. Was there a hazardous materials release by Code 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 (specify if minus) 55 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
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. Commuter train 6. Cut of cars 9. Main/inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAINLINE	
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 41	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 10 mph E	31. Time Table Direction Code 1. North 2. South 3. East 4. West 3	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
Code(s) 01 03 06 07			20 sec warn min (1);		
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users		0	0	45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
49. Railroad Employees		0	0	48. Total Number of Highway-Rail Crossing Users (include driver) 1	
52. Passengers on Train		0	0	50. Total Number of People on Train (include passengers and crew) Code 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					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. 081119	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. 081119	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K				5. Date of Accident/Incident 01/22/94		6. Time of Accident/Incident 02:57 AM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. MAIN				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 10 15. Direction (geographical) Code 1. North 2. South 3. East 4. West 1				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3				19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20b. Was there a hazardous materials release by Code 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 (specify if minus) 4 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAINLINE	
27. FRA Track Class 3		28. Number of Locomotive Units 1		29. Number of Cars 73		30. Consist Speed (Recorded if available) Code R. Recorded 25 mph E. Estimated E	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2				43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
46. Highway-Rail Crossing Users		0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees		0 0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train		0 0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW	1b. X191287011
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW	3b. X191287011
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 12/22/87		6. Time of Accident/Incident 09:20 AM	
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION	
				10. State Abbr. 17	Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. MAIN ST <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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				20b. Was there a hazardous materials release by 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 (specify if minus) 38 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2	
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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
27. FRA Track Class 3		28. Number of Locomotive Units 3		29. Number of Cars 102	
		30. Consist Speed (Recorded if available) Code R. Recorded 25 mph E E. Estimated		31. Time Table Direction Code 1. North 2. South 3. East 4. West 3	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);	
Code(s) 01 03 06				34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2					
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown	
				41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 7			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users 1		0	47. Highway Vehicle Property Damage (est. dollar damage) \$0		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)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. X191287001
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. X191287001
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 12/06/87	6. Time of Accident/Incident 09:58 AM
7. Nearest Railroad Station DANVILLE	8. Division	9. County VERMILION	10. State Code Abbr. 17 IL
11. City (if in a city) DANVILLE	12. Highway Name or No. MAIN ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed 15. Direction (geographical) Code (est. mph at impact) 30 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 2		20b. Was there a hazardous materials release by Code 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 (specify if minus) 33 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2			
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 3. Commuter train 6. Cut of cars 9. Main/inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name EASTBOUND MAINLINE			
27. FRA Track Class 3	28. Number of Locomotive Units 4	29. Number of Cars 58	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 30 mph E
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 03 06		20 sec warn min (1);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 7	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. X190886017	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. X190886017	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K				5. Date of Accident/Incident 08/25/86		6. Time of Accident/Incident 03:05 AM	
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Code Abbr. 17 IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. MAIN ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1		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		Code		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code	
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 54 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		Code	
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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name WESTBOUND MAIN	
27. FRA Track Class 3		28. Number of Locomotive Units 4		29. Number of Cars 51		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 23 mph E	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown		Code	
Code(s) 01 02		20 sec warn min (1);		35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1			
36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2		38. Driver's Age 39. Driver's Gender Code 1. Male 2. Female			
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop		42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown			
43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8		44. Driver was Code 1. Killed 2. Injured 3. Uninjured		45. Was Driver in the Vehicle? Code 1. Yes 2. No			
46. Highway-Rail Crossing Users Killed Injured 0 1		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 0			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. X190485002	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. X190485002	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K				5. Date of Accident/Incident 04/02/85		6. Time of Accident/Incident 12:20 AM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Code Abbr. 17 IL
11. City (if in a city) DANVILLE			12. Highway Name or No. MAIN ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type		Code		17. Equipment		Code	
C. Truck-trailer F. Bus J. Other Motor Vehicle		B		4. Car(s) (moving) 1. Train (units pulling) 5. Car(s) (standing)		8. Other (specify) A. Train pulling-RCL	
A. Auto D. Pick-up truck G. School Bus K. Pedestrian				2. Train (units pushing) 6. Light loco(s) (moving)		B. Train pushing-RCL	
B. Truck E. Van H. Motorcycle M. Other (specify)				3. Train (standing) 7. Light loco(s) (standing)		C. Train standing-RCL	
14. Vehicle Speed		15. Direction (geographical)		18. Position of Car Unit in Train			
(est. mph at impact)		1. North 2. South 3. East 4. West		1			
16. Position		Code		19. Circumstance		Code	
1. Stalled on crossing 3. Moving over crossing		3		1. Rail equipment struck highway user			
2. Stopped on Crossing 4. Trapped				2. Rail equipment struck by highway user		1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?				20b. Was there a hazardous materials release by			
1. Highway User 2. Rail Equipment 3. Both 4. Neither				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. Weather (single entry)		Code	
(specify if minus) 34 °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				25. Track Type Used by Rail Equipment Involved		26. Track Number or Name	
A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching				Code			
(single entry) 2. Passenger train 5. Single car 8. Light loco(s)				1. Main 2. Yard 3. Siding 4. Industry		1	
3. Commuter train 6. Cut of cars 9. Main./inspect. car				1		EASTBOUND MAIN	
27. FRA Track Class		28. Number of Locomotive Units		29. Number of Cars		30. Consist Speed (Recorded if available)	
3		3		67		R. Recorded E. Estimated 20 mph E	
31. Time Table Direction				Code			
1. North 2. South 3. East 4. West				3			
32. Type of Crossing				33. Signaled Crossing		34. Whistle Ban	
1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew				Warning		1. Yes	
2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)						2. No	
Warning 3. Standard FLS 6. Audible 9. Watchman 12. None						3. Unknown	
Code(s) 01 03				20 sec warn min (1);			
35. Location of Warning				36. Crossing Warning Interconnected with Highway Signals		37. Crossing Illuminated by Street Lights or Special Lights	
1. Both Sides				1. Yes 2. No 3. Unknown		1. Yes 2. No 3. Unknown	
2. Side of Vehicle Approach				2		1	
3. Opposite Side of Vehicle Approach							
38. Driver's Age		39. Driver's Gender		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train		41. Driver	
1. Male		2. Female		1. Yes 2. No 3. Unknown		1. Drove around or thru the gate 4. Stopped on crossing	
				2		2. Stopped and then proceeded 5. Other (specify)	
						3. Did not stop	
42. Driver Passed Standing Highway Vehicle		Code		43. View of Track Obscured by (primary obstruction)		Code	
1. Yes 2. No 3. Unknown		2		1. Permanent Structure 3. Passing Train 5. Vegetation		7. Other (specify)	
				2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed		8	
Casualties to:		Killed Injured		44. Driver was		45. Was Driver in the Vehicle?	
				1. Killed 2. Injured 3. Uninjured		1. Yes 2. No	
				3		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)	
				\$1,000		1	
49. Railroad Employees		0 0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed	
52. Passengers on Train		0 0				1. Yes 2. No	
						2	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. X190984011	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. X190984011	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K				5. Date of Accident/Incident 09/13/84		6. Time of Accident/Incident 01:00 AM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. MAIN ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 30 15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped Code 3				19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by Code 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 (specify if minus) 65 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name EASTBOUND MAINLINE	
27. FRA Track Class 3		28. Number of Locomotive Units 2		29. Number of Cars 95		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 26 mph Code E	
32. Type of Crossing 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age 39. Driver's Gender 1. Male 2. Female Code 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown Code 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 1			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown Code 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 1					
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured Code 2		45. Was Driver in the Vehicle? Code 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users		0	2	47. Highway Vehicle Property Damage (est. dollar damage) \$1,500		48. Total Number of Highway-Rail Crossing Users (include driver) 2	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No Code 2	
52. Passengers on Train		0	0				
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. B10676	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. B10676	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 07/01/79		6. Time of Accident/Incident 11:10 AM			
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. MAIN ST <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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 15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL Code 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped Code 3				18. Position of Car Unit in Train 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 80 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name EASTBOUND MAIN	
27. FRA Track Class 3		28. Number of Locomotive Units 3		29. Number of Cars 78		30. Consist Speed (Recorded if available) Code R. Recorded 27 mph R E. Estimated	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age 1. Male 2. Female		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		1		47. Highway Vehicle Property Damage (est. dollar damage) \$375		48. Total Number of Highway-Rail Crossing Users (include driver) 3	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No Code 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. D29510
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. D29510
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 05/13/79	
6. Time of Accident/Incident 03:40 AM			
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State Abbr. 17		Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. MAIN ST	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL	
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical)	
1. North 2. South 3. East 4. West		1. North 2. South 3. East 4. West	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		18. Position of Car Unit in Train	
Code 3		Code 1	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user		Code 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		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither	
Code 4		Code	
20c. State the name and quantity of the hazardous material released, if any			
21. Temperature (specify if minus) 44 °F		22. Visibility (single entry) Code	
1. Dawn 2. Day 3. Dusk 4. Dark		Code 4	
23. Weather (single entry) Code		Code 1	
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
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) 3. Commuter train 6. Cut of cars 9. Main /inspect. car		25. Track Type Used by Rail Equipment Involved Code	
Code 1		Code 1	
1. Main 2. Yard 3. Siding 4. Industry		EASTBOUND MAIN	
27. FRA Track Class		28. Number of Locomotive Units	
3		3	
29. Number of Cars		30. Consist Speed (Recorded if available) Code	
95		R. Recorded E. Estimated 30 mph R	
31. Time Table Direction Code		Code 1	
1. North 2. South 3. East 4. West			
32. Type of Crossing 1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning	
Code(s) 01 03		20 sec warn min (1);	
34. Whistle Ban Code		Code 3	
1. Yes 2. No 3. Unknown			
35. Location of Warning Code		36. Crossing Warning Interconnected with Highway Signals Code	
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		1. Yes 2. No 3. Unknown	
Code 1		Code 2	
37. Crossing Illuminated by Street Lights or Special Lights Code		Code 3	
1. Yes 2. No 3. Unknown			
38. Driver's Age		39. Driver's Gender Code	
1. Male 2. Female		1. Male 2. Female	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code		41. Driver Code	
1. Yes 2. No 3. Unknown		1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
Code 2		Code 1	
42. Driver Passed Standing Highway Vehicle Code		43. View of Track Obscured by (primary obstruction) Code	
1. Yes 2. No 3. Unknown		1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed	
Code 3		Code 8	
Casualties to: Killed Injured		44. Driver was Code	
1. Killed 2. Injured 3. Uninjured		Code 3	
45. Was Driver in the Vehicle? Code		Code 1	
1. Yes 2. No			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$300	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code		Code 2	
1. Yes 2. No			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title			
56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. D29481
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. D29481
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 05/05/79	6. Time of Accident/Incident 08:30 PM
7. Nearest Railroad Station DANVILLE	8. Division	9. County VERMILION	10. State Code Abbr. 17 IL
11. City (if in a city) DANVILLE	12. Highway Name or No. MAIN ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact)	15. Direction (geographical) 1. North 2. South 3. East 4. West 4	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3	19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1		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		20b. Was there a hazardous materials release by 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 (specify if minus) 60 °F	22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	26. Track Number or Name EASTBOUND MAIN
27. FRA Track Class 3	28. Number of Locomotive Units 3	29. Number of Cars 99	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 26 mph R
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning	34. Whistle Ban Code 1. Yes 2. No 3. Unknown
Code(s) 01 03		20 sec warn min (1);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? Code 1. Yes 2. No 1
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$300	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train 0 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. D29373	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. D29373	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K				5. Date of Accident/Incident 04/07/79		6. Time of Accident/Incident 12:13 AM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. MAIN ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 1. North 2. South 3. East 4. West				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped				18. Position of Car Unit in Train 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				19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user			
20b. Was there a hazardous materials release by 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 (specify if minus) 32 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
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) 3. Commuter train 6. Cut of cars 9. Main /inspect. car				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name EASTBOUND MAIN	
27. FRA Track Class 3		28. Number of Locomotive Units 3		29. Number of Cars 87		30. Consist Speed (Recorded if available) Code R. Recorded 23 mph E. Estimated	
32. Type of Crossing 1. Gates 4. Wtg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 03				20 sec warn min (1);			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown	
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown				43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured		45. Was Driver in the Vehicle? Code 1. Yes 2. No	
46. Highway-Rail Crossing Users		0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$300		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No	
52. Passengers on Train		0	0			2	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. B10279
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. B10279
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 12/09/78	6. Time of Accident/Incident 04:30 PM
7. Nearest Railroad Station DANVILLE	8. Division	9. County VERMILION	10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE	12. Highway Name or No. E MAIN STREET		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL	
14. Vehicle Speed (est. mph at impact) 5		18. Position of Car Unit in Train 1	
15. Direction (geographical) 1. North 2. South 3. East 4. West		19. Circumstance 1. Rail equipment struck highway user Code 2. Stopped on Crossing 4. Trapped 3 2. Rail equipment struck by highway user 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		20b. Was there a hazardous materials release by 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 (specify if minus) 16 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		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. Commuter train 6. Cut of cars 9. Main./inspect. car 1	
25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EASTBOUND MAIN	
27. FRA Track Class 2	28. Number of Locomotive Units 0	29. Number of Cars 1	30. Consist Speed (Recorded if available) Code R. Recorded 20 mph R E. Estimated
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3		38. Driver's Age 39. Driver's Gender Code 1. Male 2. Female	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1		46. Highway-Rail Crossing Users 0 1	
47. Highway Vehicle Property Damage (est. dollar damage) \$250		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2		52. Passengers on Train 0 0	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. D27282	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. D27282	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K		5. Date of Accident/Incident 02/10/78		6. Time of Accident/Incident 07:45 AM			
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. E MAIN STREET				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 6 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 4			
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 3. Commuter train 6. Cut of cars 9. Main /inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EASTBOUND MAIN	
27. FRA Track Class 3		28. Number of Locomotive Units 3		29. Number of Cars 95		30. Consist Speed (Recorded if available) Code R. Recorded 30 mph E. Estimated E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);	
34. Whistle Ban Code 1. Yes 2. No 3. Unknown		35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 3	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3		38. Driver's Age Code 1. Male 2. Female		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	
41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1		42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0		53a. Special Study Block		53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. B9782	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. B9782	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K				5. Date of Accident/Incident 01/31/78		6. Time of Accident/Incident 07:25 PM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. EAST MAIN STREET				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20b. Was there a hazardous materials release by Code 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 (specify if minus) 8 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EASTBOUND MAIN	
27. FRA Track Class 3	28. Number of Locomotive Units 3	29. Number of Cars 84	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 25 mph E		31. Time Table Direction Code 1. North 2. South 3. East 4. West 3		
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 03		35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 1 3. Did not stop			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
46. Highway-Rail Crossing Users		0	2	47. Highway Vehicle Property Damage (est. dollar damage) \$1,000		48. Total Number of Highway-Rail Crossing Users (include driver) 2	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train		0	0				
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. D23198	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance				3a.		3b.	
4. U.S. DOT-AAR Grade Crossing ID No. 479862K				5. Date of Accident/Incident 01/16/76		6. Time of Accident/Incident 02:50 AM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. MAIN STREET				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 4			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 34 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2			
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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EASTBOUND MAINLINE	
27. FRA Track Class 3	28. Number of Locomotive Units 1	29. Number of Cars 10	30. Consist Speed (Recorded if available) Code R. Recorded 10 mph E. Estimated E		31. Time Table Direction Code 1. North 2. South 3. East 4. West 1		
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown		
Code(s) 01 03 06		35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? Code 1. Yes 2. No 2	
46. Highway-Rail Crossing Users		0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 2	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train		0	0				
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS		1b. 001535	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS		3b. 001535	
4. U.S. DOT-AAR Grade Crossing ID No. 479861D				5. Date of Accident/Incident 05/26/00		6. Time of Accident/Incident 06:00 PM	
7. Nearest Railroad Station DANVILLE			8. Division ILLINOIS		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. VAN BUREN				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) K				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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		Code		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			
Code							
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 3			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAINLINE	
27. FRA Track Class 3		28. Number of Locomotive Units 2		29. Number of Cars 119		30. Consist Speed (Recorded if available) Code R. Recorded 18 mph E. Estimated E	
31. Time Table Direction 1. North 2. South 3. East 4. West 3		Code					
32. Type of 1. Gates 4. Wfg 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. Audible 9. Watchman 12. None				33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown 2	
Code(s) 03 06 07		Code					
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 2	
38. Driver's Age 43		39. Driver's Gender 1. Male 1 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
Code							
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) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
						Code	
46. Highway-Rail Crossing Users		0		1		47. Highway Vehicle Property Damage (est. dollar damage) \$0	
49. Railroad Employees		0		0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
52. Passengers on Train		0		0		50. Total Number of People on Train (include passengers and crew) 3	
						51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2	
						Code	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. D34484
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. D34484
4. U.S. DOT-AAR Grade Crossing ID No. 479861D		5. Date of Accident/Incident 01/19/82	
6. Time of Accident/Incident 06:55 AM			
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State Abbr. 17 Code IL			
11. City (if in a city) DANVILLE		12. Highway Name or No. VAN BUREN STREET	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 2		20b. Was there a hazardous materials release by Code 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 (specify if minus) 16 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2			
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. Commuter train 6. Cut of cars 9. Main /inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name SINGLE MAIN TRACK			
27. FRA Track Class 3	28. Number of Locomotive Units 3	29. Number of Cars 113	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 25 mph R
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);	
34. Whistle Ban Code 1. Yes 2. No 3. Unknown			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to:		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? Code 1. Yes 2. No 1
46. Highway-Rail Crossing Users	Killed 0 Injured 0	47. Highway Vehicle Property Damage (est. dollar damage) \$800	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees	0	50. Total Number of People on Train (include passengers and crew)	51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train	0		
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS		1b. 011641	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS		3b. 011641	
4. U.S. DOT-AAR Grade Crossing ID No. 479859C				5. Date of Accident/Incident 02/05/03		6. Time of Accident/Incident 11:20 PM	
7. Nearest Railroad Station DANVILLE			8. Division ILLINOIS		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. WMS.				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL			
14. Vehicle Speed (est. mph at impact) 0				15. Direction (geographical) Code 1. North 2. South 3. East 4. West			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped				18. Position of Car Unit in Train 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither				19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user			
20c. State the name and quantity of the hazardous material released, if any				20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
21. Temperature (specify if minus) 30 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			
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. Commuter train 6. Cut of cars 9. Main./inspect. car				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name #1 EASTBOUND MAIN	
27. FRA Track Class 4		28. Number of Locomotive Units 3		29. Number of Cars 55		30. Consist Speed (Recorded if available) Code R. Recorded 20 mph E. Estimated	
32. Type of Crossing 1. Gates 4. Wg ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown			
38. Driver's Age 50		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed					
Casualties to:		Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured		45. Was Driver in the Vehicle? Code 1. Yes 2. No	
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 / Incident Report Being Filed Code 1. Yes 2. No	
52. Passengers on Train							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. G940891001	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. G940891001	
4. U.S. DOT-AAR Grade Crossing ID No. 479859C		5. Date of Accident/Incident 08/12/91		6. Time of Accident/Incident 11:56 PM			
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Code Abbr. 17 IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. WILLIAMS ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 2		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20b. Was there a hazardous materials release by Code 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 (specify if minus) 66 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main/inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name WESTBOUND MAINLINE	
27. FRA Track Class 3		28. Number of Locomotive Units 2		29. Number of Cars 50		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 25 mph E	
32. Type of Crossing 1. Gates 4. Wtg ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 03 06		35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		45. Was Driver in the Vehicle? Code 1. Yes 2. No 2	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew)		48. Total Number of Highway-Rail Crossing Users (include driver) 0	
52. Passengers on Train 0		0				51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
				57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. X941289371	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. X941289371	
4. U.S. DOT-AAR Grade Crossing ID No. 479859C				5. Date of Accident/Incident 12/08/89		6. Time of Accident/Incident 11:10 PM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. WILLIAM ST.				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 25		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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 2		Code 2		20b. Was there a hazardous materials release by 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 (specify if minus) 20 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name SINGLE MAINLINE	
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 110	30. Consist Speed (Recorded if available) Code R. Recorded 27 mph R E. Estimated		31. Time Table Direction 1. North 2. South 3. East 4. West 3		
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown	
Code(s) 01 02 06		35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		Code 2		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 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured 1		45. Was Driver in the Vehicle? 1. Yes 2. No 1	
46. Highway-Rail Crossing Users 1		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 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	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. G940589001
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. G940589001
4. U.S. DOT-AAR Grade Crossing ID No. 479859C		5. Date of Accident/Incident 05/10/89	6. Time of Accident/Incident 02:25 AM
7. Nearest Railroad Station DANVILLE	8. Division	9. County VERMILION	10. State Code Abbr. 17 IL
11. City (if in a city) DANVILLE	12. Highway Name or No. WILLIAM ST.		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 0		18. Position of Car Unit in Train 1	
15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 1		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither	
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		20c. State the name and quantity of the hazardous material released, if any	
21. Temperature (specify if minus) 42 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		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. Commuter train 6. Cut of cars 9. Main./inspect. car 1	
25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name WESTBOUND MAINLINE	
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 48	30. Consist Speed (Recorded if available) Code R. Recorded 23 mph E. Estimated R
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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 06		33. Signaled Crossing Warning 20 sec warn min (1); 34. Whistle Ban 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1		38. Driver's Age 39. Driver's Gender Code 1. Male 2. Female	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 2		46. Highway-Rail Crossing Users 0 0	
47. Highway Vehicle Property Damage (est. dollar damage) \$0		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)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2		52. Passengers on Train 0 0	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. X191087003
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. X191087003
4. U.S. DOT-AAR Grade Crossing ID No. 479859C		5. Date of Accident/Incident 10/08/87	6. Time of Accident/Incident 12:00 PM
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State Abbr. 17 Code IL		11. City (if in a city) DANVILLE	
12. Highway Name or No. WILLIAMS ST.		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 4	
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2		20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
20b. Was there a hazardous materials release by Code 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 (specify if minus) 50 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 4	
25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name WESTBOUND MAINLINE	
27. FRA Track Class 2	28. Number of Locomotive Units 0	29. Number of Cars 1	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 2 mph E
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Whichever 12. None	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2		38. Driver's Age 39. Driver's Gender Code 1. Male 2. Female 2	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1		46. Highway-Rail Crossing Users 0 0	
47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2		52. Passengers on Train 0 0	
53a. Special Study Block		53b. Special Study Block	
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

