

FEASIBILITY STUDY REPORT

**IMPROVED ARTERIALS
WITH GRADE SEPARATED RAIL CROSSINGS**

VERMILION ST / GILBERT ST TO BOWMAN AVE

**CITY OF DANVILLE
COUNTY OF VERMILION**



PREPARED BY:

URS

DECATUR, ILLINOIS
JULY 2008

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SECTION 1 – INTRODUCTION

1.1 Description and Location of Project

The project consists of a feasibility study of alternate routes for improved transportation facilities in the Illinois community of Danville. The analysis area follows the general existing east/west alignments of Voorhees Street, Fairchild Street, Williams Street and Seminary Street from Illinois Route 1 (Vermilion Street/Gilbert Street) to Bowman Avenue. The analysis also includes the existing general north/south existing alignment of Bowman Avenue from Main St (US Route 136) to Voorhees Street. The analysis area is about 1.5 miles east to west and about 1.5 miles north to south (See Exhibits 1, 2 & 3). The study is federal, state and locally funded and is administered by the City of Danville.

SECTION 2 – PURPOSE AND NEED FOR IMPROVEMENT

2.1 Need for Action

Two Class I Railroads (Norfolk Southern and CSXT) divide the project study area in a north-south direction. Currently, the only east-west corridors that provide grade separations are Winter Avenue, Fairchild Street and Seminary Street. Winter Avenue is located in the northern limits of the city and does not connect the east and west core areas of the city. The two-lane Fairchild Street subway and retaining walls are in need of major repair or replacement. Both NS and CSX run about 30 trains per day through Danville.

A separate report was prepared in May 2007 to assess the condition of the existing retaining walls along the Fairchild Subway. Replacement options were also presented for the retaining walls. The report noted that even if the retaining walls were replaced or eliminated, the roadway width and vertical clearance inside the subway tunnels do not meet current standards for a two-lane roadway. The existing tunnels cannot be rehabilitated to provide the required roadway width of 30'-0" face-to-face of curb or a vertical clearance of 14'-9".

Boring new tunnels under the railroad tracks would be a very expensive option and most likely result in impacts to railroad operations. Taking Fairchild Street over the existing railroad tracks and filling in the existing tunnels appears to be the best option for this corridor and could be accomplished with minimal impacts to railroad operations.

Seminary Street and the existing grade separation are substandard for an arterial. An additional corridor or an improved existing corridor without at grade crossings is needed to provide east-west access for emergency services as well as other benefits to the motoring public.

2.2 Purpose of Project

The purpose of this study is to identify and make recommendations on feasible alternate routes that will provide east-west arterial capacity without at grade railroad crossings. This information will be used as a means of providing decision makers and stakeholders with the tools necessary to potentially implement the most appropriate transportation solution in the corridor.

SECTION 3 – EXISTING CONDITIONS

3.1 Demographics

Current Population	33,904 (2000)	32,760 (2006 estimated)
Land Area	17 square miles	
Median Resident Age	36.6 years	
Median Household Income	\$31,000 (2005)	
Median House Value	\$61,800 (2005)	
Race:		
White Non-Hispanic	68.3%	
Black	24.4%	
Hispanic	4.6%	
Other	2.1%	
Two or More Races	1.9%	
American Indian	0.6%	
Labor Market:		
Education, Health and Social Service	22.5%	
Manufacturing	19.1%	
Retail Trade	11.55	
Hospitals	1	
High Schools	5 (2 public, 3 private)	
Primary/Middle Schools	13 (10 public, 3 private)	
Trade Schools	3	
Community College	1	
Unemployment %	7.0% (September 2007)	

3.2 Transportation Facilities

3.2.1 Vehicle

Interstate 74 currently carries the majority of through traffic, including the majority of truck traffic. Danville is located on I-74 between I-65 at Indianapolis and I-57 at Champaign, Illinois.

Illinois Route 1 (Vermilion Street/Gilbert Street) passes through the center of Danville in a north-south direction.

US Route 136 enters Danville from the north with Illinois Route 1. US Route 136 leaves Danville to the east on Main Street.

US Route 150 enters Danville from the west and leaves to the south with Illinois Route 1.

3.2.2 Rail

The study area is served by two Class I freight railroads. Norfolk Southern runs west to east through Danville. CSXT runs through Danville from west to east and north to south. The KBS originates on the east side of Danville and goes north.

3.2.3 Air

The nearest commercial airport is the Vermilion County Airport which is located in the rural area northeast of Danville.

3.2.4 Mass Transit

The City of Danville provides bus service to the project area. Interstate commercial bus service is also available.

3.3 Topography

The study area has no significant topographic features. The terrain is generally flat and is now or formerly developed as urban area. A 100 year floodplain is adjacent to both sides of Stoney Creek through the entire study area. Spot areas of 500 year floodplain are also adjacent to Stoney Creek (See Exhibit 4).

3.4 Land Use

The project corridors pass through a mixture of light industrial, commercial and residential areas. The residential areas consist of modest homes of older construction. City zoning is shown on Exhibit 5.

3.5 Environmental Resources

The purpose of this section is to describe the environmental setting in the entire study area, and where relevant, the surrounding areas. Analysis of environmental resources for the corridor is presented in Section 5.

3.5.1 Parks and Natural Areas

One park/recreation area exists within the study area. Carver Park is located on both sides of Williams Street between Stoney Creek and the NS Railroad. Carver Park is an outdoor, open space, multi-use type facility.

3.5.2 Wooded Areas

The study area contains no wooded areas.

3.5.3 Prime Farmland

The study area contains no prime farmland.

3.5.4 Water Resources

Stoney Creek passes through the entire study area from north to south. The Vermilion River and Lake Vermilion are the public water supply source for the study area. Water for a population of 61,500 is served by Aqua Illinois Water Company. This includes the surrounding communities of Tilton, Catlin, Westville and Belgium.

3.6 Sensitive Environmental Areas

3.6.1 Special Waste Sites

A review of special waste sites in the study area included using the most recent Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) list. CERCLIS contains information on hazardous waste sites, potential hazardous waste sites and remedial activities, including sites that are either on the National Priorities List (NPL), or being considered for the NPL. The Voorhees Street, Fairchild Street and Bowman Avenue alignments contain Leaking Underground Storage Tank (LUST) and CERCLIS sites (See Exhibit 6).

3.6.2 Historic Sites

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register, which is administered by the National Park Service, is part of the U.S. Department of the Interior. None of the alignments contain any properties entered in the National Register. The Fairchild Street, Williams Street, Seminary Street and Bowman Avenue alignments contain properties determined eligible for the National Register (See Exhibits 6 & 7).

3.6.3 Community Facilities and Services

Community facilities and services include hospitals, schools, churches, municipal buildings, libraries, recreational facilities, cemeteries, etc. Changes in access to any of these facilities can affect community members. Alternates, which avoid, minimize or mitigate access or displacement impacts were considered in the alternate alignment study phase for those facilities within corridors that are potentially impacted (See Exhibit 6).

3.6.4 Archaeological Resources

Archaeological resources tend to be found near water features such as rivers and streams. The Illinois Architectural/Archaeological Resources Geographical Information System identifies an area with a high probability of archaeological sites. The area is along (about 1000 feet either side of) Stoney Creek and extends through the study area.

3.6.5 Threatened and Endangered Species

The Endangered Species Act of 1973, as amended (ESA), directs the U.S. Fish and Wildlife Service (USFWS) to identify species in need of conservation and directs all federal agencies to participate in endangered species conservation. Specifically, Section 7 of the ESA charges federal agencies to aid in the conservation of listed species (Section 7(a)(1)) and requires Federal agencies to ensure that their activities will not jeopardize the continued existence of listed species or adversely modify designated critical habitats (Section 7(a)(2)). Section 7(a)(2) of the ESA requires other agencies to consult with the USFWS to ensure that actions they fund, authorize, permit, or otherwise carry out will not jeopardize the continued existence of any listed species or adversely modify designated critical habitats. USFWS has produced guidance for the consultation process.

The Illinois Endangered Species Protection Act of 1972 (520 ILCS 10/11) protects species that are endangered in Illinois. Analogous to the federal definitions, an Illinois endangered species is any species, which is in danger of extinction as a breeding species in Illinois, and a threatened species, is one likely to become endangered. The Illinois Endangered Species Protection Board determines which plant and animal species are threatened or endangered in the state and advises the Illinois Department of Natural Resources on means of conserving those species. The list is reviewed and revised at least once every five years. Consultation with the IDNR is required for all State agencies and local governments which authorize, fund, or perform actions which may result in alteration of existing environmental conditions or which may adversely affect listed species. Consultation procedures for assessing impacts are contained in Title 17 of the Illinois Administrative Code, Part 1075.

Currently 19 species are listed as endangered and 17 species are listed as threatened in Vermilion County.

3.6.6 Wetlands

National Wetland Inventory Maps were used to identify potential wetland resources in the study area. One wetland is listed in the project area. It is located on Stoney Creek just north of Voorhees Street (See Exhibit 8).

3.6.7 Floodplains

A 100 year floodplain is adjacent to both sides of Stoney Creek through the entire study area. Spot areas of 500 year floodplain are also adjacent to Stoney Creek (See Exhibit 4).

SECTION 4 – ALTERNATIVES CONSIDERED

4.1 Alternatives - General

The corridor alternates follow the general existing alignments of Voorhees Street, Fairchild Street, Williams Street, Seminary Street and Bowman Avenue. The purpose of this project is to identify and make recommendations on street and rail crossing improvements that will insure uninterrupted traffic flow between critical origins and

destinations for police, fire, medical and other emergency response vehicles as well as the motoring public. (See Exhibit 3)

4.2 Voorhees Street Alternative

The Voorhees Street corridor extends from Vermilion Street (US Route 136 / IL Route 1) east to Bowman Avenue. The critical elements in this corridor are a proposed bridge structure carrying Voorhees Street over the CSX and NS tracks just west of Bowman Avenue, a bridge structure carrying Voorhees Street over Stoney Creek and removal of the bridge carrying Voorhees Street over the abandoned NS tracks about 1800 feet west of Bowman Avenue. Other improvements may include widening and/or reconstruction of streets and signalization of certain intersections. The portion of Voorhees between Bowman and Griffin was originally a part of this alternate. It is not essential for connectivity but instead reduces adverse travel. The optional work would include street improvements and the bridge structure carrying Voorhees Street over the NS tracks just west of Griffin. This portion of Voorhees was dropped from consideration. (See Exhibit 3a).

4.3 Fairchild Street Alternative

The Fairchild Street corridor extends from Vermilion Street (US Route 136 / IL Route 1) east to Bowman Avenue. The critical element in this corridor is replacement/rehabilitation of the existing subway carrying Fairchild Street under the CSX and NS tracks just west of Bowman Avenue. Other improvements may include widening and/or reconstruction of streets and signalization of certain intersections (See Exhibit 3b).

4.4 Williams Street Alternative

The Williams Street corridor extends from Gilbert Street (US Route 136 / IL Route 1) east to Bowman Avenue. A bridge structure carrying Logan Street over the CSX tracks is necessary to establish an uninterrupted route to the United Samaritans Medical Center. A bridge structure carrying Williams Street over the CSX tracks is not feasible because of the proximity of the CSX tracks to the Williams Street / Gilbert Street intersection. The other critical element in this corridor is a bridge structure carrying Williams Street over the NS tracks. Williams Street can be connected to Logan Street by routing traffic south along Gilbert Street and then west on Madison Street. Williams Street can also be connected to Logan Street by routing traffic south along Gilbert Street and then west on an extension of Seminary Street over new alignment. This sub-alternate would require significant property impacts and was dropped from consideration. Other improvements may include a new bridge structure over Stoney Creek, widening and/or reconstruction of streets and signalization of certain intersections (See Exhibit 3c).

4.5 Seminary Street Alternative

The Seminary Street corridor extends from Gilbert Street (US Route 136 / IL Route 1) east to Bowman Avenue. A bridge structure carrying Logan Street over the CSX tracks is necessary to establish an uninterrupted route to the United Samaritans Medical Center. Seminary Street can also be connected to Logan Street by routing traffic south along Gilbert Street and then west on Madison Street. Seminary Street can also be connected to Logan Street by routing traffic along an extension of Seminary Street over new alignment. This sub-alternate would require significant property impacts and was dropped from consideration. Other improvements may include widening and/or reconstruction of streets, signalization of certain intersections, a bridge structure carrying Seminary Street over Stoney Creek and improvements to the existing bridge carrying the NS tracks over Seminary Street (See Exhibit 3d).

4.6 Bowman Avenue Alternative

The Bowman Avenue corridor extends from Main Street (US Route 136) north to Voorhees Street. The proposed improvements on Bowman Avenue are part of all east/west corridor alternates considered. The improvements consist of railroad crossing grade separation structures at two locations on Bowman just north of Williams Street and just north of Fairchild Street. These structures are necessary to provide uninterrupted connectivity of the areas east of Bowman Avenue that are divided by the CSX and NS railroads (See Exhibit 3e).

SECTION 5 – ANALYSIS OF ALTERNATIVES

5.1 Fulfillment of Purpose and Need

The corridor alternatives were developed for their ability to meet the purpose and need of the project. They were compared with each other with regard to engineering, environmental and socio-economic factors, and compared in their ability to meet the project objectives.

5.2 Socio-economic Considerations

5.2.1 Property Values

The project corridors pass through a mixture of industrial, commercial and residential areas for all corridor alternates (See Exhibit 5). Any improvement can only be a benefit to the commercial and industrial concerns. Residential properties along all corridors consist of older established houses. Values should not be greatly affected.

5.2.2 Future Land Use

Undeveloped area along the corridors is minimal. No significant change in land use is anticipated due to changes proposed.

5.2.3 Displacements and Potential Property Impacts

The project will not separate any neighborhood or ethnic communities.

One of the objectives in the corridor location study phase is to plan a corridor that will minimize impacts to the cohesiveness of individual communities; hence, the adjustments discussed above, to avoid impacts to communities. When avoidance is not possible, there are several mitigation measures to include in the design of the roadway including adjusting the horizontal and vertical alignment, providing vehicular crossings, providing pedestrian and bike crossings, providing retaining walls and adding noise barriers.

For those persons displaced, under the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, IDOT is required to provide “just compensation” or fair market value of property. The Relocation Assistance Program was established to help offset the adverse impacts of relocation.

The City of Danville is publicly committed to minimizing impacts to any residential, recreational, commercial or industrial concern. This will be accomplished through appropriate selection of final alignments, assistance with compensatory property and building requirements, and assistance with access and operational requirements.

All corridors contain properties sensitive to the impacts of street widening, added traffic, noise levels, and access changes. (See Exhibit 6)

Voorhees Street contains three churches (two with schools), one cemetery and a residential area. Fairchild Street contains one church, one rescue mission and a residential area. Williams Street contains six churches, one school, one mortuary, one cemetery, one Old Landmark House of Refuge, one park and a residential area. Seminary Street contains five churches, the Department of Children and Family Services Building, one library, apartment buildings and a residential area. Bowman Avenue contains four churches and a residential area.

5.3 Environmental Effects

There are no known water resources, hazardous waste sites, historic sites, wetlands or threatened/endangered species impacted by the project. None of the alternates contain any properties entered in the National Register. However, some of the alternates do contain properties determined eligible for the National Register (See Exhibits 6 & 7).

One wetland exists adjacent to Stoney Creek just north of Voorhees Street. It does not appear to be within the limits of any construction (See Exhibit 8).

Voorhees Street contains a LUST site, a wetland site located to the north along Stoney Creek and properties undetermined if eligible for the National Register.

Fairchild Street contains a LUST site and properties undetermined if eligible for the National Register.

Williams Street contains one known natural area, Carver Park located along both sides of the street and properties undetermined if eligible for the National Register.

Seminary contains properties both determined and undetermined eligible for the National Register.

Bowman Avenue contains a LUST site and properties undetermined if eligible for the National Register.

5.4 Engineering Considerations

5.4.1 Traffic Analysis and Typical Sections

Existing traffic volumes were projected to an assumed design year of 2035. (See Exhibit 9) In all cases a future four lane street is warranted within the design period. Possible future typical sections are shown in Exhibit 10.

5.4.1.1 Voorhees Street

The functional classification of this street is an urban minor arterial. Based on an existing ADT of 8000, a 2% growth rate and DHV that is 10%-12% of the ADT, four lanes of traffic are actually warranted for the design year of 2035.

5.4.1.2 Fairchild Street

The functional classification of this street is an urban minor arterial. Based on an existing ADT of 9000, a 2% growth rate and DHV that is 10%-12% of the ADT, four lanes of traffic are actually warranted for the design year of 2035. Fairchild Street is already four lanes within the study area except for the area from Baldwin Street to Bowman Avenue.

5.4.1.3 Williams Street

The functional classification of this street is an urban collector. Based on an existing ADT of 7000, a 2% growth rate and DHV that is 10%-12% of the ADT, four lanes of traffic are actually warranted for the design year of 2035.

5.4.1.4 Seminary Street

The functional classification of this street is an urban collector. Based on an existing ADT of 6000, a 2% growth rate and DHV that is 10%-12% of the ADT, four lanes of traffic are actually warranted for the design year of 2035.

5.4.1.5 Bowman Avenue

The functional classification of this street is an urban minor arterial. Based on an existing ADT of 10000, a 2% growth rate and DHV that is 10%-12% of the ADT, four lanes of traffic are actually warranted for the design year of 2035.

5.4.2 Topographic Features

The terrain of the study area is generally flat to rolling and is now or formerly developed as an urban area with some scattered residential areas. No significant horizontal or vertical alignment changes will be necessary. The project will not create any significant changes in the topography.

5.4.3 Geometric Considerations

The local topography for each of the alignments under consideration has an important influence on the horizontal and vertical alignments. Criteria used in the evaluation of each of the alternates is based on the Illinois Department of Transportation – Bureau of Design and Environment (BDE) Manual establishing minimum design standards used in evaluation and selection of a design alternate. In addition to the Departments guidelines, the current AASHTO - A Policy on Geometric Design of Highways and Streets was used as a reference. Both horizontal and vertical design need to be worked together to provide a facility that is both safe and aesthetically pleasing to the motoring public.

No significant horizontal or vertical alignment changes will be necessary.

The alternates follow the general existing alignments.

5.4.4 Major Structures and Railroad Crossings

There are critical elements defined in each of the alternates which could impact the final recommendations for the most feasible route. (See Exhibit 11)

5.4.4.1 Voorhees Street

The critical elements in this corridor are a bridge carrying Voorhees Street over CSX and NS tracks, a bridge carrying Voorhees Street over Stoney Creek and removal of a bridge carrying Voorhees Street over an abandoned railroad.

5.4.4.2 Fairchild Street

The critical element in this corridor is replacement/rehabilitation of the existing subway carrying Fairchild Street under CSX and NS tracks.

5.4.4.3 Williams Street

The critical elements in this corridor are a bridge carrying Logan Street over CSX tracks to establish an uninterrupted route to the United Samaritans Medical Center and a bridge carrying Williams Street over NS tracks.

5.4.4.4 Seminary Street

The critical element in this corridor is a bridge carrying Logan Street over CSX tracks to establish an uninterrupted route to the United Samaritans Medical Center and widening of the structure carrying NS Railroad over Seminary Street.

5.4.4.5 Bowman Avenue

The critical elements in this corridor are adding of railroad crossing grade separation structures at two locations on Bowman Avenue to provide uninterrupted connectivity of the areas east of Bowman Avenue that are divided by the CSX and NS railroads.

5.5 Costs

Each east / west corridor includes the cost for Bowman Avenue improvements. These corridors require the Bowman Avenue improvements in order to provide a facility that meets the whole purpose and need for the project. In addition, all east/ west corridors include a cost for repairs to the Fairchild Subway retaining walls. The condition of the walls can not be ignored. The estimated construction costs for each corridor are as follows:.

Voorhees Street: \$47,666,000

Fairchild Street: \$41,721,000

Williams Street: \$57,364,000

Seminary Street: \$55,388,000

See Exhibit 12 for estimate details.

SECTION 6 – COORDINATION ACTIVITIES

Providing a major new transportation facility in Illinois involves a substantial commitment of resources. Proper planning of the facility is essential to assure that the resources used are maximized, user needs are met, and engineering and environmental issues are addressed.

The local public agencies are committed to providing needed mobility. To fulfill the mobility need it is essential to have communities' and resource agencies' input in the study area in order to collect data, identify engineering and environmental concerns, identify community concerns, determine community goals, and identify community further land use plans.

6.1 Public Agency Meetings

Public agency input was gained through meetings with the staff of the Danville Public Works Director and the City Engineer.

6.2 Public Information Meetings

Two public involvement meetings were conducted to maximize the opportunity for public input. The format was "open house" with no formal presentations. In each meeting, exhibits were available for the public to view. A handout described the study process and included a comparison of the corridors. The public was invited to make oral and written comments which were taken into consideration when recommending a preferred alternate.

Public Meeting #1 - June 7, 2007 (6:00 p.m. - 8:00 p.m.)

Public attendance was approximately 15. Three written comments were submitted. All were in favor of Fairchild Street as the preferred alternate.

Public Meeting #2 – May 13, 2008 (6:30 p.m. – 8:30 p.m.)

Public attendance was approximately 16. One written comments was submitted which favored continued operation of the Fairchild Street grade separation and proposed Bowman Avenue grade separation for bus operation.

Copies of the public meeting news release, exhibits, handout, and letters received are included in Exhibits 13 and 14.

SECTION 7 – CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusion

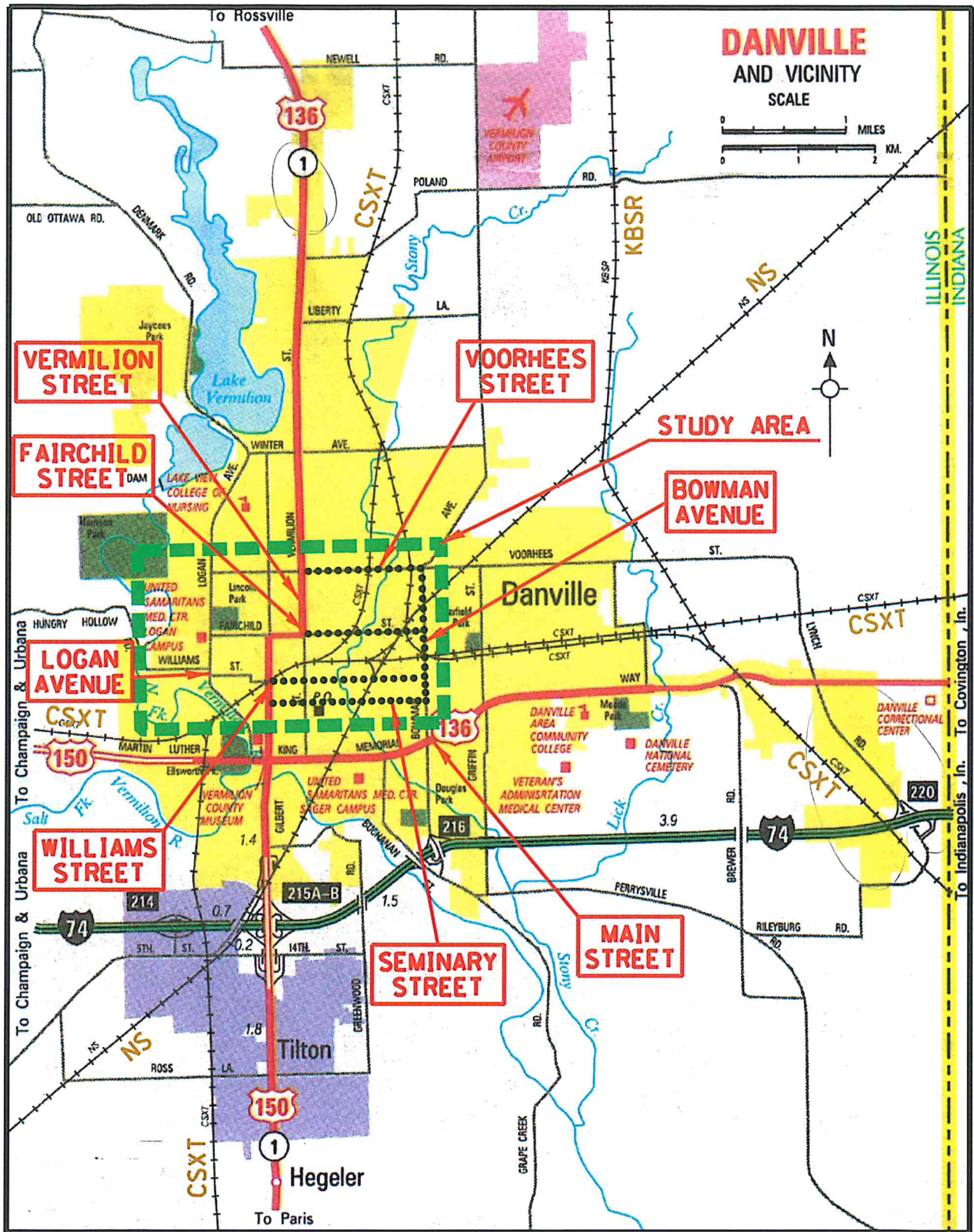
This report concludes that no significant impediments exist to prevent pursuance of the improvements as outlined and recommended herein and that the Fairchild/Bowman alternate is the preferred alternate for the following reasons:

- Less overall length since a majority of the existing facility is already four lane. This results in less property impacts of all kinds associated with a street improvement.
- The entire alternate stays on the existing alignment, thus minimizing property impacts.
- Lowest construction cost.
- Public support.

