



Announcement of a **Meeting** for the  
***DATS Policy Committee***  
Danville Area Transportation Study

**DATE:** Thursday, June 11, 2015  
**TIME:** 10:30 AM  
**PLACE:** Danville City Hall  
Mayor Conference Room, 2<sup>nd</sup> Floor  
17 W. Main St.  
Danville, IL 61832

## **AGENDA**

- I. Call to Order & Roll Call**
- II. Approval of Agenda**
- III. Approval of Minutes**
  - a. Approval of Minutes from May 14, 2015 meeting*
- IV. Public Comment Period**
- V. New Business**
  - a. Items of Information:*
    - i. Working with Northern Illinois University to create a Regional Bike Map for distribution*
    - ii. FY 15 Budget Line Item Transfers*
  - b. Discussion & Vote:*
    - i. 2015 Regional Bike Plan Approval*
    - ii. Fiscal Year 2016 UPWP Approval*
    - iii. Fiscal Year 2016-2019 TIP Approval*
- VI. Old Business**
  - a. Agency Reports*
    - i. Vermilion County*
    - ii. Village of Westville*
    - iii. City of Danville*
    - iv. IDOT*
- VII. Adjournment**

*If you are unable to attend this meeting please contact me.  
Jaclyn Marganski, MPO Director (217) 431-2873.*

## **DATS POLICY COMMITTEE MINUTES**

May 14, 2015

A meeting of the Danville Area Transportation Study (DATS) Policy Committee was held on Thursday, May 14, 2015 at Danville City Hall, 17 W. Main St., Danville, IL

DATS Policy Committee Chairman Eisenhower's proxy, David Schnelle called the meeting to order at 10:30 AM

I. Roll Call:

MEMBERS IN ATTENDANCE: Mayor Scott Eisenhower, City of Danville  
*Proxy, David Schnelle*  
Mike Marron, County Board Chairman  
*Proxy, Ryan Anderson*  
Mayor Mike Weese, Village of Westville  
Craig Emberton, IDOT District 5

MEMBERS NOT PRESENT: None

OTHERS IN ATTENDANCE: Jadyn Marganski, DATS Director  
Tom Kelso, IDOT  
Lilla Bagby, DATS Planner  
Jennifer Bailey, Commercial- News  
Christina Foster, Public

\* Mayor Eisenhower and Chairman Marron arrived at 10:40 am.

II. Approval of Agenda

Motion to approve the agenda made by Mayor Weese and seconded by Craig Emberton.

a. Voice vote: Yea 4 Nay 0 Absent 0 Abstain 0

III. Approval of Minutes from Technical Committee Meeting of April 16, 2015 made by Craig Emberton and seconded by Ryan Anderson.

a. Voice vote: Yea 4 Nay 0 Absent 0 Abstain 0

IV. Public Comment Period

a. Ms. Foster noted a number of dangerous buildings around the City of Danville.

V. New Business

a. Items of information:

- i. Mike West, Danville Township Supervisor resigned from the DATS Policy Committee. Mayor Weese suggested reaching out to Mayor of Catlin, "Butch" Schmink. Director Marganski will reach out to Mayor Schmink about his participation in the MPO.
- ii. Ryan Anderson, Financial Resources Director with Vermilion County was introduced to the group.

b. Discussion and Vote

- i. FY 17 STU Project Prioritization- Two projects were submitted during the call for FY17 STU projects. Surface Transportation Urban (STU) dollars are the MPO's construction dollars. The FY17 balance for the MPO is \$1,028,576.10. The total for both projects is \$1,170,000, thus requiring drawing down from FY18 as well. If approved, both projects will be placed in the FY16-19 TIP document.
  1. The first project submitted was from Vermilion County for the resurfacing of West Newell Road. With the retail redevelopment along North Vermilion Street, West Newell Road has seen an increase in ADT. The road will be resurfaced from IL Route 1 to Denmark road, and include 4 foot paved shoulders, to allow for bicycle travel as the 2015 Bike Plan notes this roadway as a recreational bike route. Total STU funds requested were \$450,000.

2. The second project submitted was from the City of Danville for support of the Jackson Street improvements. These STU funds will supplement an ITEP grant to provide pedestrian accommodations and improve existing intersections on Jackson Street between Fairchild Street and English Street. Total STU funds requested were \$720,000.
3. A motion was made by Ryan Anderson to approve both submitted projects for FY17 STU funding, seconded by Craig Emberton and approved by all.  
 Yea 4 No 0 Absent 0 Abstain 0
- ii. Final Adoption of the Public Participation Plan- The MPO's Public Participation Plan has been through its 45-day public review period, and came back with no comments or editing needed. This document was updated to reflect more relevant public outreach methods- such as the use of Twitter.
  1. A motion was made by Mike Weese to approve the final adoption of this plan, seconded by Ryan Anderson and approved by all.  
 Yea 4 No 0 Absent 0 Abstain 0
- iii. FY15-18 TIP Amendment- Danville Mass Transit
  1. Danville Mass Transit is submitting a grant application for funds to update their buildings, provide IT for real-time passenger information, provide security cameras for their vehicles, and provide operating assistance to DMT.
  2. If funds are not expended by the end of FY15, the remaining projects will be rolled into the FY16-19 TIP document.
  3. A motion was made by Craig Emberton to approve all of Danville Mass Transit's TIP amendments, seconded by Mike Weese and approved by all.  
 Yea 4 No 0 Absent 0 Abstain 0

## VI. Old Business

### a. Agency Reports

#### i. Vermilion County

1. No report

#### ii. IDOT

1. US 150 Bridge work is underway. I-74 will be resurfaced beginning May 11<sup>th</sup>. This work will include night work.

#### iii. Westville

1. Water tower is leaking, estimated \$53,000 to fix the problems. They are checking around to see other prices.

#### iv. City of Danville

1. Bowman Avenue construction is underway, and ahead of schedule. Estimated completion date of sometime in July. South Griffin Street bridge bid's came in under budget, that project will be awarded soon.

#### v. Danville Township

1. Absent

## VII. Adjournment

- a. Motion to adjourn made by Mayor Mike Weese and Seconded by Craig Emberton.

DATS Policy Committee Chairman's Proxy David Schnelle adjourned the meeting at 10:50 AM.

# **Project Estimate**

## **Bicycle Map for Regional Metropolitan Planning Organization (Parts of Vermilion County)**

[06/02/15]

*Prepared by Philip Young  
Geovisual Mapping Laboratory  
Northern Illinois University*

*Department of Geography  
Davis Hall Room 118  
DeKalb, IL 60115*

The following proposed budget is in part based upon information obtained from the regional Metropolitan Planning Organization (MPO) within the City of Danville and Vermilion County. The scope of work would be between MPO and Northern Illinois University's Geovisual Mapping Laboratory (GML) for the following:

- Download, verify, and set up GIS data (linear features) and base map provided by MPO
- Adjust the MPO base map layers
- Create a new Bike Map from GIS data provided by client
- Create Danville Inset Map from data provided by client
- Text, text boxes, inset outlines and symbols will be added to maps in GIS and Adobe software products
- GML will create cartographic output for the front side (map side), the reverse side will be created by client or other vendor
- Proofs will be sent to client as needed for editing
- This proposed project (subject to NIU and MPO approval) could commence on **June 3<sup>rd</sup>** 2015 through **June 30<sup>th</sup>** 2015, with the following budget\*.