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 041448
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 041448
4. U.S. DOT-AAR Grade Crossing ID No. 479856G		5. Date of Accident/Incident 02/16/11	
6. Time of Accident/Incident 06:10 AM			
7. Nearest Railroad Station DANVILLE		8. Division ILLINOIS	9. County VERMILION
10. State Abbr. 17 Code IL			
11. City (if in a city) DANVILLE		12. Highway Name or No. BOWMAN	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type A. Auto C. Truck-trailer F. Bus J. Other Motor Vehicle D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code B		17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL Code 2	
14. Vehicle Speed (est. mph at impact) 3		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1	
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code 3		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4	
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20c. State the name and quantity of the hazardous material released, if any	
21. Temperature (specify if minus) 41 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 1	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 7		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	
26. Track Number or Name MAIN 1			
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 17	30. Consist Speed (Recorded if available) R. Recorded 13 mph E. Estimated Code R
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4			
32. Type of Crossing 1. Gates 4. Wig wags 2. Cantilever FLS 5. Hwy. traffic signals 3. Standard FLS 6. Audible 7. Crossbucks 10. Flagged by crew 8. Stop signs 11. Other (specify) 9. Watchman 12. None Code(s) 01 03 06 07		33. Signaled Crossing Warning 20 sec warn min (1); Code 2	
34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Driver's Age 59	39. Driver's Gender 1. Male 2. Female Code 2	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	
41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) Code 1			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8	
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$3,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 3	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description DT61 SHOVING WEST BOUND OVER HIGHWAY GRADE CROSSING AT BOWMAN ST WAS STRUCK 08 CHEVY HHR THAT WENT AROUND GATES AND HIT THE REAR CAR (LEADING END OF MOVEMENT) CSYX 12694.			
55. Typed Name and Title		56. Signature	
57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. B10857	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]				3a. NW		3b. B10857	
4. U.S. DOT-AAR Grade Crossing ID No. 479856G		5. Date of Accident/Incident 11/04/79		6. Time of Accident/Incident 09:00 AM			
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. BOWMAN AVE				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 1		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 48 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) Code 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name EASTBOUND MAIN TK			
27. FRA Track Class 2		28. Number of Locomotive Units 3		29. Number of Cars 82		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 25 mph E	
32. Type of Crossing 1. Gates 4. Wig ways 7. Crossbucks 10. Flagged by crew Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 03 06 07		33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 2		46. Highway-Rail Crossing Users 0 3		47. Highway Vehicle Property Damage (est. dollar damage) \$700		48. Total Number of Highway-Rail Crossing Users (include driver) 3	
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0							
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)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS		1b. 016139	
2. Other Railroad Involved in Train Accident/Incident		2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS		3b. 016139	
4. U.S. DOT-AAR Grade Crossing ID No. 479854T		5. Date of Accident/Incident 03/15/04		6. Time of Accident/Incident 09:50 PM	
7. Nearest Railroad Station DANVILLE JCT		8. Division ILLINOIS		9. County VERMILION	
11. City (if in a city) DANVILLE		12. Highway Name or No. VOORHEES		10. State Abbr. 17 IL	
				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A			17. Equipment 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL Code 1		
14. Vehicle Speed (est. mph at impact) 0			18. Position of Car Unit in Train 1		
15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1		
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 1			20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		
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 Code 2			20c. State the name and quantity of the hazardous material released, if any		
21. Temperature (specify if minus) 40 °F			22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3			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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1		
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1			26. Track Number or Name EASTBOUND MAINLINE		
27. FRA Track Class 2		28. Number of Locomotive Units 4		29. Number of Cars 114	
30. Consist Speed (Recorded if available) R. Recorded E. Estimated 12 mph E		31. Time Table Direction 1. North 2. South 3. East 4. West Code 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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 02	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2		35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1	
36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2		38. Driver's Age 21	
39. Driver's Gender 1. Male 2. Female Code 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 2		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) 0	
48. Total Number of Highway-Rail Crossing Users (include driver)		49. Railroad Employees		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 Code 2		52. Passengers on Train		53a. Special Study Block	
53b. Special Study Block		54. Narrative Description		55. Typed Name and Title	
56. Signature		57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of						Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]						1a. NS		1b. 095821	
2. Other Railroad Involved in Train Accident/Incident						2a.		2b.	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]						3a. NS		3b. 095821	
4. U.S. DOT-AAR Grade Crossing ID No. 479854T				5. Date of Accident/Incident 12/05/98		6. Time of Accident/Incident 09:20 PM			
7. Nearest Railroad Station DANVILLE JCT				8. Division ILLINOIS		9. County VERMILION		10. State Abbr. IL Code	
11. City (if in a city) DANVILLE				12. Highway Name or No. VOORHEES				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved						Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A						17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West 3		Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 2				Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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				Code 4		20b. Was there a hazardous materials release by 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 (specify if minus) 50 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		Code 4		23. Weather (single entry) Code 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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1						25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAINLINE	
27. FRA Track Class 4		28. Number of Locomotive Units 3		29. Number of Cars 74		30. Consist Speed (Recorded if available) Code R. Recorded 30 mph E E. Estimated		31. Time Table Direction Code 1. North 2. South 3. East 4. West 4	
32. Type of Crossing 1. Gates 4. Wig ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None						33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 22		39. Driver's Gender Code 1. Male 1 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2				43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 3			
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 3		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0		0							
53a. Special Study Block					53b. Special Study Block				
54. Narrative Description									
55. Typed Name and Title				56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