7.2 Recommendation

This report recommends that the improvements recommended herein be studied further by initiation of a Location/Design Study and Environmental Report.

EXHIBIT I



AREA LOCATION MAP

EXHIBIT 2



	DESCRIPTION	EXHIBIT
	PROJECT STUDY AREA	2

EXHIBIT 3

96+00 100+00 105+00 110+00 115+00 120+00 125+00 126+00



MATCHLINE SHEET 1 TO SHEET 2

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



1" = 200'

DESCRIPTION	EXHIBIT
VOORHEES STREET CORRIDOR SHEET 1 OF 3	3a

126+00 130+00 135+00 140+00 145+00 150+00 155+00 156+00

MATCHLINE SHEET 1 TO SHEET 2

MATCHLINE SHEET 2 TO SHEET 3



ABANDONED RAILROAD

STONEY CREEK

VOORHEES STREET

COLLETT STREET

KIMBALL STREET

NS RAILROAD

CSXT RAILROAD

MARTIN STREET

EASTVIEW AVENUE

BOWMAN AVENUE

LUST 11

LUST 05

LUST 17

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



1" = 200'

DESCRIPTION	EXHIBIT
VOORHEES STREET CORRIDOR SHEET 2 OF 3	3a

156+00

160+00

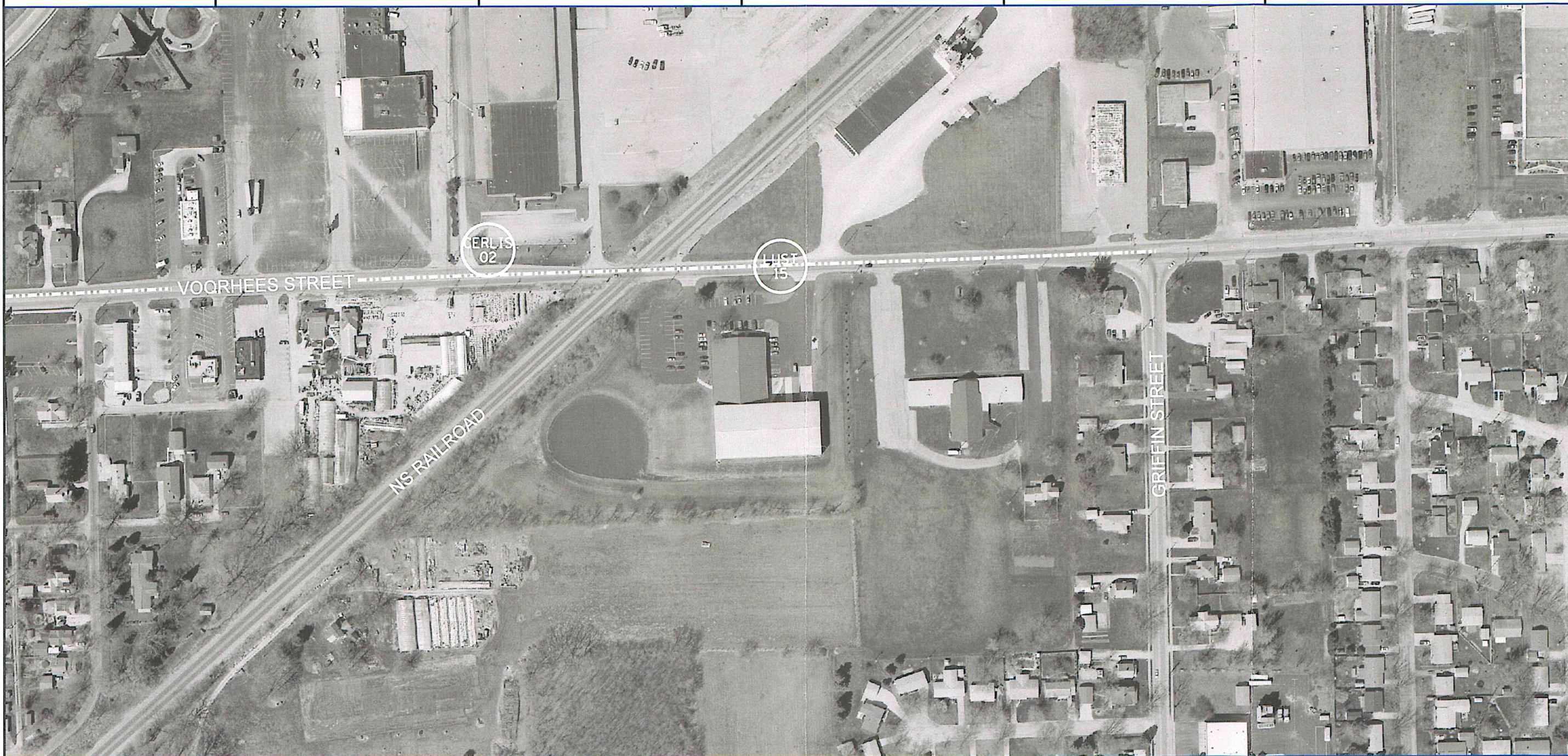
165+00

170+00

175+00

180+00

MATCHLINE SHEET 2 TO SHEET 3



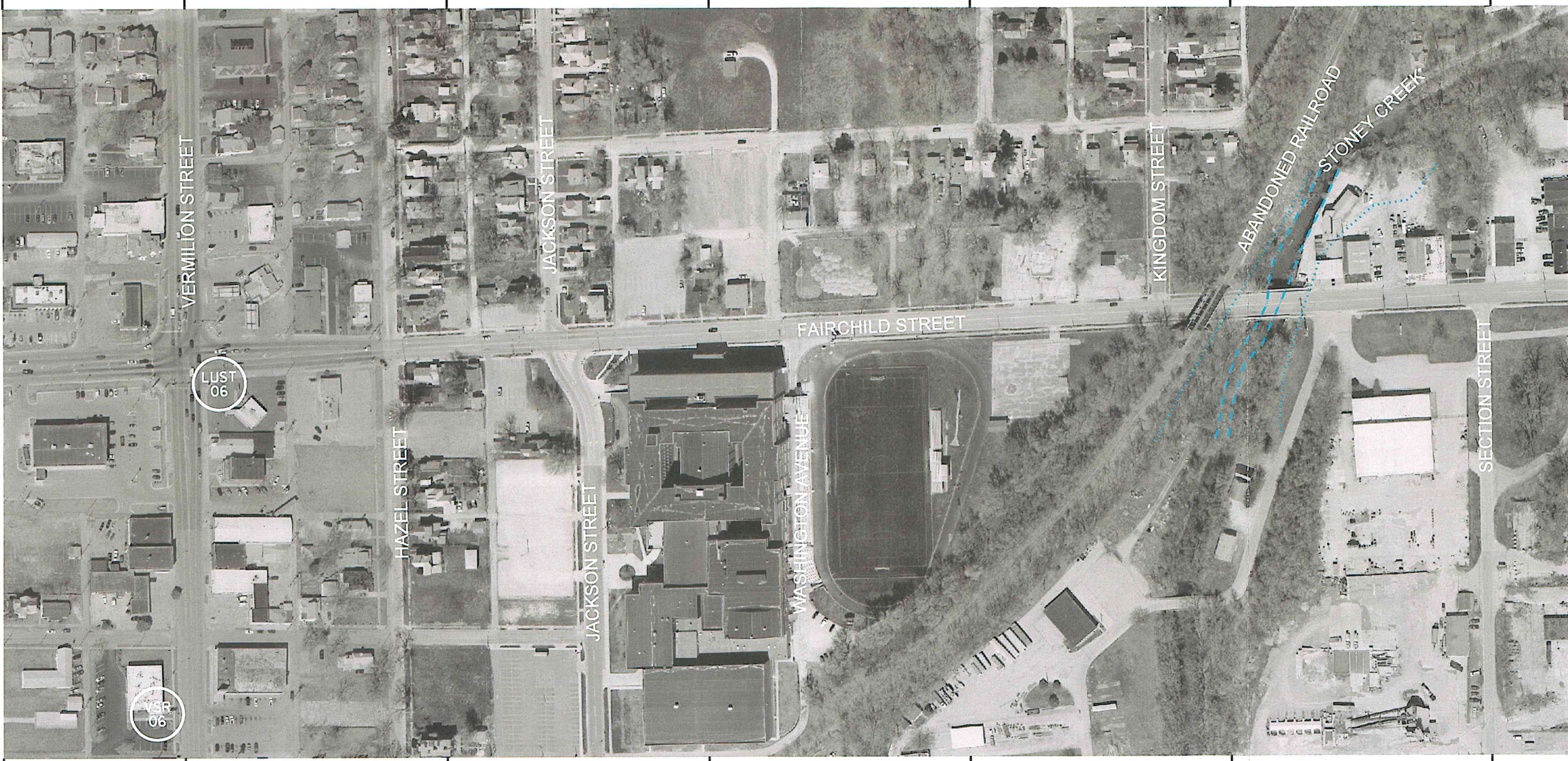
NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



1" = 200'

DESCRIPTION	EXHIBIT
VOORHEES STREET CORRIDOR SHEET 3 OF 3	3a

96+55 100+00 105+00 110+00 115+00 120+00 125+00 126+55



MATCHLINE SHEET 1 TO SHEET 2

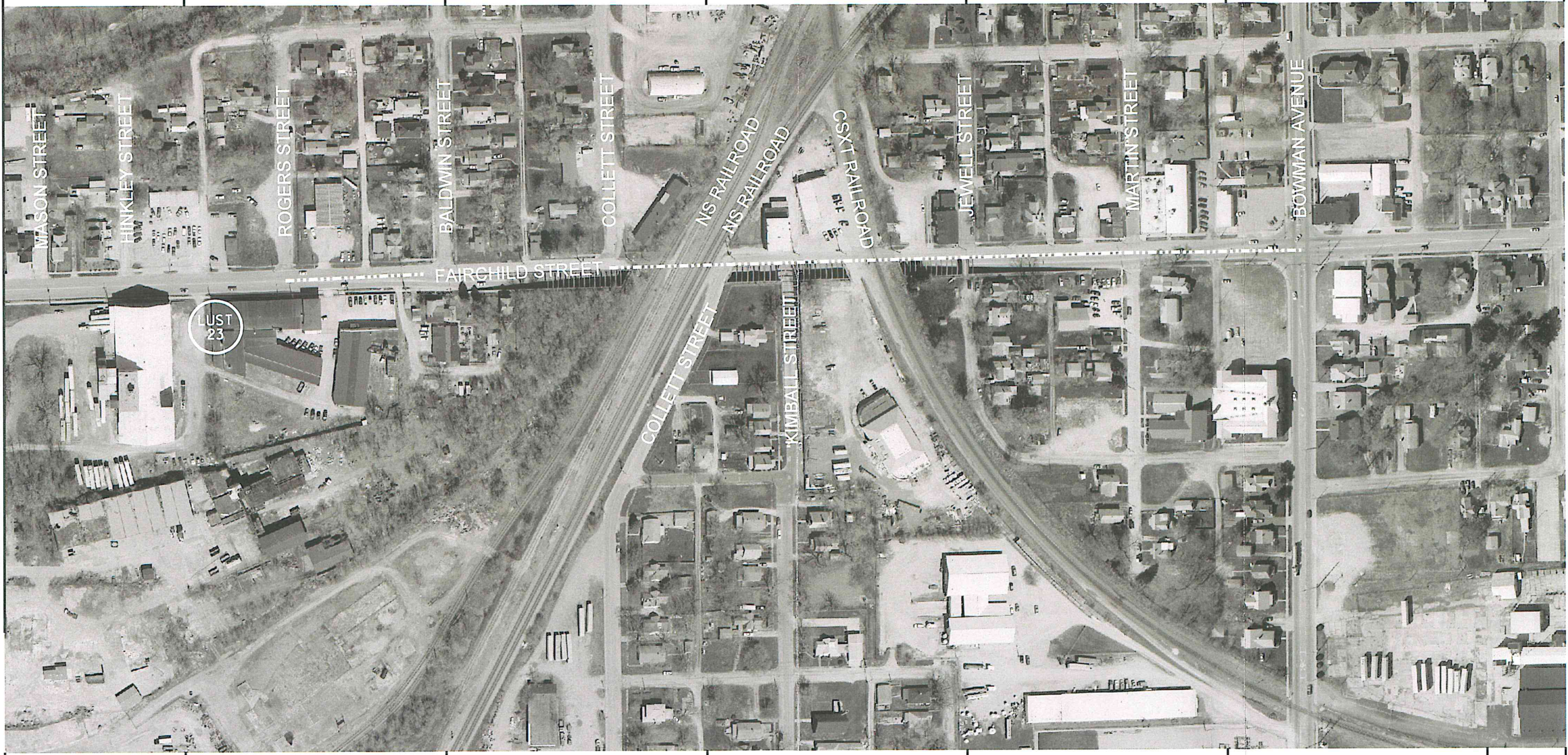


1" = 200'

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY

DESCRIPTION	EXHIBIT
FAIRCHILD STREET CORRIDOR SHEET 1 OF 2	3b

126+55 130+00 135+00 140+00 145+00 150+00 155+00 156+55

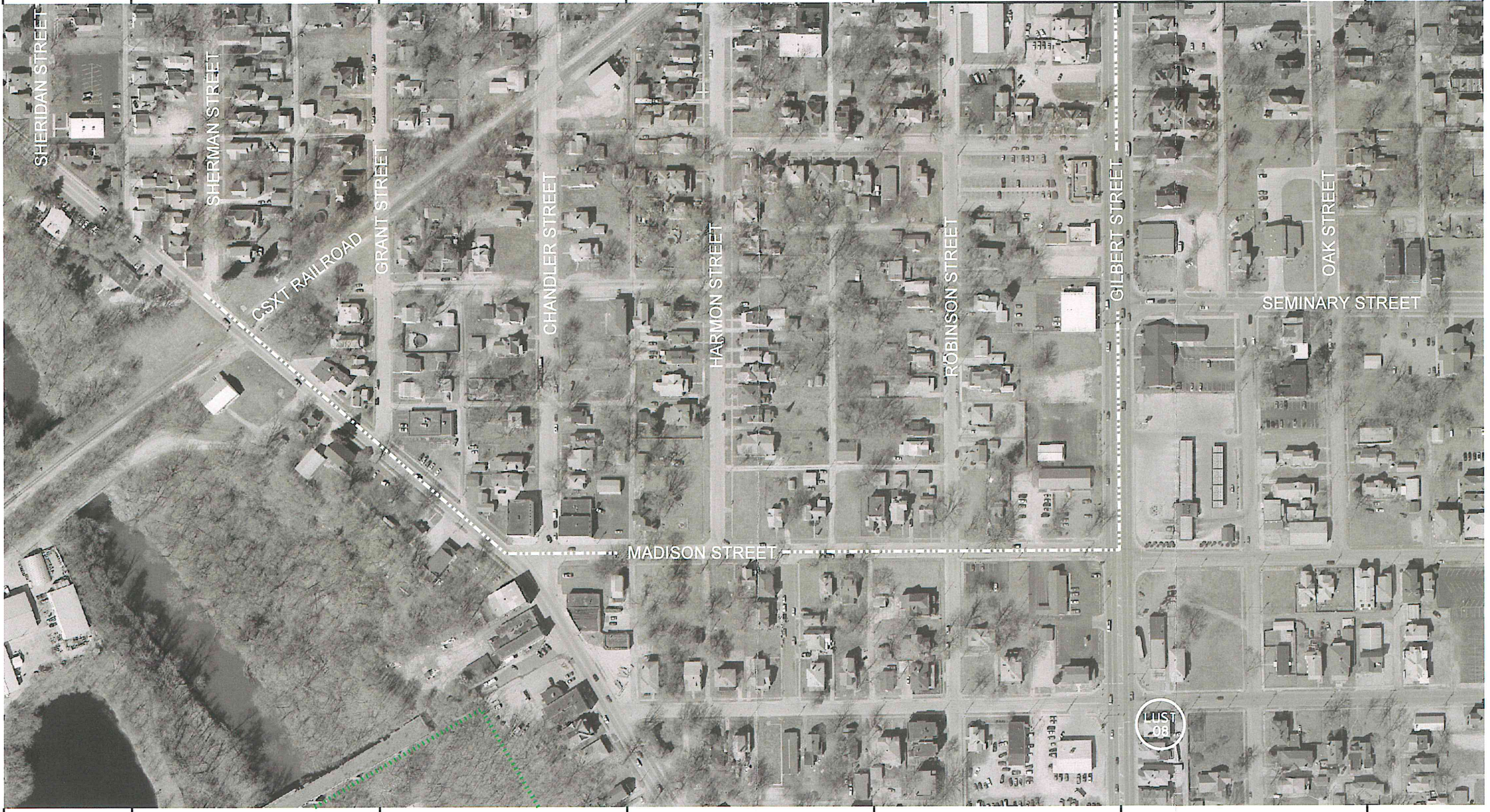


MATCHLINE SHEET 1 TO SHEET 2

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
FAIRCHILD STREET CORRIDOR SHEET 2 OF 2	3b



NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
WILLIAMS STREET CORRIDOR SHEET 1 OF 4	3C

62+41 65+00 70+00 75+00 80+00 85+00 90+00 92+41



MATCHLINE SHEET 2 TO SHEET 3

MATCHLINE SHEET 1 TO SHEET 2



1" = 200'

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY

DESCRIPTION	EXHIBIT
WILLIAMS STREET CORRIDOR SHEET 2 OF 4	3C

92+41 95+00 100+00 105+00 110+00 115+00 120+00 122+41



MATCHLINE SHEET 2 TO SHEET 3

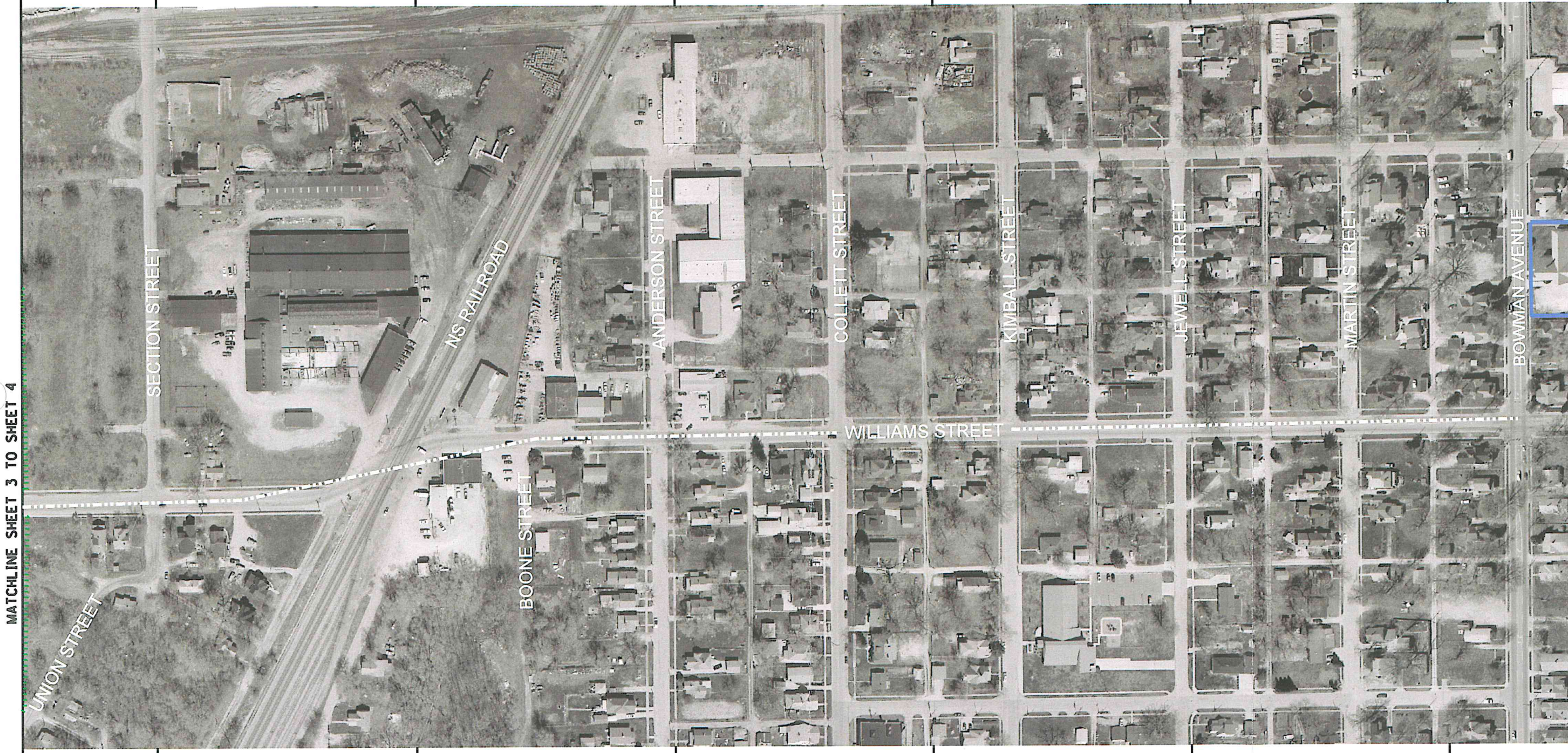
MATCHLINE SHEET 3 TO SHEET 4

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
WILLIAMS STREET CORRIDOR SHEET 3 OF 4	3C

122+41 125+00 130+00 135+00 140+00 145+00 150+00 152+41



MATCHLINE SHEET 3 TO SHEET 4

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
WILLIAMS STREET CORRIDOR SHEET 4 OF 4	3C

62+21 65+00 70+00 75+00 80+00 85+00 90+00 92+20



MATCHLINE SHEET 1 TO SHEET 2

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
SEMINARY STREET CORRIDOR SHEET 1 OF 3	3d

92+20 95+00 100+00 105+00 110+00 115+00 120+00 122+21



MATCHLINE SHEET 1 TO SHEET 2

MATCHLINE SHEET 2 TO SHEET 3



1" = 200'