### **Personnel**

GML Project Director: Philip Young

(2) Under Graduate or Graduate Students

### **Software Used**

ArcGIS, Adobe Illustrator Suite

**Printing/Media Commodities**

*Not applicable*

**Labor**

192 hours at \$30/hour

*Total*   **\$5,760.00**

**Other costs**

*Not applicable*

**Total Production Costs**

**\* TOTAL Budget      \$5,760.00**

**\*Note: this budget is an approximation and does not fully calculate any change requests from the client. Any changes outside of described work within this document must be agreed upon by both parties for an amended/updated budget.**

Fiscal Year 2015- UPWP Budget Original

EXHIBIT III: Line-Item Budget					
A. Revenues:					
FUND AMOUNT	FUND SOURCE		Total Proposed Budget		
\$149,372	PL		\$222,490		
\$28,620	FTA				
\$44,498	STATE METRO				
\$0	LOCAL				
\$222,490	TOTAL				
B. Expenses					
PERSONNEL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
MPO Staff	\$130,930	PL	\$76,124	\$19,031	STATE METRO / LOCAL
Director 100%	\$65,179	FTA	\$28,620	\$7,155	STATE METRO / LOCAL
Support Staff	\$65,751				
Oversight 10%	\$15,870	Personnel amounts reflect direct and non-direct expenses.			
GIS 20%	\$13,380				
Financial 10%	\$6,270				
Professional Intern(s)	\$30,231				
CONTRACTUAL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Advertising	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Professional Services	\$66,805	PL	\$53,444	\$13,361	STATE METRO / LOCAL
Dues	\$1,500				
IL MPO Assoc.	\$1,000	STATE METRO	\$1,000		
Other	\$500	PL	\$400	\$100	STATE METRO / LOCAL
Telephone	\$880	PL	\$704	\$176	STATE METRO / LOCAL
Training	\$3,000	PL	\$2,400	\$600	STATE METRO / LOCAL
Computer Services & Support	\$11,500	PL	\$9,200	\$2,300	STATE METRO / LOCAL
Postage	\$275	PL	\$220	\$55	STATE METRO / LOCAL
Other Contractual	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
COMMODITIES	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Publications	\$100	PL	\$80	\$20	STATE METRO / LOCAL
Office Supplies	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
Other Commodities	\$100	PL	\$80	\$20	STATE METRO / LOCAL
CAPITAL OUTLAYS	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Technology Upgrades	\$5,000	PL	\$4,000	\$1,000	STATE METRO / LOCAL

Fiscal Year 15- Budget Line Item Transfers

EXHIBIT III: Line-Item Budget					
A. Revenues:					
FUND AMOUNT	FUND SOURCE		Total Budget		
\$149,372	PL		\$222,490		
\$28,620	FTA				
\$44,498	STATE METRO				
\$0	LOCAL				
\$222,490	TOTAL				
B. Expenses					
PERSONNEL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
MPO Staff	\$150,499	PL	\$91,779	\$22,945	STATE METRO / LOCAL
Director 100%	\$65,179	FTA	\$28,620	\$7,155	STATE METRO / LOCAL
Support Staff	\$85,320	Check	150,499	\$35,775	
Oversight 10%	\$15,870	Personnel amounts reflect direct and non-direct expenses.			
GIS 20%	\$13,380				
Financial 10%	\$6,270				
Professional Intern(s)	\$49,800	* Suggest adding \$14,569 to cover May deficit (-\$122.26), and June expected payroll			
CONTRACTUAL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Advertising	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Professional Services	\$36,716	PL	\$29,373	\$7,343	STATE METRO / LOCAL
LRTP Update	\$20,000				
Unallocated	\$16,716	* Includes removal of (\$14,569) and Transfer of Funds to Technology Upgrades and Office Supplies			
Dues	\$1,500				
IL MPO Assoc.	\$1,000	STATE METRO	\$1,000		
Other	\$500	PL	\$400	\$100	STATE METRO / LOCAL
Telephone	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Training	\$3,000	PL	\$2,400	\$600	STATE METRO / LOCAL
Computer Services & Support	\$11,500	PL	\$9,200	\$2,300	STATE METRO / LOCAL
Postage	\$275	PL	\$220	\$55	STATE METRO / LOCAL
Other Contractual	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
COMMODITIES	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Publications	\$100	PL	\$80	\$20	STATE METRO / LOCAL
Office Supplies	\$2,000	PL	\$1,600	\$400	STATE METRO / LOCAL
Other Commodities	\$100	PL	\$80	\$20	STATE METRO / LOCAL
CAPITAL OUTLAYS	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Technology Upgrades	\$15,000	PL	\$12,000	\$3,000	STATE METRO / LOCAL

# 2015

Danville Area Transportation Study

Jaclyn Marganski, MPO Director



## [REGIONAL BICYCLE PLAN]

The 2015 Regional Bicycle Plan for the DATS is one component of the MPO's multipronged effort to promote bicycling and bicycle safety while reversing decades of automobile-oriented development.



## Chapter 1-Introduction

In the era of increasing awareness of the critical difference that wise transportation choices can make to the global environment and economy, the bicycle is reemerging as a legitimate mode of travel. To maximize the number of people utilizing a bicycle throughout Vermilion County, a myriad of infrastructure improvements, ongoing maintenance, and safety promotion programs are needed.



The *2015 Regional Bicycle Plan* for the DATS is one component of the MPO's multipronged effort to promote bicycling and bicycle safety while reversing decades of automobile-oriented development. *L RTP: Directions to 2035*- the regional long range transportation plan- established one of its core goals to "Create a safe, livable, environmentally aware community through the promotion of a responsible transportation system **with alternative modes available for all residents.**"

### What is the Danville Area Transportation Study?

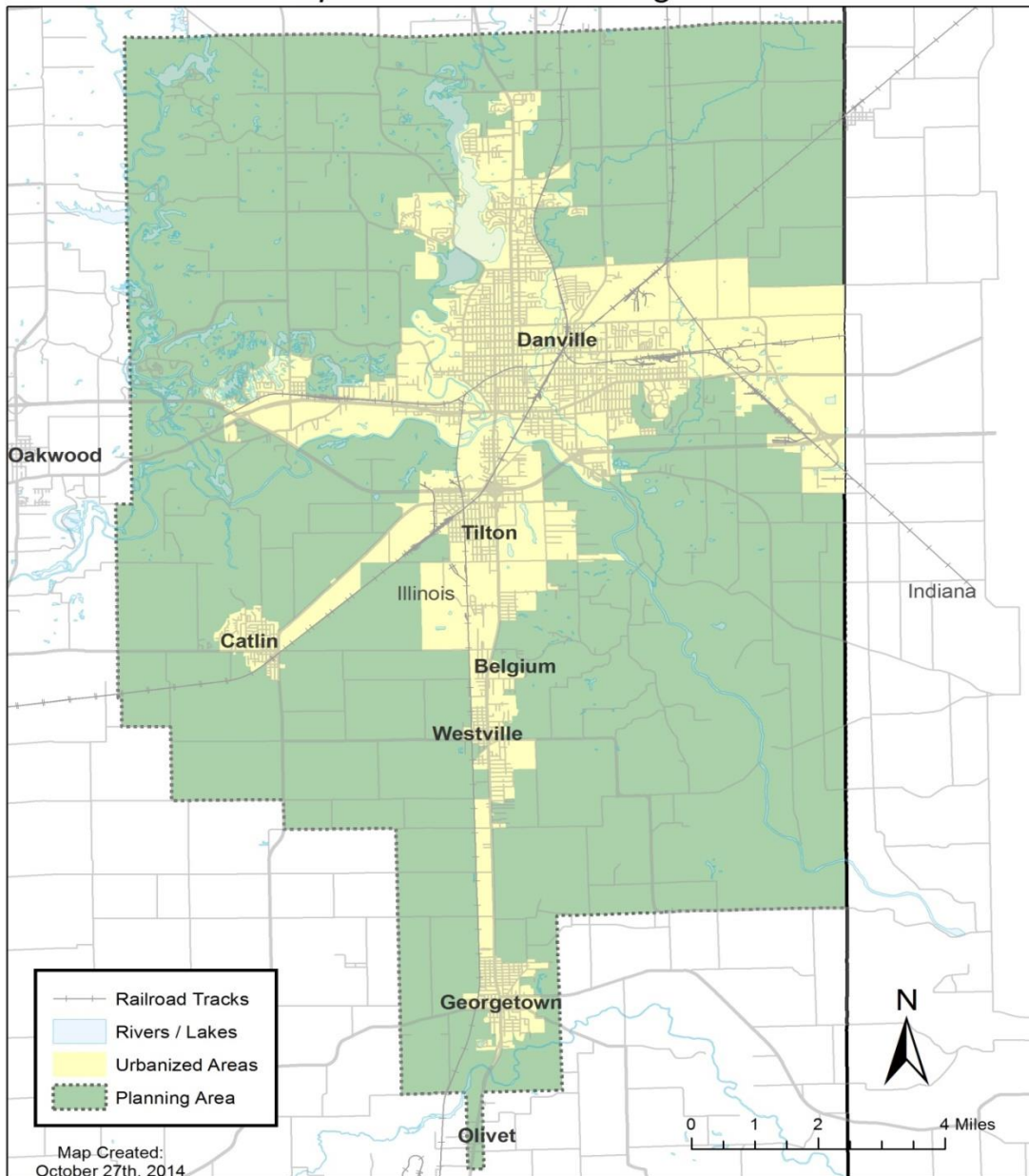
The Danville Area Transportation Study (DATS) is a public organization serving several municipalities and townships in Vermilion County, Illinois (See *Map 1-1*), and designated to perform the following functions:

- Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive, cooperative and continuous planning for highways, public transit, and bikeways, as defined in our current transportation law *Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)*.
- Conduct transportation and environmental planning and related demographic, economic and land use research
- Serve as an information center for transportation and related planning

## Why a Regional Bicycle Plan?

As a component of the *Directions to 2035* plan, the *2015 Regional Bicycle Plan* seeks to support individuals who choose to shift modes from automobile to bicycle by making investments in the regional bikeway network, focusing growth in existing areas, and promoting connections between land-use and transportation. This plan presents data, provides guidance and suggests recommendations to help propel these efforts forward.