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

FORM FRA F 6180.57 * NOTE THAT ALL CASUALTIES MUST BE REPORTED ON THIS FORM

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. D32757
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. D32757
4. U.S. DOT-AAR Grade Crossing ID No. 479854T		5. Date of Accident/Incident 01/20/81	6. Time of Accident/Incident 05:50 PM
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State IL		11. City (if in a city) DANVILLE	12. Highway Name or No. VOORHIES STREET
		<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private
Highway User Involved		Rail Equipment 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) Code A		17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL Code 1	
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4	
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code		20c. State the name and quantity of the hazardous material released, if any	
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 3	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN TRACK	
27. FRA Track Class 4	28. Number of Locomotive Units 2	29. Number of Cars 82	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 45 mph Code R
31. Time Table Direction 1. North 2. South 3. East 4. West Code 2		32. Type of Crossing 1. Gates 4. Wtg ways 7. Crossbucks 10. Flagged by crew 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	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 1	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2		38. Driver's Age 1. Male 2. Female Code 1	
39. Driver's Gender 1. Male 2. Female Code 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 1		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2	
43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0	
47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		52. Passengers on Train 0	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. B10570
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. B10570
4. U.S. DOT-AAR Grade Crossing ID No. 479854T		5. Date of Accident/Incident 05/14/79	
6. Time of Accident/Incident 05:10 AM			
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State Abbr. 17 IL		Code	
11. City (if in a city) DANVILLE		12. Highway Name or No. VOORHIES ST	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 50 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 1	
23. Weather (single entry) Code 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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name WESTBOUND MAIN			
27. FRA Track Class 3		28. Number of Locomotive Units 3	
29. Number of Cars 65		30. Consist Speed (Recorded if available) Code R. Recorded 30 mph R E. Estimated	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 2			
32. Type of Crossing 1. Gates 4. Wg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 34. Whistle Ban 1. Yes 2. No 3. Unknown	
Code(s) 01 03		20 sec warn min (1);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$2,500	
48. Total Number of Highway-Rail Crossing Users (include driver) 2			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. D28401
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. D28401
4. U.S. DOT-AAR Grade Crossing ID No. 479854T		5. Date of Accident/Incident 11/06/78	6. Time of Accident/Incident 02:32 AM
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
		10. State Abbr. 17	Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. VOORHIES STREET	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1	
14. Vehicle Speed (est. mph at impact) 10		18. Position of Car Unit in Train 1	
15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2		19. Circumstance 1. Rail equipment struck highway user Code 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? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 55 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name WESTBOUND MAIN LINE			
27. FRA Track Class 3	28. Number of Locomotive Units 3	29. Number of Cars 96	30. Consist Speed (Recorded if available) Code R. Recorded 35 mph E E. Estimated
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4			
32. Type of Crossing 1. Gates 4. Wg wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 34. Whistle Ban Warning 3. Standard FLS 6. Audible 9. Watchman 12. None 1. Yes 2. No 3. Unknown		20 sec warn min (1);	
Code(s) 01 03			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 3	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 1
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? Code 1. Yes 2. No 1
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$750	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train 0 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
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)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]		1a. NW	1b. D25027
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW]		3a. NW	3b. D25027
4. U.S. DOT-AAR Grade Crossing ID No. 479854T		5. Date of Accident/Incident 01/09/77	
6. Time of Accident/Incident 01:50 AM			
7. Nearest Railroad Station NEWELL		8. Division	9. County VERMILION
10. State Abbr. 17 IL		Code	
11. City (if in a city) NEWELL		12. Highway Name or No. VOORHEES STREET	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 3	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 2		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1		20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
20b. Was there a hazardous materials release by Code 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 (specify if minus) 8 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 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) 3. Commuter train 6. Cut of cars 9. Main/inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name DOUBLE MAIN TRACK			
27. FRA Track Class 4		28. Number of Locomotive Units 2	
29. Number of Cars 71		30. Consist Speed (Recorded if available) Code R. Recorded 40 mph E. Estimated E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4			
32. Type of Crossing 1. Gates 4. Wlg wags 2. Cantilever FLS 5. Hwy. traffic signals Warning 3. Standard FLS 6. Audible Code(s) 07		33. Signaled Crossing Warning 34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 3	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 3			
38. Driver's Age 39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	
41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 2			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$2,500	
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)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
57. Date			

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

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad CSX Transportation [CSX]		1a. CSX	1b. 010229006
2. Other Railroad Involved in Train Accident/Incident		2a.	2b. 010229006
3. Railroad Responsible for Track Maintenance CSX Transportation [CSX]		3a. CSX	3b. 010229006
4. U.S. DOT-AAR Grade Crossing ID No. 353714P		5. Date of Accident/Incident 01/06/02	6. Time of Accident/Incident 05:00 AM
7. Nearest Railroad Station DANVILLE		8. Division CHICAGO	9. County VERMILION
10. State Abbr. 17 Code IL			
11. City (if in a city) DANVILLE		12. Highway Name or No. BOWMAN AVENUE <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) (est. mph at impact) 10		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 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 Code 3		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 0	
20c. State the name and quantity of the hazardous material released, if any 0			
21. Temperature (specify if minus) 20 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 6			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name BOWMAN AVE XING			
27. FRA Track Class 2		28. Number of Locomotive Units 2	
29. Number of Cars 58		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 15 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West 2			
32. Type of Crossing 1. Gates 4. Wtg ways 7. Crossbucks 10. Flagged by crew 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		33. Signaled Crossing Warning 20 sec warn min (1);	
34. Whistle Ban 1. Yes 2. No 3. Unknown 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 3			
38. Driver's Age 41		39. Driver's Gender 1. Male 2. Female 1	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 3		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 Code 8	
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$3,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 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			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description TRAIN Q59706 APPROACHING BOWMAN AVE CROSSING - LIGHTS WERE FLASHING, HORN WAS SOUNDING - DRIVER OF A UTO DID NOT STOP IN TIME AND STRUCK LEAD ENGINE NO INJURIES REPORTED.			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad CSX Transportation [CSX]				1a. CSX	1b. 029921017
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance CSX Transportation [CSX]				3a. CSX	3b. 029921017
4. U.S. DOT-AAR Grade Crossing ID No. 353714P		5. Date of Accident/Incident 02/15/99		6. Time of Accident/Incident 06:56 AM	
7. Nearest Railroad Station DANVILLE		8. Division NASHVILLE	9. County VERMILION	10. State Abbr. 17	Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. BOWMAN AVE		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 20 15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL Code 1		
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped Code 3			18. Position of Car Unit in Train 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 Code 4			20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 0		
20c. State the name and quantity of the hazardous material released, if any 0					
21. Temperature (specify if minus) 30 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark Code 1		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1	
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. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1			25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN
27. FRA Track Class 2	28. Number of Locomotive Units 2	29. Number of Cars 65	30. Consist Speed (Recorded if available) Code R. Recorded 10 mph E. Estimated Code R	31. Time Table Direction Code 1. North 2. South 3. East 4. West Code 1	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown Code 2
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown Code 1	
38. Driver's Age 27	39. Driver's Gender 1. Male 2. Female Code 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown Code 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured Code 2	45. Was Driver in the Vehicle? Code 1. Yes 2. No Code 1
46. Highway-Rail Crossing Users		0	1	47. Highway Vehicle Property Damage (est. dollar damage) \$3,000	48. Total Number of Highway-Rail Crossing Users (include driver) 1
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew) 2	
52. Passengers on Train		0	0	51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No Code 2	
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description TRAIN GOING ACROSS BOWMAN AVE WAS STRUCK BY TRUCK THAT FAILED TO STOP FOR CROSSING. TRUCK STRUCK ENGINE CSXT 8120 IN RIGHT FRONT, BENDING STEPS OF ENGINE.					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad CSX Transportation [CSX]				1a. CSX		1b. 109221004	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance CSX Transportation [CSX]				3a. CSX		3b. 109221004	
4. U.S. DOT-AAR Grade Crossing ID No. 353714P				5. Date of Accident/Incident 10/05/92		6. Time of Accident/Incident 12:25 AM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. BOWMAN AVENUE				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) (est. mph at impact) 10 1. North 2. South 3. East 4. West				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 10 15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2				18. Position of Car Unit in Train 24			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3				19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20b. Was there a hazardous materials release by Code 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 (specify if minus) 60 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 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 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN	
27. FRA Track Class 2		28. Number of Locomotive Units 4		29. Number of Cars 58		30. Consist Speed (Recorded if available) Code R. Recorded 18 mph E. Estimated R	
32. Type of Crossing 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 3		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 3		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
				57. Date			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad CSX Transportation [CSX]				1a. CSX		1b. 069221048	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance CSX Transportation [CSX]				3a. CSX		3b. 069221048	
4. U.S. DOT-AAR Grade Crossing ID No. 353714P				5. Date of Accident/Incident 06/18/92		6. Time of Accident/Incident 01:50 AM	
7. Nearest Railroad Station BREWER			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. BOWMAN AVENUE				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment 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) Code A				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (moving) B. Train pushing- RCL Code 1			
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 56 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN	
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 54	30. Consist Speed (Recorded if available) R. Recorded 20 mph E. Estimated		31. Time Table Direction 1. North 2. South 3. East 4. West Code 2		
32. Type of Crossing 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew 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			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code		
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 3		
38. Driver's Age	39. Driver's Gender 1. Male 2. Female Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 1		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 Code 8					
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users		0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees		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 Code 2	
52. Passengers on Train		0	0				
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad CSX Transportation [CSX]				1a. CSX		1b. 119121059	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance CSX Transportation [CSX]				3a. CSX		3b. 119121059	
4. U.S. DOT-AAR Grade Crossing ID No. 353714P		5. Date of Accident/Incident 11/17/91		6. Time of Accident/Incident 05:00 AM			
7. Nearest Railroad Station BREWER		8. Division		9. County VERMILION		10. State Code Abbr. 17 IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. BOWMAN AE		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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 15. Direction (geographical) 1. North 2. South 3. East 4. West 1				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3				18. Position of Car Unit in Train 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				19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1			
20b. Was there a hazardous materials release by Code 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 (specify if minus) 25 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN	
27. FRA Track Class 2		28. Number of Locomotive Units 2		29. Number of Cars 44		30. Consist Speed (Recorded if available) Code R. Recorded 20 mph E. Estimated E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 1		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3 3. Did not stop	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Highway-Rail Crossing Users		0		1		46. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
47. Highway Vehicle Property Damage (est. dollar damage)		\$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees		0		0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed		1		2			
52. Passengers on Train		0		0			
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Seaboard System RR, Inc. [SBD]				1a. SBD		1b. 038504403	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Seaboard System RR, Inc. [SBD]				3a. SBD		3b. 038504403	
4. U.S. DOT-AAR Grade Crossing ID No. 353714P		5. Date of Accident/Incident 03/25/85		6. Time of Accident/Incident 09:43 AM			
7. Nearest Railroad Station BREWER		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. BOWMAN AVENUE		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment 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) Code C				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL 7. Light loco(s) (standing) C. Train standing-RCL Code 1			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
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) 3. Commuter train 6. Cut of cars 9. Main/inspect. car Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN	
27. FRA Track Class 2		28. Number of Locomotive Units 3		29. Number of Cars 150		30. Consist Speed (Recorded if available) R. Recorded 20 mph E. Estimated	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 2				32. Type of Crossing 1. Gates 4. Wg wags 7. Crossbucks 10. Flagged by crew 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			
33. Signaled Crossing Warning 20 sec warn min (1);				34. Whistle Ban 1. Yes 2. No 3. Unknown Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Driver's Age		39. Driver's Gender 1. Male 2. Female Code		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		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 Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,500		48. Total Number of Highway-Rail Crossing Users (include driver) 0	
49. Railroad Employees 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 Code 2			
52. Passengers on Train 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Louisville And Nashville RR Co. [LN]				1a. LN	1b. 038106403
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Louisville And Nashville RR Co. [LN]				3a. LN	3b. 038106403
4. U.S. DOT-AAR Grade Crossing ID No. 353714P		5. Date of Accident/Incident 03/11/81		6. Time of Accident/Incident 12:05 AM	
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION	10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. BOWMAN AVE		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 0 15. Direction (geographical) 1. North 2. South 3. East 4. West 2			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1		
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 2			18. Position of Car Unit in Train 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			19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1		
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither			Code		
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 33 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1			25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK
27. FRA Track Class 2	28. Number of Locomotive Units 3	29. Number of Cars 77	30. Consist Speed (Recorded if available) Code R. Recorded 2 mph E E. Estimated	31. Time Table Direction Code 1. North 2. South 3. East 4. West 2	
32. Type of Crossing 1. Gates 4. W/g wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? Code 1. Yes 2. No 2
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$250		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)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Louisville And Nashville RR Co. [LN]				1a. LN		1b. 127606033	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance				3a.		3b.	
4. U.S. DOT-AAR Grade Crossing ID No. 353714P				5. Date of Accident/Incident 12/09/76		6. Time of Accident/Incident 05:55 PM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILLION		10. State Abbr. 17 Code IL
11. City (if in a city)			12. Highway Name or No. BOWMAN AVE				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment 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) Code A				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 2. Train (units pushing) 5. Car(s) (standing) 3. Train (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL Code 1			
14. Vehicle Speed (est. mph at impact) 22		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 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 Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 38 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
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) 3. Commuter train 6. Cut of cars 9. Main/inspect. car Code 7				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN	
27. FRA Track Class		28. Number of Locomotive Units 1		29. Number of Cars 15		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 9 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 2							
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 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				33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Driver's Age 39. Driver's Gender 1. Male 2. Female Code		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 3			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 3		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 Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1							
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$750		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 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 Code 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad CSX Transportation [CSX]		1a. CSX	1b. 080229014
2. Other Railroad Involved in Train Accident/Incident		2a.	2b. 080229014
3. Railroad Responsible for Track Maintenance CSX Transportation [CSX]		3a. CSX	3b. 080229014
4. U.S. DOT-AAR Grade Crossing ID No. 353715W		5. Date of Accident/Incident 08/08/02	
6. Time of Accident/Incident 03:00 AM			
7. Nearest Railroad Station DANVILLE		8. Division CHICAGO	9. County VERMILION
10. State Abbr. 17 Code IL			
11. City (if in a city) DANVILLE		12. Highway Name or No. GRIFFIN STREET	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) E		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 1		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 0	
20c. State the name and quantity of the hazardous material released, if any 0			
21. Temperature (specify if minus) 72 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name MAIN			
27. FRA Track Class 2	28. Number of Locomotive Units 3	29. Number of Cars 22	30. Consist Speed (Recorded if available) Code R. Recorded 8 mph E E. Estimated
31. Time Table Direction Code 1. North 2. South 3. East 4. West 1			
32. Type of Crossing 1. Gates 4. Wg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 34. Whistle Ban 1. Yes 2. No 3. Unknown 2	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 1	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 21	39. Driver's Gender Code 1. Male 1 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0	47. Highway Vehicle Property Damage (est. dollar damage) \$1,000	48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0	50. Total Number of People on Train (include passengers and crew) 2	51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description Q12006 HIT VAN. CREW WENT TO INSPECT SITUATION, BUT THE VAN HAD LEFT THE SCENE OF THE ACCIDENT. MIN OR DAMAGE TO LEAD LOCO.			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Louisville And Nashville RR Co. [LN]				1a. LN		1b. 058206404	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Louisville And Nashville RR Co. [LN]				3a. LN		3b. 058206404	
4. U.S. DOT-AAR Grade Crossing ID No. 353715W		5. Date of Accident/Incident 05/19/82		6. Time of Accident/Incident 03:30 PM			
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION		10. State Abbr. 17 Code IL	
11. City (if in a city) DANVILLE		12. Highway Name or No. GRIFFIN ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) M				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1			
14. Vehicle Speed (est. mph at impact) 3		15. Direction (geographical) 1. North 2. South 3. East 4. West 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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			
20b. Was there a hazardous materials release by 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 (specify if minus) 85 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN			
27. FRA Track Class 1		28. Number of Locomotive Units 3		29. Number of Cars 75		30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 8 mph E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 2		32. Type of Crossing 1. Gates 4. Wtg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 03 06		33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown 1	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3			
45. Was Driver in the Vehicle? Code 1. Yes 2. No 2		46. Highway-Rail Crossing Users Killed Injured 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$80		48. Total Number of Highway-Rail Crossing Users (include driver) 0	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0		53a. Special Study Block		53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title		56. Signature				57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Louisville And Nashville RR Co. [LN]		1a. LN	1b. 117706403
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Louisville And Nashville RR Co. [LN]		3a. LN	3b. 117706403
4. U.S. DOT-AAR Grade Crossing ID No. 353715W		5. Date of Accident/Incident 11/07/77	
6. Time of Accident/Incident 06:50 AM			
7. Nearest Railroad Station DANVILLE JCT		8. Division	9. County VERMILION
10. State Abbr. 17 Code IL			
11. City (if in a city) DANVILLE		12. Highway Name or No. GRIFFIN ST	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 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) 0 15. Direction (geographical) 1. North 2. South 3. East 4. West 1		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 1		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 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		20b. Was there a hazardous materials release by 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 (specify if minus) 0 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 3			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name SINGLEMAIN			
27. FRA Track Class 2	28. Number of Locomotive Units 2	29. Number of Cars 24	30. Consist Speed (Recorded if available) Code R. Recorded 19 mph E. Estimated
31. Time Table Direction Code 1. North 2. South 3. East 4. West 1			
32. Type of Crossing 1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 34. Whistle Ban 1. Yes 2. No 3. Unknown	
Code(s) 03		20 sec warn min (1);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 1 3. Opposite Side of Vehicle Approach		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? Code 1. Yes 2. No 2
46. Highway-Rail Crossing Users 0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$0	48. Total Number of Highway-Rail Crossing Users (include driver) 2
49. Railroad Employees 0	0	50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train 0	0	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			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Louisville And Nashville RR Co. [LN]				1a. LN	1b. 087606050
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance				3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 353715W		5. Date of Accident/Incident 08/13/76		6. Time of Accident/Incident 02:56 PM	
7. Nearest Railroad Station DANVILLE		8. Division		9. County VERMILION	10. State Abbr. 17 Code IL
11. City (if in a city)		12. Highway Name or No. GRIFFIN ST		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL		
14. Vehicle Speed 15. Direction (geographical) Code (est. mph at impact) 20 1. North 2. South 3. East 4. West 2			18. Position of Car Unit in Train 1		
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3			19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1		
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			20b. Was there a hazardous materials release by Code 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 (specify if minus) 85 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
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. Commuter train 6. Cut of cars 9. Main./inspect. car 7			25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name RUNNING TRACK
27. FRA Track Class	28. Number of Locomotive Units 1	29. Number of Cars 1	30. Consist Speed (Recorded if available) Code R. Recorded 15 mph E. Estimated	31. Time Table Direction Code 1. North 2. South 3. East 4. West 2	
32. Type of Crossing 1. Gates 4. Wig ways 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
Code(s) 03			20 sec warn min (1);		
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1					
46. Highway-Rail Crossing Users 0		1	47. Highway Vehicle Property Damage (est. dollar damage) \$5,000		48. Total Number of Highway-Rail Crossing Users (include driver) 2
49. Railroad Employees 0		0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