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY

DESCRIPTION	EXHIBIT
SEMINARY STREET CORRIDOR SHEET 2 OF 3	3d

122+21 125+00 130+00 135+00 140+00 145+00 150+00 152+20

MATCHLINE SHEET 2 TO SHEET 3



NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
SEMINARY STREET CORRIDOR SHEET 3 OF 3	3d

97+61
95+00
90+00
85+00
81+33



NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



1" = 200'

DESCRIPTION	EXHIBIT
BOWMAN AVENUE CORRIDOR SHEET 1 OF 5	3e

MATCHLINE SHEET 3 TO SHEET 4

113+90

110+00

105+00

100+00

97+61



MATCHLINE SHEET 4 TO SHEET 5

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



1" = 200'

DESCRIPTION	EXHIBIT
BOWMAN AVENUE CORRIDOR SHEET 2 OF 5	3e

MATCHLINE SHEET 2 TO SHEET 3

130+18

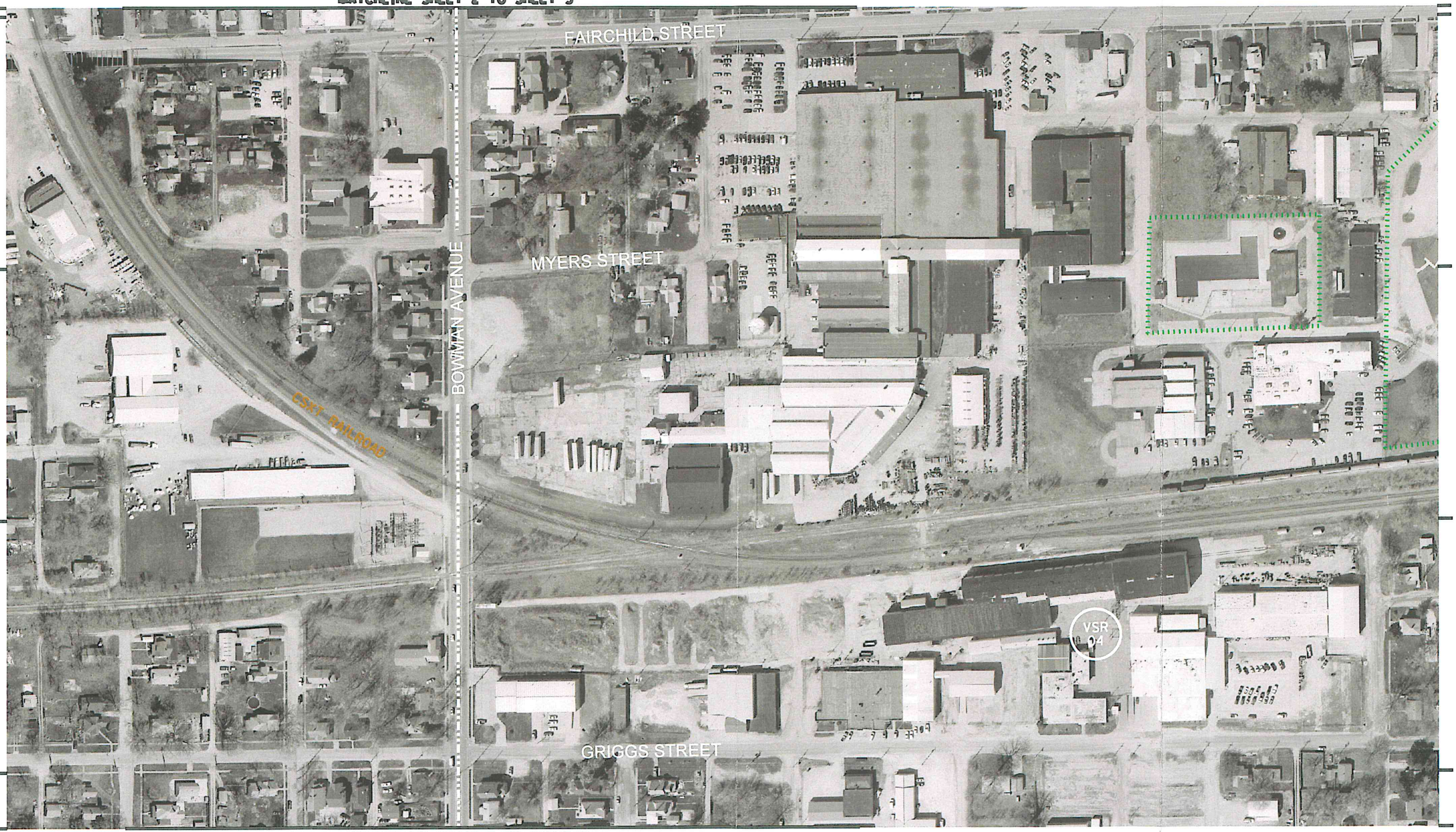
130+00

125+00

120+00

115+90 115+00

MATCHLINE SHEET 3 TO SHEET 4



NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
BOWMAN AVENUE CORRIDOR SHEET 3 OF 5	3e

146+46

145+00

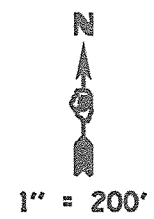
140+00

135+00

130+18



NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



DESCRIPTION	EXHIBIT
BOWMAN AVENUE CORRIDOR SHEET 4 OF 5	3e

162+74
160+00
155+00
150+00
146+46



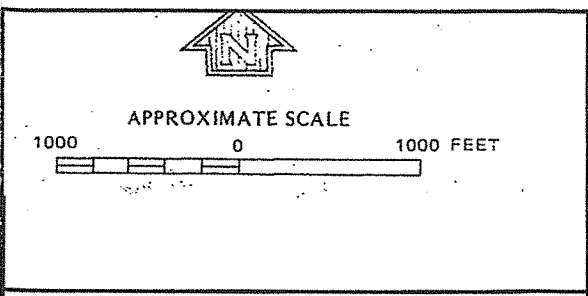
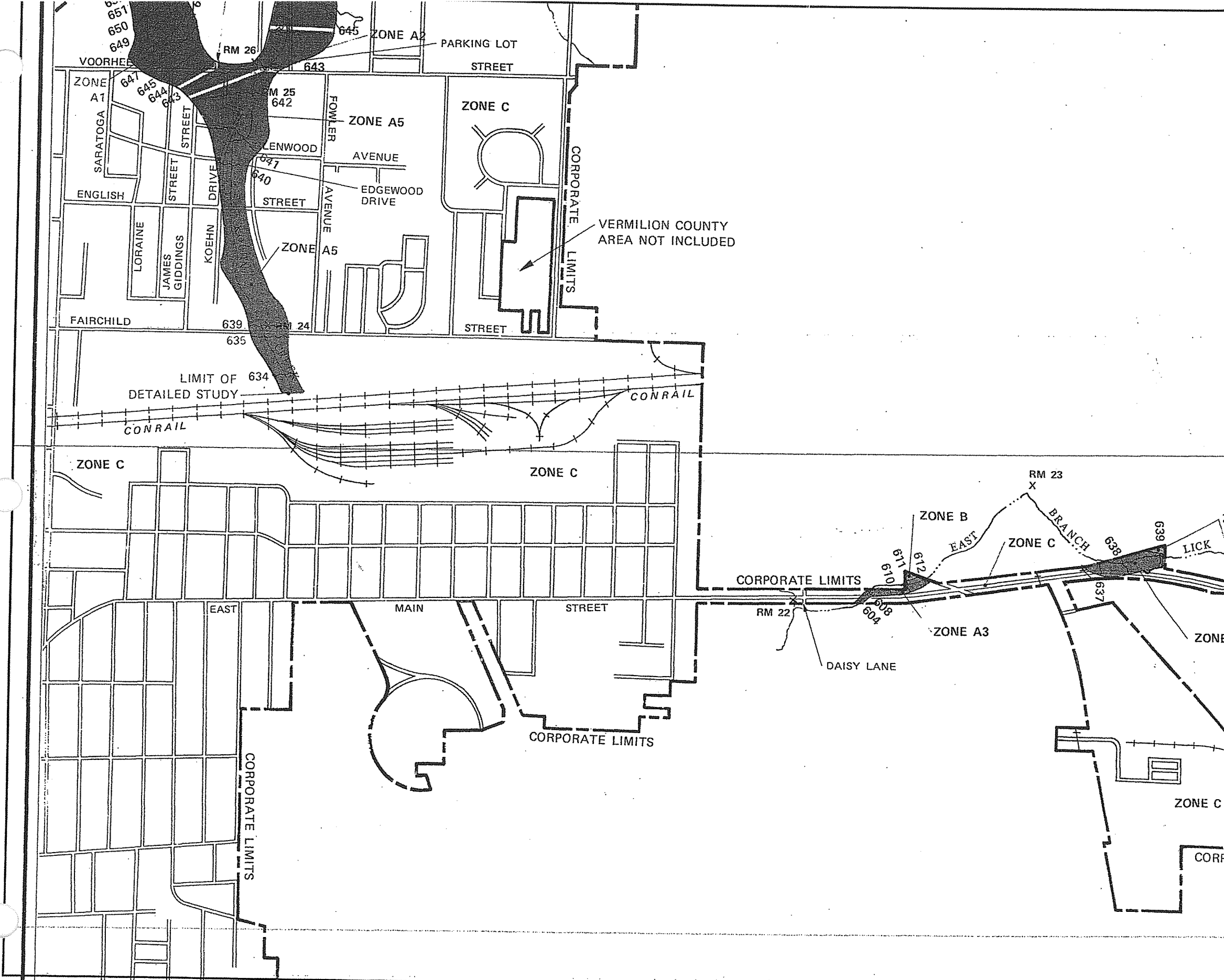
MATCHLINE SHEET 1 TO SHEET 2

NOTE: STATIONS ARE NOT BASED OFF OF A GROUND SURVEY AND SHOULD BE USED FOR REFERENCE ONLY



1" = 200'

DESCRIPTION	EXHIBIT
BOWMAN AVENUE CORRIDOR SHEET 5 OF 5	3e



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
DANVILLE, ILLINOIS
VERMILION COUNTY

PANEL 15 OF 15

COMMUNITY-PANEL NUMBER
170662 0015 C

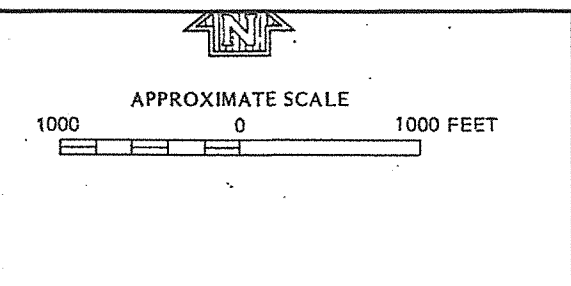
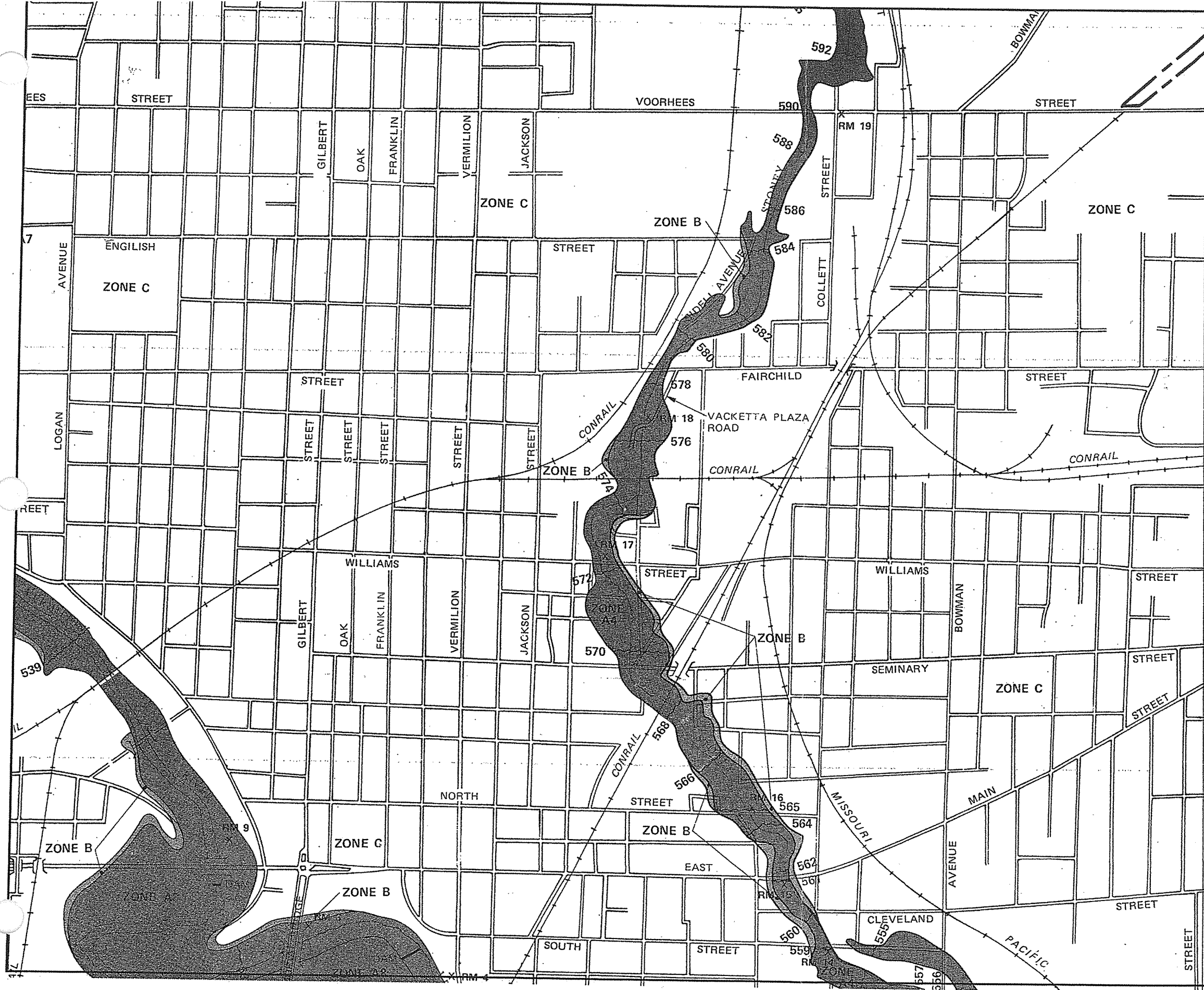
EFFECTIVE DATE:
JULY 18, 1983



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

EXHIBIT 4



NATIONAL FLOOD INSURANCE PROGRAM


FIRM
FLOOD INSURANCE RATE MAP

CITY OF
DANVILLE, ILLINOIS
VERMILION COUNTY

PANEL 10 OF 15

COMMUNITY-PANEL NUMBER
170662 0010 C

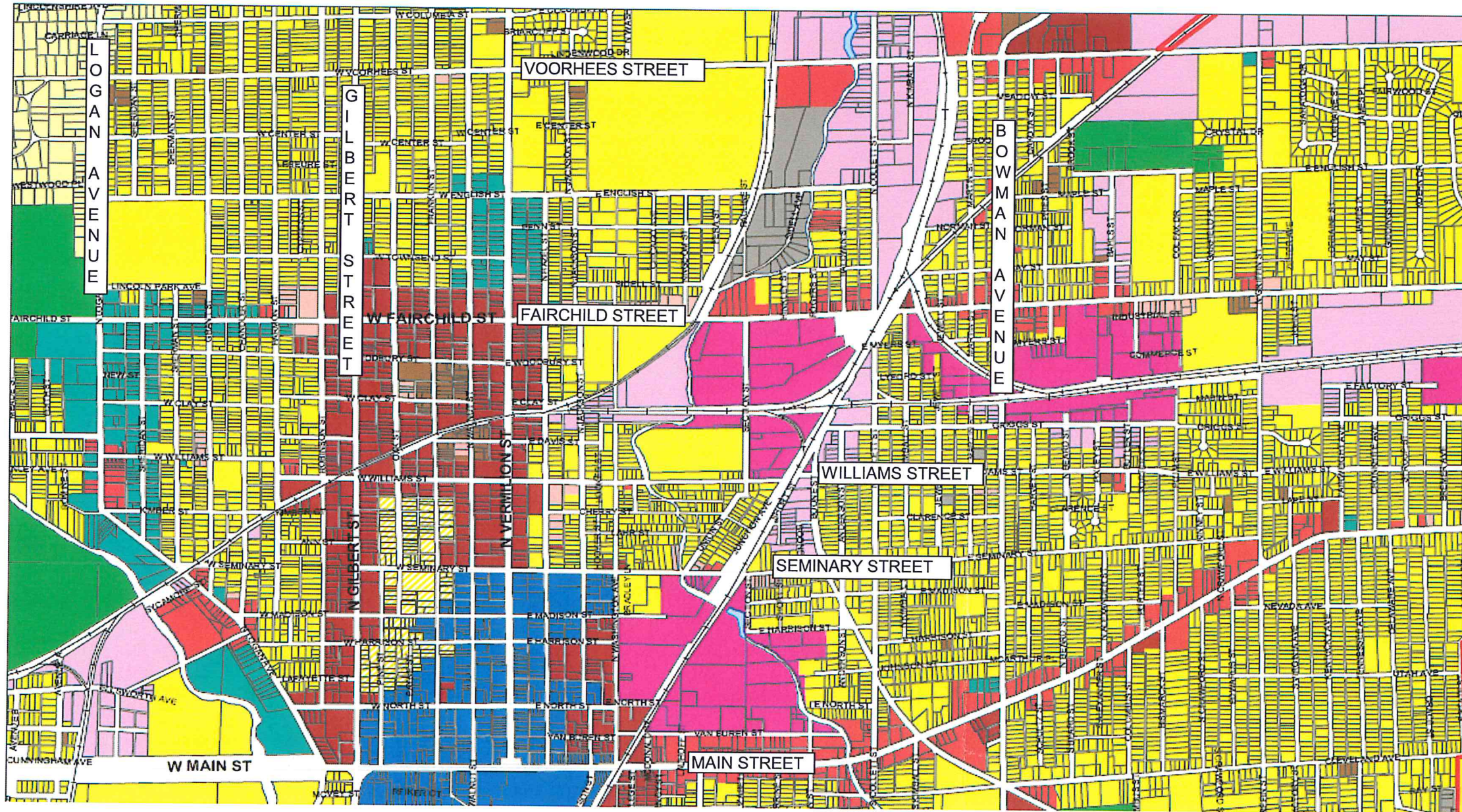
EFFECTIVE DATE:
JULY 18, 1983



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

EXHIBIT 5



City of Danville Official Zoning Map

Revised: June 7, 2005
 © 0 1,000 2,000 4,000 Feet

Legend

- Corporate Limits
- Airport
- Railroad Tracks
- Zone Code**
- (A1) - Rural Agriculture
- (A2) - Development Reserve
- (B1) - Neighborhood Business
- (B2) - Highway Business
- (B3) - General Business
- (B4) - Central Business
- (I1) - Light Industrial
- (I2) - Heavy Industrial
- (MH1) - Mobile Home - Rentler
- (MH2) - Mobile Home - Owner
- (P1) - Professional District
- (R1) - Single Family Residential - Low Density
- (R2) - Single Family Residential - Medium Density
- (R3) - Renaissance
- (R4) - Multiple Family Residential - High Density

EXHIBIT 6

Alternate Route Feasibility Study
POTENTIAL IMPACTS ALONG ROUTE
Voorhees Street

	LOCATION	TYPE	ITEM
1)	97+00	Noise sensitive receptor	St. Pauls School & Church
2)	100+00 to 112+00		Residential Area
3)	102+00	Noise sensitive receptor	First Baptist Christian School & Church
4)	115+00	Noise sensitive receptor	Springhill Cemetery
5)	129+00	Noise sensitive receptor	Jehovahs Witness Church
6)	135+00	Wetlands	Stoney Creek
7)	140+00	Hazardous Waste	LUST Site 11

**Alternate Route Feasibility Study
POTENTIAL IMPACTS ALONG ROUTE
Fairchild Street**

	LOCATION	TYPE	ITEM
1)	130+00	Hazardous Waste	LUST Site 23
2)	132+00 to 139+00		Residential Area
3)	149+00	Noise sensitive receptor	Bowman Av United Methodist Church
4)	150+00	Noise sensitive receptor	Danville Rescue Mission

Alternate Route Feasibility Study
POTENTIAL IMPACTS ALONG ROUTE
Williams Street

	LOCATION	TYPE	ITEM
1)		Noise sensitive receptor	Abundant Life Church
2)	98+00	Noise sensitive receptor	Apostolic New Birth Church
3)	98+00	Noise sensitive receptor	St James United Methodist Church
4)	98+00	Noise sensitive receptor	Danville Christian Academy
5)	103+00	Noise sensitive receptor	Pape Mortuary
6)	105+00	Noise sensitive receptor	Pape Cremation Cemetery
7)	108+00	Noise sensitive receptor	Allan Chapel African Methodist Church
8)	112+00	Noise sensitive receptor	Danville Church of God
9)	115+00	Historical Property	Bridge over Stoney Creek DENR 02
10)	115+00	Wetlands	Stoney Creek
11)	119+00	Noise sensitive receptor	Old Landmark House of Refuge
12)	120+00	Noise sensitive receptor	Carver Park
13)	121+00	Noise sensitive receptor	Carter Metropolitan CME Church
14)	132+00 to 151+00		Residential Aera

Alternate Route Feasibility Study
POTENTIAL IMPACTS ALONG ROUTE
Seminary Street

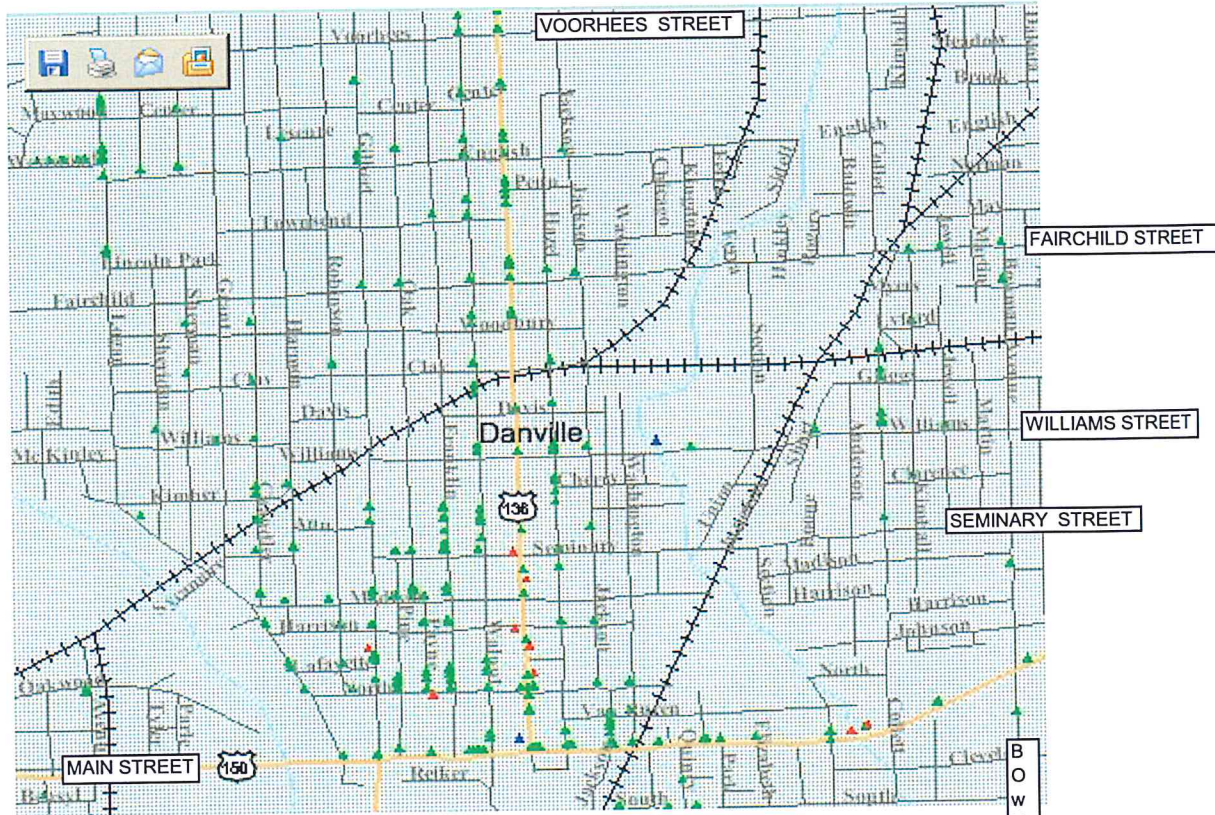
	LOCATION	TYPE	ITEM
1)		Noise sensitive receptor	Abundant Life Church
2)		Noise sensitive receptor	Seminary St Extension on New Alignment
3)	69+00	Noise sensitive receptor	St Barbara Greek Orthodox Chapel
4)	87+00	Noise sensitive receptor	Department of Child and Family Services
5)	99+00	Historical Property	Holland Apartment Buildings ENR 09
6)	103+00	Noise sensitive receptor	Danville Public Library
7)	116+00	Noise sensitive receptor	Faith Deliverance Holiness Church
8)	118+00	Wetlands	Stoney Creek
9)	121+00	Noise sensitive receptor	St James Free Will Baptist Church
10)	139+00	Noise sensitive receptor	Antioch Baptist Church
11)	125+00 to 151+00		Residential Area