*Map 1-1: DATS Planning Area*





## Plan Update

Development of the Bike Plan began in June of 2014 with the assembling of the project team and outlining of the stakeholder and public engagement process. As the initial stages of the public engagement process were being carried out, the project team began an extensive analysis of both the physical conditions of the road network as well as the policy and planning framework of the region and the many jurisdictions that comprise it.

The original *Regional Bicycle Plan*, published in 2010, documented the region's bicycling environment, identified the links in a region wide bikeway network and summarized corresponding funding sources. This update to the *Regional Bicycle Plan* seeks to: encourage, increase and promote safer bicycling in Vermilion County; provide an analysis of bicycle trip making and collision data; summarize bicycle planning efforts throughout the Planning Area; and document advances in bicycle infrastructure and other important technologies.

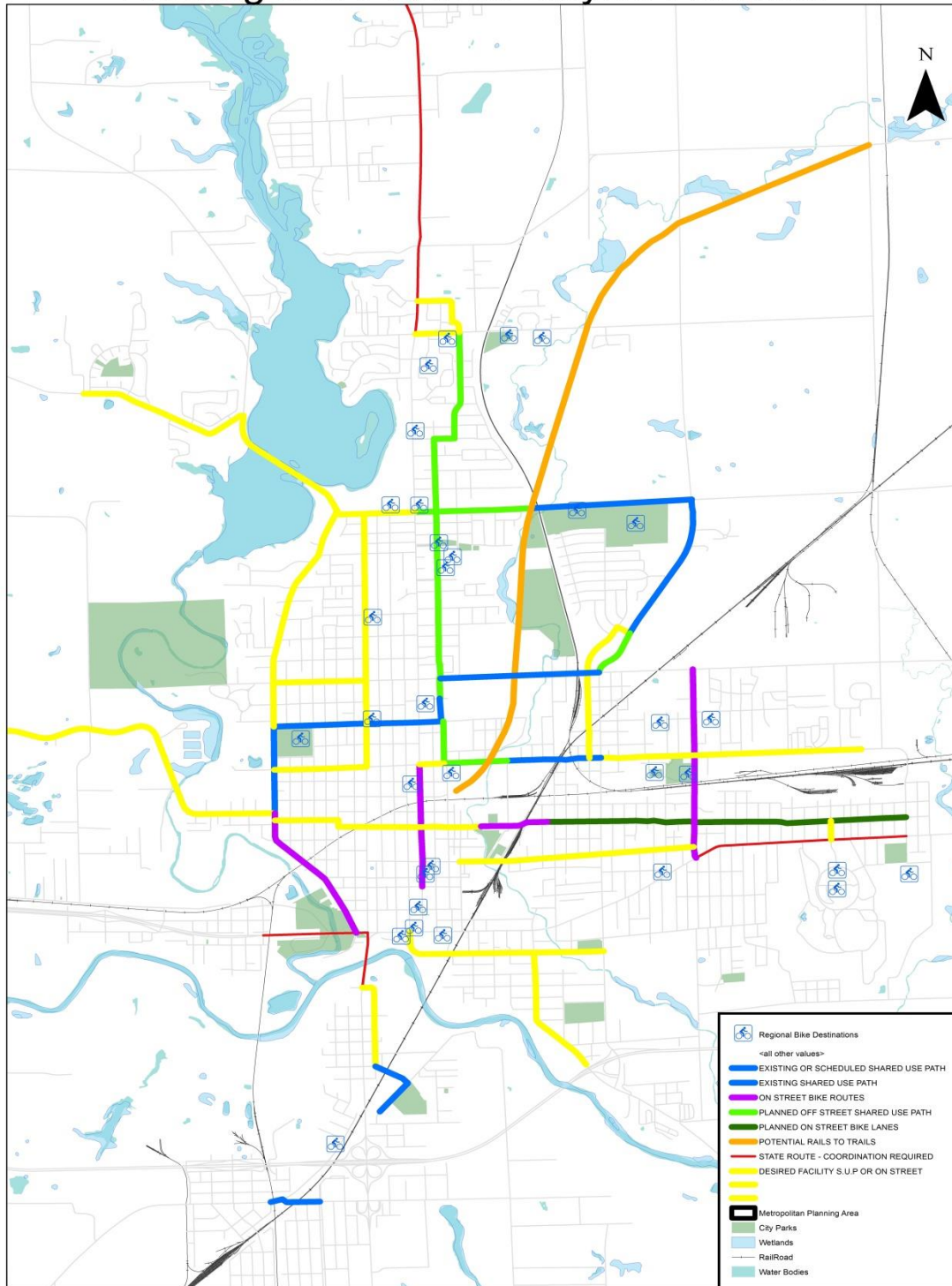
While the 2010 plan provided a summary of the interaction between bicycle facilities and transit facilities, this update further investigates the relationship between bicycling and public transportation in recognition of the importance of bicycle-accessible transit and transit stations. Because safe and convenient bicycle access must include a place to securely store one's bicycle at destinations, bicycle parking is another focus of this plan update.

## The Regional Bike Network

A focus of the *2015 Regional Bicycle Plan* is the regional bike network, which defines the Planning Area's continuous and connected bicycling corridors of regional significance. A primary purpose of the network, which includes both built and unbuilt segments, is to focus regional bicycle-related funding on high-priority bicycle facilities that serve regional trips (See *Map 1-2: Existing and Planned Bicycle Facilities*).

## Map 1-2: Existing and Planned Bicycle Facilities, City of Danville

### Existing and Planned Bicycle Facilities



EXISTING OR SCHEDULED MILES OF BIKE ROUTES - 10.2  
 PLANNED OR CONCEPTUAL MILES OF BIKE ROUTES - 26.86  
 TOTAL MILES - 37.06

Date: 4/14/2015

BICYCLE CONCEPTUAL PLAN

0.35 0.175 0 0.35 0.7 1.05 1.4  
 Miles





The planning process focused on generating public involvement to form the foundation of the plan. Additionally, a bicycle advisory committee guided the development of the *Regional Bicycle Plan* (see “Credits” for membership list). The region’s transportation authorities, transit operators, bicycle advocacy groups and members of the public provided insight to help update The Plan.

## Chapter 2- Background

This chapter provides an in depth review of the existing conditions of the planning area. Topics covered include demographic information, bicycle trip-making trends, bicycle/motor vehicle collision data, and regional bicycle-related programs and policies as a backdrop to the remainder of the *Regional Bicycle Plan*.



In addition to the Planning Area’s generally hospitable topography is the grid like land-use pattern. Linking multiuse pathways, bicycle lanes, and other bicycle facilities with the region’s bus system will allow cyclists to use their bicycles at either or both ends of their trip, while using public transit to travel longer distances. Coordinating bicycle and public transit also allows transit systems to increase ridership without implementing additional routes.

## Chapter 3-Goals and Policies

This chapter documents the bicycle-related goals and policies of the Metropolitan Planning Organization (MPO), which guided the development of this updated *Regional Bicycle Plan*.

The goals of the MPO’s transportation blueprint for the next 30 years- *Direction to 2035*- address the three “C’s” of the planning process: Comprehensive, Cooperative, and Continuing. Corresponding policies address transportation investments, focused growth pricing and affordability, technology, and individual actions, such as bicycle transportation, that result in vehicle emissions reductions, reduced delay, and improved affordability for Vermilion County households. Increasing bicycle safety is another goal of *Directions to 2035*, which sets a goal of improving safety for all transportation users.

Supporting these goals, objectives and policies are recently adopted federal, state, and regional directives that place greater emphasis on considering the accommodation of pedestrians and bicyclists when designing roadway facilities.



For the region to make further strides toward improving bicycle travel, the routine accommodation of bicycles and pedestrians must be embraced by other implementing agencies as well, such as countywide transportation authorities, local jurisdictions, transit operators, and other partner agencies of DATS.