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

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Louisville And Nashville RR Co. [LN]		1a. LN	1b. 128006401
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Louisville And Nashville RR Co. [LN]		3a. LN	3b. 128006401
4. U.S. DOT-AAR Grade Crossing ID No. 353711U		5. Date of Accident/Incident 12/08/80	6. Time of Accident/Incident 11:40 PM
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
		10. State Abbr. 17	Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 6	
14. Vehicle Speed (est. mph at impact) 5 15. Direction (geographical) Code 1. North 2. South 3. East 4. West 1		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 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 (specify if minus) 34 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 8		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2	
26. Track Number or Name TRACK THREE NYD			
27. FRA Track Class 1	28. Number of Locomotive Units 4	29. Number of Cars 0	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 5 mph E
31. Time Table Direction Code 1. North 2. South 3. East 4. West 2			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);	
34. Whistle Ban Code 1. Yes 2. No 3. Unknown			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,250	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
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)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk & Western Rwy Co. [NW]				1a. NW		1b. D29927	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Louisville And Nashville RR Co. [LN]				3a. LN		3b. XXX	
4. U.S. DOT-AAR Grade Crossing ID No. 353711U				5. Date of Accident/Incident 07/29/79		6. Time of Accident/Incident 09:05 PM	
7. Nearest Railroad Station DANVILLE			8. Division		9. County VERMILION		10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE			12. Highway Name or No. VOORHIES ST				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 2			
14. Vehicle Speed (est. mph at impact) 20		15. Direction (geographical) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		Code		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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		Code		20b. Was there a hazardous materials release by 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 (specify if minus) 82 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2			
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) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 2		26. Track Number or Name NORTH YARD TRACK	
27. FRA Track Class 3	28. Number of Locomotive Units 1	29. Number of Cars 12	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 2 mph E	31. Time Table Direction Code 1. North 2. South 3. East 4. West 2			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 03 10				Allgd. no warn (4);			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1				36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2	
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3			
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
46. Highway-Rail Crossing Users		0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$500		48. Total Number of Highway-Rail Crossing Users (include driver) 3	
49. Railroad Employees		0	0	50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train		0	0				
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Louisville And Nashville RR Co. [LN]		1a. LN	1b. 4731001359
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance		3a.	3b.
4. U.S. DOT-AAR Grade Crossing ID No. 353711U		5. Date of Accident/Incident 10/07/75	
6. Time of Accident/Incident 01:00 PM			
7. Nearest Railroad Station DANVILLE		8. Division	9. County VERMILION
10. State IL		Code 17	
11. City (if in a city) DANVILLE		12. Highway Name or No. VOORHEES	
<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private			
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 8	
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 3	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		18. Position of Car Unit in Train	
19. Circumstance 1. Rail equipment struck highway user Code 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		20b. Was there a hazardous materials release by 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 (specify if minus) 65 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
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. Commuter train 6. Cut of cars 9. Main./inspect. car 4		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name SINGLE MAIN			
27. FRA Track Class 1	28. Number of Locomotive Units 0	29. Number of Cars 0	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 5 mph E
31. Time Table Direction Code 1. North 2. South 3. East 4. West 1			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 34. Whistle Ban Code 1. Yes 2. No 3. Unknown	
Code(s) 01 03		Allgd. no warn (4);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 3	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age	39. Driver's Gender Code 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 3	
41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$500	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title			
56. Signature		57. Date	

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

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad CSX Transportation [CSX]		1a. CSX	1b. 000072479
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance CSX Transportation [CSX]		3a. CSX	3b. 000072479
4. U.S. DOT-AAR Grade Crossing ID No. 353704J		5. Date of Accident/Incident 01/27/10	6. Time of Accident/Incident 07:16 PM
7. Nearest Railroad Station DANVILLE		8. Division CHICAGO	9. County VERMILION
		10. State Abbr. 17	Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. NEWELL RD	
		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) D		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL I	
14. Vehicle Speed 15. Direction (geographical) Code (est. mph at impact) 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 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		20b. Was there a hazardous materials release by 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 (specify if minus) 21 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4	
		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 6	
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. Commuter train 6. Cut of cars 9. Main/inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name TRACK 1			
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 22	30. Consist Speed (Recorded if available) Code R. Recorded 54 mph R E. Estimated
31. Time Table Direction Code 1. North 2. South 3. East 4. West 2			
32. Type of Crossing 1. Gates 4. Wtg ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2	
Code(s) 01 03 06		20 sec warn min (1);	
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age 18	39. Driver's Gender Code 1. Male 1 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	
41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 5			
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 1	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 1 0		47. Highway Vehicle Property Damage (est. dollar damage) \$6,500	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train 0 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description TRUCK APPROACHED THE CROSSING AT NEWELL ROAD AND WAS UNABLE TO CONTROL HIS VEHICLE DUE TO SNOW BEING ON THE GROUND. MOTORIST FAILED TO STOP SHORT OF CROSSING AND WAS STRUCK AND FATALLY INJURED BY Q12727. VEHICLE SPEED UNKNOWN.			
55. Typed Name and Title		56. Signature	
		57. Date	

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Louisville And Nashville RR Co. [LN]				1a. LN	1b. 108006402
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Louisville And Nashville RR Co. [LN]				3a. LN	3b. 108006402
4. U.S. DOT-AAR Grade Crossing ID No. 353704J		5. Date of Accident/Incident 10/07/80		6. Time of Accident/Incident 04:25 PM	
7. Nearest Railroad Station WEST NEWELL		8. Division		9. County VERMILION	10. State Abbr. 17 Code IL
11. City (if in a city) DANVILLE		12. Highway Name or No. WEST NEWELL RD		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved				Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 30		15. Direction (geographical) 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1		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		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code	
20c. State the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
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. Commuter train 6. Cut of cars 9. Main/inspect. car 4		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class 3	28. Number of Locomotive Units 1	29. Number of Cars 14	30. Consist Speed (Recorded if available) Code R. Recorded 30 mph E E. Estimated	31. Time Table Direction Code 1. North 2. South 3. East 4. West 2	
32. Type of Crossing 1. Gates 4. Wtg ways 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown
Code(s) 07					
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2	
38. Driver's Age	39. Driver's Gender 1. Male 2. Female	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 1		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured 3	45. Was Driver in the Vehicle? Code 1. Yes 2. No 1
46. Highway-Rail Crossing Users 0		0	47. Highway Vehicle Property Damage (est. dollar damage) \$2,000		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)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train 0		0			
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description					
55. Typed Name and Title		56. Signature			57. Date

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	Existing Condition
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 gauge 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 Danville LRTP: Directions to 2035 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

FRA - Quiet Zone Calculator
Page 1 of 1

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Cancel
Change Scenario: NEWELL RQA 42223
Continue

Create New Zone

Manage Existing Zones

Log Off

Crossing Street 1537043 NEWELL RD	Traffic Warning Device S100 Series	Pre-SSM 0 13 13,603.93	MODIFY
--------------------------------------	---------------------------------------	---------------------------	------------------------

** Only Public At Grade Crossings are listed*

Step 1: Step Instructions:

Step 1: To specify new warning device (for Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** button.

Step 2: Select proposed warning device or SSM. Then click the **UPDATE** button. To generate a spreadsheet of the values on this page, click on **SSM** button - The spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2). Once 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 NSRI or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the **SELECT** button.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures (SSM)

Click: for ASM spreadsheet: **ASM** • Note: The use of ASMs requires an application to and approval from the FDOT.

Summary	
Proposed Quiet Zone:	NEWELL ROAD
Type:	New 24-hour QZ
Scenario:	NEWELL RQA 42223
Estimated Total Cost:	\$15,000.00
Nationwide Significant Risk Threshold:	14347.00
Risk Index with Horn:	41378.4
Quiet Zone Risk Index:	13603.93
Select	

<http://safetydata.fra.dot.gov/quiet/scen.aspx?zoneid=33101>

6/10/2014

CITY OF DANVILLE
Danville, Illinois

**FINANCIAL STATEMENTS AND
SUPPLEMENTARY INFORMATION**

YEAR ENDED APRIL 30, 2017

CliftonLarsonAllen LLP



WEALTH ADVISORY | OUTSOURCING | AUDIT, TAX, AND CONSULTING



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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 because the limited procedures do not provide us with sufficient evidence to express an opinion 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

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.

A handwritten signature in black ink that reads "CliftonLarsonAllen LLP". The signature is written in a cursive, flowing style.

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.

- **Proprietary Funds (Business-type)** - 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.
- **Fiduciary Funds** - 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										
	Governmental		Business-type		Total		Net		% change	
	Activities		Activities							
	2017	2016	2017	2016	2017	2016	change		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):

Condensed Statement of Activities * in 000									
	Governmental		Business-type		Total		Net change	% change	
	Activities		Activities		2017	2016			
	2017	2016	2017	2016	2017	2016			
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	(0.8)	-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.

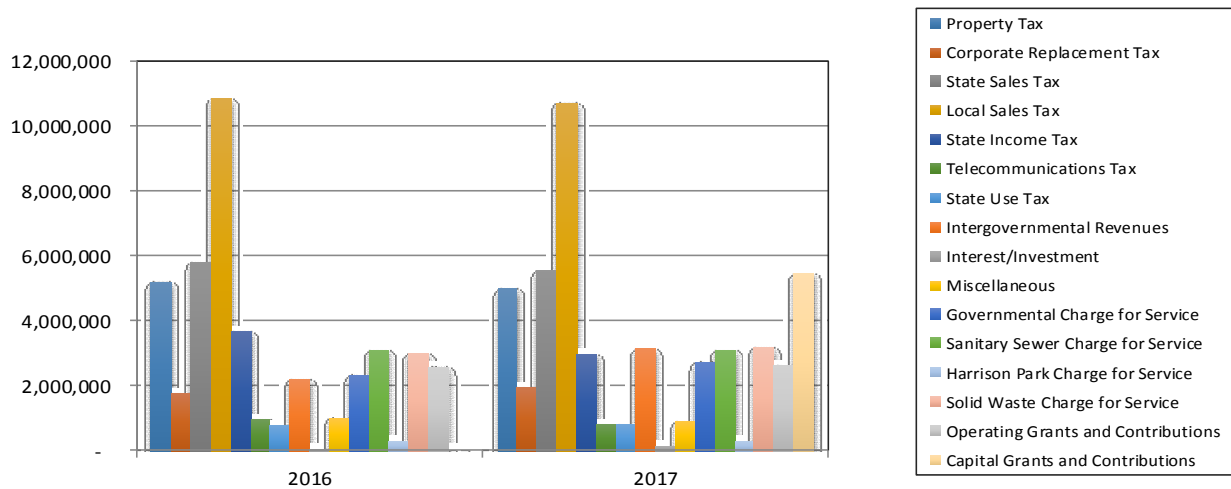
In 2017, the Sanitary Sewer had operating expenditures were in excess of operating revenue of approximately \$627,000 with operating revenues totaling \$3.1 million and operating expenditures totaling \$3.7 million. Last year the Sanitary Sewer fund had total operating revenues for 2016 of \$3.1 million 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).