Alternate Route Feasibility Study
POTENTIAL IMPACTS ALONG ROUTE
Bowman Ave

	LOCATION	TYPE	ITEM
1)	83+00 to 156+00		Residential Area
2)	126+00	Noise sensitive receptor	Greater Shiloh Baptist Church
3)	135+00	Noise sensitive receptor	Pentecostal Church of the Almighty God
4)	153+00	Noise sensitive receptor	Northside Church of the Nazarene
5)	166+00	Noise sensitive receptor	Bowman Av United Methodist Church
6)	203+00	Hazardous Waste	LUST Site

EXHIBIT 7

IDENTIFIED HISTORIC PROPERTIES

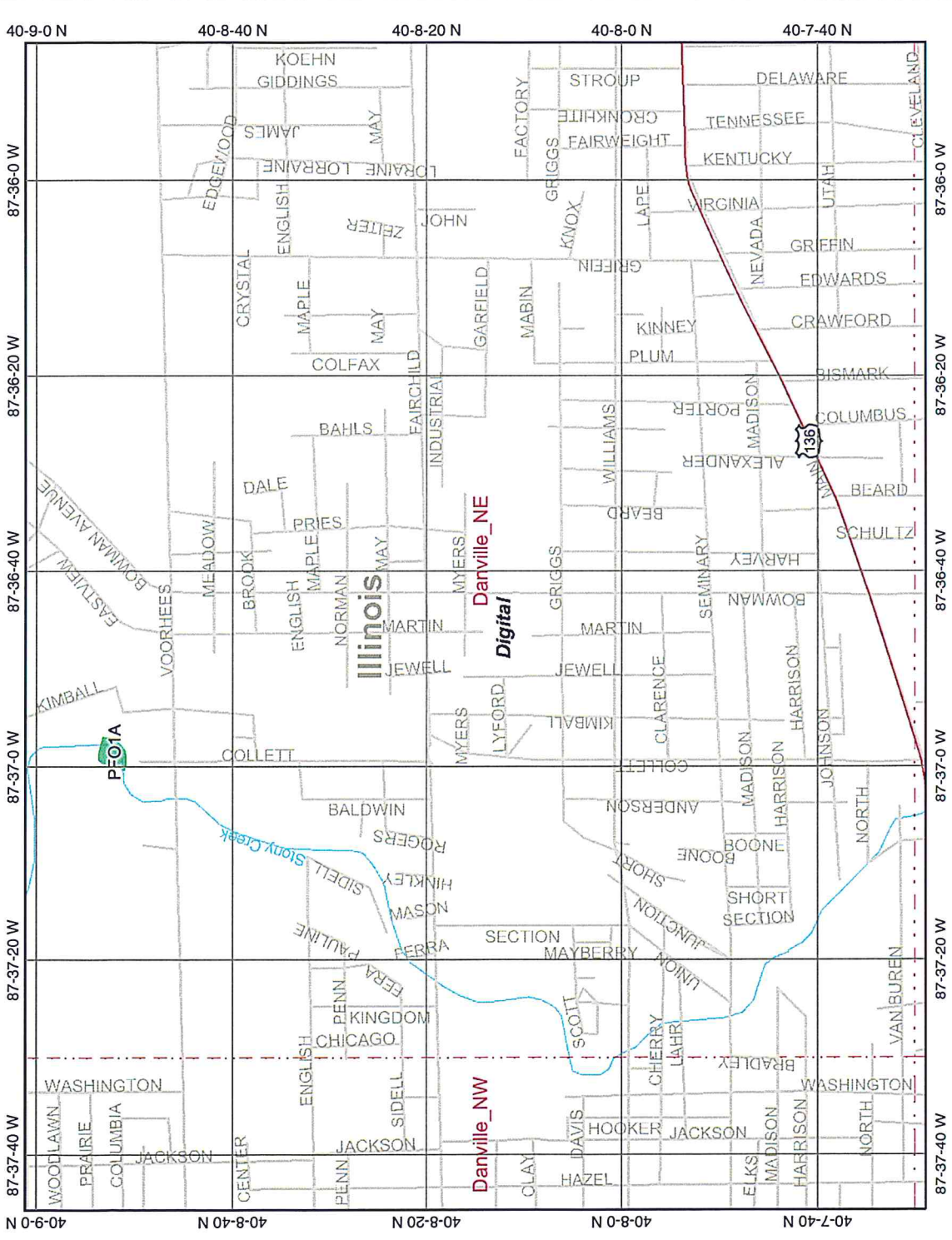


LEGEND

- | | |
|---|----------------------------|
| Standing structure surveyed property | Railroad |
| Determined eligible for the NR | Stream |
| Entered in the NR | National Register District |
| Part of a NR Historic District | Local government |
| Part of a NR Historic District - contributing | City boundary |
| Part of a NR Historic District - non-contributing | County boundary |
| Undetermined | IL state boundary |
| Interstate | |
| US Highways | |
| State Roads | |
| Other Roads | |

EXHIBIT 8

Wetlands Map



Map center: 40° 8' 15" N, 87° 36' 46" W



Legend

- Ohio_wet_scan
 - 0
 - 1
- Out of range
- Interstate
- Major Roads
- Other Road
- Interstate
- State highway
- US highway
- Roads
- Cities
- USGS Quad Index 24K
- Lower 48 Wetland Polygons
 - Estuarine and Marine Deepwater
 - Estuarine and Marine Wetland
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Lake
 - Other
 - Riverine
- Lower 48 Available Wetland Data
 - Non-Digital
 - Digital
 - No Data
 - Scan
 - NHD Streams
 - Counties 100K
 - States 100K
 - South America
 - North America

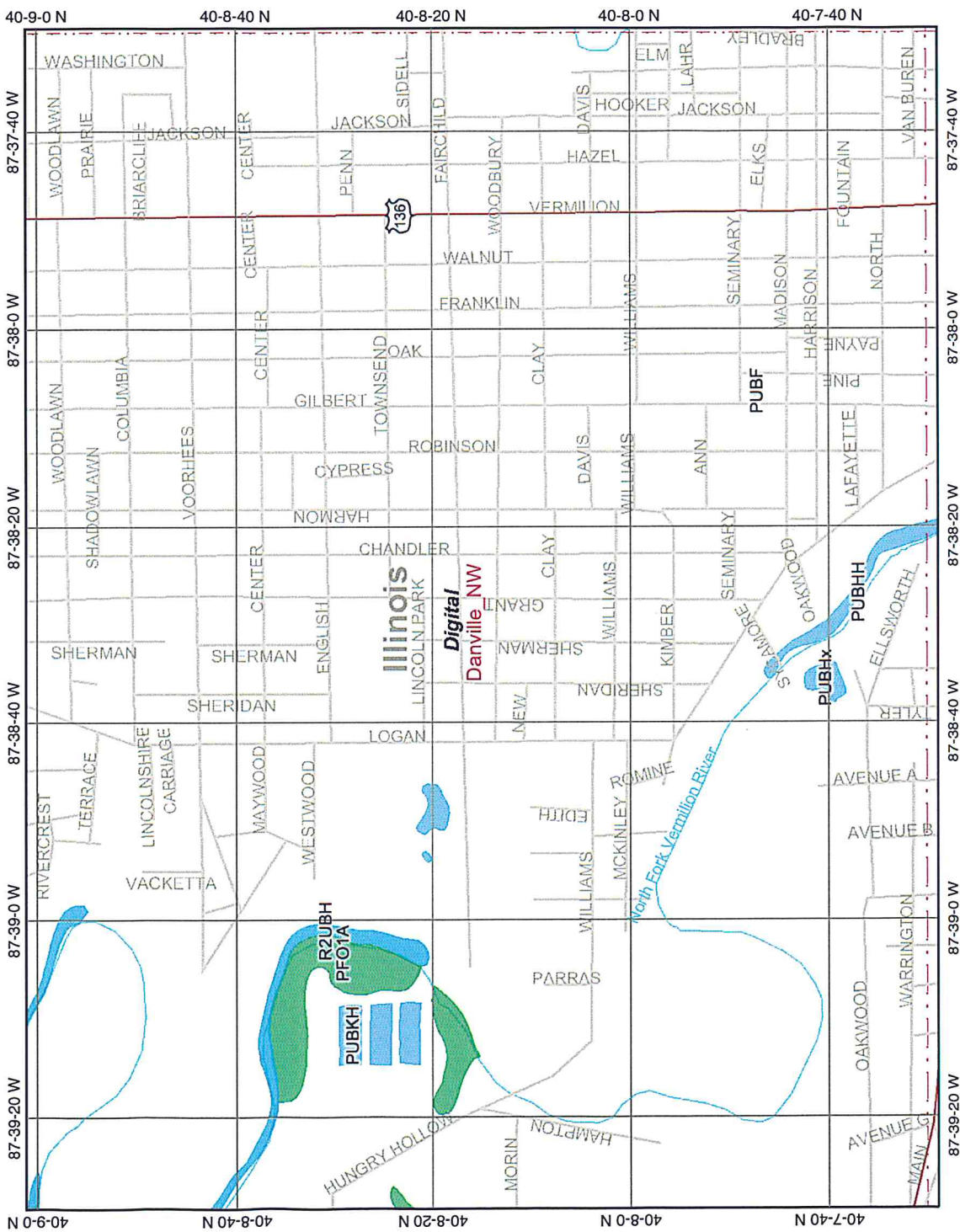


Scale: 1:19,955

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

EXHIBIT 8

Wetlands Map



Map center: 40° 8' 15" N, 87° 38' 29" W

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.



Legend

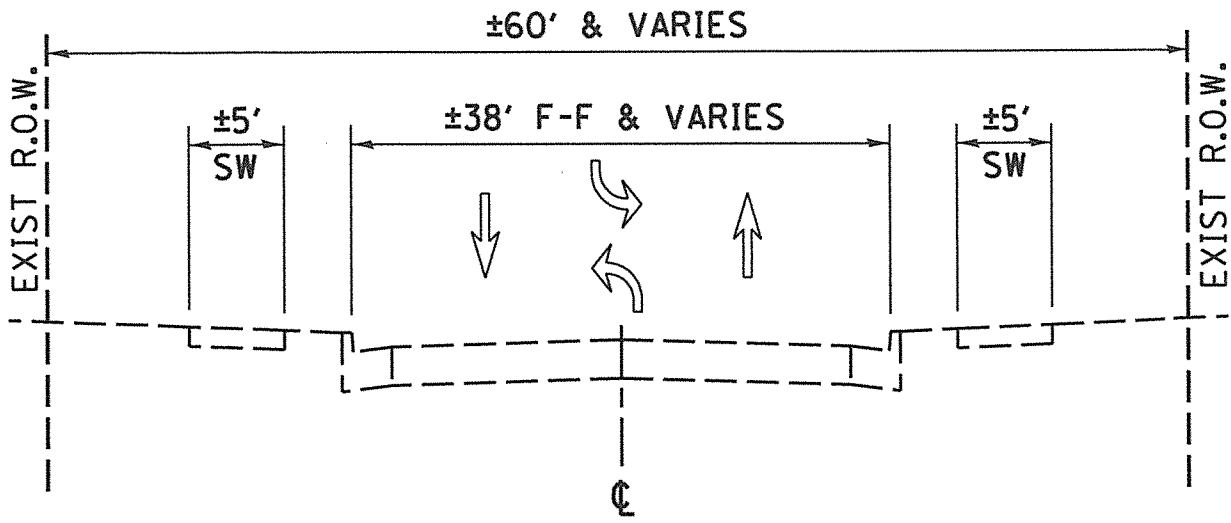
- Ohio_wet_scan
 - 0
 - 1
- Out of range
- Interstate
- Major Roads
- Other Road
- Interstate
- State highway
- US highway
- Roads
- Cities
- USGS Quad Index 24K
- Lower 48 Wetland Polygons
 - Estuarine and Marine Deepwater
 - Estuarine and Marine Wetland
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Lake
 - Other
 - Riverine
- Lower 48 Available Wetland Data
 - Non-Digital
 - Digital
 - No Data
 - Scan
- NHD Streams
- Counties 100K
- States 100K
- South America
- North America



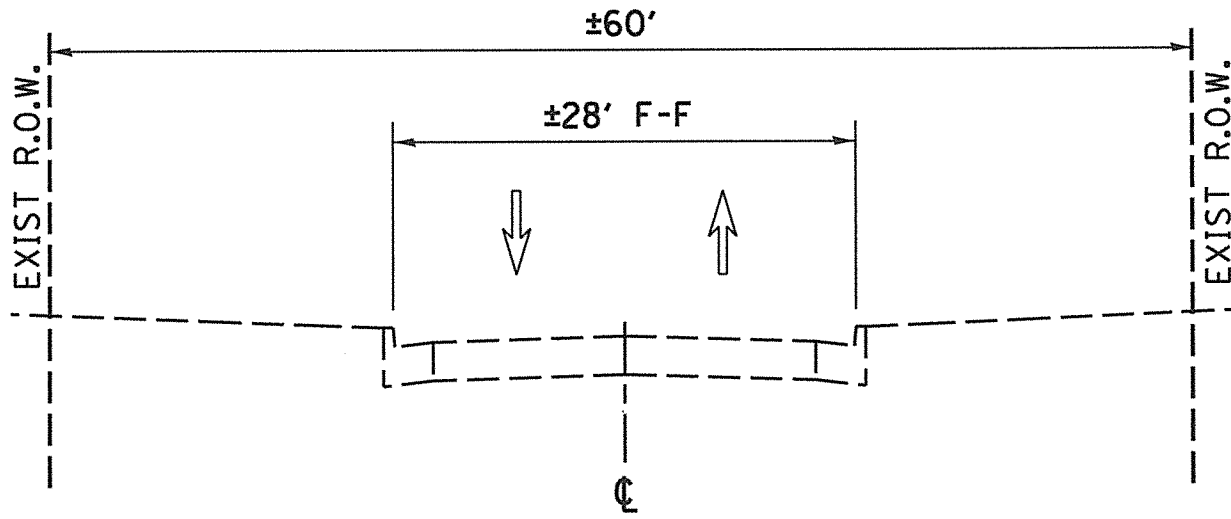
Scale: 1:19,955

EXHIBIT 8

EXHIBIT 9

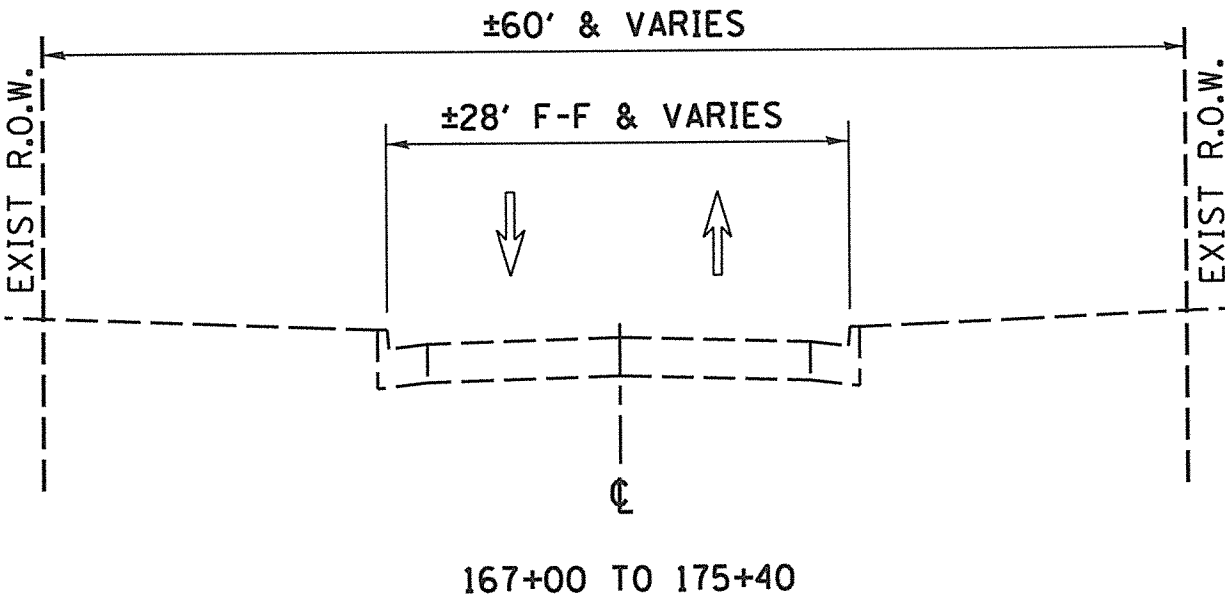
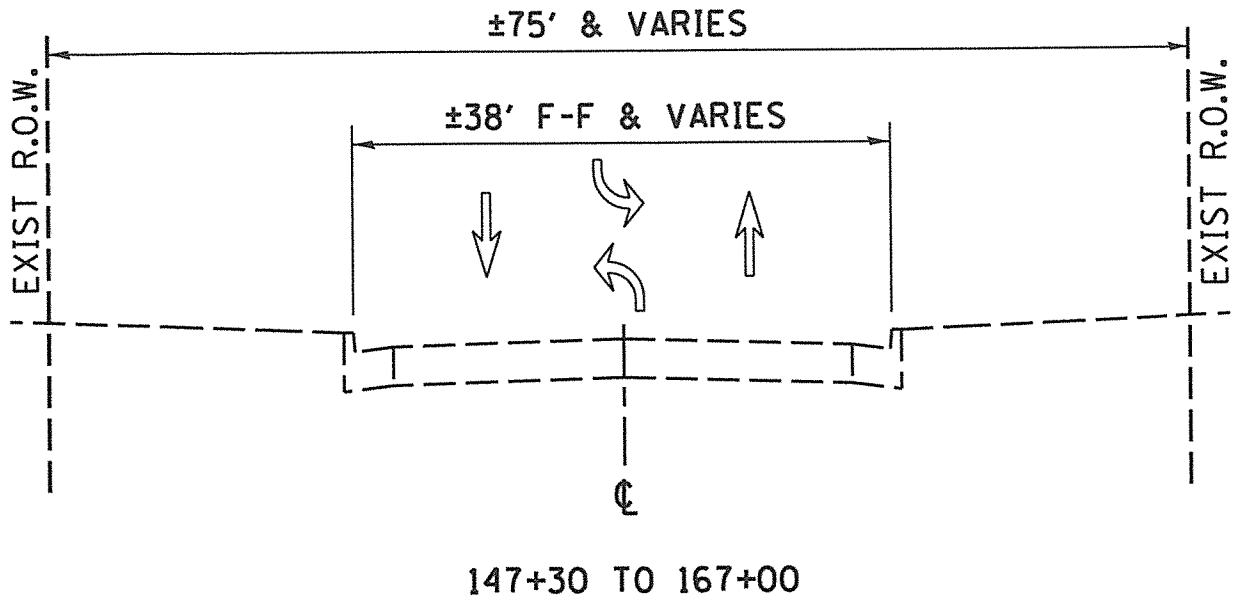


96+50 TO 103+50
(AT VERMILION STREET)

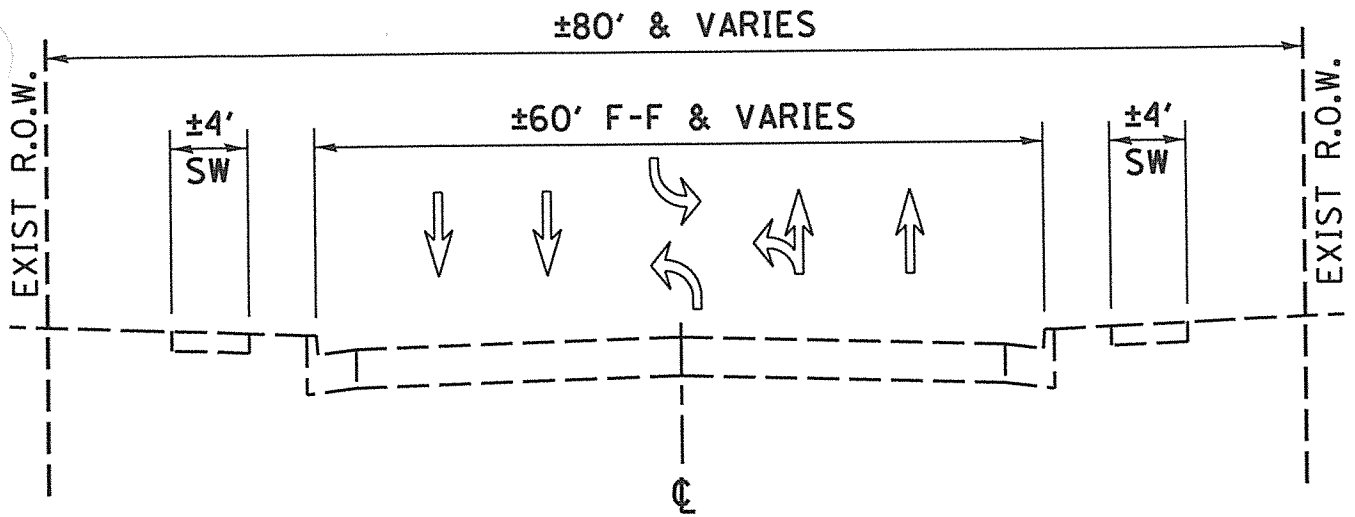


103+50 TO 147+30

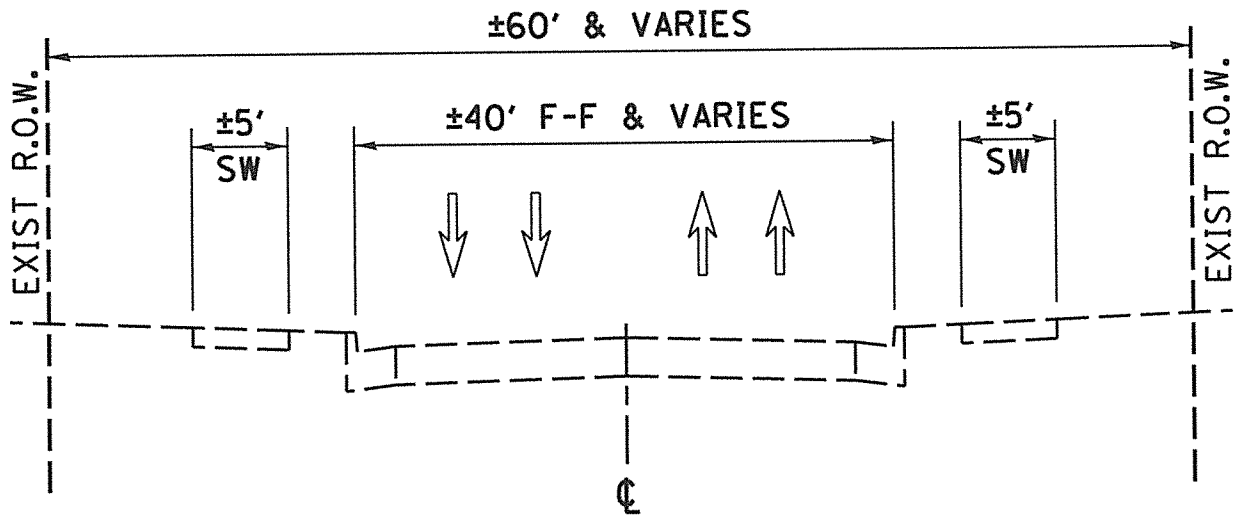
DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION VOORHEES STREET <small>1 OF 2</small>	9



DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION VOORHEES STREET 2 OF 2	9

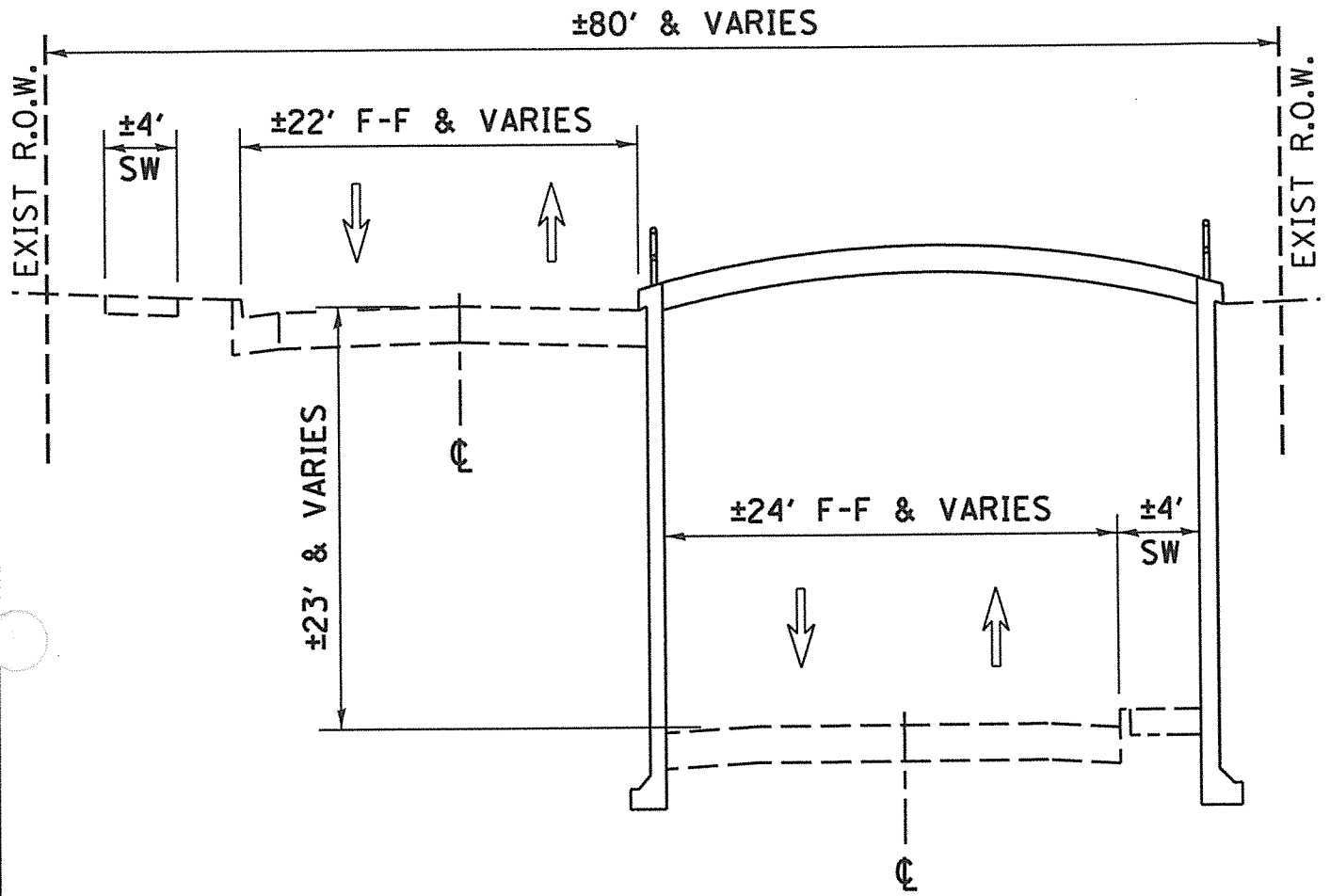


97+10 TO 103+85
(AT VERMILION STREET)



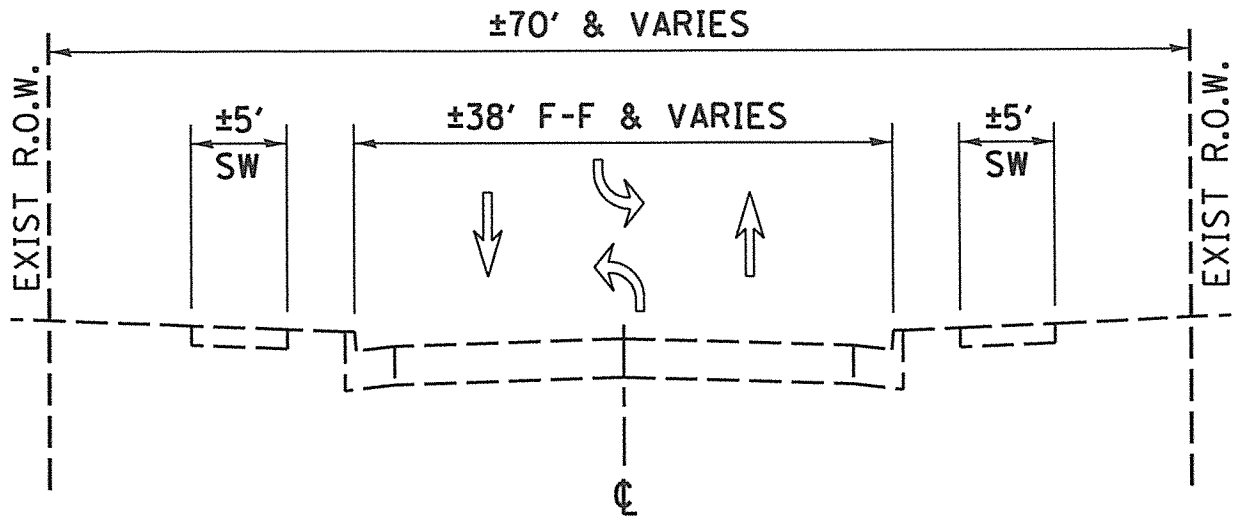
103+85 TO 135+00

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION FAIRCHILD STREET 1 OF 3	9

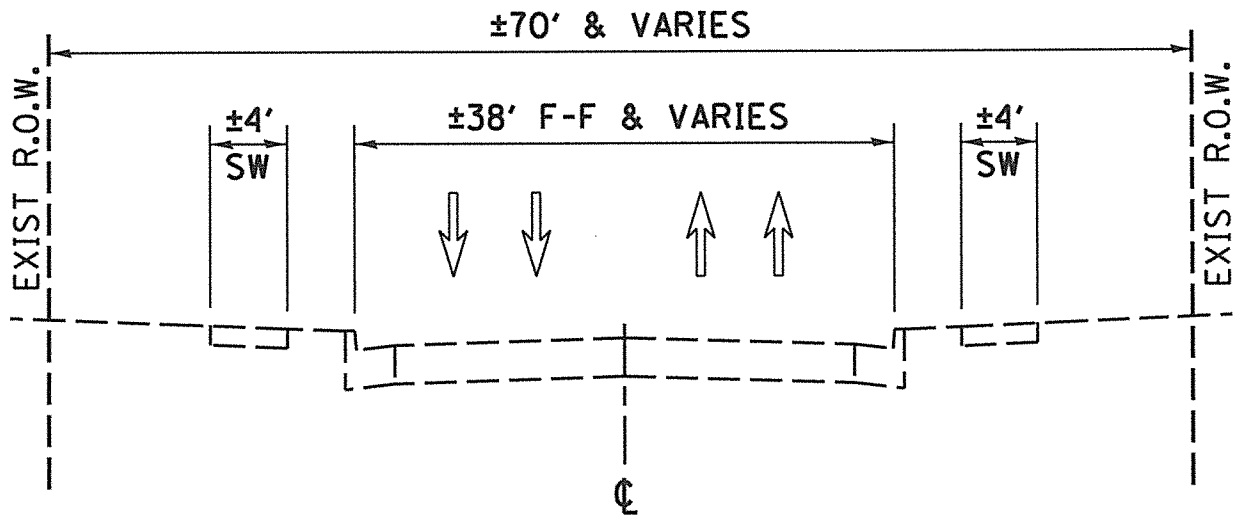


135+00 TO 148+15
 (FAIRCHILD SUBWAY)

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION FAIRCHILD STREET 2 OF 3	9

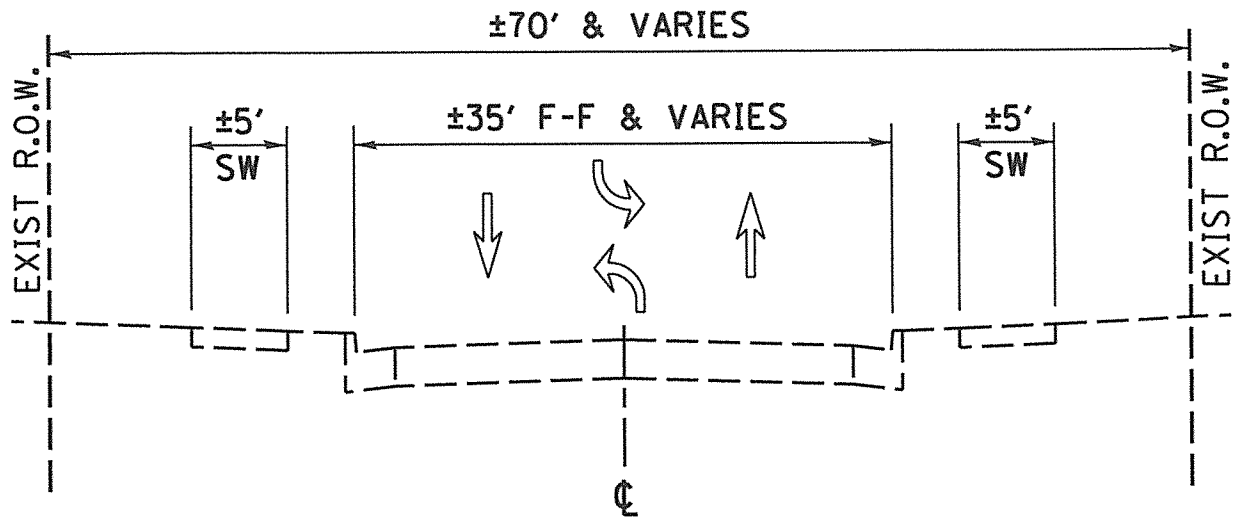


148+15 TO 154+50
(AT BOWMAN AVENUE)



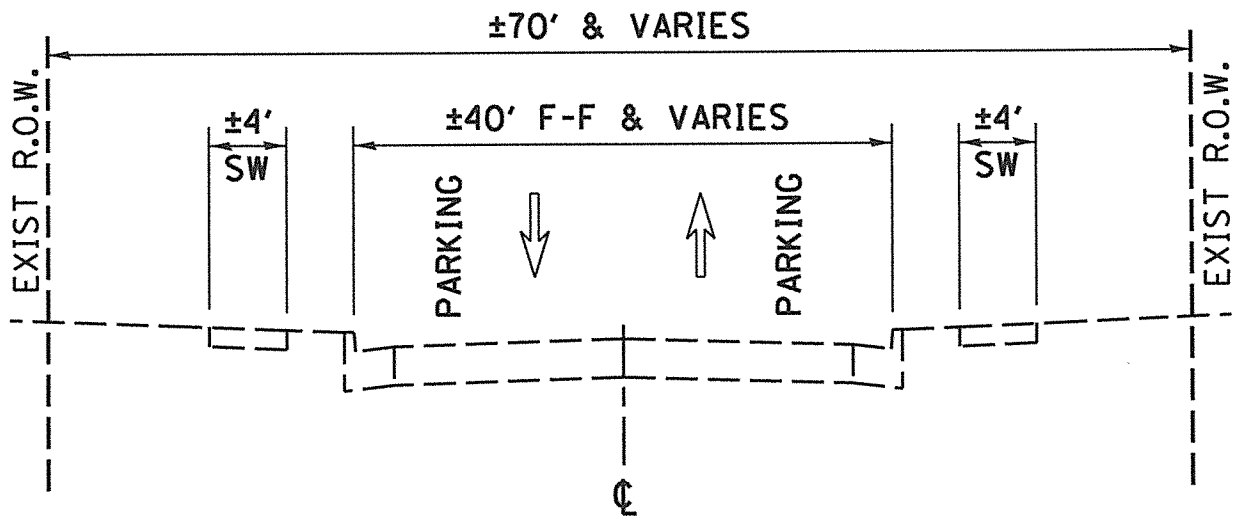
154+50 TO 178+00

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION FAIRCHILD STREET <small>3 OF 3</small>	9



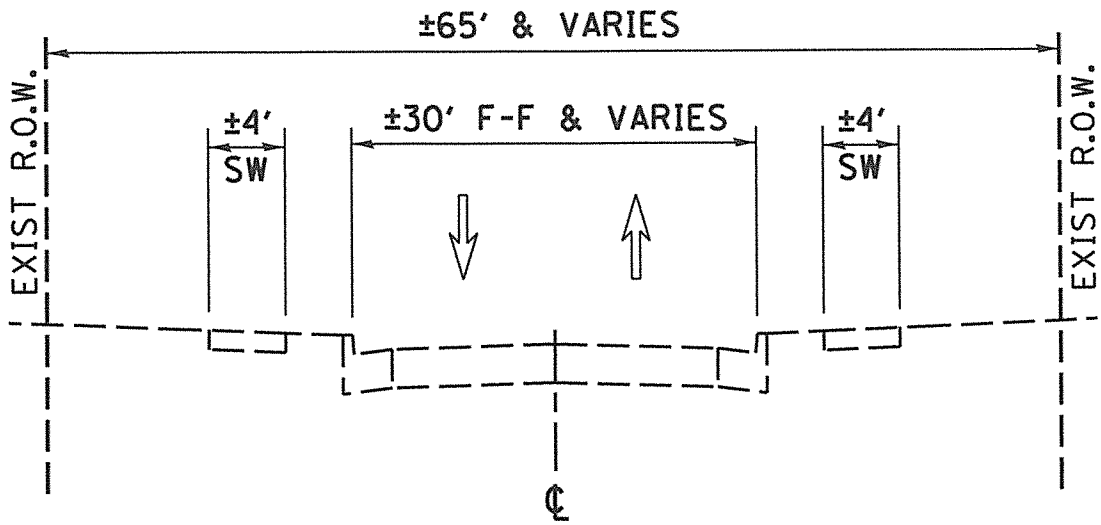
85+00 TO 86+90
(AT GILBERT STREET)

98+10 TO 101+90
(AT VERMILION STREET)

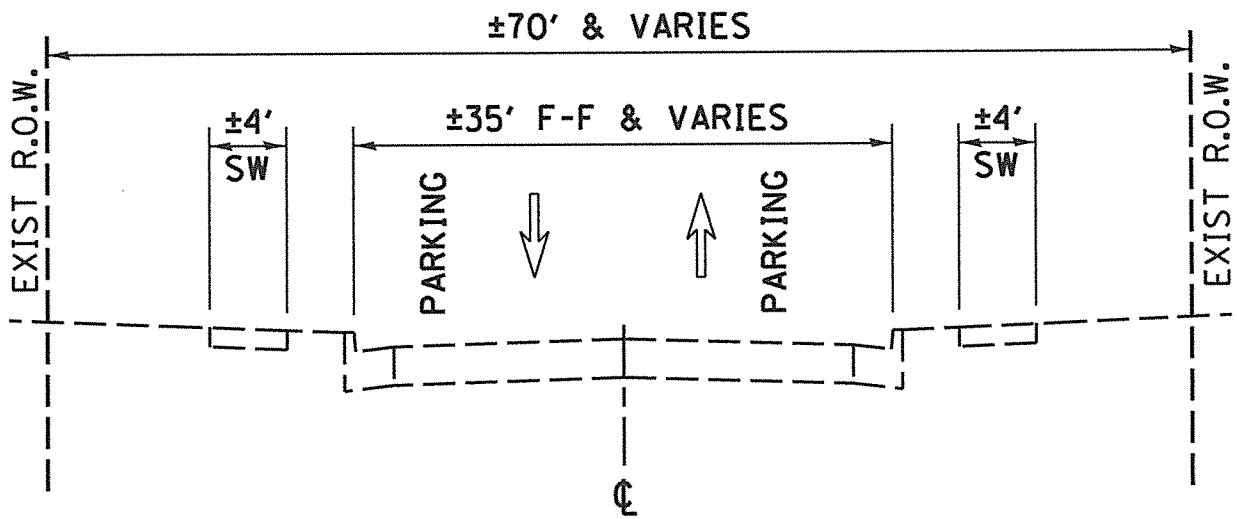


86+90 TO 98+10
101+90 TO 112+90

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION WILLIAMS STREET	9

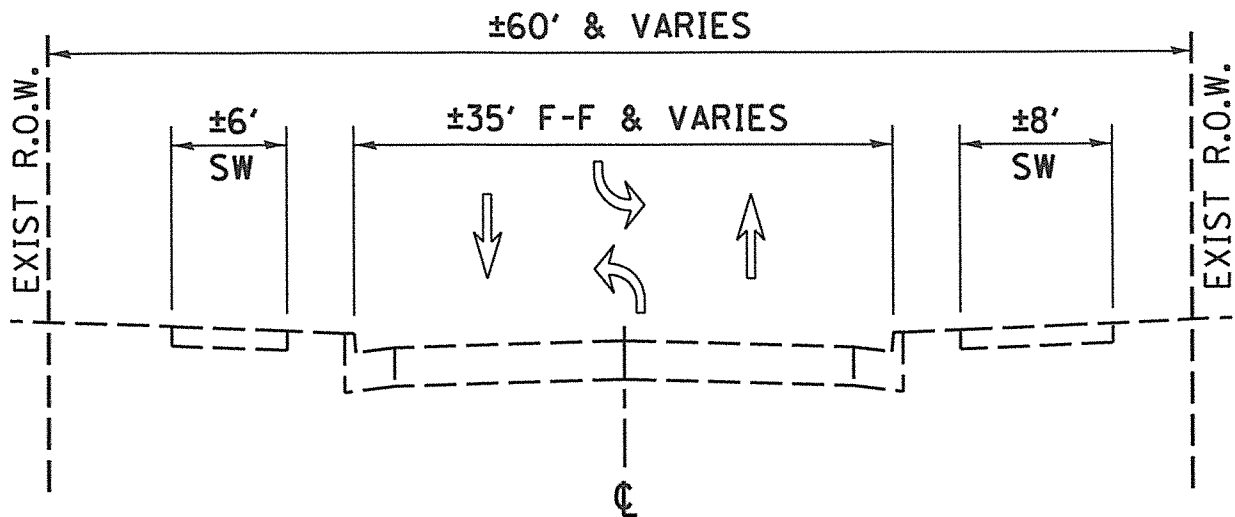


112+90 TO 121+90



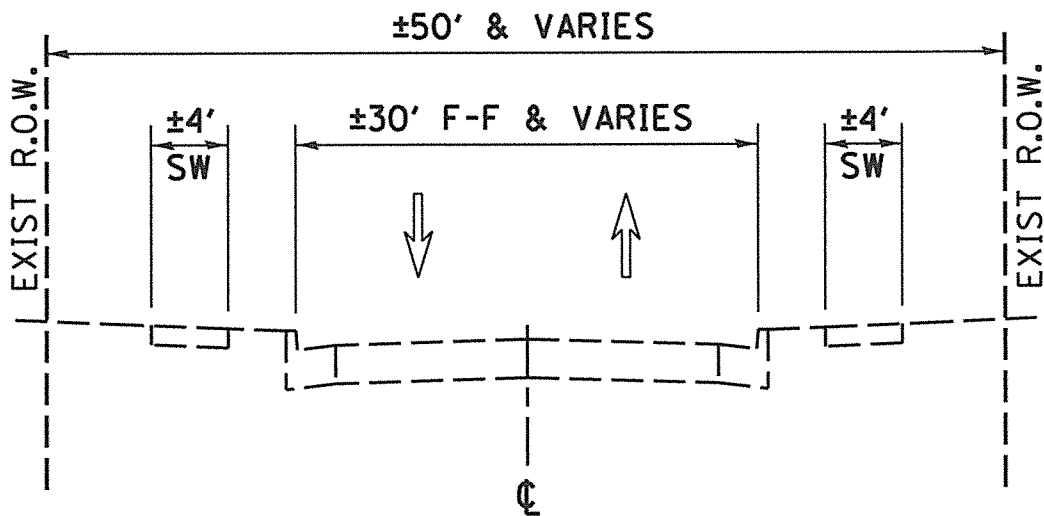
121+90 TO 170+00

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION WILLIAMS STREET 2 OF 2	9



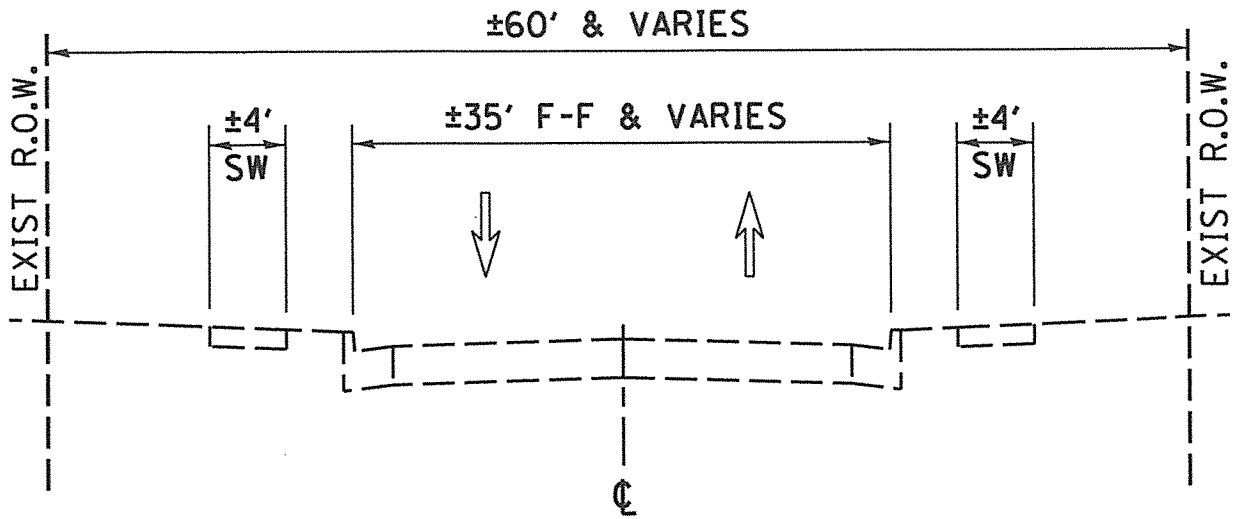
85+00 TO 86+90
(AT GILBERT STREET)