#### Chapter 4-Bicycle Facility Network

The Planning Area contains many components of a truly bikable region. A growing network of on-street bikeway facilities and paved multiuse paths that serve local and regional destinations; access to and on public transit to allow travel over longer distances than most people are able to bicycle; and safe bicycle parking options at regional destinations.

Areas that could improve the bikability of the region include: offering greater access to safe and convenient bicycle parking options throughout the community; programs that encourage and educate cyclists and other roadway users; and willingness to experiment with innovative roadway treatments and other bicycle facilities in the pursuit of a bikeway system that encourages safer and more frequent cycling.

One of the main goals of the Bike Plan is to create a fully interconnected, seamless, and safe bicycle network that connects areas within Vermilion County. The Plan focuses primarily on roadways functionally classified in the collector and arterial categories, although local roadways are considered. While facilities were recommended based on extensive stakeholder input, they are grounded in field review of existing roadway conditions and constraints.

The regional bike network is working to build continuous and connected bicycling corridors of regional significance. The primary purpose of the regional bike network, which includes both built and unbuilt segments, is to focus regional bicycle-related funding on the highest priority bicycle-related facilities that serve regional trips, including access to transit. This approach assumes that participating municipalities and Vermilion County prioritize the expenditure of locally generated funds and local discretionary funds for local-serving projects, leaving many intercity, intercounty and other important bikeways of regional significance (such as the Kickapoo Rail Trail) to be funded with regional discretionary sources.

Either way, the key is to implement a bicycle network of some type in order to encourage the use of bicycles for transportation. Bicycle facility improvements must be complemented by a robust policy, education, encouragement, and enforcement program that supports the physical network, and by performance measures to determine progress over the next 20 years.



This chapter defines a set of recommendations and actions to create an integrated bicycle network. They are visionary yet practical action strategies to make the Vermilion County region a great place for bicycling. They were developed with the following criteria in mind:

- **Connections to Destinations:** Streets chosen for inclusion in the bicycle network are intended to provide access to major employment centers, retail centers, transit, schools, regional parks, and other destinations. For this reason, the primary focus for developing on-street bicycle facilities is on arterial and collector roadways, which typically provide the most direct access to destinations.
- **Land Use and Facilities:** Recommended facilities and designs are intended to fit adjacent land use patterns. For example, on rural roadways with ample shoulders, bicycle route signage may be all that is required, while arterials with heavier ADT may require buffered bicycle lanes.
- **Traffic Conditions:** Recommended bicycle facilities reflect existing roadway traffic conditions, including traffic volume, speed, and roadway capacity. In some cases, excess capacity provides an opportunity to reduce the number of general purpose lanes and add bicycle facilities. In other cases, the lack of existing capacity may be a constraint that prevents the installation of bicycle facilities.
- **Interjurisdictional Connectivity:** Many points in the bicycle network connect adjacent communities.
- **End-of-Trip Facilities:** End-of-trip facilities like bike parking have the potential to increase usage and extend the network to include other modes. Allowing bikes on transit extends the network even further as bicycle travel can occur on both ends of the transit trip. The importance of extending the system by tying it into the transit network is reflected in the Existing and Planned Bike Facility Map which gives a high priority to on-street facilities that connect to transit stations.

The proposed bicycle network includes a variety of facility improvements that respond to the different types of bicyclists and their needs. Some of the facilities will be located along independent corridors and paths that are separated from roadways. Other parts of the network will require motorists and bicyclists to coexist in the same right-of-way.



## Chapter 2- Background

### 2.1 Benefits of Bicycling

Bicycle transportation will be an integral element of Vermilion County's future mobility, economic development, public health and environmental sustainability. Bikeability and walkability are important in attracting employers, employees and new residents. Investing in bicycling is an investment in safety, public health, a clean environment, quality of life and economic development that positively impacts all residents, bicyclists and non-bicyclists alike.

- Enhancing safety for all roadway users
- Addressing transportation congestion:
- Improving air quality and reducing energy consumption
- Reducing transportation costs
- Providing transportation options
- Expanding recreational opportunities for recreation and health
- Improving economic competitiveness
- Encouraging mixed-use development



### 2.2 Community Engagement

Development of the Regional Bike Plan began in August 2014 with the assembling of the project team and outlining of the planning process. A major focus of the Plan development process was engaging the public through a myriad of outreach methods.

The public engagement process targeted a variety of audiences with varying levels of interest in and knowledge about bicycling in Vermilion County. The project team strived to conduct a public engagement process that:

- Engaged the public in different ways to acknowledge and address concerns
- Defined key stakeholders, user groups, and organizations and included them in continued dialogue throughout the process
- Followed a transparent and meaningful process of communication
- Provided participants with key information and an opportunity to offer relevant and valued insight and opinions





- Used multiple methods of outreach, mixing traditional methods with newer technology to broaden the cross section of interested participants

### *Methods for Engaging the Public*

In order to engage a diverse public on multiple levels, the team focused on building trust, presenting information in a straight-forward manner, listening, and addressing concerns as they arose. The team worked on developing a variety of outreach strategies that would reach the widest audience possible. Strategies included:



#### **A. Branding the Planning Effort**

A visually appealing image was generated to help create a recognizable identity through printed materials, the Internet, and other communication materials over the planning process.

#### **B. Identifying the Stakeholders**

Identifying and including key stakeholders and interested citizens in a continued dialogue throughout the planning process was critical to the success of the Plan. These stakeholders were involved either through the Bicycle Advisory Committee or through participation in the DATS Technical Committee.

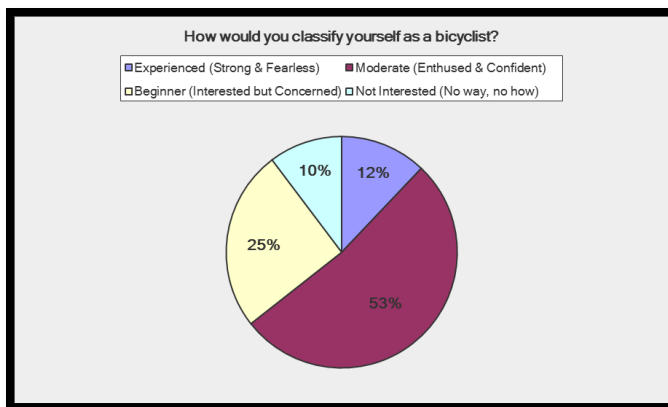
#### **C. Outreach to Agencies and Organizations**

The MPO held specific focus group meetings with public health officials, community well-being organizations, and law enforcement, to hear the various perspectives and build on efforts to encourage safer bicycling practices.

#### **D. Public Survey**

A survey was developed to garner information from the County about community ideas, needs and wants as it pertains to bicycle accommodations. The survey questions were developed with the goal of determining key issues in the study area related to bicycle facilities and the community's level of interest in updating those facilities and creating new ones.

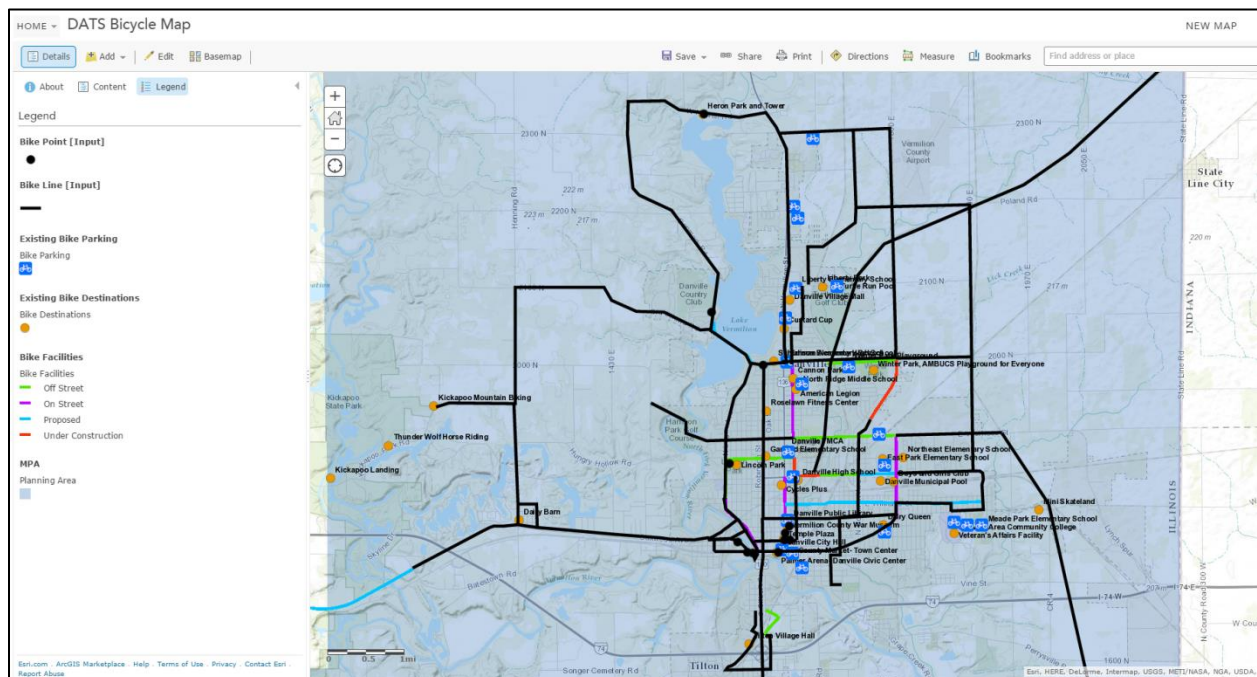
DATS staff distributed an e-mail with the survey link to over 70 contacts on December 12, 2014. Recipients of the e-mail included city administrators, elected officials, county representatives, private businesses, and citizens. Paper copies of the surveys were also placed in local libraries and the YMCA. Out of the 218 surveys received, 198 online surveys were recorded and 20 paper surveys were received. Appendix A shows the results of the regional bicycle survey.