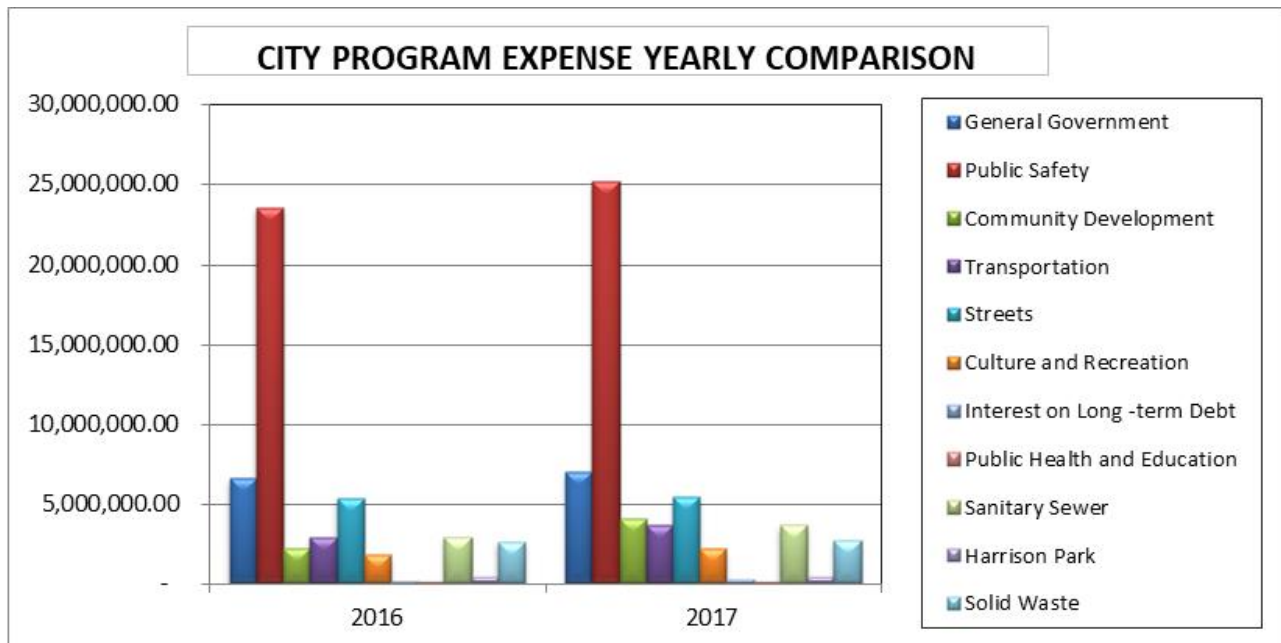


CITY GENERAL AND PROGRAM REVENUE DATA				
<u>City Revenues</u>	<u>2016</u>	<u>2017</u>	<u>Increase (Decrease)</u>	<u>Percent Change</u>
Property Tax	5,178,647	4,994,371	(184,276)	-3.56%
Corporate Replacement Tax	1,763,875	1,936,903	173,028	9.81%
State Sales Tax	5,801,409	5,561,170	(240,239)	-4.14%
Local 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):



CITY EXPENSE YEARLY COMPARISON DATA

	<u>2016</u>	<u>2017</u>	<u>Increase (Decrease)</u>	<u>Percent 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

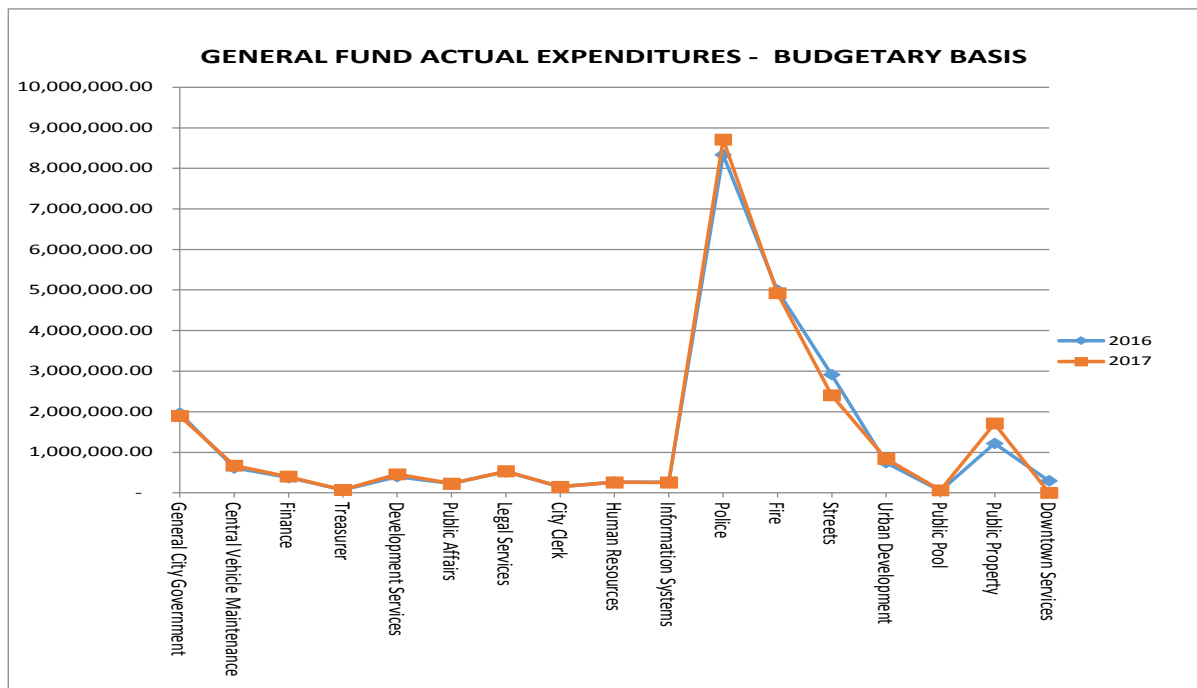
Over the course of the year, the City Council revised the City Budget numerous times, based primarily on the decline in revenues, emergency storm water repairs, fire department overtime and vehicle repairs. The budget was approved simultaneously with the Tax Levy in December. These budget amendments 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 Budget Comparison				
	<u>2016</u>	<u>2017</u>	<u>Increase (Decrease)</u>	<u>Percent 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 (Decrease)</u>	<u>Percent 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
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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			Component Unit
	Governmental Activities	Business-Type Activities	Total	Danville Public Library
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)	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	-	13,021	-
Advance payments	-	25,165	25,165	-
Current portion accumulated vacation and sick days	380,196	26,458	406,654	-
Current portion of long-term notes and bonds	1,467,819	14,513	1,482,332	-
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

The accompanying notes are an integral part of the financial statements.

CITY OF DANVILLE, ILLINOIS
STATEMENT OF ACTIVITIES
Year Ended April 30, 2017

					Net (Expense) Revenue and Changes in Net Position			Component
	Program Revenues				Primary Government			Unit
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business- Type Activities	Total	Danville Public Library
PROGRAMS								
Governmental activities:								
General government	\$ 7,055,290	\$ 1,838,033	\$ 16,535	\$ -	\$ (5,200,722)	\$ -	\$ (5,200,722)	\$ -
Public safety	24,728,813	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	17,329	-	-	-	(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	2,223,176	24,287	-	-	(2,198,889)	-	(2,198,889)	-
Interest on long-term debt	265,651	-	-	-	(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	3,717,882	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	6,931,702	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	\$ 54,468,889	\$ 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	<u>158,016</u>	<u>(158,016)</u>	<u>-</u>	<u>-</u>
Total general revenues and transfers	<u>31,907,002</u>	<u>60,043</u>	<u>31,967,045</u>	<u>1,738,756</u>
Change in net position	(2,943,994)	(359,383)	(3,303,377)	(49,521)
NET POSITION - BEGINNING OF YEAR	<u>(29,023,142)</u>	<u>10,723,148</u>	<u>(18,299,994)</u>	<u>1,141,870</u>
NET POSITION - END OF YEAR	<u>\$ (31,967,136)</u>	<u>\$ 10,363,765</u>	<u>\$ (21,603,371)</u>	<u>\$ 1,092,349</u>

The accompanying notes are an integral part of the financial statements.

CITY OF DANVILLE, ILLINOIS
BALANCE SHEET
GOVERNMENTAL FUNDS
April 30, 2017

	General Fund	Motor Fuel Tax	Danville Mass Transit	Bond and Interest	2009 Debt Service	Nonmajor Governmental Funds	Total Governmental Funds
ASSETS							
Cash	\$ 1,556,872	\$ 69,670	\$ 255,240	\$ 36,251	63,745	\$ 1,878,347	\$ 3,860,125
Temporary investments	32,000	6,918,000	-	-	-	2,083,000	9,033,000
Receivables:							
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
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	-	-	-	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
Total deferred inflows of resources	1,750,844	-	-	-	-	4,180,130	5,930,974
FUND BALANCE							
Nonspendable:							
Prepays	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 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:

Compensated absences payable	(1,900,979)	
Net pension liabilities	(111,031,136)	
Post-employment benefits	(879,157)	
Bonds payable	(5,275,000)	
Accrued interest	(107,087)	
Notes payable	(2,534,771)	
Total long-term liabilities		(121,728,130)

Net position of governmental activities **\$ (31,967,136)**

The accompanying notes are an integral part of the financial statements.

CITY OF DANVILLE, ILLINOIS
STATEMENT OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
Year Ended April 30, 2017

	General Fund	Motor Fuel Tax	Danville Mass Transit	Bond and Interest	2009 Debt Service	Nonmajor Governmental Funds	Total 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	<u>24,808,857</u>	<u>1,222,731</u>	<u>6,739,965</u>	<u>280</u>	<u>118,332</u>	<u>8,263,088</u>	<u>41,153,253</u>
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	<u>23,735,533</u>	<u>654,810</u>	<u>6,772,645</u>	<u>474,196</u>	<u>391,827</u>	<u>11,418,075</u>	<u>43,447,086</u>
Excess (deficiency) of revenues over expenditures	<u>1,073,324</u>	<u>567,921</u>	<u>(32,680)</u>	<u>(473,916)</u>	<u>(273,495)</u>	<u>(3,154,987)</u>	<u>(2,293,833)</u>

	General Fund	Motor Fuel Tax	Danville Mass Transit	Bond and Interest	2009 Debt Service	Nonmajor Governmental Funds	Total 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	<u>(1,976,806)</u>	<u>-</u>	<u>(467,320)</u>	<u>-</u>	<u>-</u>	<u>(579,884)</u>	<u>(3,024,010)</u>
 Total other financing sources (uses)	 <u>(1,090,385)</u>	 <u>-</u>	 <u>32,680</u>	 <u>465,079</u>	 <u>273,990</u>	 <u>2,866,307</u>	 <u>2,547,671</u>
 Net change in fund balance	 (17,061)	 567,921	 -	 (8,837)	 495	 (288,680)	 253,838
 FUND BALANCE, BEGINNING OF YEAR	 <u>6,923,086</u>	 <u>6,471,180</u>	 <u>-</u>	 <u>45,088</u>	 <u>63,250</u>	 <u>4,792,661</u>	 <u>18,295,265</u>
FUND BALANCE, END OF YEAR	<u>\$ 6,906,025</u>	<u>\$ 7,039,101</u>	<u>\$ -</u>	<u>\$ 36,251</u>	<u>\$ 63,745</u>	<u>\$ 4,503,981</u>	<u>\$ 18,549,103</u>

The accompanying notes are an integral part of the financial statements.

**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	\$ 9,167,074	
Depreciation expense	<u>(4,992,021)</u>	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	(2,389,655)
Principal repayments	1,052,275
Accrued interest	(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 compensated absences	98,457
Change in OPEB liability	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 (214,498)

CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES **\$ (2,943,994)**

The accompanying notes are an integral part of the financial statements.

CITY OF DANVILLE, ILLINOIS
STATEMENT OF NET POSITION
PROPRIETARY FUNDS
April 30, 2017

	Business-Type Activities Enterprise Funds				Governmental Activities - Internal Service Health Insurance Fund
	Sanitary Sewer Department	Harrison Park	Solid Waste Management	Total	
CURRENT ASSETS					
Cash	\$ 1,492,500	\$ 30,867	\$ 708,807	\$ 2,232,174	\$ 34,561
Temporary investments	1,260,000	-	1,000,000	2,260,000	-
Receivables, net	495,901	718	496,825	993,444	17,153
Prepaid items	6,497	961	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	196,665	74,145	281,010	-
Buildings and improvements	16,338,563	822,455	-	17,161,018	-
Equipment	2,305,917	650,849	3,069,182	6,025,948	-
Total, at cost	18,654,680	1,669,969	3,143,327	23,467,976	-
Less accumulated depreciation	13,427,078	1,351,576	2,481,107	17,259,761	-
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	16,565	18,640	308,741	-
Accrued payroll and other expenses	108,388	1,268	9,907	119,563	-
Accumulated vacation and sick days	13,082	2,447	10,929	26,458	-
Advance payments	-	25,165	-	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-employment benefits	55,325	6,035	65,384	126,744	-
Accumulated vacation and sick days	52,330	10,101	43,714	106,145	-
Notes payable, less current portion	-	45,319	-	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	258,561	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 service fund activities related to enterprise funds.				6,516	
Net position of business-type activities				\$ 10,363,765	

The accompanying notes are an integral part of the financial statements.

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 Health Insurance Fund
	Sanitary Sewer Department	Harrison Park	Solid Waste Management	Total	
OPERATING REVENUES					
Charges for services	\$ 3,069,640	\$ 268,216	\$ 3,174,420	\$ 6,512,276	\$ 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 reflect the consolidation of internal service fund activities related to enterprise funds				6,516	
Change in net position of business-type activities statement of activities				\$ (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

	Sanitary Sewer Department	Harrison Park	Solid Waste Management	Total	Governmental Activities - Internal Service Health Insurance Fund
CASH FLOWS FROM OPERATING ACTIVITIES					
Cash received from customers including cash deposits	\$ 3,155,395	\$ 360,448	\$ 3,162,363	\$ 6,678,206	\$ 4,355,385
Cash paid to suppliers and for claims	(1,549,464)	(127,591)	(1,081,852)	(2,758,907)	(4,566,699)
Cash paid to employees	(1,277,750)	(198,694)	(1,456,586)	(2,933,030)	-
Cash paid to others	-	-	-	-	-
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)	-	(58,954)	(158,016)	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES					
Principal payments on notes payable	-	(14,794)	-	(14,794)	-
Interest paid on notes payable	-	(13,341)	-	(13,341)	-
Purchase of property and equipment	(225,040)	(4,100)	(376,864)	(606,004)	-
Net cash used in capital and related financing activities	(225,040)	(32,235)	(376,864)	(634,139)	-
CASH FLOWS FROM INVESTING ACTIVITIES					
Interest received	23,446	549	12,750	36,745	25
Proceeds from sale of investments	2,320,000	-	1,389,000	3,709,000	-
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	<u>\$ 2,752,500</u>	<u>\$ 30,867</u>	<u>\$ 1,708,807</u>	<u>\$ 4,492,174</u>	<u>\$ 34,561</u>

	<u>Sanitary Sewer Department</u>	<u>Harrison Park</u>	<u>Solid Waste Management</u>	<u>Total</u>	<u>Governmental Activities - Internal Service Health Insurance Fund</u>
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	<u>\$ 328,181</u>	<u>\$ 34,163</u>	<u>\$ 623,925</u>	<u>\$ 986,269</u>	<u>\$ (211,314)</u>

The accompanying notes are an integral part of the financial statements.