96+10 TO 103+70
(AT VERMILION STREET)

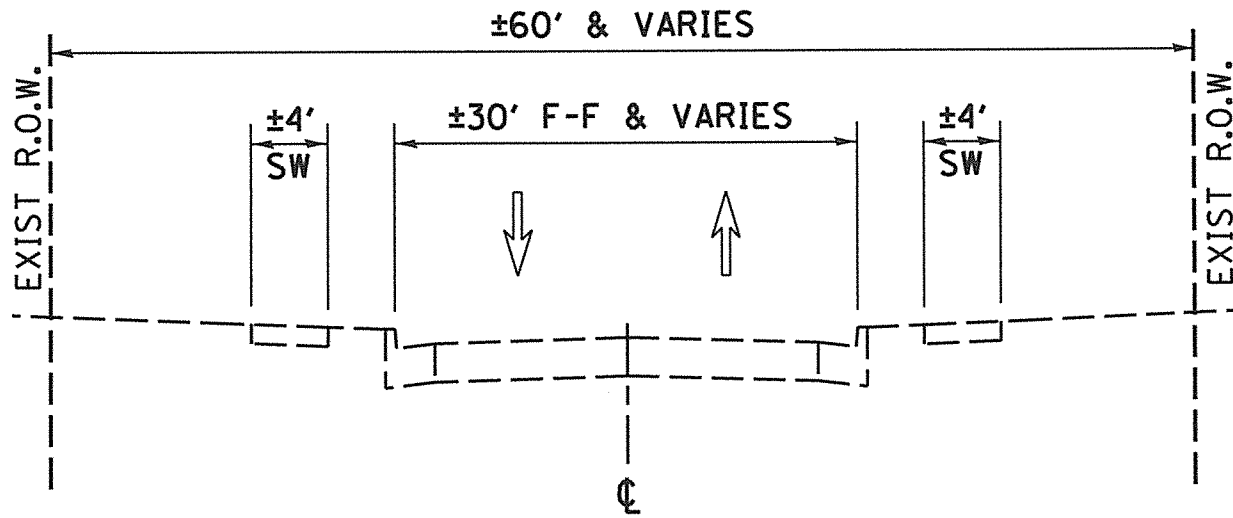


86+90 TO 96+10
103+70 TO 111+00

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION SEMINARY STREET 1 OF 3	9

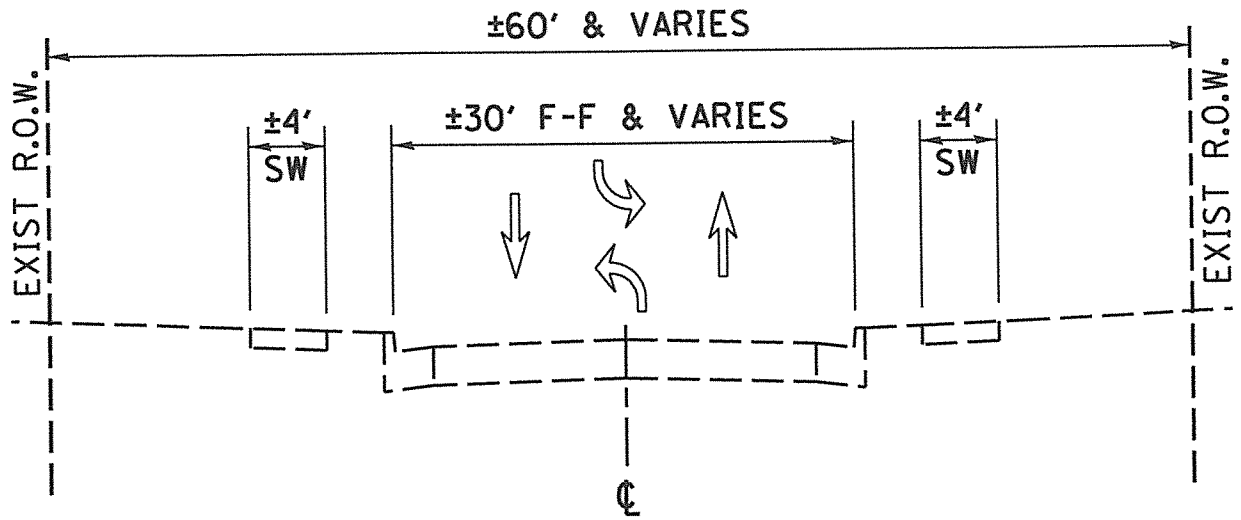


111+00 TO 137+85

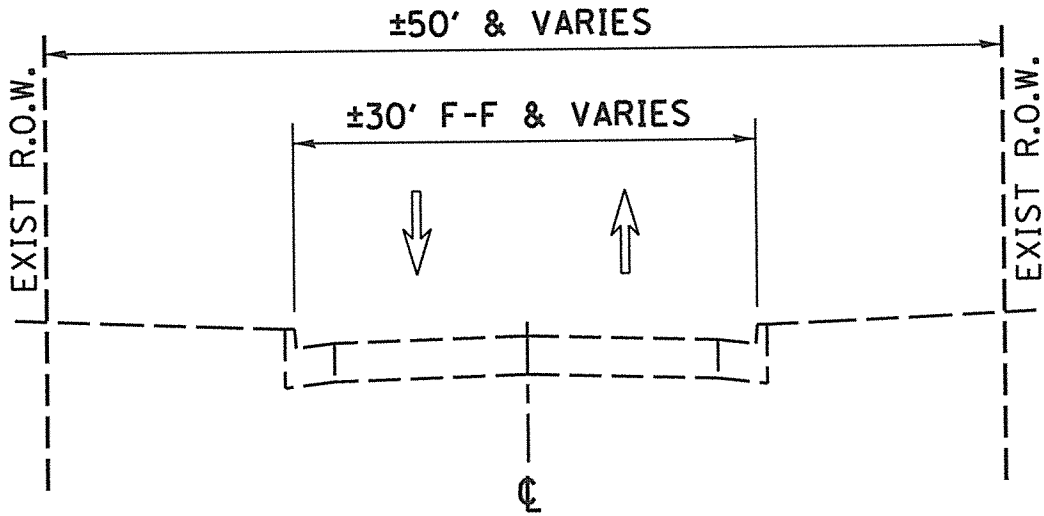


137+85 TO 149+15

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION SEMINARY STREET	9



149+15 TO 152+85
(AT BOWMAN AVENUE)



152+85 TO 177+55

DESCRIPTION	EXHIBIT
EX. TYPICAL SECTION SEMINARY STREET <small>3 OF 3</small>	9

Alternate Route Feasibility Study

TRAFFIC ESCALATION FOR ASSUMED DESIGN YEAR

Voorhees Street

FUNCTIONAL CLASSIFICATION:

TRAFFIC GROWTH % = 2%

DHV % OF ADT (LOW) = 10%

DHV % OF ADT (HIGH) = 12%

URBAN MINOR ARTERIAL

YEAR OF CONSTRUCTION = 2015

DESIGN YEAR = 2035

RANGE OF TWS-4 HIGHWAY TYPE WARRANT FOR DHV (HIGH)
1250 - 2050

YEAR	ADT	DHV (LOW)	DHV (HIGH)	NOTES
2006	8000	800	960	<<<<<<- Current AADT from IDOT Website
2007	8160	820	980	
2008	8320	830	1000	
2009	8490	850	1020	
2010	8660	870	1040	
2011	8830	880	1060	
2012	9010	900	1080	
2013	9190	920	1100	
2014	9370	940	1120	
2015	9560	960	1150	<<<<<<- Assumed Construction Year
2016	9750	980	1170	
2017	9950	1000	1190	
2018	10150	1020	1220	
2019	10350	1040	1240	
2020	10560	1060	1270	
2021	10770	1080	1290	
2022	10990	1100	1320	
2023	11210	1120	1350	
2024	11430	1140	1370	
2025	11660	1170	1400	
2026	11890	1190	1430	
2027	12130	1210	1460	
2028	12370	1240	1480	
2029	12620	1260	1510	
2030	12870	1290	1540	
2031	13130	1310	1580	
2032	13390	1340	1610	
2033	13660	1370	1640	
2034	13930	1390	1670	
2035	14210	1420	1710	<<<<<<- Assumed Design Year
2036	14490	1450	1740	
2037	14780	1480	1770	
2038	15080	1510	1810	
2039	15380	1540	1850	
2040	15690	1570	1880	
2041	16000	1600	1920	
2042	16320	1630	1960	
2043	16650	1670	2000	
2044	16980	1700	2040	
2045	17320	1730	2080	
2046	17670	1770	2120	

Alternate Route Feasibility Study

TRAFFIC ESCALATION FOR ASSUMED DESIGN YEAR

Fairchild Street

FUNCTIONAL CLASSIFICATION:

TRAFFIC GROWTH % = 2%
 DHV % OF ADT (LOW) = 10%
 DHV % OF ADT (HIGH) = 12%

URBAN MINOR ARTERIAL

YEAR OF CONSTRUCTION = 2015

DESIGN YEAR = 2035

RANGE OF TWS-4 HIGHWAY TYPE WARRANT FOR DHV (HIGH)
 1250 - 2050

YEAR	ADT	DHV (LOW)	DHV (HIGH)	NOTES
2006	9000	900	1080	<<<<<<- Current AADT from IDOT Website
2007	9180	920	1100	
2008	9360	940	1120	
2009	9550	960	1150	
2010	9740	970	1170	
2011	9930	990	1190	
2012	10130	1010	1220	
2013	10330	1030	1240	
2014	10540	1050	1260	
2015	10750	1080	1290	<<<<<<- Assumed Construction Year
2016	10970	1100	1320	
2017	11190	1120	1340	
2018	11410	1140	1370	
2019	11640	1160	1400	
2020	11870	1190	1420	
2021	12110	1210	1450	
2022	12350	1240	1480	
2023	12600	1260	1510	
2024	12850	1290	1540	
2025	13110	1310	1570	
2026	13370	1340	1600	
2027	13640	1360	1640	
2028	13910	1390	1670	
2029	14190	1420	1700	
2030	14470	1450	1740	
2031	14760	1480	1770	
2032	15060	1510	1810	
2033	15360	1540	1840	
2034	15670	1570	1880	
2035	15980	1600	1920	<<<<<<- Assumed Design Year
2036	16300	1630	1960	
2037	16630	1660	2000	
2038	16960	1700	2040	
2039	17300	1730	2080	
2040	17650	1770	2120	

Alternate Route Feasibility Study

TRAFFIC ESCALATION FOR ASSUMED DESIGN YEAR

Williams Street

FUNCTIONAL CLASSIFICATION:

URBAN COLLECTOR

TRAFFIC GROWTH % = 2%

YEAR OF CONSTRUCTION = 2015

DHV % OF ADT (LOW) = 10%

DESIGN YEAR = 2035

DHV % OF ADT (HIGH) = 12%

RANGE OF TWS-4 HIGHWAY TYPE WARRANT FOR DHV (HIGH)
1250 - 2050

YEAR	ADT	DHV (LOW)	DHV (HIGH)	NOTES
2006	7000	700	840	<<<<<<- Current AADT from IDOT Website
2007	7140	710	860	
2008	7280	730	870	
2009	7430	740	890	
2010	7580	760	910	
2011	7730	770	930	
2012	7880	790	950	
2013	8040	800	960	
2014	8200	820	980	
2015	8360	840	1000	<<<<<<- Assumed Construction Year
2016	8530	850	1020	
2017	8700	870	1040	
2018	8870	890	1060	
2019	9050	910	1090	
2020	9230	920	1110	
2021	9410	940	1130	
2022	9600	960	1150	
2023	9790	980	1170	
2024	9990	1000	1200	
2025	10190	1020	1220	
2026	10390	1040	1250	
2027	10600	1060	1270	
2028	10810	1080	1300	
2029	11030	1100	1320	
2030	11250	1130	1350	
2031	11480	1150	1380	
2032	11710	1170	1410	
2033	11940	1190	1430	
2034	12180	1220	1460	
2035	12420	1240	1490	<<<<<<- Assumed Design Year
2036	12670	1270	1520	
2037	12920	1290	1550	
2038	13180	1320	1580	
2039	13440	1340	1610	
2040	13710	1370	1650	
2041	13980	1400	1680	
2042	14260	1430	1710	
2043	14550	1460	1750	
2044	14840	1480	1780	
2045	15140	1510	1820	
2046	15440	1540	1850	
2047	15750	1580	1890	
2048	16070	1610	1930	
2049	16390	1640	1970	
2050	16720	1670	2010	
2051	17050	1710	2050	
2052	17390	1740	2090	
2053	17740	1770	2130	

Alternate Route Feasibility Study

TRAFFIC ESCALATION FOR ASSUMED DESIGN YEAR

Seminary Street

FUNCTIONAL CLASSIFICATION:

URBAN COLLECTOR

TRAFFIC GROWTH % = 2%

YEAR OF CONSTRUCTION = 2015

DHV % OF ADT (LOW) = 10%

DESIGN YEAR = 2035

DHV % OF ADT (HIGH) = 12%

RANGE OF TWS-4 HIGHWAY TYPE WARRANT FOR DHV (HIGH)
1250 - 2050

YEAR	ADT	DHV (LOW)	DHV (HIGH)	NOTES
2006	6000	600	720	<<<<<<- Current AADT from IDOT Website
2007	6120	610	730	
2008	6240	620	750	
2009	6360	640	760	
2010	6490	650	780	
2011	6620	660	790	
2012	6750	680	810	
2013	6890	690	830	
2014	7030	700	840	
2015	7170	720	860	<<<<<<- Assumed Construction Year
2016	7310	730	880	
2017	7460	750	900	
2018	7610	760	910	
2019	7760	780	930	
2020	7920	790	950	
2021	8080	810	970	
2022	8240	820	990	
2023	8400	840	1010	
2024	8570	860	1030	
2025	8740	870	1050	
2026	8910	890	1070	
2027	9090	910	1090	
2028	9270	930	1110	
2029	9460	950	1140	
2030	9650	970	1160	
2031	9840	980	1180	
2032	10040	1000	1200	
2033	10240	1020	1230	
2034	10440	1040	1250	
2035	10650	1070	1280	<<<<<<- Assumed Design Year
2036	10860	1090	1300	
2037	11080	1110	1330	
2038	11300	1130	1360	
2039	11530	1150	1380	
2040	11760	1180	1410	
2041	12000	1200	1440	
2042	12240	1220	1470	
2043	12480	1250	1500	
2044	12730	1270	1530	
2045	12980	1300	1560	
2046	13240	1320	1590	
2047	13500	1350	1620	
2048	13770	1380	1650	
2049	14050	1410	1690	
2050	14330	1430	1720	
2051	14620	1460	1750	
2052	14910	1490	1790	
2053	15210	1520	1830	
2054	15510	1550	1860	
2055	15820	1580	1900	
2056	16140	1610	1940	
2057	16460	1650	1980	
2058	16790	1680	2010	
2059	17130	1710	2060	

Alternate Route Feasibility Study

TRAFFIC ESCALATION FOR ASSUMED DESIGN YEAR

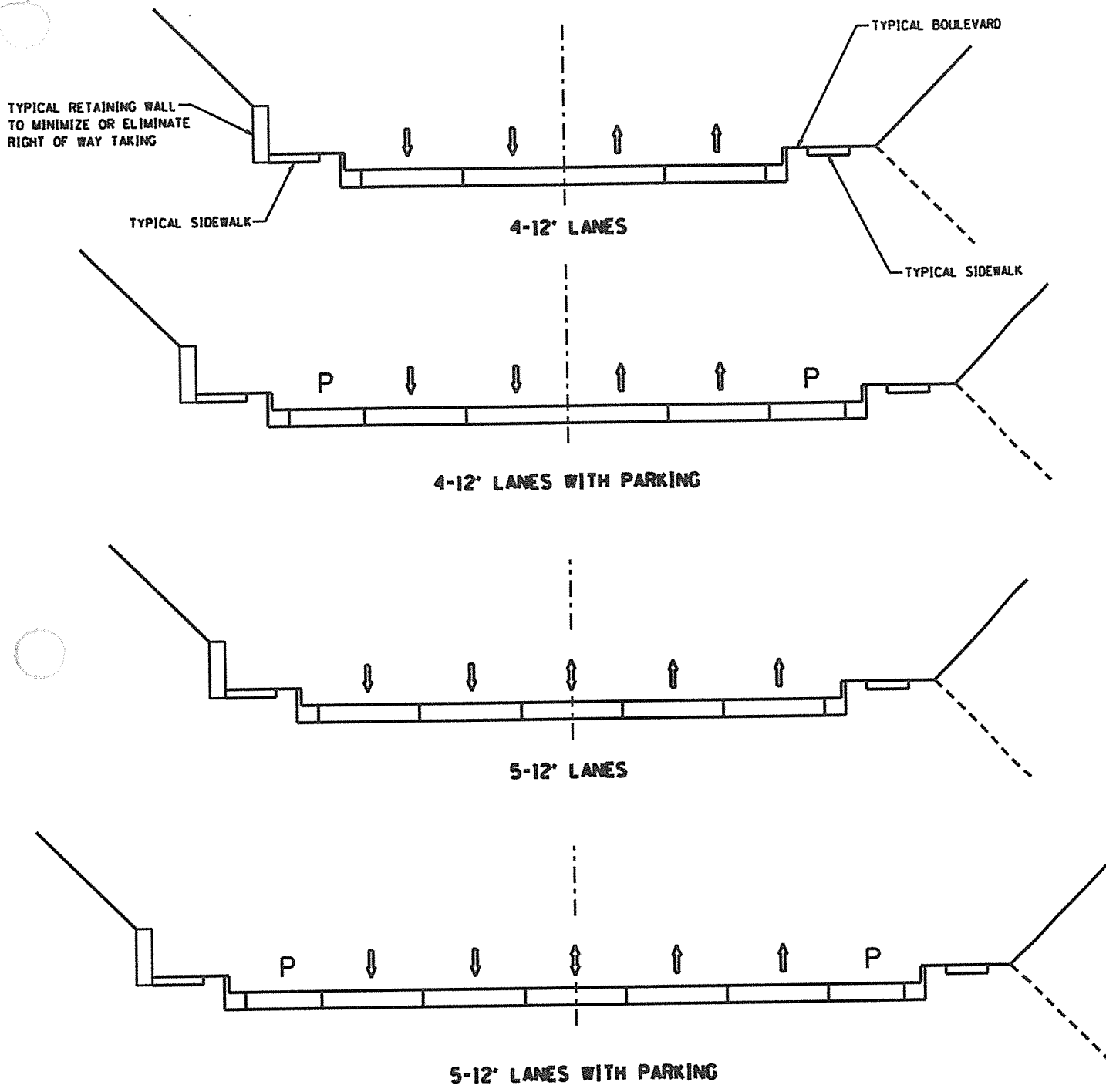
Bowman Ave

FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL
 TRAFFIC GROWTH % = 2% YEAR OF CONSTRUCTION = 2015
 DHV % OF ADT (LOW) = 10% DESIGN YEAR = 2035
 DHV % OF ADT (HIGH) = 12%

RANGE OF TWS-4 HIGHWAY TYPE WARRANT FOR DHV (HIGH)
 1250 - 2050

YEAR	ADT	DHV (LOW)	DHV (HIGH)	NOTES
2006	10000	1000	1200	<<<<<<- Current AADT from IDOT Website
2007	10200	1020	1220	
2008	10400	1040	1250	
2009	10610	1060	1270	
2010	10820	1080	1300	
2011	11040	1100	1320	
2012	11260	1130	1350	
2013	11490	1150	1380	
2014	11720	1170	1410	
2015	11950	1200	1430	<<<<<<- Assumed Construction Year
2016	12190	1220	1460	
2017	12430	1240	1490	
2018	12680	1270	1520	
2019	12930	1290	1550	
2020	13190	1320	1580	
2021	13450	1350	1610	
2022	13720	1370	1650	
2023	13990	1400	1680	
2024	14270	1430	1710	
2025	14560	1460	1750	
2026	14850	1490	1780	
2027	15150	1520	1820	
2028	15450	1550	1850	
2029	15760	1580	1890	
2030	16080	1610	1930	
2031	16400	1640	1970	
2032	16730	1670	2010	
2033	17060	1710	2050	
2034	17400	1740	2090	
2035	17750	1780	2130	<<<<<<- Assumed Design Year
2036	18110	1810	2170	

EXHIBIT 10



NOTES:

1. ⇄ = DIRECTION OF TRAVEL
2. P = PARKING LANE (VARIES FROM 8' TO 10')
3. PARKING LANES CAN BE DROPPED TO PROVIDE ADDITIONAL TURN LANES AT INTERSECTIONS.

FOUR-LANE TYPICAL SECTIONS

EXHIBIT II

Alternate Route Feasibility Study
MAJOR CONSTRUCTION FEATURES ALONG ROUTE
Voorhees Street

	LOCATION	TYPE	DESCRIPTION	NOTES
1)	STA. 100+00	Intersection	Voorhees St. @ Vermilion St.	
2)	STA 106+00	Intersection	Voorhees St. @ Jackson St.	
3)	STA 111+00	Intersection	Voorhees St. @ Washington Ave.	
4)	STA. 127+35	Structure	Voorhees St. over Abandoned Railroad	A structure or large box culvert should be provided for potential improvement of railbed to a bicycle path.
5)	STA. 135+70	Structure	Voorhees St. over Stoney Creek	
6)	STA 138+00	Intersection	Voorhees St. @ Collett St.	
7)	STA 142+00	Intersection	Voorhees St. @ Kimball St.	
8)	STA. 145+00	Structure	Voorhees St. over CSXT Railroad	
9)	STA 148+00	Intersection	Voorhees St. @ Eastview Ave./Martin St.	
10)	STA. 151+00	Intersection	Voorhees St. @ Bowman Ave.	

Alternate Route Feasibility Study
MAJOR CONSTRUCTION FEATURES ALONG ROUTE
Fairchild Street

	LOCATION	TYPE	DESCRIPTION	NOTES
1)	STA. 132+00	Intersection	Fairchild St. @ Rogers St.	
2)	STA. 135+00	Intersection	Fairchild St. @ Baldwin St.	
3)	STA. 138+00	Intersection	Fairchild St. @ Collett St.	
4)	STA 140+00	Structure	Fairchild St. over NS Railroad	
4)	STA. 140+50	Intersection	Fairchild St. @ Collett St.	
5)	STA. 142+00	Intersection	Fairchild St. @ Kimball St.	
6)	STA 143+00	Structure	Fairchild St. over CSXT Railroad	
7)	STA. 145+00	Intersection	Fairchild St. @ Jewell St.	
8)	STA. 148+00	Intersection	Fairchild St. @ Martin St.	
9)	STA. 151+00	Intersection	Fairchild St. @ Bowman Ave.	