## E. Communication Methods

Multiple means of communication were used throughout the Plan development process to make the process as transparent as possible. The team recognized the need to have both traditional and electronic outreach methods. The following is a list of the methods employed:

- Project Website
- Marketing and Media Releases
- Kickoff Letter to Stakeholders
- Online Mapping Tool (ArcGIS)
- Organization Presentations
- Online Survey
- Draft Plan Open House





## Chapter 3- Vision

The Plan's mission, vision and goals were developed through a series of exercises with the Bicycle Advisory Committee (BAC) and Technical Committee, as well as from information collected during the Plan's survey. For the many stakeholders that helped form this Plan, there is an overarching desire to have a Plan that is both visionary and concrete in terms of how it will be implemented over time.

**[Vision]** Plan for, promote, and provide a complete, connected, and efficient bicycle transportation network that accommodates all users, to encourage improved community health and bicycle safety.

**[Mission]** Increase the number of people using bicycles within the region while reducing the number of crashes involving bicycles.

**[Goal 1] Connectivity:** Provide a bicycle network that is contiguous and connected to other off- and on-street facilities.

**Objective:** Connect regional destinations via bicycle infrastructure facilities.

Providing a connected network of safe and accessible on-street bicycle facilities within the Planning Area is fundamental to achieving the goals of this Plan. On-street routes will connect people to jobs, shopping, transit, schools, parks, and other regional destinations, as well as tie together the region's growing system of shared-use paths.

**Action 1.1:** Connect the City of Danville to the Kickapoo Rail Trail via secure bicycle facilities.

**Objective:** Improve accessibility for bikes around barriers like intersections and rivers

Addressing barriers that impede accessibility and create unsafe bicycling conditions is critical to developing a continuous and connected bicycle network that invites a wide range of bicyclists.

**Action 1.2:** Prioritize and integrate identified barriers into appropriate state, county and local planning documents

Barriers that have been identified in the Plan should be prioritized in terms of how significant they are for making critical links in the network and improving safety.

**Action 1.3:** Include appropriate bicycle facilities in all new bridge projects and major rehabilitation of existing bridges.

The following are critical locations in the Regional Bicycle Network where there are existing bridges that present barriers to bicyclists, or where a new bridge should accommodate bicycles:

- Denmark Road- provides connection across Lake Vermilion to western Danville neighborhoods
- Memorial Bridge- Gilbert Street South Route 1
- 150 Bridge
- Route 1 Bridge Over I-74
- 14<sup>th</sup> Street Bridge Tilton



**Objective:** Promote more bicycling through route signage and end of trip facilities

Installing way-finding signage that provides directional information to major destinations, shared-use path connections, and around major barriers, assists bicyclists through complicated and confusing portions of the network, reaffirms route choice, and will help bicyclists feel more comfortable and confident using the bicycle network. End-of-trip facilities such as adequate and secure bike parking are also important for attracting ridership and making bicycle transportation more convenient.

**Action 1.3:** Install a Signed Bicycle Route System with uniform signage to create a unified and defined network.

A unified system of signage and pavement markings helps bicyclists navigate the bicycle network and also raises awareness of the presence of bicycles among motorists. A comprehensive set of bicycle route wayfinding signs should be developed to connect destinations in the region; this signage should be consistent with MUTCD.

**Action 1.4:** Require and install end-of-trip facilities

Bicycle parking is a key component to making our bicycle network functional. All public facilities, (parks, community centers, libraries, city halls, schools, etc.) should have sufficient bicycle parking to meet demand. Incentives or requirements should be put in place for new commercial and multi-family residential development to provide bicycle parking.

**[Goal 2] Safety:** Improve safety for all modes of transportation

**Objective:** Improve safety of existing roadways for all modes of transportation

The City of Danville and parts of Vermilion County have a number of planned and existing bicycle facilities in place. These facilities will be incorporated into the regional bicycle network, and in some cases, retrofitted based on the recommendations in this Plan.

**Action 2.1:** Prioritize on-street bicycle facilities

While the provision of on-street bicycle facilities identified in this Plan should be a part of all road projects, recommended facilities must be prioritized in order to identify near-term projects with the greatest benefits for bicyclists, such as making critical links to and among major destinations and addressing barriers that create significant impediments to safe and efficient bicycling.

**Action 2.2:** Implement on-street bicycle facilities identified in the Plan to improve accessibility and safety for bicyclists.

All entities involved in roadway planning, design, construction, and maintenance should consult the Plan when working on projects. On-street bicycle facilities identified in this Plan should be integrated into the work programs of these entities. The bicycle facilities should be implemented whenever major road projects are undertaken.



**Objective:** Reduce the frequency of bicycle-vehicle crashes

Reducing the bicycle-vehicle crash rate, while also increasing bicycle ridership through an expanded Bicycle Network, will hinge upon well-designed facilities, addressing problem areas where crashes are occurring, and building awareness among motorists and bicyclists about their respective rights and responsibilities for using the roadway. The Plan identifies a number of implementation actions to address each of these elements. (See Appendix B: Map of Crash Occurrences)

**Action 2.3:** Identify spot locations, corridors and neighborhoods where bicycle crashes are occurring, and focus resources on improving these locations.

On-the-ground assessments should be conducted in all areas where bicycle crashes are regularly occurring to identify necessary spot or network improvements. As a component of implementation prioritization and addressing problem areas, funding resources should be focused on areas where there are high rates of bicycle crashes.

**Action 2.4:** Develop a website where users report crashes, bad pavement, concerns about road conditions, etc. Use community bike tool in an ongoing basis.

DATS should host a website where Regional Bicycle Network users can interactively report conditions and crashes. Data should be compiled and distributed to the various entities involved in plan implementation and roadway maintenance.

**Objective:** Improve safety by designing all bicycle facilities to the latest AASHTO bicycle guidelines and MUTCD Standards.

Following the AASHTO and MUTCD standards will allow local agencies to move forward with confidence that what they are doing is consistent with the latest research on safely accommodating all modes of transportation.

**[Goal] 3 Education and Enforcement:** Educate, raise awareness, and continually remind residents that bicycling is an efficient transportation mode through directed programs and initiatives.

**Objective:** Promote safe and secure bicycle infrastructure

**Action 3.1:** Add lights along shared-use paths and bicycle facilities to increase safety and security

**Objective:** Improve safety and reduce the number of crashes involving bicyclists by developing and implementing education and enforcement programs through partnerships with community organizations.

The bicycle network is designed to provide safe, convenient access for bicyclists to travel throughout the planning area. Like facilities for other transportation modes, this network of bicycle facilities must be used appropriately to be effective. For example, bicycle facilities are designed under the assumption that bicyclists ride the correct direction on streets (with the flow of traffic) and adhere to all traffic control devices. Breaking these rules puts all roadway users at risk,





therefore efforts must be made to encourage a culture of respect and shared usage among bicyclists and motorists.

**Action 3.2:** Expand and support existing and new bicycle education programs through partnerships with community organizations and law enforcement agencies.