CITY OF DANVILLE, ILLINOIS
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
April 30, 2017

	<u>Pension Trust Funds</u>	<u>Agency Funds</u>	<u>Total</u>
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	<u>72,442</u>	<u>-</u>	<u>72,442</u>
TOTAL ASSETS	<u>27,644,233</u>	<u>380,936</u>	<u>28,025,169</u>
LIABILITIES			
Accounts payable	-	149,957	149,957
Due to others	<u>-</u>	<u>230,979</u>	<u>230,979</u>
Total liabilities	<u>-</u>	<u>380,936</u>	<u>380,936</u>
NET POSITION			
Held in trust for pension benefits	<u>\$ 27,644,233</u>	<u>\$ -</u>	<u>\$ 27,644,233</u>

The accompanying notes are an integral part of the financial statements.

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	<u>705,456</u>
Total contributions	<u>5,932,268</u>

Investment income

Net appreciation in fair value of investments	1,829,054
Interest and dividends	<u>554,370</u>
Total investment income	2,383,424
Less investment expense	<u>110,774</u>
Net investment income	<u>2,272,650</u>
 Total additions	 <u>8,204,918</u>

DEDUCTIONS

Benefits	6,717,490
Administrative expense	<u>95,020</u>
Total deductions	<u>6,812,510</u>

CHANGE IN NET POSITION	1,392,408
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**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

The accompanying notes are an integral part of the financial statements.

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:

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 (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).

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 (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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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:

	<u>Per Year</u>	<u>Maximum Accumulation</u>
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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
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.

Interest Rate Risk - 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 Type	Fair Value	Less Than 1 Year	1 – 5 Years	6 – 10 Years	More Than 10 Years
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	<u>6,122,024</u>	<u>-</u>	<u>4,527,561</u>	<u>1,594,463</u>	<u>-</u>
Total	<u>\$ 26,411,823</u>	<u>\$ 301,329</u>	<u>\$ 20,192,598</u>	<u>\$ 5,007,335</u>	<u>\$ 910,561</u>

Credit Risk and Concentration of Credit Risk - 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).

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 2 - CASH AND INVESTMENTS (CONTINUED)

Fair Market Value - 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>	<u>Terms</u>	<u>Balance</u> <u>April 30, 2017</u>
Heartland Center	Monthly payments of \$833 no interest	\$ 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

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 3 - OTHER RECEIVABLES (CONTINUED)

<u>Payee</u>	<u>Terms</u>	<u>Balance</u> <u>April 30, 2017</u>
Verdell Hutcherson	Monthly payments of \$58 no interest	\$ 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	<u>900</u>
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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 3 - OTHER RECEIVABLES (CONTINUED)

These notes receivables are recorded in the following funds:

	<u>Total</u>	<u>Due Within One Year</u>
Small Business Loan Fund	\$ 189,431	\$ 54,147
Housing Loan Fund	<u>18,159</u>	<u>7,289</u>
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>	<u>-</u>
Danville Mass Transit – Advance	-	735,734
Danville Mass Transit	<u>-</u>	<u>40,000</u>
Non-Major Governmental Funds		
DATS Program	<u>-</u>	<u>5,000</u>
Total	<u>\$ 780,734</u>	<u>\$ 780,734</u>

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:	

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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	<u>\$ 48,146</u>
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

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets not being depreciated:				
Land	\$ 6,134,573	\$ -	\$ -	\$ 6,134,573
Construction in Process	<u>-</u>	<u>3,176,437</u>	<u>-</u>	<u>3,176,437</u>
	6,134,573	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	<u>63,540,469</u>	<u>3,416,407</u>	<u>-</u>	<u>66,956,876</u>
	103,870,224	5,990,637	1,132,743	108,728,118
Less accumulated depreciation	<u>53,847,240</u>	<u>4,992,021</u>	<u>1,132,743</u>	<u>57,706,518</u>
	50,022,984	998,616	-	51,021,600
Total	<u><u>\$ 56,157,557</u></u>	<u><u>\$ 4,175,053</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 60,332,610</u></u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 5 - CAPITAL ASSETS (CONTINUED)

Business-Type activities

Sanitary Sewer

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets not being depreciated:				
Land	\$ 10,200	\$ -	\$ -	\$ 10,200
Capital assets being depreciated:				
Sewer				
construction	16,339,263	-	700	16,338,563
Equipment	<u>2,087,561</u>	<u>225,040</u>	<u>6,684</u>	<u>2,305,917</u>
	18,426,824	225,040	7,384	18,644,480
Less accumulated depreciation	<u>12,960,972</u>	<u>473,371</u>	<u>7,265</u>	<u>13,427,078</u>
	<u>5,465,852</u>	<u>(248,331)</u>	<u>119</u>	<u>5,217,640</u>
Total	<u>5,476,052</u>	<u>(248,331)</u>	<u>119</u>	<u>5,227,602</u>

Harrison Park

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets not being depreciated:				
Land	\$ 196,665	\$ -	\$ -	\$ 196,665
Capital assets being depreciated:				
Buildings and improvements	822,455	-	-	822,455
Equipment	<u>647,698</u>	<u>4,100</u>	<u>949</u>	<u>650,849</u>
	1,470,153	4,100	949	1,473,304
Less accumulated depreciation	<u>1,307,349</u>	<u>45,176</u>	<u>949</u>	<u>1,351,576</u>
	<u>162,804</u>	<u>(41,076)</u>	<u>-</u>	<u>121,728</u>
Total	<u>359,469</u>	<u>(41,076)</u>	<u>-</u>	<u>318,393</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 5 - CAPITAL ASSETS (CONTINUED)

Solid Waste Management

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Capital assets not being depreciated:				
Land	\$ 74,145	\$ -	\$ -	\$ 74,145
Capital assets being depreciated:				
Equipment	2,697,440	376,864	5,122	3,069,182
Less accumulated depreciation	<u>2,377,269</u>	<u>108,960</u>	<u>5,122</u>	<u>2,481,107</u>
	<u>320,171</u>	<u>267,904</u>	<u>-</u>	<u>588,075</u>
Total	<u>394,316</u>	<u>267,904</u>	<u>-</u>	<u>662,220</u>
 Total Business- Type Activities	 <u>\$ 6,229,837</u>	 <u>\$ (21,503)</u>	 <u>\$ 119</u>	 <u>\$ 6,208,215</u>

Component Unit – Danville Public Library

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>
Library	\$ 3,051,148	\$ 15,055	\$ -	\$ 3,066,203
Less accumulated depreciation	<u>2,648,300</u>	<u>53,027</u>	<u>-</u>	<u>2,701,327</u>
Total	<u>\$ 402,848</u>	<u>\$ (37,972)</u>	<u>\$ -</u>	<u>\$ 364,876</u>

Depreciation expense was charged to programs of the primary government as follows:

Governmental activities:	
General government	\$ 1,084,648
Public safety	468,371
Transportation	271,162
Streets	2,748,771
Culture and recreation	419,069
Total depreciation – governmental activities	<u>\$ 4,992,021</u>
 Business-type activities:	
Sanitary Sewer	\$ 473,371
Harrison Park	45,176
Solid Waste Management	108,960
Total depreciation – business-type activities	<u>\$ 627,507</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 6 - LONG-TERM DEBT

Governmental Activities

Bonds payable at April 30, 2017 are comprised of the following:

\$ 3,655,000	General Obligation Bond: \$4,750,000 issued February 1, 2009. Interest is payable semi-annually 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 semi-annually 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.
<u>1,620,000</u>	General Obligation Bond: \$3,985,000 issued February 5, 2007. Interest is payable semi-annually 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).
<u>\$ 5,275,000</u>	

Notes payable at April 30, 2017 are comprised of the following:

\$ 145,116	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).

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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

<u>\$ 59,832</u>	First Financial Bank. Annual payments of \$15,745, including interest at 2.04%. Note matures December 2020.
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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 April 30	Notes Payable		General Obligation Bonds		Total	
	Principal	Interest	Principal	Interest	Principal	Interest
2018	\$ 922,819	\$ 59,676	\$ 545,000	\$ 209,793	\$ 1,467,819	\$ 269,469
2019	434,148	40,247	565,000	188,293	999,148	228,540
2020	394,509	28,861	590,000	165,848	984,509	194,709
2021	387,007	19,672	610,000	143,838	997,007	163,510
2022	396,288	9,795	635,000	120,400	1,031,288	130,195
2023- 2027	-	-	1,595,000	355,780	1,595,000	355,780
Thereafter	-	-	735,000	46,995	735,000	46,995
Total	<u>\$ 2,534,771</u>	<u>\$ 158,251</u>	<u>\$ 5,275,000</u>	<u>\$ 1,230,952</u>	<u>\$ 7,809,771</u>	<u>\$ 1,389,203</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 6 - LONG-TERM DEBT (CONTINUED)

Business-Type Activities:

Year Ending April 30	Notes Payable		Total
	Principal	Interest	
2018	\$ 14,513	\$ 1,232	\$ 15,745
2019	14,812	933	15,745
2020	15,116	629	15,745
2021	<u>15,391</u>	<u>354</u>	<u>15,745</u>
Total	<u>\$ 59,832</u>	<u>\$ 3,148</u>	<u>\$ 62,980</u>

Long-term debt activity for the year ending April 30, 2017 was as follows:

	<u>Beginning</u> <u>Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending</u> <u>Balance</u>	<u>Due Within</u> <u>One Year</u>
Governmental activities:					
Bonds payable					
General obligation bonds	\$ 6,250,000	\$ -	\$ 975,000	\$ 5,275,000	\$ 545,000
Notes payable	222,391	2,389,655	77,275	2,534,771	922,819
Accumulated vacation and sick days	<u>1,999,436</u>	<u>-</u>	<u>98,457</u>	<u>1,900,979</u>	<u>380,196</u>
Total	<u>\$ 8,471,827</u>	<u>\$2,389,655</u>	<u>\$ 1,150,732</u>	<u>\$ 9,710,750</u>	<u>\$ 1,848,015</u>
Business-Type activities:					
Notes payable	\$ 74,626	\$ -	\$ 14,794	\$ 59,832	\$ 14,513
Accumulated vacation and sick days	<u>124,415</u>	<u>9,781</u>	<u>1,593</u>	<u>132,603</u>	<u>26,458</u>
Total	<u>\$ 199,041</u>	<u>\$ 9,781</u>	<u>\$ 16,387</u>	<u>\$ 192,435</u>	<u>\$ 40,971</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 7 - PENSION PLANS (CONTINUED)

IMRF (CONTINUED)

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 7 - PENSION PLANS (CONTINUED)

IMRF (CONTINUED)

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 7 - PENSION PLANS (CONTINUED)

IMRF (CONTINUED)

Actuarial Assumptions (Continued)

- The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Portfolio Target Percentage</u>	<u>Long-Term Expected Real Rate of Return</u>
Domestic Equity	38.0%	6.85%
International Equity	17.0%	6.75%
Fixed Income	27.0%	3.00%
Real Estate	8.0%	5.75%
Alternative Investments	9.0%	2.65-7.35%
Cash Equivalents	<u>1.0%</u>	2.25%
Total	100%	

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%.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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)	-	16	45,301
Net Changes	<u>777,989</u>	<u>(1,638,838)</u>	<u>(860,849)</u>
Balances at December 31, 2016	<u>\$ 48,284,137</u>	<u>\$ 42,304,827</u>	<u>\$ 5,979,310</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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 <u>(6.50%)</u>	Current Discount <u>(7.50%)</u>	1% Increase <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:

<u>Deferred Amounts Related to Pensions</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
<i>Deferred Amounts to be Recognized in Pension Expense in Future Periods</i>		
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	<u>1,585,585</u>	<u>-</u>
Total deferred amounts to be recognized in pension expense in future periods	<u>2,229,752</u>	<u>550,832</u>
<i>Pension Contributions made Subsequent to the Measurement Date</i>	<u>340,940</u>	<u>-</u>
Total Deferred Amounts Related to Pensions	<u>\$ 2,570,692</u>	<u>\$ 550,832</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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:

<u>Year Ending</u> <u>December 31</u>	<u>Deferred Outflows</u> <u>of Resources</u>
2017	\$ 723,762
2018	565,077
2019	415,754
2020	(25,673)
2021	-
Thereafter	-
Total	<u>\$ 1,678,920</u>

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 7 - PENSION PLANS (CONTINUED)

Defined Benefit Single-Employer Pension Plans (Continued)

	<u>Pension Trust Funds</u>		
	<u>Police Pension Fund</u>	<u>Fire Pension Fund</u>	<u>Total</u>
ASSETS			
Cash	<u>\$ 582,434</u>	<u>\$ 577,534</u>	<u>\$ 1,159,968</u>
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	<u>10,123,786</u>	<u>5,299,629</u>	<u>15,423,415</u>
Total investments	<u>17,391,388</u>	<u>9,020,435</u>	<u>26,411,823</u>
Receivables:			
Accrued interest	<u>48,006</u>	<u>24,436</u>	<u>72,442</u>
Net position, held in trust for pension benefits	<u><u>\$ 18,021,828</u></u>	<u><u>\$ 9,622,405</u></u>	<u><u>\$ 27,644,233</u></u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 7 - PENSION PLANS (CONTINUED)

Defined Benefit Single-Employer Pension Plans (Continued)

	<u>Police Pension</u>	<u>Fire Pension</u>	<u>Total</u>
Additions			
Contributions - employer	\$2,497,021	\$ 2,729,791	\$5,226,812
Contributions - Plan members	<u>426,351</u>	<u>279,105</u>	<u>705,456</u>
Total contributions	<u>2,923,372</u>	<u>3,008,896</u>	<u>5,932,268</u>
Investment income			
Net appreciation in fair value of investments	1,198,310	630,744	1,829,054
Interest and dividends	<u>367,294</u>	<u>187,076</u>	<u>554,370</u>
Total investment income	1,565,604	817,820	2,383,424
Less investment expense	<u>71,043</u>	<u>39,731</u>	<u>110,774</u>
Net investment income	<u>4,494,561</u>	<u>778,089</u>	<u>2,272,650</u>
Total additions	<u>4,417,933</u>	<u>3,786,985</u>	<u>8,204,918</u>
Deductions			
Pension benefits	3,247,081	3,470,409	6,717,490
Administrative expenses	<u>62,254</u>	<u>32,766</u>	<u>95,020</u>
Total deductions	<u>3,072,348</u>	<u>3,503,175</u>	<u>6,812,510</u>
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>	<u>9,338,595</u>	<u>26,251,825</u>
Net position held in trust for benefits, end of year	<u><u>\$18,021,828</u></u>	<u><u>\$ 9,622,405</u></u>	<u><u>\$27,644,233</u></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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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	<u>2</u>
Total	<u><u>138</u></u>