Alternate Route Feasibility Study
MAJOR CONSTRUCTION FEATURES ALONG ROUTE
Williams Street

	LOCATION	TYPE	DESCRIPTION	NOTES
1)	STA 66+00	Intersection	Logan Ave. @ Sherman St.	
2)	STA. 67+00	Structure	Roadway (Logan Ave.) over CSXT Railroad	
3)	STA. 70+00	Intersection	Logan Ave. @ Grant St.	
4)	STA. 73+00	Intersection	Madison St. @ Chandler St.	
2)	STA. 76+00	Intersection	Madison St. @ Harmon St.	
2)	STA. 81+00	Intersection	Madison St. @ Robison St.	
3)	STA. 85+00	Intersection	Williams St. @ Gilbert St.	
4)	STA 89+00	Intersection	Williams St. @ Oak St.	
5)	STA 93+00	Intersection	Williams St. @ Franklin St.	
6)	STA 96+00	Intersection	Williams St. @ Walnut St.	
7)	STA. 100+00	Intersection	Williams St. @ Vermilion St.	
8)	STA. 104+00	Intersection	Williams St. @ Hazel St.	
9)	STA. 107+00	Intersection	Williams St. @ Jackson St.	
10)	STA. 109+00	Intersection	Williams St. @ Hooker St.	
11)	STA. 111+00	Intersection	Williams St. @ Washington Ave.	
12)	STA. 114+00	Intersection	Williams St. @ Elm St.	
13)	STA 115+00	Structure	Williams St. over Stoney Creek	
14)	STA. 125+00	Intersection	Williams St. @ Section St.	
15)	STA 130+00	Structure	Williams St. over NS Railroad	
16)	STA 135+00	Intersection	Williams St. @ Anderson St.	
17)	STA 138+00	Intersection	Williams St. @ Collett St.	
18)	STA 142+00	Intersection	Williams St. @ Kimball St.	
19)	STA 145+00	Intersection	Williams St. @ Jewell St.	
20)	STA 148+00	Intersection	Williams St. @ Martin St.	
21)	STA. 151+00	Intersection	Williams St. @ Bowman Ave.	

Alternate Route Feasibility Study
MAJOR CONSTRUCTION FEATURES ALONG ROUTE
Seminary Street

	LOCATION	TYPE	DESCRIPTION	NOTES
1)	STA 66+00	Intersection	Logan Ave. @ Sherman St.	
2)	STA 67+00	Structure	Roadway (Logan Ave.) over CSXT Railroad	
3)	STA 70+00	Intersection	Logan Ave. @ Grant St.	
4)	STA 73+00	Intersection	Logan Ave./Seminary St. @ Chandler St.	
5)	STA 76+00	Intersection	Logan Ave./Seminary St. @ Harmon St.	
6)	STA 81+00	Intersection	Logan Ave./Seminary St. @ Robinson St.	
7)	STA 85+00	Intersection	Seminary St. @ Gilbert St.	
8)	STA 87+00	Intersection	Seminary St. @ Pine St.	
9)	STA 89+00	Intersection	Seminary St. @ Oak St.	
10)	STA 93+00	Intersection	Seminary St. @ Franklin St.	
11)	STA 96+00	Intersection	Seminary St. @ Walnut St.	
12)	STA 100+00	Intersection	Seminary St. @ Vermilion St.	
13)	STA. 104+00	Intersection	Seminary St. @ Hazel St.	
14)	STA. 107+00	Intersection	Seminary St. @ Jackson St.	
15)	STA. 109+00	Intersection	Seminary St. @ Hooker St.	
16)	STA. 111+00	Intersection	Seminary St. @ Washington Ave.	
17)	STA 118+00	Structure	Seminary St. over Stoney Creek	
18)	STA. 119+00	Intersection	Seminary St. @ Union St.	
19)	STA. 122+50	Intersection	Seminary @ Junction Ave	
20)	STA 123+00	Structure	Seminary under NS Railroad	Existing Structure To Be Rebuilt
21)	STA. 125+00	Intersection	Seminary St. @ Section St.	
22)	STA 128+00	Intersection	Seminary St. @ Short St.	
23)	STA 130+00	Intersection	Seminary St. @ Boone St.	
24)	STA 131+00	Intersection	Seminary St. @ Boone St.	
25)	STA 134+00	Intersection	Seminary St. @ Anderson St.	
26)	STA 138+00	Intersection	Seminary St. @ Collett St.	
27)	STA 142+00	Intersection	Seminary St. @ Kimball St.	
28)	STA 145+00	Intersection	Seminary St. @ Jewell St.	
29)	STA 148+00	Intersection	Seminary St. @ Martin St.	
30)	STA 151+00	Intersection	Seminary St. @ Bowman Ave.	

Alternate Route Feasibility Study
MAJOR CONSTRUCTION FEATURES ALONG ROUTE
Bowman Ave

	LOCATION	TYPE	DESCRIPTION	NOTES
1)	STA 83+00	Intersection	Bowman Ave. @ Main St.	
2)	STA 88+00	Intersection	Bowman Ave. @ Johnson St.	
3)	STA 91+00	Intersection	Bowman Ave. @ Harrison St.	
4)	STA 95+00	Intersection	Bowman Ave. @ Madison St.	
5)	STA 96+00	Intersection	Bowman Ave. @ Madison St.	
6)	STA 100+00	Intersection	Bowman Ave. @ Seminary St.	
7)	STA 105+00	Intersection	Bowman Ave. @ Clarence St.	
8)	STA 110+00	Intersection	Bowman Ave. @ Williams St.	
9)	STA 115+00	Intersection	Bowman Ave. @ Griggs St.	
10)	STA 121+00	Structure	Bowman Ave. over CSXT Railroad	
11)	STA 125+00	Intersection	Bowman Ave. @ Myers St.	
12)	STA 130+00	Intersection	Bowman Ave. @ Fairchild St.	
13)	STA 133+00	Intersection	Bowman Ave. @ May St.	
14)	STA 138+00	Intersection	Bowman Ave. @ Norman St.	
15)	STA 141+00	Intersection	Bowman Ave. @ Maple St.	
16)	STA 142+00	Structure	Bowman Ave. over NS Railroad	
17)	STA 143+00	Intersection	Bowman Ave. @ English St.	
18)	STA 147+00	Intersection	Bowman Ave. @ Brook St.	
19)	STA 152+00	Intersection	Bowman Ave. @ Meadow St.	
20)	STA 156+00	Intersection	Bowman Ave. @ Voorhees St.	

EXHIBIT 12

**Cost Summary:
Alternate Route Feasibility Study
Voorhees Street**

Corridor Length 5100 ft (Vermilion to Bowman)
 Proposed Mainline Length: 5100 ft (Vermilion to Bowman)
 Proposed Mainline Average Width: 65 ft
 Proposed Frontage Road Length: 0 ft
 Proposed Frontage Road Average Width: 0 ft
 Existing Length (TBR): 5100 ft
 Existing Average Width: 35 ft
 New Alignment Only Length: 0 ft

ITEM	QUANTITY	UNIT	COST	PER UNIT	TOTAL
Pavement Removal	19,833	SQ YD	\$9	/ SQ YD	\$178,500
Pavement	36,833	SQ YD	\$65	/ SQ YD	\$2,394,167
Drainage	5,100	LIN FT	\$150	/ LIN FT	\$765,000
Excavation	6,139	CU YD	\$16	/ CU YD	\$98,222
Major Intersections	2	EACH	\$510,000	/ EACH	\$1,020,000
Minor Intersections	4	EACH	\$150,000	/ EACH	\$600,000
Signals & Lighting	2	EACH	\$200,000	/ EACH	\$400,000
Box Culvert at Abandoned RR	245	LIN FT	\$1,000	/ LIN FT	\$245,000
Bridge over Stoney Creek	10,400	SQ FT	\$200	/ SQ FT	\$2,080,000
Bridge Over CSXT RR	11,820	SQ FT	\$200	/ SQ FT	\$2,364,000
Retaining Walls at CSXT Bridge	38,280	SQ FT	\$50	/ SQ FT	\$1,914,000
Fairchild Subway Repairs	1	EACH	\$5,900,000	/ EACH	\$5,900,000
				Bowman Av	\$18,083,137
				Subtotal	\$36,042,026
				Contingency (15%)	\$5,406,304
				Construction Subtotal	\$41,448,330
				Design & Construction Engineering (15%)	\$6,217,249
				Construction Total	\$47,666,000

APPLICATION RATES:

Excavation - Existing Alignments: 0.5 CF/SF
 Excavation - New Alignments: 2.0 CF/SF

Cost Summary:
Alternate Route Feasibility Study
Fairchild Street

Corridor Length 5100 ft (Vermilion to Bowman)
Proposed Mainline Length: 1900 ft (Rogers to Bowman)
Proposed Mainline Average Width: 65 ft
Proposed Frontage Road Length: 0 ft
Proposed Frontage Road Average Width: 0 ft
Existing Length (TBR): 1900 ft
Existing Average Width: 30 ft
New Alignment Only Length: 0 ft

ITEM	QUANTITY	UNIT	COST	PER UNIT	TOTAL
Pavement Removal	6,333	SQ YD	\$9	/ SQ YD	\$57,000
Pavement	13,722	SQ YD	\$65	/ SQ YD	\$891,944
Drainage	1,900	LIN FT	\$150	/ LIN FT	\$285,000
Excavation	2,287	CU YD	\$16	/ CU YD	\$36,593
Major Intersections	1	EACH	\$510,000	/ EACH	\$510,000
Minor Intersections	5	EACH	\$150,000	/ EACH	\$750,000
Signals & Lighting	1	EACH	\$200,000	/ EACH	\$200,000
Existing Subway Removal	1	EACH	\$500,000	/ EACH	\$500,000
Bridge over CSXT RR & NS RR	25,620	SQ FT	\$350	/ SQ FT	\$8,967,000
Retaining Walls	25,330	SQ FT	\$50	/ SQ FT	\$1,266,500
				Bowman Av	\$18,083,137
				Subtotal	\$31,547,174
				Contingency (15%)	\$4,732,076
				Construction Subtotal	\$36,279,250
				Design & Construction Engineering (15%)	\$5,441,888
				Construction Total	\$41,721,000

APPLICATION RATES:

Excavation - Existing Alignments: 0.5 CF/SF
Excavation - New Alignments: 2.0 CF/SF

**Cost Summary:
Alternate Route Feasibility Study
Williams Street**

Corridor length	6600 ft	(Gilbert to Bowman)
Proposed Mainline Length:	6600 ft	(Gilbert to Bowman)
Proposed Mainline Average Width:	65 ft	
Proposed Frontage Road Length:	0 ft	
Proposed Frontage Road Average Width:	0 ft	
Existing Length (TBR):	6600 ft	
Existing Average Width:	36 ft	
New Alignment Only Length:	0 ft	

ITEM	QUANTITY	UNIT	COST	PER UNIT	TOTAL
Pavement Removal	26,400	SQ YD	\$9	/ SQ YD	\$237,600
Pavement	47,667	SQ YD	\$65	/ SQ YD	\$3,098,333
Drainage	6,600	LIN FT	\$150	/ LIN FT	\$990,000
Excavation	7,944	CU YD	\$16	/ CU YD	\$127,111
Major Intersections	5	EACH	\$510,000	/ EACH	\$2,550,000
Minor Intersections	12	EACH	\$150,000	/ EACH	\$1,800,000
Signals & Lighting	5	EACH	\$200,000	/ EACH	\$1,000,000
Bridge Over CSXT RR (Logan Av)	8,760	SQ FT	\$200	/ SQ FT	\$1,752,000
Retaining Walls Logan	37,260	SQ FT	\$50	/ SQ FT	\$1,863,000
Bridge over Stoney Creek	7,800	SQ FT	\$200	/ SQ FT	\$1,560,000
Bridge Over NS RR	12,672	SQ FT	\$200	/ SQ FT	\$2,534,400
Retaining Walls Bridge Over NS RR	37,600	SQ FT	\$50	/ SQ FT	\$1,880,000
Fairchild Subway Repairs	1	EACH	\$5,900,000	/ EACH	\$5,900,000
				Bowman Av	\$18,083,137
				Subtotal	\$43,375,581
				Contingency (15%)	\$6,506,337
				Construction Subtotal	\$49,881,918
				Design & Construction Engineering (15%)	\$7,482,288
				Construction Total	\$57,364,000

APPLICATION RATES:

Excavation - Existing Alignments:	0.5 CF/SF
Excavation - New Alignments:	2.0 CF/SF

**Cost Summary:
Alternate Route Feasibility Study
Seminary Street**

Corridor Length 6600 ft (Gilbert to Bowman)
 Proposed Mainline Length: 6600 ft (Gilbert to Bowman)
 Proposed Mainline Average Width: 65 ft
 Proposed Frontage Road Length: 0 ft
 Proposed Frontage Road Average Width: 0 ft
 Existing Length (TBR): 6600 ft
 Existing Average Width: 33 ft
 New Alignment Only Length: 0 ft

ITEM	QUANTITY	UNIT	COST	PER UNIT	TOTAL
Pavement Removal	24,200	SQ YD	\$9	/ SQ YD	\$217,800
Pavement	47,667	SQ YD	\$65	/ SQ YD	\$3,098,333
Drainage	6,600	LIN FT	\$150	/ LIN FT	\$990,000
Excavation	7,944	CU YD	\$16	/ CU YD	\$127,111
Major Intersections	5	EACH	\$510,000	/ EACH	\$2,550,000
Minor Intersections	16	EACH	\$150,000	/ EACH	\$2,400,000
Signals & Lighting	5	EACH	\$200,000	/ EACH	\$1,000,000
Bridge Over CSXT RR (Logan Av)	8,760	SQ FT	\$200	/ SQ FT	\$1,752,000
Retaining Walls Bridge Over CSXT RR	37,260	SQ FT	\$50	/ SQ FT	\$1,863,000
Bridge over Stoney Creek	7,800	SQ FT	\$200	/ SQ FT	\$1,560,000
NS RR Bridge over Seminary	5,850	SQ FT	\$400	/ SQ FT	\$2,340,000
Fairchild Subway Repairs	1	EACH	\$5,900,000	/ EACH	\$5,900,000
				Bowman Av	\$18,083,137
				Subtotal	\$41,881,381
				Contingency (15%)	\$6,282,207
				Construction Subtotal	\$48,163,588
				Design & Construction Engineering (15%)	\$7,224,538
				Construction Total	\$55,388,000

APPLICATION RATES:

Excavation - Existing Alignments: 0.5 CF/SF
 Excavation - New Alignments: 2.0 CF/SF

Cost Summary: Alternate Route Feasibility Study Bowman Ave

Corridor Length	7300 ft	(Main to Voorhees)
Proposed Mainline Length:	7300 ft	(Main to Voorhees)
Proposed Mainline Average Width:	65 ft	
Proposed Frontage Road Length:	0 ft	
Proposed Frontage Road Average Width:	0 ft	
Existing Length (TBR):	7300 ft	
Existing Average Width:	40 ft	
New Alignment Only Length:	0 ft	

Note: The number of major intersections has been reduced by one since a major intersection at Bowman is included in each of the alternates.

ITEM	QUANTITY	UNIT	COST	PER UNIT	TOTAL
Pavement Removal	32,444	SQ YD	\$9	/ SQ YD	\$292,000
Pavement	52,722	SQ YD	\$65	/ SQ YD	\$3,426,944
Drainage	7,300	LIN FT	\$150	/ LIN FT	\$1,095,000
Excavation	8,787	CU YD	\$16	/ CU YD	\$140,593
Major Intersections	4	EACH	\$510,000	/ EACH	\$2,040,000
Minor Intersections	13	EACH	\$150,000	/ EACH	\$1,950,000
Signals & Lighting	4	EACH	\$200,000	/ EACH	\$800,000
Bridge Over CSXT RR	9,728	SQ FT	\$200	/ SQ FT	\$1,945,600
Retaining Walls Bridge Over CSXT RR	37,260	SQ FT	\$50	/ SQ FT	\$1,863,000
Bridge over NS RR	13,250	SQ FT	\$200	/ SQ FT	\$2,650,000
Retaining Walls Bridge over NS RR	37,600	SQ FT	\$50	/ SQ FT	\$1,880,000
				Subtotal	\$18,083,137

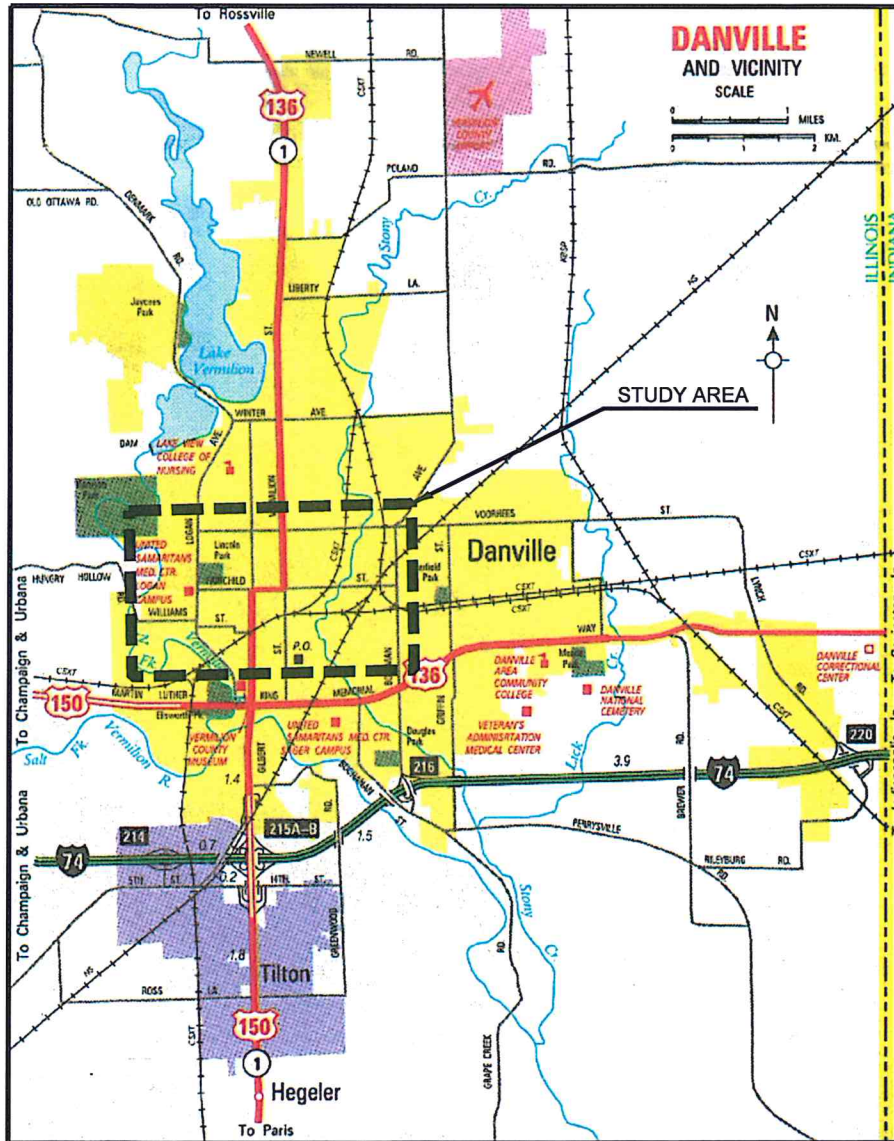
APPLICATION RATES:

Excavation - Existing Alignments:	0.5 CF/SF
Excavation - New Alignments:	2.0 CF/SF

EXHIBIT 13

OPEN HOUSE PUBLIC INFORMATION MEETING

CITY OF DANVILLE STREET CORRIDOR STUDY



JUNE 7, 2007
6:00 P.M. TO 8:00 P.M.
FIRE STATION #3, 1111 NORTH GRIFFIN
DANVILLE, ILLINOIS

DANVILLE TRAFFIC COORIDOR IMPROVEMENTS

WELCOME

The City of Danville and URS Corporation welcome you to the Public Information Meeting for proposed corridor improvements to Voorhees Street, Fairchild Street, Williams Street, Seminary Street and Bowman Avenue.

Staff members from the consultant, URS Corporation, and the City of Danville are here to discuss the project and to answer questions.

The meeting is being held in an open house format to allow informal discussion between the public and the study staff members. We invite you to view the displays and share your comments with members of the study team. You may also write your comments on the enclosed pre-addressed comment form and leave it in the comment box or mail the form after you leave the meeting. All written comments received by June 28, 2007 will be included in the official project report. Submitting written questions assures they are received exactly as you intended them.

Thank you for attending this meeting and for your interest in this study.

PROJECT STATEMENT

The study is federal, state and locally funded and is administered by the City of Danville.

The corridor alternates follow the general existing alignments of Voorhees Street, Fairchild Street, Williams Street, Seminary Street and Bowman Avenue. The purpose of this project is to identify and make recommendations on street and rail crossing improvements that will insure uninterrupted traffic flow between critical origins and destinations for police, fire, medical and other emergency response vehicles as well as the motoring public.

The City of Danville is committed to minimizing impacts to any residential, recreational, commercial or industrial concern. This will be accomplished through appropriate selection of final alignments, assistance with compensatory property and building requirements and assistance with access and operational requirements.

For those persons displaced, if any, the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 requires "just compensation" or fair market value of property. The Relocation Assistance Program was established to help offset any adverse impacts of relocation.

DESCRIPTION OF THE CORRIDORS

The study area is contained within the city limits of Danville. A study area location map and an aerial view of the corridors are shown on the exhibits at this meeting. The general location of the corridors areas are shown on the map included with this handout. The corridor may be altered based on public/agency input.

Bowman Ave Improvements

The proposed improvements on Bowman Avenue are part of all corridor alternates. The improvements consist of railroad crossing grade separation structures at two locations on Bowman just north of Williams Street and just north of Fairchild Street. These structures are necessary to provide uninterrupted connectivity of the areas east of Bowman Avenue that are divided by the CSX and NS railroads.

Voorhees Street Corridor

The Voorhees Street corridor extends from Vermilion Street (US 136 / IL1) east to Griffin Street. The critical elements in this corridor are a bridge structure carrying Voorhees Street over the CSX tracks just west of Bowman Avenue and a bridge structure carrying Voorhees Street over the NS tracks just west of Griffin Street. Other improvements may include widening and/or reconstruction of streets, signalization of intersections and removal of the bridge carrying Voorhees Street over the abandoned NS tracks just west of Bowman Avenue.

Fairchild Street Corridor

The Fairchild Street corridor extends from Vermilion Street (US 136 / IL1) east to Bowman Avenue. The critical element in this corridor is replacement/rehabilitation of the existing subway carrying Fairchild Street under the CSX and NS tracks just west of Bowman Avenue. Other improvements may include widening and/or reconstruction of streets and signalization of certain intersections.

Williams Street Corridor

The Williams Street corridor extends from Logan Street east to Bowman Avenue. The critical elements in this corridor are a bridge structure carrying Logan Street over the CSX tracks and a bridge structure carrying Williams Street over the NS tracks. A bridge structure carrying Williams Street over the CSX tracks is not feasible because of the proximity of the CSX tracks to the Williams Street / Gilbert Street intersection. Williams Street can be connected to Logan Street by routing traffic south along Gilbert Street and then west on Madison Street. Williams Street can also be connected to Logan Street by routing traffic south along Gilbert Street and then west on an extension of Seminary Street over new alignment. Other improvements may include widening and/or reconstruction of streets and signalization of certain intersections.

Seminary Street Corridor

The Seminary Street corridor extends from Logan Street east to Bowman Avenue. The critical element in this corridor is a bridge structure carrying Logan Street over the CSX tracks. Seminary Street can be connected to Logan Street by routing traffic south along Gilbert Street and then west on Madison Street. Seminary Street can also be connected to Logan Street by routing traffic along an extension of Seminary Street over new alignment. Other improvements may include widening and/or reconstruction of streets, signalization of certain intersections and possible improvements to the existing bridge under the NS tracks.

STATUS OF PROJECT

The project is in the initial planning stage. The study began in 2006 and is scheduled to be completed in June 2008. This is the first of two public informational meetings designed to present the alternatives of this study and to obtain public input. Upon approval of this study, further studies will be conducted to identify more detailed alignments.