As the bicycle network is built and more people are encouraged to bicycle, new and expanded programs will be needed to educate bicyclists and motorists about how to coexist safely in the roadway environment.

**Action 3.3:** Expand safe routes to school programs, including curriculum and safety education programs, to encourage children to walk and bicycle to school and all school levels.

Local governments, school districts, public health organizations, parent associations, and local walking and bicycling advocacy groups should continue to work within the Illinois Safe Routes to School network, and explore new strategies for encouraging children to walk and bicycle to school.

**Action 3.4:** Encourage local police agencies to participate in outreach activities such as bicycle rodeos and school assemblies.

Police officers are seen as authority figures and respected by children, because of this, their involvement in programs and activities that promote safe cycling can help foster responsible riding for a lifetime. Local police agencies can get involved by being present at community bicycling events, developing bicycle and pedestrian safety messages for announcements, and being present on the street near schools during the morning and afternoon when kids are coming and leaving school.

**Objective:** Increase overall bicycle usage and non-recreational bicycle trips

**Action 3.5:** Develop and annual community "Bike Day". Encourage employers to participate in the national "Bike to Work Day".

**[Goal 4]** Increase the commitment of public officials to support or initiate public policy for bicycling in all levels of government- state, local and regional.

**Objective:** Increase intergovernmental cooperation on bicycle policy and projects

Given the number of agencies with influence and responsibility over the roadway network within the planning area, intergovernmental cooperation on bicycle policy and projects is critical for successful implementation of the Plan. This objective relates back to the Plan's vision for promoting consistent design and development of bicycle facilities across jurisdictions.

**Objective:** Establish funding sources for implementation and ongoing maintenance

Implementation of the Plan will be a collaborative effort between a number of jurisdictions and agencies. Every transportation project offers an opportunity to implement a part of this Plan. Therefore, institutionalizing bicycle improvements at all levels of government will be essential for successful implementation of this Plan.



## Chapter 4- A Network to Meet the Needs

Vermilion County has a number of qualities that make it a great place for bicycling. At the same time, the number of major highways and the Interstate system can make it hard to bicycle from one municipality to the next.

### 4.1 Physical Conditions

Physical conditions have a great effect on bicycling and largely determine who will ride and where they ride to. This section summarizes the regional bicycle network on a general level. The general landscape, development patterns, roadway conditions, trail conditions and barriers to bicycle travel have been considered. This assessment is based upon field observations, map study by the project team, and input from the Bicycle Advisory Committee (BAC) and public participants.

#### Existing Facilities

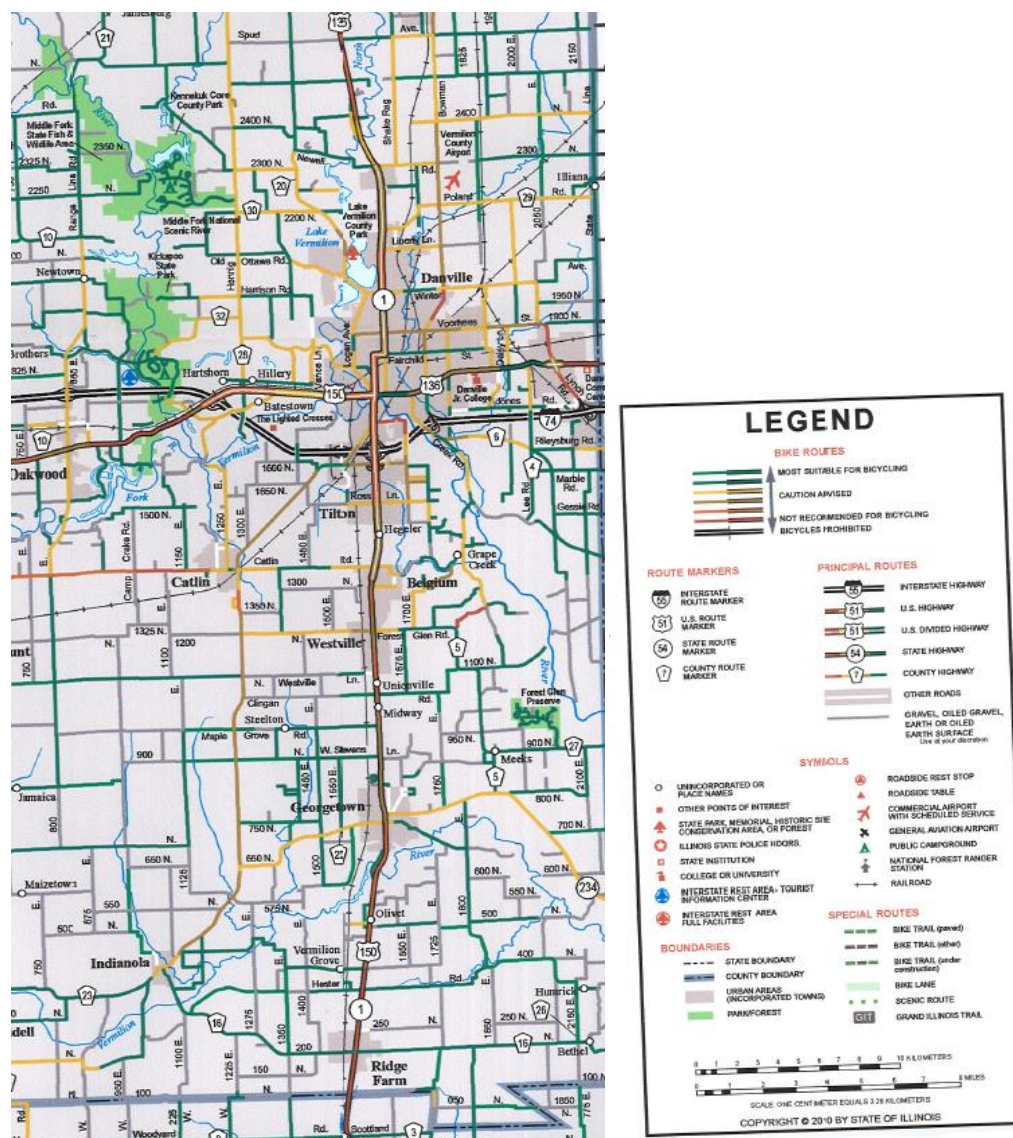
The 2015 Regional Bike Plan builds on existing bicycle routes and lanes that have already been developed through the 2010 Regional Bike Plan. A number of bicycle facilities are already in place in the City of Danville, however there is a lack of uniformity throughout the region with regard to marking and signage. Facilities should be retrofitted and new signs installed to improve safety and ensure consistency across the regional network.

Relevant existing data is available for bicycle-related crashes, but not bicycle counts. Bicycle-related crashes are reported to the Illinois Highway Patrol by county and local jurisdictions. While there is significant data provided, additional details on the type of crash and where they occur would be critical information in identifying exact locations of safety concerns, as well as providing more details about the causes of crashes involving bicyclists.

#### Bicycle Facility Network

The geographic scope of this Plan includes the City of Danville and the urbanized parts of Vermilion County. The facilities recommended by the Plan are designed to meet the needs of all types of bicyclists. One of the most important outcomes of the Plan is a thorough assessment of the Region's roadway network, which has resulted in detailed recommendations for on-street bicycle facilities as a part of the entire bicycle network. The Existing and Planned Bike Facilities Map identifies the location and initial facility recommendation for an additional 26 miles of bicycle facilities.

Map 2.1 County Bikable Routes and Regional Destinations



## Barriers to Bicycle Travel

Railroad tracks, Interstate 74, and the river system all create barriers for bicycles and other road users. Where these barriers exist, bicycles are often funneled into the same pinch points. In many cases, these pinch points are hostile environments for bicyclists because there is little or no excess space on the roadway and sidewalks. As cooperation among various agencies and local municipalities improves, there is potential for more opportunities to enhance bicycle safety and access in conjunction with other capital projects. As barriers are identified and removed, system connectivity is increased and opportunities for destination-based bicycling become viable.





Safe and convenient access across bridges is critical to creating a bicycle friendly region and providing continuity along cross-regional bicycle routes. In a region where there are multiple river and creek systems, in addition to many highway and rail corridors, bridges of all sizes provide the connectivity necessary to create a complete, integrated bicycle network that is truly a viable alternative to the automobile. The lack of adequate bicycle facilities on bridges presents a major barrier to increasing bicycle usage in the region.