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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	<u>18,021,828</u>
Net Pension Liability	<u>\$ 49,154,730</u>
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	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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long Term Expected Real Rate of Return</u>
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>	<u>Current Rate</u>	<u>1% Increase</u>
Discount Rate	5.75%	6.75%	7.75%
Net Pension Liability	\$ 58,708,419	\$ 49,154,730	\$ 41,393,538

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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	<u>1,005,637</u>	<u>1,108,598</u>	<u>(102,961)</u>
Balances at April 30, 2017	<u><u>\$ 67,176,558</u></u>	<u><u>\$ 18,021,828</u></u>	<u><u>\$49,154,730</u></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:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
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	<u>656,584</u>	<u>-</u>
Total Deferred Amounts Related to Pensions	<u>\$ 4,424,377</u>	<u>\$ 932,941</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:

<u>Year Ending</u>	<u>Net Deferred Outflows of Resources</u>
2018	\$ 969,451
2019	969,451
2020	969,449
2021	653,005
2022	205,531
Thereafter	<u>(75,451)</u>
Total	<u>\$ 3,691,436</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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	<u>0</u>
Total	<u>122</u>

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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	<u>9,622,405</u>
Net Pension Liability	<u>\$ 56,604,139</u>
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 Date	5/1/2017
Inflation	2.5%
Projected Salary Increases	4.0%
Investment Rate of Return	6.75%
Mortality Rate	L&A 2016 Illinois Firefighters Mortality Rates

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long Term Expected Real Rate of Return</u>
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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

NOTE 7 - PENSION PLANS (CONTINUED)

B. Defined Benefit Single-Employer Pension Plans (CONTINUED)

Firefighter Pension Plan (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)

	<u>Total Pension Liability (A)</u>	<u>Plan Fiduciary Net Position (B)</u>	<u>Net Pension Liability (A) - (B)</u>
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	<u>479,067</u>	<u>283,810</u>	<u>195,257</u>
Balances at April 30, 2017	<u>\$ 66,226,544</u>	<u>\$ 9,622,405</u>	<u>\$ 56,604,139</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
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	<u>439,169</u>	<u>-</u>
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:

<u>Year Ending</u>	<u>Net Deferred Outflows of Resources</u>
2018	\$ 1,421,464
2019	1,421,464
2020	712,989
2021	(151,570)
2022	-
Thereafter	<u>-</u>
Total	<u>\$ 3,404,347</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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	\$ 1,019
2019	1,019
2020	1,019
2021	1,019
2022	<u>168</u>
Total	<u>\$ 3,225</u>

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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 post-employment 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	123	123
Terminated employees entitled to benefits but not yet receiving them	-	-
Active employees	<u>198</u>	<u>198</u>
Total	<u><u>321</u></u>	<u><u>321</u></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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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 Date	Annual OPEB Cost	Employer Contributions	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
<u>City</u>				
April 30, 2017	\$ 400,515	\$ 340,485	85.01%	\$ 1,005,901
April 30, 2016	628,730	496,601	78.9%	945,871
April 30, 2015	628,730	500,582	79.6%	813,742
<u>Library</u>				
April 30, 2017	\$ 11,270	\$ 2,042	18.11%	\$ 45,096
April 30, 2016	16,674	3,689	22.12%	35,868
April 30, 2015	16,674	4,333	25.98%	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	<u>(31,529)</u>	<u>(1,196)</u>
Annual OPEB cost	400,515	11,270
Contributions made	<u>340,485</u>	<u>2,042</u>
Increase in net OPEB obligation	60,030	9,228
Net OPEB obligation, beginning of year	<u>945,871</u>	<u>35,868</u>
Net OPEB obligation, end of year	<u>\$1,005,901</u>	<u>\$ 45,096</u>

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

Actuarial Methods and Assumptions. 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 trend 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.

CITY OF DANVILLE, ILLINOIS
NOTES TO FINANCIAL STATEMENTS
April 30, 2017

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.

This information is an integral part of the accompanying financial statements.

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	<u>25,718,218</u>	<u>25,405,439</u>	<u>24,523,094</u>	<u>(882,345)</u>
EXPENDITURES				
Current:				
General Government				
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
Treasurer	92,411	87,411	71,809	15,602
Development services	499,649	499,649	460,406	39,243
Public affairs	228,931	228,931	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	<u>5,081,065</u>	<u>5,267,765</u>	<u>4,914,659</u>	<u>353,106</u>
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	<u>13,516,142</u>	<u>13,713,672</u>	<u>13,636,034</u>	<u>77,638</u>
Streets	<u>2,627,714</u>	<u>2,521,300</u>	<u>2,407,301</u>	<u>113,999</u>
Urban Development	<u>865,440</u>	<u>859,440</u>	<u>838,316</u>	<u>21,124</u>
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	<u>1,832,843</u>	<u>1,828,662</u>	<u>1,769,330</u>	<u>59,332</u>
Total expenditures	<u>23,923,204</u>	<u>24,190,839</u>	<u>23,565,640</u>	<u>625,199</u>
Excess (deficiency) of revenues over expenditures	<u>1,795,014</u>	<u>1,214,600</u>	<u>957,454</u>	<u>(257,146)</u>

See accompanying notes to required supplementary information.

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
OTHER FINANCING SOURCES (USES)				
Transfers in	\$ 431,861	\$ 396,799	396,799	\$ -
Transfers out	<u>(2,190,005)</u>	<u>(2,315,005)</u>	<u>(1,953,339)</u>	<u>361,666</u>
Total other financing sources (uses)	<u>(1,758,144)</u>	<u>(1,918,206)</u>	<u>(1,556,540)</u>	<u>361,666</u>
Net change in fund balance (Budgetary basis)	<u>\$ 36,870</u>	<u>\$ (703,606)</u>	<u>(599,086)</u>	<u>\$ 104,520</u>
RECONCILIATION TO MODIFIED ACCRUAL BASIS (GAAP BASIS)				
Revenue accrual adjustments			286,679	
Expense accrual adjustments			(170,809)	
Transfers adjustment			<u>466,155</u>	
Net reconciliation to modified accrual basis (GAAP basis)			<u>582,025</u>	
Net change in fund balance (GAAP basis)			(17,061)	
FUND BALANCE, BEGINNING OF YEAR			<u>6,923,086</u>	
FUND BALANCE, END OF YEAR			<u>\$ 6,906,025</u>	

See accompanying notes to required supplementary information.

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

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
REVENUES				
Intergovernmental	\$ 800,000	\$ 800,000	\$ 842,334	\$ 42,334
Miscellaneous	<u>3,000</u>	<u>3,000</u>	<u>35,769</u>	<u>32,769</u>
Total revenues	<u>803,000</u>	<u>803,000</u>	<u>878,103</u>	<u>75,103</u>
EXPENDITURES				
Current:				
Streets	<u>803,000</u>	<u>803,000</u>	<u>363,171</u>	<u>439,829</u>
Net change in fund balance (Budgetary basis)	<u>\$ -</u>	<u>\$ -</u>	<u>514,932</u>	<u>\$ 514,932</u>
RECONCILIATION TO MODIFIED ACCRUAL BASIS (GAAP BASIS)				
Revenue accrual adjustments			344,628	
Expense accrual adjustments			<u>(291,639)</u>	
Net reconciliation to modified accrual basis (GAAP basis)			<u>52,989</u>	
Net change in fund balance (GAAP basis)			567,921	
FUND BALANCE, BEGINNING OF YEAR			<u>6,471,180</u>	
FUND BALANCE, END OF YEAR			<u>\$ 7,039,101</u>	

See accompanying notes to required supplementary information.

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

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
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	<u>15,528</u>	<u>22,000</u>	<u>15,528</u>	<u>(6,472)</u>
Total revenues	<u>2,960,385</u>	<u>2,966,857</u>	<u>4,375,481</u>	<u>1,408,624</u>
EXPENDITURES				
Current:				
Transportation	<u>3,254,055</u>	<u>3,904,590</u>	<u>4,655,229</u>	<u>(750,639)</u>
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	<u>22,302</u>	<u>22,302</u>	<u>22,302</u>	<u>-</u>
Net change in fund balance (Budgetary basis)	<u>\$ (271,368)</u>	<u>\$ (915,431)</u>	<u>242,554</u>	<u>\$ 1,157,985</u>
RECONCILIATION TO MODIFIED ACCRUAL BASIS (GAAP BASIS)				
Revenue accrual adjustments			2,074,899	
Expense accrual adjustments			(1,810,285)	
Transfers in adjustment			<u>(507,168)</u>	
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>	

See accompanying notes to required supplementary information.

CITY OF DANVILLE, ILLINOIS
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF EMPLOYER CONTRIBUTIONS - PENSION PLANS
(Unaudited)

IMRF

Fiscal Year Ended April 30	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2017	\$ 998,633	\$ 998,633	\$ -	\$ 7,841,745	12.73%
2016	876,851	876,851	-	7,603,235	11.53%

Police Pension

Fiscal Year Ended April 30	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2017	\$ 2,494,048	\$ 2,497,021	\$ (2,973)	\$ 4,233,740	58.98%
2016	1,808,123	1,930,255	(122,132)	4,783,623	40.35%
2015	1,628,346	1,886,266	(257,920)	4,202,559	44.88%

Fire Pension

Fiscal Year Ended April 30	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2017	\$ 2,714,487	\$ 2,729,791	\$ (15,304)	\$ 3,228,758	84.55%
2016	2,302,627	2,493,073	(190,446)	\$ 3,789,528	65.79%
2015	2,070,907	2,397,804	(326,897)	3,022,424	79.33%

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 Date *	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) Entry Age (b)	Unfunded AAL (UAAL) (b-a)	Funded Ratio (a/b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll ((b-a)/c)
<u>City</u>						
4/30/17	\$ -	\$ 6,978,419	\$ 6,978,419	0.00%	\$ 16,020,074	43.56%
4/30/15	-	11,167,067	11,167,067	0.00%	16,399,435	68.09%
4/30/13	-	9,448,191	9,448,191	0.00%	14,853,649	63.61%
<u>Library</u>						
4/30/17	\$ -	\$ 169,414	\$ 169,414	0.00%	\$ 906,604	18.68%
4/30/15	-	222,369	222,369	0.00%	902,928	24.77%

*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	3,484,268	3,276,716
Difference between expected and actual experience	(653,777)	1,336,020
Changes of assumptions	(111,805)	110,999
Employee contributions	(2,761,121)	(2,575,428)
Other changes	-	-
Net Change in Total Pension Liability	<u>777,989</u>	<u>2,954,778</u>
Total Pension Liability - Beginning	<u>47,506,148</u>	<u>44,551,370</u>
Total Pension Liability - Ending (A)	<u><u>\$ 48,284,137</u></u>	<u><u>\$ 47,506,148</u></u>
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	<u>1,638,838</u>	<u>(1,057,236)</u>
Plan Fiduciary Net Position - Beginning	<u>40,665,989</u>	<u>41,723,225</u>
Plan Fiduciary Net Position - Ending (B)	<u><u>\$ 42,304,827</u></u>	<u><u>\$ 40,665,989</u></u>
Net Pension Liability - Ending (A) - (B)	<u><u>\$ 5,979,310</u></u>	<u><u>\$ 6,840,159</u></u>
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

See accompanying notes to required supplementary information.

CITY OF DANVILLE, ILLINOIS
SCHEDULE IN CHANGES IN THE EMPLOYER'S
NET PENSION LIABILITY AND RELATED RATIOS -
POLICE PENSION PLAN
(Unaudited)

Year Ended April 30	<u>2017</u>	<u>2016</u>	<u>2015</u>
Total Pension Liability			
Service cost	\$ 1,000,209	\$ 901,913	\$ 817,119
Interest	4,356,948	3,858,350	3,454,773
Difference between expected and actual experience	(269,015)	2,250,531	1,811,326
Changes of assumptions	(835,424)	3,512,644	7,994,120
Employee contributions	<u>(3,247,081)</u>	<u>(3,026,517)</u>	<u>(2,933,952)</u>
Net Change in Total Pension Liability	1,005,637	7,496,921	11,143,386
Total Pension Liability - Beginning	<u>66,170,921</u>	<u>58,674,000</u>	<u>47,530,614</u>
Total Pension Liability - Ending (A)	<u><u>\$ 67,176,558</u></u>	<u><u>\$ 66,170,921</u></u>	<u><u>\$ 58,674,000</u></u>
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	<u>(62,254)</u>	<u>(45,831)</u>	<u>(30,929)</u>
Net Change in Plan Fiduciary Net Position	1,108,598	(996,442)	372,502
Plan Fiduciary Net Position - Beginning *	<u>16,913,230</u>	<u>17,909,672</u>	<u>19,322,370</u>
Plan Fiduciary Net Position - Ending (B)	<u><u>\$ 18,021,828</u></u>	<u><u>\$ 16,913,230</u></u>	<u><u>\$ 19,694,872</u></u>
Net Pension Liability - Ending (A) - (B)	<u><u>\$ 49,154,730</u></u>	<u><u>\$ 49,257,691</u></u>	<u><u>\$ 38,979,128</u></u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	26.83%	25.56%	33.57%
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

* Beginning net position for year ended April 30, 2016 has been restated

See accompanying notes to required supplementary information.

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	<u>2017</u>	<u>2016</u>	<u>2015</u>
Total Pension Liability			
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)	<u>\$ 66,226,544</u>	<u>\$ 65,747,477</u>	<u>\$ 57,724,212</u>
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)	<u>\$ 9,622,405</u>	<u>\$ 9,338,595</u>	<u>\$ 12,481,755</u>
Net Pension Liability - Ending (A) - (B)	<u>\$ 56,604,139</u>	<u>\$ 56,408,882</u>	<u>\$ 45,242,457</u>
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

* Beginning net position for year ended April 30, 2016 has been restated

See accompanying notes to required supplementary information.

CITY OF DANVILLE, ILLINOIS
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
April 30, 2017

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.

CITY OF DANVILLE, ILLINOIS
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
April 30, 2017

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:

<i>Actuarial Cost Method:</i>	Aggregate entry age = normal
<i>Amortization Method:</i>	Level percentage of payroll, closed
<i>Remaining Amortization Period:</i>	28-year closed period
<i>Asset Valuation Method:</i>	Five-year smoothed market; 20% corridor
<i>Wage Growth:</i>	3.5%
<i>Price Inflation:</i>	2.75%, approximate; No explicit price inflation assumption is used in this valuation.
<i>Salary Increases:</i>	3.75% to 14.50%, including inflation
<i>Investment Rate of Return:</i>	7.50%
<i>Retirement Age:</i>	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.
<i>Mortality:</i>	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.