PUBLIC INVOLVEMENT

Public involvement is encouraged in the process of this study/report. Input is solicited from representatives of communities, agencies, businesses and the general public.

You are encouraged to submit your written interests and concerns regarding the proposed improvements. We will review all comments received from the public and compare them with our objectives established for the project. Your input will help to evaluate the design details and potential impacts for the proposed improvements.

Written comments may be submitted during this meeting or mailed on the attached pre-addressed form. Comments received by June 28, 2007 will be included in the record and will receive equal consideration along with the statements received at this meeting.

Best available document is the original (copy) is not readable. Please contact either the source or provider of the document for assistance.

STATE OF ILLINOIS)
County of Vermilion) ss.
City of Danville)

14169740

NEWSPAPER HOLDINGS INC., DBA THE COMMERCIAL-NEWS, a corporation, organized and existing under and pursuant to the laws of the State of Illinois, HEREBY CERTIFIES.

That it is the PUBLISHER of the COMMERCIAL-NEWS, and the COMMERCIAL-NEWS is a secular newspaper of general circulation in Vermilion County, Illinois, printed and published in the City of Danville, Vermilion County, Illinois:

That a notice, of which the annexed is a true copy, has been regularly published, in said newspaper one time each day/week for 2 successive days/weeks/times.

That the first of such publications was on the 27 day of May 2007, and the last publication was on the 3 day of June 2007.

That the COMMERCIAL-NEWS has been regularly published for at least six (6) months prior to the first publication of said notice: that the face of the type in which such publication was made is the same as the body type used in the classified advertising in the newspaper in which such publication was made.

That Carol L. Nichols has been duly appointed as agent of said company and authorized to certify all certificates of publication required to be made on account of publications made in the COMMERCIAL-NEWS, and that such appointment is still in full force and effect.

IN WITNESS WHEREOF, the said NEWSPAPER HOLDINGS INC., DBA THE COMMERCIAL-NEWS, PUBLISHER, aforesaid, has caused its corporate name to be hereinto affixed, and this certificate executed by

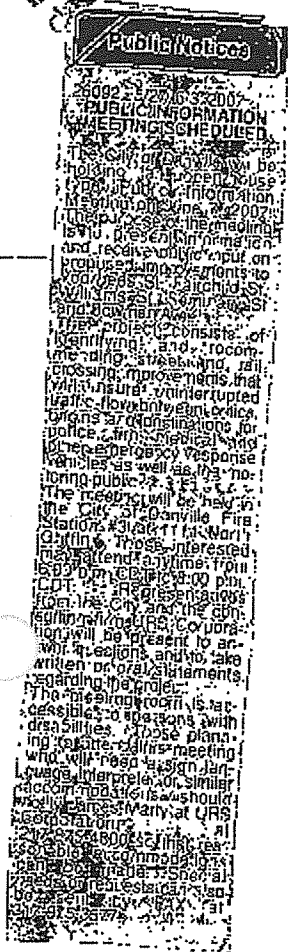
Carol L. Nichols its authorized Agent, on this 3 day of June, A.D. 2007.

Printer's Fee \$ 210.80

NEWSPAPER HOLDINGS INC.,
D.B.A. COMMERCIAL-NEWS

Date Paid _____ 20 _____

By: Carol L. Nichols
Authorized Agent



RECEIVED AAC

JUL 02 2007

PLEASE SIGN IN

PUBLIC INFORMATION MEETING, JUNE 7, 2007
 CITY OF DANVILLE
 STREET CORRIDOR STUDY

NAME	REPRESENTING	ADDRESS
1. Jereed L. Guyman		1508 E. C. English
2. Clark Stewart Jr		1512 N. Bowman
3. Mary J. Nolan		1204 Lorraine St.
4. Anita Palmer		928 N. Griffin
5. Dorothy Jones		905 N. Hippi
6. James Wilson		1111 James St.
7. Arthur Wolfenbarger		1218 N. GREEN ST.
8. Donald Lusk		214 W 7th Howell
9. Reese Rottner		6 HIGHLAND SHORE
10. John W. Debbles	Commercial - News	00 Logan Terrace II
11. Dan Dempsey	New Gazette	137 N. Walnut
12. William Caruthers		1212 Giddings St Danville, Va 27018
David Schnelle	Danville	
Jim Marty	URS Corp	345 E Ash Danville, Va 27016
Keith Benting	URS Corp	"

Danville, IL
COMMENT SHEET
PUBLIC INFORMATION MEETING
JUNE 7, 2007

RECEIVED

JUN 13 2007

URS Corp.

WE WOULD LIKE YOUR COMMENTS ON THE PROPOSED CORRIDOR IMPROVEMENTS TO VOORHEES STREET, FAIRCHILD STREET, WILLIAMS STREET, SEMINARY STREET AND BOWMAN AVENUE

We encourage you to make your views a part of the record. This blank page is for you to send us your comments. Written comments received by June 28, 2007 will be included in the record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments. Please be sure to include your NAME, ADDRESS AND PHONE NUMBER in order that we may include your comments in the official report.

Name: CLARK J. SMART JR Home Phone #: 217-443-2062

Work Phone #: _____

Address: 1512 N. BOWMAN AVENUE Rd.
DANVILLE, IL

Please list below any comments you may wish to make about the project:

Fairchild St. Subway - Fixing the Subway or going over the top
ARE the only two choices for the EMERG. SERVICES in the City.
The Voorhees St. bridge is a MUST. / E. WINTER & BOWMAN TRAFFIC Lt. -
E. WINTER Viaduct - ARE ALREADY PLANNED.
Right now as I write this there ARE ONLY 2 EAST & WEST
THRU STS - SEMINARY - EAST to BRITTON / WEST to GILBERT.
FAIRCHILD - EAST to MAIN St / WEST to LOGAN right
at the Hospital.

June 7, 2007

We believe it is very important to have an unobstructed traffic flow on Fairchild Street. That means putting in an overpass on Fairchild Street and eliminating the underpass. While it will be sad to see the underpass go, it is essential to the people of Danville to have a smooth traffic flow on Fairchild Street. The underpass is very outdated, and the cost of replacing it will be far more expensive than building an overpass.

As everyone knows, Danville has a real problem with train traffic. We think overpasses on Voorhess would be wonderful in addition to the Fairchild overpass. But the Fairchild overpass should be the priority at this time.

Roñ and Donna Gash
214 West Seventh Street
Danville, IL 61832

RECEIVED

JUN 11 2007

URS Corp.

EXHIBIT 13

COMMENT SHEET
PUBLIC INFORMATION MEETING
JUNE 7, 2007

WE WOULD LIKE YOUR COMMENTS ON THE PROPOSED CORRIDOR IMPROVEMENTS TO VOORHEES STREET, FAIRCHILD STREET, WILLIAMS STREET, SEMINARY STREET AND BOWMAN AVENUE

We encourage you to make your views a part of the record. This blank page is for you to send us your comments. Written comments received by June 28, 2007 will be included in the record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments. Please be sure to include your NAME, ADDRESS AND PHONE NUMBER in order that we may include your comments in the official report.

Name: Donna Lash Home Phone #: 442 4665
Address: 214 W 7th St. Work Phone #: _____
Kennville, OH
61832

Please list below any comments you may wish to make about the project:

see attached pg.

COMMENT SHEET
PUBLIC INFORMATION MEETING
JUNE 7, 2007

WE WOULD LIKE YOUR COMMENTS ON THE PROPOSED CORRIDOR
IMPROVEMENTS TO VOORHEES STREET, FAIRCHILD STREET,
WILLIAMS STREET, SEMINARY STREET AND BOWMAN AVENUE

We encourage you to make your views a part of the record. This blank page is for you to send us your comments. Written comments received by June 28, 2007 will be included in the record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments. Please be sure to include your NAME, ADDRESS AND PHONE NUMBER in order that we may include your comments in the official report.

Name: Reginald Romine Home Phone #: 217 446 1436
6 Highland Shore Dr. Work Phone #: _____
Danville, IL 61832

Address: _____

Please list below any comments you may wish to make about the project:

JUN 29 2007

URS CORPORATION
DANVILLE STREET CORRIDOR STUDY

URS Corp.

1. FAIRCHILD STREET

Should be considered as the first priority. Currently this is the only route that allows full access from Henning Road west of Danville to Illinois / Indiana state line without being stopped by a train. Also, the hospital and ambulance service is located on this route.

2. BOWMAN ROAD

In conjunction with Fairchild a grade separation NS railroad north of Fairchild would give access to the area between CSX, NS, and KBS north of Voorhees.

The grade separation north of Williams would not be critical as this area is reasonably accessible east and west by Seminary Street..

3. VOORHEES

Is exceptionally good east-west route but on the northern edge of the core district. Eliminating grade crossings would be convenient but does not appear essential except for fire department back up.

4. WILLIAMS STREET

Although this might be a corridor in the core district, considering total City of Danville area, this is a minimal east-west route . Does not particularly add anything to moving north and south as blocked by CSX along its length .

5. SEMINARY STREET

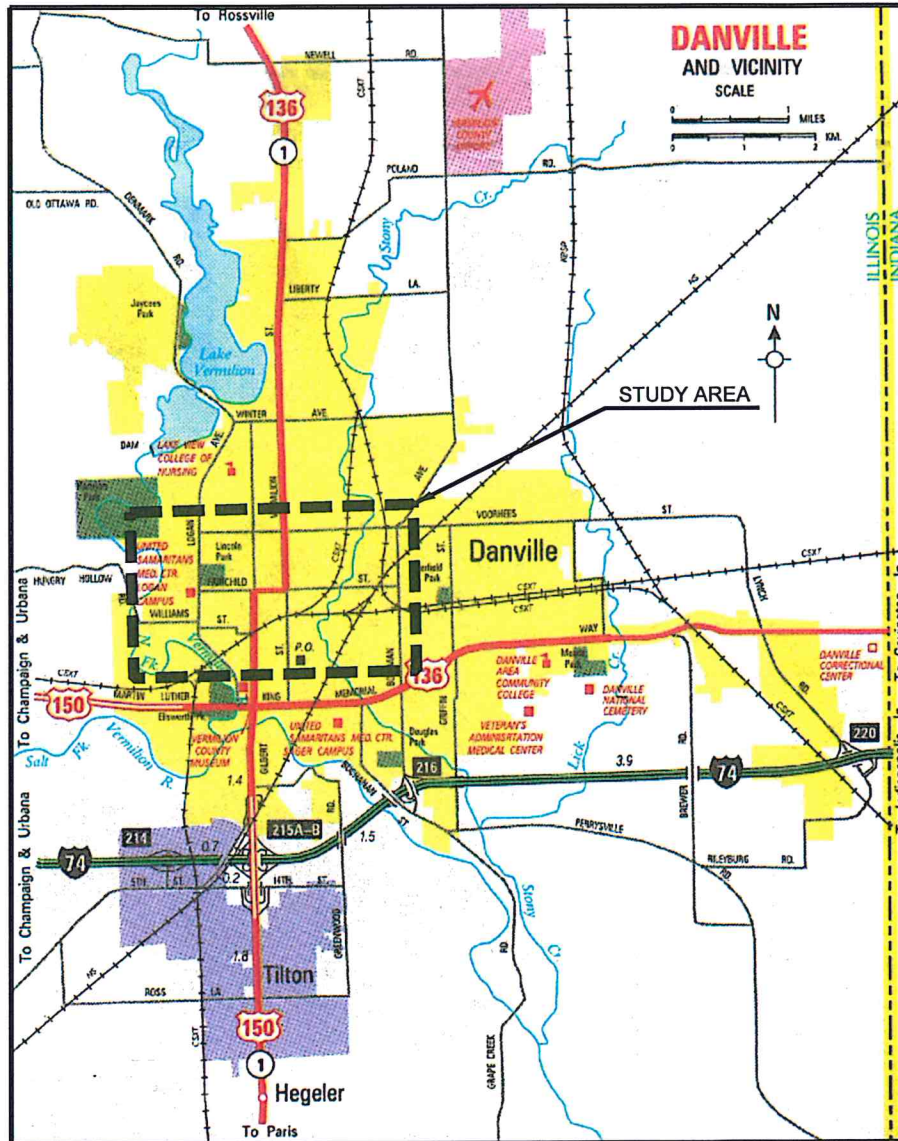
This would be an acceptable east-west route for south portion of Danville . A bridge on Logan Avenue over CSX rail would be a very low priority. Currently there is almost no rail traffic on this line from Jackson Street to Logan Avenue.

[Faint, mostly illegible text, likely bleed-through from the reverse side of the page.]

EXHIBIT 14

OPEN HOUSE PUBLIC INFORMATION MEETING

CITY OF DANVILLE STREET CORRIDOR STUDY



MAY 13, 2008
6:30 P.M. TO 8:30 P.M.
DANVILLE CITY HALL COMMUNITY ROOM
17 WEST MAIN ST.
DANVILLE, ILLINOIS

DANVILLE TRAFFIC CORRIDOR IMPROVEMENTS

WELCOME

The City of Danville and URS Corporation welcome you to the Second Public Information Meeting for proposed corridor improvements to Voorhees Street, Fairchild Street, Williams Street, Seminary Street and Bowman Avenue. The First Public Information Meeting was held on June 7, 2007.

Staff members from the consultant, URS Corporation, and the City of Danville are here to discuss the project and to answer questions.

The meeting is being held in an open house format to allow informal discussion between the public and the study staff members. We invite you to view the displays and share your comments with members of the study team. You may also write your comments on the enclosed pre-addressed comment form and leave it in the comment box or mail the form after you leave the meeting. All written comments received by June 2, 2008 will be included in the official project report. Submitting written questions assures they are received exactly as you intended them.

Thank you for attending this meeting and for your interest in this study.

PROJECT STATEMENT

The study is federal, state and locally funded and is administered by the City of Danville.

The corridor alternates that were considered follow the general existing alignments of Voorhees Street, Fairchild Street, Williams Street, Seminary Street and Bowman Avenue.

The purpose of this study is to identify and make recommendations on street and rail crossing improvements that will insure uninterrupted traffic flow between critical origins and destinations for police, fire, medical and other emergency response vehicles as well as the motoring public.

The City of Danville is committed to minimizing impacts on any residential, recreational, commercial or industrial concern. This will include assistance with compensatory property and building requirements and assistance with access and operational requirements.

For those persons displaced, if any, the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 requires "just compensation" or fair market value of property. The Relocation Assistance Program was established to help offset any adverse impacts of relocation.

DESCRIPTION OF THE CORRIDORS CONSIDERED

The study area is contained within the city limits of Danville. A study area location map and an aerial view of the corridors are shown on the exhibits at this meeting. The general location of the corridor areas is shown on the map on front of this handout.

Bowman Avenue Improvements

The proposed improvements on Bowman Avenue extend from Main Street north to Voorhees Street and are part of all corridor alternates considered. The improvements include railroad crossing grade separation structures at two locations on Bowman just north of Williams Street and just north of Fairchild Street. These structures are necessary to provide uninterrupted connectivity of the areas east of Bowman Avenue that are divided by the CSX and NS railroads.

Voorhees Street Corridor

The Voorhees Street corridor extends from Vermilion Street (US 136 / IL1) east to Bowman Avenue. The critical element in this corridor is a bridge structure carrying Voorhees Street over the CSX tracks just west of Bowman. Other improvements may include widening and/or reconstruction of streets, signalization of intersections and removal of the bridge carrying Voorhees Street over the abandoned NS tracks just west of Bowman Avenue.

Fairchild Street Corridor

The Fairchild Street corridor extends from Vermilion Street (US 136 / IL1) east to Bowman Avenue. The critical element in this corridor is replacement/rehabilitation of the existing subway carrying Fairchild Street under the CSX and NS tracks just west of Bowman Avenue. Other improvements may include widening and/or reconstruction of streets and signalization of certain intersections.

Williams Street Corridor

The Williams Street corridor extends from Logan Street east to Bowman Avenue. The critical elements in this corridor are a bridge structure carrying Logan Street over the CSX tracks and a bridge structure carrying Williams Street over the NS tracks. A bridge structure carrying Williams Street over the CSX tracks is not feasible because of the proximity of the CSX tracks to the Williams Street / Gilbert Street intersection. Williams Street can be connected to Logan Street by routing traffic south along Gilbert Street and then west on Madison Street. Other improvements may include widening and/or reconstruction of streets and signalization of certain intersections.

Seminary Street Corridor

The Seminary Street corridor extends from Logan Street east to Bowman Avenue. The critical element in this corridor is a bridge structure carrying Logan Street over the CSX tracks. Seminary Street can be connected to Logan Street by routing traffic south along Gilbert Street and then west on Madison Street. Seminary Street can also be connected to Logan Street by routing traffic along an extension of Seminary Street over new alignment. Other improvements may include widening and/or reconstruction of streets, signalization of certain intersections and possible improvements to the existing bridge under the NS tracks.

IDENTIFICATION OF PREFERRED ALTERNATE

The Voorhees, Williams and Seminary Street Alternatives will require improvements within the entire limits of the study area from US 136 / IL1 east to Bowman Avenue. Projections indicate that future traffic will warrant a four lane street. These corridors plus the Seminary Street extension west of Gilbert Street contain a significant amount of residential area and numerous churches, schools and parklands.

Fairchild Street however is already a four lane street west of the existing subway and east of Bowman Avenue. This alternative limits the project impacts due to street widening to the area between Rogers Street and Bowman Avenue, a distance of about 1900 feet. The other east-west corridors have lengths between 5100 feet and 6600 feet.

Costs of the alternatives have been estimated as follows. The cost of improvements to Bowman Avenue (\$18,000,000) is included in each of the totals.

Voorhees Street Alternate	\$48,000,000
Fairchild Street Alternate	\$41,000,000
Williams Street Alternate	\$57,000,000
Seminary Street Alternate	\$55,000,000

The Fairchild Street Alternate has minimum impact to property and environment when compared to the other alternates. The Fairchild Street Alternate also has a significant cost advantage. Therefore the Fairchild Street has been identified as the preferred alternate.

STATUS OF PROJECT

The project is in the planning stage. The study began in 2006 and is scheduled to be completed in June 2008. This is the second of two public informational meetings designed to present the recommendations of this study and to obtain public input. Upon approval of this study, further studies will be conducted to refine the preferred alternate.

PUBLIC INVOLVEMENT

Public involvement is encouraged in the process of this study/report. Input is solicited from representatives of communities, agencies, businesses and the general public.

You are encouraged to submit your written interests and concerns regarding the proposed improvements. We will review all comments received from the public and compare them with our objectives established for the project. Your input will help to evaluate the design details and potential impacts for the proposed improvements.

Written comments may be submitted during this meeting or mailed on the attached pre-addressed form. Comments received by June 2, 2008 will be included in the record and will receive equal consideration along with the statements received at this meeting.

#14197857

STATE OF ILLINOIS)
County of Vermilion) ss.
City of Danville)

25577-5/4 & 11 08
PUBLIC INFORMATION MEETING SCHEDULED
The City of Danville will be holding a second open-house type Public Information Meeting on May 13, 2008. The purpose of the meeting is to present more refined information and receive public input on proposed improvements to Voorhees St., Fairchild St., Williams St., Seminary St. and Bowman Ave.
The project consists of identifying and recommending street and rail crossing improvements that will insure uninterrupted traffic flow between critical origins and destinations for police, fire, medical and other emergency response vehicles as well as the motoring public.
The meeting will be held in the Danville City Hall Community Room at 17 West Main St. Those interested may attend any time from 6:30 a.m. EDT to 8:30 p.m. EDT. Representatives from the City and the consulting firm URS Corporation will be present to answer questions and to take written or oral statements regarding the project.
The meeting room is accessible to persons with disabilities. Those planning to attend this meeting need a sign language interpreter or similar accommodations should notify James Marty at URS Corporation at 217-875-4800 so that reasonable accommodations can be made. Special needs or requests can also be sent by FAX to 217-875-3577.

NEWSPAPER HOLDINGS INC., DBA THE COMMERCIAL-NEWS, a corporation, organized and existing under and pursuant to the laws of the State of Illinois, HEREBY CERTIFIES.

That it is the PUBLISHER of the COMMERCIAL-NEWS, and the COMMERCIAL-NEWS is a secular newspaper of general circulation in Vermilion County, Illinois, printed and published in the City of Danville, Vermilion County, Illinois:

That a notice, of which the annexed is a true copy, has been regularly published, in said newspaper one time each day/week for 2 successive days/weeks/times.

That the first of such publications was on the 4 day of May 20 08, and the last publication was on the 11 day of May 20 08.

That the COMMERCIAL-NEWS has been regularly published for at least six (6) months prior to the first publication of said notice: that the face of the type in which such publication was made is the same as the body type used in the classified advertising in the newspaper in which such publication was made.

That CAROL L. Nichols has been duly appointed as agent of said company and authorized to certify all certificates of publication required to be made on account of publications made in the COMMERCIAL-NEWS, and that such appointment is still in full force and effect.

IN WITNESS WHEREOF, the said NEWSPAPER HOLDINGS INC., DBA THE COMMERCIAL-NEWS, PUBLISHER, aforesaid, has caused its corporate name to be hereinto affixed, and this certificate executed by CAROL L. Nichols its authorized Agent, on this 11 day of May, A.D. 2008.

Printer's Fee \$ 249.74

NEWSPAPER HOLDINGS INC.,
D.B.A. COMMERCIAL-NEWS

Date Paid _____ 20 ____ .

By: Carol L. Nichols
Authorized Agent

PLEASE SIGN IN

SECOND PUBLIC INFORMATION MEETING

MAY 13, 2008

CITY OF DANVILLE

STREET CORRIDOR STUDY

NAME	REPRESENTING	ADDRESS
1. Jim Marty	URS	345 E Ash Decatur AL
2. Keith Benting	URS	"
3. David Schmedde	City of Danville	217 W main
4. Pam Deppay	News Carrotte	137 E Walnut St.
5. Bob	City of Danville Alderman	2002 E. Williams Danville VA
6. Reggie Perrine	TAX PAYER	HIGHLAND SQUARE Dr
7. Gary Ahn	City of Danville	633 Bryan
8. Fred Whittner	East Central K Community Assoc	56 W Vermont
9. Michael		628 MARTIN ST
10. Mike Fink		512 Woodlawn
11. John	City of Danville	301 E Winter
12. Janet	City	1322 Chandler
13. Scott Eisenhauer	City	17 West Main Street
14. Bill Pickett	WDAN-WDNL-KRock Radio	1501 N. WASHINGTON - Danville email - news.guy102@yahoo.com

PLEASE SIGN IN

SECOND PUBLIC INFORMATION MEETING

MAY 13, 2008

CITY OF DANVILLE

STREET CORRIDOR STUDY

	NAME	REPRESENTING	ADDRESS
15.	Janita Kelly	Comcast - news	Danville - 12 W. 1st News
16.	Kelly Comrie	CITIZEN	338 S. CEDARWOOD DANVILLE
17.			
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**COMMENT SHEET
PUBLIC INFORMATION MEETING
MAY 13, 2008**

WE WOULD LIKE YOUR COMMENTS ON THE CORRIDOR IMPROVEMENTS

We encourage you to make your views a part of the record. This blank page is for you to send us your comments. Written comments received by June 2, 2008 will be included in the record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments. Please be sure to include your NAME, ADDRESS AND PHONE NUMBER in order that we may include your comments in the official report.

Name: Dick Brazda Home Phone #: _____

Work Phone #: 444-3762

Address: 20 Lake Shore Dr
Danville

Please list below any comments you may wish to make about the project:

From Danville Mass Transit perspective,
Bowman grade separation would be very
advantageous for bus operation. Continued
operation of Fairchild grade separation is
also critical.