There will be many opportunities to improve and expand bicycle access leading to and across bridges as the region moves forward in rehabilitating and replacing existing bridges and constructing new ones. Creating access to the bridge on both ends will be equally important.

Following is a sample of important community linkages for which bicycle travel is limited or precluded:

- Access to North Danville is severely limited, especially north of Liberty Lane
- Crossing State Route 1 is difficult and unsafe
  - Gilbert Street, south of Fairchild to south county boarder
  - Vermilion Street, north of Fairchild
- Crossing the Vermilion River (Memorial Bridge)
- Access west of Danville is limited
- Oregon Avenue Bridge has limited sidewalk availability
- Denmark Road (across Lake Vermilion) does not support bicycle or pedestrian connections
- County Road 7 (Catlin-Tilton Road) provides limited shoulder width

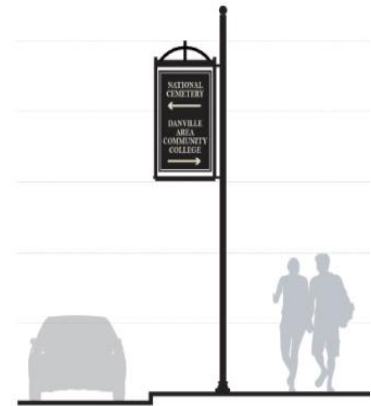
Barriers to bicycle travel can be addressed in a variety of ways, including the following:

- Prioritizing improvements along roads that cross limited-access highways at locations where there is not an interchange;
- Improving bicycling conditions and ramp crossings (on-road, off-road, or both) through interchanges;
- Providing grade-separated bicycle and pedestrian crossings of highways, railroads, streams and rivers to make crossing safe and direct;
- Improving at-grade crossings of major arterials that are not limited-access;
- Providing wayfinding bike route signs along neighborhood routes that lead to preferred crossing locations or provide other options for circumventing barriers.

## 4.2 Future Facilities

The proposed Regional Bicycle Network includes a variety of facility improvements that respond to the different types of bicyclists and their needs. Providing a mix of bicycle facility types will allow the various types of bicycle users to reach all desired locations in a variety of ways, depending on skill and level of comfort.

It will be important to establish quick wins in the initial phases of implementing the Plan in order to demonstrate immediate progress and build momentum. These quick wins will likely be the “low hanging fruit” opportunities rather than the controversial or difficult to overcome barriers. It is equally important to understand the magnitude of the constraints that will need to be overcome in order to develop a continuous and connected Regional Bicycle Network. The main opportunities and constraints of the Plan are discussed below, including access to motor vehicle capacity on streets, intersection safety and access improvements, bicycle connectivity and safe access to transit and trails, and signage.



### Excess Street Capacity

The 2010 Census shows population decreases in both the City of Danville and Vermilion County. As a result of this population loss and general trends that show a decrease in vehicle miles traveled nationwide, some roadways within the planning area have excess motor vehicle capacity, while others are experiencing congestion. Natural features such as the Vermilion River, built features such as Interstate 74 and rail lines, and destinations such as employment centers often direct traffic toward a limited number of streets.

There is an opportunity to capitalize on this excess roadway capacity and create a robust bicycle network. A roadway with excess capacity means that street space can be more easily reallocated, often by simply using paint to channel traffic in ways that create space for on-street bicycle facilities.



## Intersection Safety and Access Improvements

Intersections are where most on-street bicycle crashes involving motor vehicles occur. Public input, verified by field review, identified numerous intersections that present safety and access challenges for bicyclists. In some cases, challenges exist because of intersection geometrics that allow for high speed vehicle movement. In other cases, crashes could be attributed to traffic control practices, pavement markings and signage. In all cases, problematic intersections discourage bicycling, especially by novice bicyclists who consistently identify fear of unsafe and unlawful motorist behavior as the number one reason for not bicycling more frequently.

## Bicycle Connectivity and Safe Access to Alternative Modes of Transportation

Providing bicycle facilities that connect neighborhoods to and from existing transit stops and bicycle facilities will help to address unmet bicycling demand for commuting, recreation and short trips.

## Signage

We have an opportunity to create a world-class signage system by taking advantage of lessons learned from the leading bicycle friendly communities. As facilities recommended in this Plan are implemented, existing route signs can be created and installed. The installation of signage could be accelerated if an aggressive wayfinding signage program were in place to “stake out” the entire Regional Bikeway System even before the on-street facilities are implemented.

## **4.3 Classifications for Bicycle Facility Recommendations**

The bicycle facility recommendations shown are organized by facility type or other classification category to assist map viewers. The following section defines each facility type, discusses their application and how they help cyclists, and explains generally where in the County there are located.

### **1. Bicycle Lanes**

**Definition:** Bicycle lanes are pavement markings (lane stripes, directional arrow, and bicycle symbol) that designate a portion of the roadway for the preferential or exclusive use of bicycles. They vary in width from four to six feet; however, IDOT standard is five feet (dependent on other variables such as ADT, lane width, and posted speed).

**Contribution to the Bicycle Network:** Bicycle lanes are most prevalent facility recommendation in the countywide bicycle network. This recommendation is applicable on a wide variety of roadway types, including collectors and minor arterials. Based upon an assessment of existing conditions and the potential for future development, a variety of actions may be employed to achieve bicycle lanes, including:



- Adding striping and bicycle symbols to existing pavements without impacts to motor vehicle travel;
- Reducing lane widths for motor vehicle travel lanes;
- Eliminating one or more motor vehicle travel lanes;
- Reducing on-street parking capacity; or
- Widening the roadway.

In general, many streets and roadways throughout the planning area were found to have excess pavement width available to reallocate to bicycle lanes.

## **2. Shared-Lane Markings**

**Definition:** Shared-lane markings (sharrows) are pavement markings that help position bicyclists in the most appropriate location to ride in order to safely share the travel lane with motor vehicles. The markings also provide a visual cue to motorists that bicycles have a right to use the road, and that the limited space available in the marked travel lane must be shared by motorists and bicyclists.

**Contribution to the Bikeway Network:** While shared lane markings are recommended in some locations, bicycle lanes may be more appropriate on roadways with more than 3,000 motor vehicles. This treatment should be viewed primarily as a retrofit facility that is used when bicycle lanes are not feasible, rather than a facility type that is optimal in its own right.

## **3. Striped Paved Shoulders**

**Definition:** Striped and paved shoulders should be at least three feet wide to provide enough space outside of a travel lane to be beneficial and safe for bicyclists.

**Contribution to the Bike Network:** In Vermilion County, striped paved shoulders are typically the best treatment along uncurbed roadways that serve lower density residential communities and pass through undeveloped landscapes. Volumes of bicyclists are typically lower in these settings and bicycle use may be more oriented towards recreational and fitness riding than daily transportation.

Where rumble strips are placed across the traffic lane in rural areas to warn motorists of upcoming traffic controls, a minimum 3 foot clear paved area on the shoulder should be provided to allow a bicyclist an opportunity to avoid riding on the rumble strip.

## **4. Shared-Use Paths**

**Definition:** Shared-use paths include paved and crushed stone paths and trails that are to be used by both pedestrians and bicyclists. In Vermilion County, these paths are found in a variety of settings, including trails in developed parks and recreation facilities, side paths along major roadways, and coming soon rail trails.

**Contribution to the Bikeway Network:** Recommendations for new and upgraded shared-use paths are distributed throughout the planning area. Trail system expansion and connection recommendations are geared to closing key gaps, improving access to between trails and their



surrounding neighborhoods, improving trail linkages to transit stations, and otherwise maximizing the utility of the trail system for transportation.

## **5. Grade Separation**

**Definition:** Grade separations include bicycle/pedestrian bridges, tunnels or underpasses. They are necessary for crossing railroads, streams and rivers, and other features of both the natural and built landscape. They are the preferred way to address bicycling barriers created by major highways.

## **6. Transit Station Improvements**

**Definition:** Recommendations to improve bicycle access to the DMT transit station address issues such as the quantity, quality, and security of bicycle parking, as well as on-road and off-road access issues in and around the station area.

**Contribution to the Bicycle Network:** Examples of recommended improvements include the following:

- Installing bicycle parking racks around the transfer zone;
- Installing covered bicycle parking to replace or complement uncovered bike parking equipment;
- Improving access to the station with short path improvements, crosswalks, curb ramps, on-road bike lanes along station access roads or through parking lots, or other facilities to enhance safety and accommodate cyclists; and
- Install bicycle wayfinding signage and include distances to the major destinations.