CITY OF DANVILLE, ILLINOIS
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
April 30, 2017

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:

<i>Actuarial Cost Method:</i>	Aggregate entry age = normal
<i>Amortization Method:</i>	Straight line
<i>Remaining Amortization Period:</i>	6.44 years
<i>Asset Valuation Method:</i>	Market
<i>Wage Growth:</i>	4.0%
<i>Price Inflation:</i>	2.5%, approximate; No explicit price inflation assumption is used in this valuation.
<i>Salary Increases:</i>	4.0%
<i>Investment Rate of Return:</i>	6.75%
<i>Retirement Age:</i>	50-70
<i>Mortality:</i>	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

4/30/17	8.57%
4/30/16	-0.32%
4/30/15	4.29%

CITY OF DANVILLE, ILLINOIS
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
April 30, 2017

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:

<i>Actuarial Cost Method:</i>	Aggregate entry age = normal
<i>Amortization Method:</i>	Straight line
<i>Remaining Amortization Period:</i>	4.43 years
<i>Asset Valuation Method:</i>	Market
<i>Wage Growth:</i>	4.0%
<i>Price Inflation:</i>	2.5%, approximate; No explicit price inflation assumption is used in this valuation.
<i>Salary Increases:</i>	4.0%
<i>Investment Rate of Return:</i>	6.75%
<i>Retirement Age:</i>	50-70.
<i>Mortality:</i>	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

4/30/17	8.34%
4/30/16	-0.26%
4/30/15	4.29%

OTHER SUPPLEMENTARY INFORMATION

**CITY OF DANVILLE, ILLINOIS
COMBINING BALANCE SHEET
GENERAL FUND BY ACCOUNT
April 30, 2017**

	<u>General Account</u>	<u>Flex Spending</u>	<u>Land Acquisition</u>	<u>Working Cash</u>	<u>Total General Fund</u>
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	-	-	-	824,989
Due from other funds	-	-	-	45,000	45,000
Advance from other funds	735,734	-	-	-	735,734
Due from other governments	5,005,464	-	-	-	5,005,464
TOTAL ASSETS	<u>\$ 8,746,951</u>	<u>\$ 21,612</u>	<u>\$ 33,137</u>	<u>\$ 191,859</u>	<u>\$ 8,993,559</u>
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:					
Prepays	824,989	-	-	-	824,989
Advance to other funds	735,734	-	-	-	735,734
Assigned:					
General and administrative	36,500	-	-	-	36,500
Unassigned	<u>5,062,194</u>	<u>21,612</u>	<u>33,137</u>	<u>191,859</u>	<u>5,308,802</u>
 Total fund balance	 6,659,417	 21,612	 33,137	 191,859	 6,906,025
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCE	<u>\$ 8,746,951</u>	<u>\$ 21,612</u>	<u>\$ 33,137</u>	<u>\$ 191,859</u>	<u>\$ 8,993,559</u>

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	-	-	-	857,228
Charges for services	960,306	44,786	-	-	1,005,092
Fines and forfeits	511,437	-	-	-	511,437
Miscellaneous	594,623	-	(6,014)	500	589,109
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)	-	-	-	(1,976,806)
Total other financing sources (uses)	(1,090,385)	-	-	-	(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 Forfeiture	Federal Narcotic Forfeiture	Community Development Block Grant	Towne Centre	Storm Water Drainage	Small Business Loan	DATS Program	TIF Midtown
Cash	\$ 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
LIABILITIES								
Accounts payable	\$ -	\$ -	\$ 15,591	\$ -	\$ 2,765	\$ -	\$ 805	\$ 11,469
Accrued expenses	-	870	31	-	-	-	2,825	-
Due to other funds	-	-	-	-	-	-	5,000	-
Total liabilities	-	870	15,622	-	2,765	-	8,630	11,469
DEFERRED INFLOWS OF RESOURCES								
Unavailable revenue	-	-	-	-	-	-	-	-
Subsequent year's property taxes	-	-	-	-	-	-	-	-
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 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

	TIF Westgate	TIF Campus	TIF East Voorhees	Housing Loan	Law Enforcement Grant	Landfill Remediation	Special Sewer Projects
Cash	\$ 46,363	\$ 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							
Accounts payable	\$ 9,225	\$ -	\$ -	\$ -	\$ -	\$ 520	\$ -
Accrued expenses	-	-	-	-	-	-	-
Due to other funds	-	-	-	-	-	-	-
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 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	-	-	45,000	195,000	-	-	6,000	2,083,000
Receivables:								
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	-	-	-	-	-	-	-	146,154
Due from other governments	-	-	201,171	97,300	-	-	-	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	-	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	-	-	-	-	-	-	-	294,649
Debt service	-	-	-	-	-	-	68,134	68,134
Committed:								
Community development	-	-	-	-	-	-	-	38
Capital projects	-	-	-	705,488	-	-	-	879,886
Assigned:								
Capital projects	-	-	405,341	-	-	10,899	-	416,240
Unassigned	-	-	-	-	-	(23,227)	-	(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	<u>496</u>	<u>-</u>	<u>17,478</u>	<u>70</u>	<u>1,806</u>	<u>39,280</u>	<u>32,116</u>	<u>3,476</u>
Total revenues	<u>17,408</u>	<u>-</u>	<u>760,357</u>	<u>70</u>	<u>29,932</u>	<u>39,280</u>	<u>160,857</u>	<u>428,251</u>
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	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total expenditures	<u>11,877</u>	<u>-</u>	<u>751,335</u>	<u>51,605</u>	<u>9,221</u>	<u>-</u>	<u>204,583</u>	<u>289,377</u>
Excess (deficiency) of revenues over expenditures	<u>5,531</u>	<u>-</u>	<u>9,022</u>	<u>(51,535)</u>	<u>20,711</u>	<u>39,280</u>	<u>(43,726)</u>	<u>138,874</u>
OTHER FINANCING SOURCES (USES)								
Loan proceeds	-	-	-	-	-	-	-	-
Transfers in	-	-	-	-	-	-	-	-
Transfers out	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
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	<u>51,158</u>	<u>4,570</u>	<u>(2,598)</u>	<u>51,573</u>	<u>273,938</u>	<u>441,177</u>	<u>50,328</u>	<u>480,891</u>
FUND BALANCE (DEFICIT), END OF YEAR	<u>\$ 56,689</u>	<u>\$ 4,570</u>	<u>\$ 6,424</u>	<u>\$ 38</u>	<u>\$ 294,649</u>	<u>\$ 480,457</u>	<u>\$ 6,602</u>	<u>\$ 619,765</u>

CITY OF DANVILLE, ILLINOIS
COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCE
NONMAJOR GOVERNMENTAL FUNDS
Year Ended April 30, 2017

	<u>TIF Westgate</u>	<u>TIF Campus</u>	<u>TIF East Voorhees</u>	<u>Housing Loan</u>	<u>Law Enforcement Grant</u>	<u>Landfill Remediation</u>	<u>Special Sewer Projects</u>
REVENUES							
Taxes	\$ 14,117	\$ 529	\$ 51,717	\$ -	\$ -	\$ -	\$ -
Intergovernmental	-	-	-	-	34,424	-	-
Charges for services	-	-	-	-	-	-	1,000
Miscellaneous	<u>431</u>	<u>72</u>	<u>208</u>	<u>110</u>	<u>26</u>	<u>6,488</u>	<u>1,150</u>
Total revenues	<u>14,548</u>	<u>601</u>	<u>51,925</u>	<u>110</u>	<u>34,450</u>	<u>6,488</u>	<u>2,150</u>
EXPENDITURES							
Public safety	-	-	-	-	31,319	-	-
Community development	32,539	-	-	49	-	-	-
Public health and education	-	-	-	-	-	17,329	-
Capital projects	-	-	-	-	-	-	-
Debt service:							
Principal	-	-	-	-	-	-	-
Interest	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total expenditures	<u>32,539</u>	<u>-</u>	<u>-</u>	<u>49</u>	<u>31,319</u>	<u>17,329</u>	<u>-</u>
Excess (deficiency) of revenues over expenditures	<u>(17,991)</u>	<u>601</u>	<u>51,925</u>	<u>61</u>	<u>3,131</u>	<u>(10,841)</u>	<u>2,150</u>
OTHER FINANCING SOURCES (USES)							
Loan proceeds	-	-	-	-	-	-	-
Transfers in	-	-	-	-	-	-	-
Transfers out	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balance	(17,991)	601	51,925	61	3,131	(10,841)	2,150
FUND BALANCE (DEFICIT), BEGINNING OF YEAR	<u>55,129</u>	<u>392</u>	<u>14,032</u>	<u>161,618</u>	<u>3,406</u>	<u>897,104</u>	<u>172,248</u>
FUND BALANCE (DEFICIT), END OF YEAR	<u>\$ 37,138</u>	<u>\$ 993</u>	<u>\$ 65,957</u>	<u>\$ 161,679</u>	<u>\$ 6,537</u>	<u>\$ 886,263</u>	<u>\$ 174,398</u>

CITY OF DANVILLE, ILLINOIS
 COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND
 CHANGES IN FUND BALANCE
 NONMAJOR GOVERNMENTAL FUNDS
 Year Ended 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
REVENUES							
Taxes	\$ 2,012,007	\$ 1,999,910	\$ -	\$ 1,248,425	\$ 130,361	\$ -	\$ 94,080
Intergovernmental	-	-	814,411	387,896	-	-	-
Charges for services	-	-	-	-	-	-	-
Miscellaneous	-	-	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	-	-	(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

	<u>Dependent Life Insurance</u>	<u>Civic Center</u>	<u>Evidence Holding</u>	<u>Total</u>
Cash	\$ 5,373	\$ 149,746	\$ 2,353	\$ 157,472
Certificates of deposit	-	-	160,000	160,000
Accounts receivable	<u>-</u>	<u>63,464</u>	<u>-</u>	<u>63,464</u>
TOTAL ASSETS	<u><u>\$ 5,373</u></u>	<u><u>\$ 213,210</u></u>	<u><u>\$ 162,353</u></u>	<u><u>\$ 380,936</u></u>

LIABILITIES

Accounts payable	\$ -	10,695	\$ 139,262	\$ 149,957
Due to others	<u>5,373</u>	<u>202,515</u>	<u>23,091</u>	<u>230,979</u>
TOTAL LIABILITIES	<u><u>\$ 5,373</u></u>	<u><u>\$ 213,210</u></u>	<u><u>\$ 162,353</u></u>	<u><u>\$ 380,936</u></u>

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	\$ <u>302,552,080</u>	\$ <u>298,835,767</u>	\$ <u>292,274,745</u>
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	<u>0.0000</u>	<u>0.0743</u>	<u>0.0743</u>
TOTAL	<u><u>2.0430</u></u>	<u><u>2.0826</u></u>	<u><u>2.0553</u></u>

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

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.

A handwritten signature in black ink that reads "CliftonLarsonAllen LLP". The signature is written in a cursive, flowing style.

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.

A handwritten signature in black ink that reads "CliftonLarsonAllen LLP". The signature is written in a cursive, flowing style.

CliftonLarsonAllen LLP

Danville, Illinois
November 20, 2017

CITY OF DANVILLE, ILLINOIS
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended April 30, 2017

FEDERAL GRANTOR / PASS-THROUGH GRANTOR/ PROGRAM OR CLUSTER TITLE	Federal CFDA Number	Pass-through Entity Identifying Number	Passed Through to Subrecipients	Federal Expenditures	
Department of Justice					
Direct Programs					
Step Grant	16.738	None	\$ -	\$ 21,061	
Edward Byrne Memorial Grant	16.738	2013-DJ-BX-0316	-	4,125	
Edward Byrne Memorial Grant	16.738	2014-DJ-BX-0091	-	12,738	
Edward Byrne Memorial Grant	16.738	2015-DJ-BX-0076	-	17,561	
Total Department of Justice			-	55,485	
Department of Housing and Urban Development					
Direct Programs					
Community Development Block Grants-Entitlement	14.218	B-14-MC-17-0038	-	147,692	
Community Development Block Grants-Entitlement	14.218	B-15-MC-17-0038	-	379,468	
Community Development Block Grants-Entitlement	14.218	B-16-MC-17-0038	-	219,346	
Total Department of Housing and Urban Development			-	746,506	
Department of Transportation					
Direct Programs					
Federal Transit Formula Grant	*	20.507	IL-90-X718-00	-	13,848
Federal Transit Formula Grant	*	20.507	IL-90-X706-00	-	16,222
Federal Transit Formula Grant	*	20.507	IL-90-X740-00	-	508,151
Federal Transit Formula Grant	*	20.507	IL-90-X724-00	-	1,588,748
Federal Transit Formula Grant	*	20.507	IL-90-X750-00	-	188,704
Subtotal of Federal Transit Cluster			-	2,315,673	
Passed through Illinois Department of Transportation (IDOT)					
Highway Planning and Construction	20.205	700017T0009	-	114,911	
Highway Planning and Construction	20.205	700016T0014	-	4,304	
Highway Planning and Construction	20.205	09-00334-02	-	80,000	
Total passed through IDOT			-	199,215	
Total Department of Transportation			-	2,514,888	
TOTAL EXPENDITURES OF FEDERAL AWARDS			\$ -	\$ 3,316,879	

* 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.

**CITY OF DANVILLE, ILLINOIS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended April 30, 2017**

Section I – Summary of Auditor's Results

Financial Statements

Type of auditors' report issued: unmodified opinion

Internal control over financial reporting:

- Material weakness identified? ☒ Yes ☐ No
- Significant deficiency identified that is not considered to be a material weakness? ☐ Yes ☒ None reported

Noncompliance material to financial statements noted? ☐ Yes ☒ No

Federal Awards

Internal control over major programs:

- Material weakness identified? ☐ Yes ☒ No
- Significant deficiencies identified that are not considered to be material weakness? ☒ Yes ☐ None reported

Type of auditors' report issued on compliance for major programs: unmodified opinion

Any audit findings disclosed that are required to be reported in accordance with section 2 CFR 200.516(a)? ☒ Yes ☐ No

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
---------------------------	--

20.507	Federal Transit Cluster
--------	-------------------------

Dollar threshold used to distinguish between type A and type B programs: \$750,000
Auditee qualified as low-risk auditee? ☐ Yes ☒ No

**CITY OF DANVILLE, ILLINOIS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended April 30, 2017**

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.

**CITY OF DANVILLE, ILLINOIS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended April 30, 2017**

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.

**CITY OF DANVILLE, ILLINOIS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended April 30, 2017**

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.