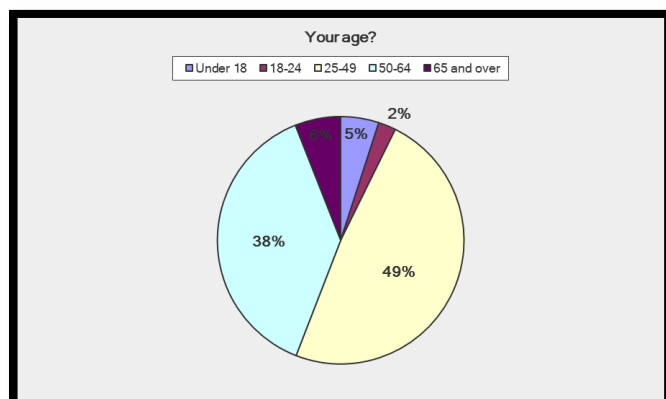
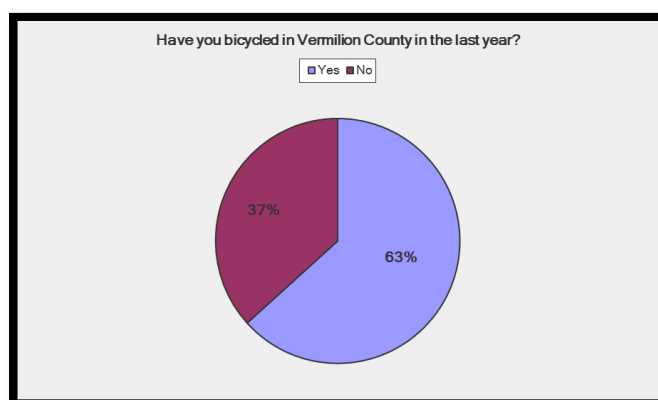


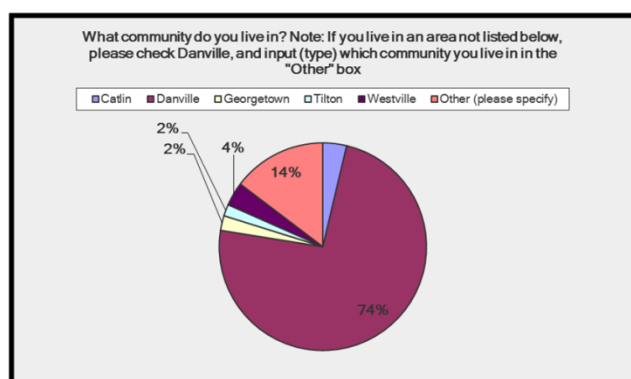
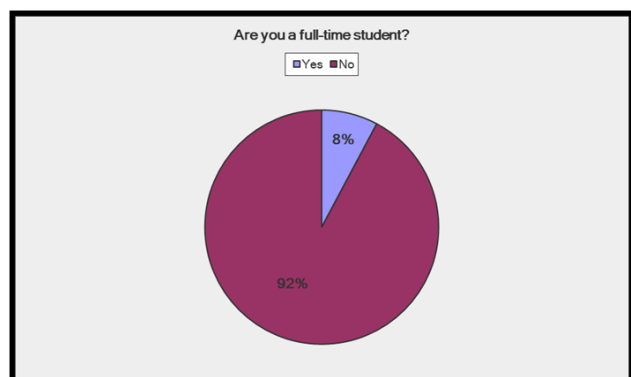
## Appendix A: Public Input Survey Analysis

This section summarizes the results of the Public Input Survey. The survey results establish the basis for how the community views and uses the existing bicycle network.

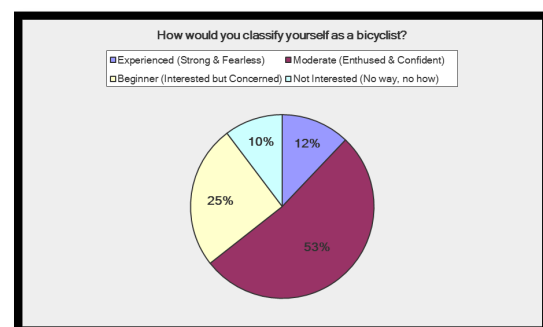
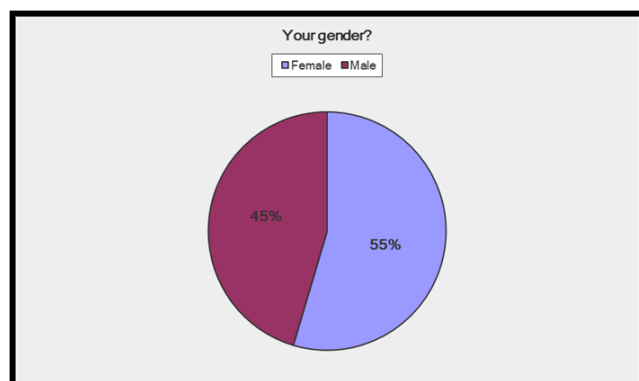
### Public Input Survey Results and Analysis

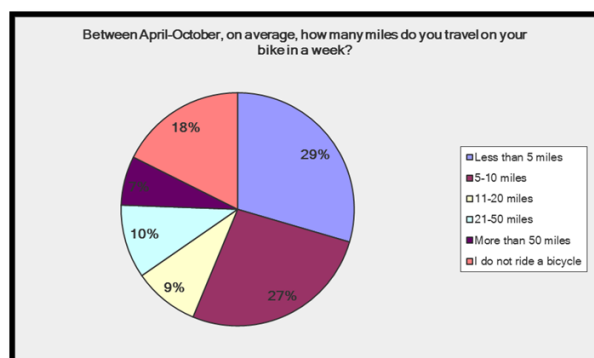
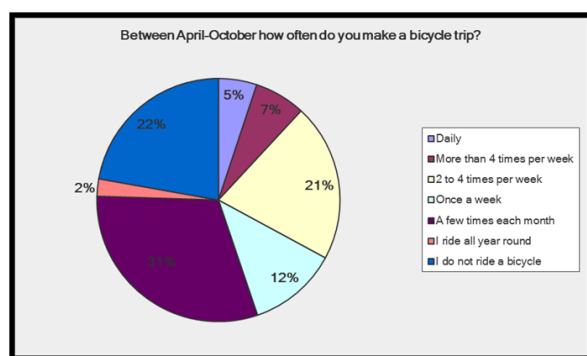
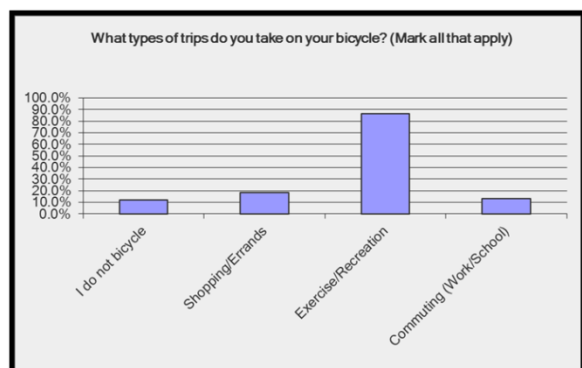
DATS staff sent an e-mail with the survey link to over 70 contacts on December 12, 2014. Recipients of the e-mail included city administrators, elected officials, county representatives, private businesses, and citizens. Paper copies of the surveys were also placed in local libraries and the YMCA. Out of the 218 surveys received, 198 online surveys were recorded and 20 paper surveys were received.





Other:	
Indiana- 2 responses	Champaign-Urbana- 2 responses
Oakwood- 6 responses	Rossville- 1 response
Hoopeston- 1 response	Danville unincorporated-1 response
Ridge Farm- 1 response	Rural- 2 responses
Fithian- 1 response	



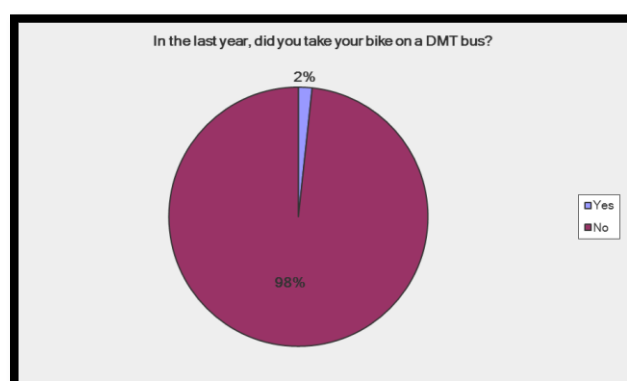
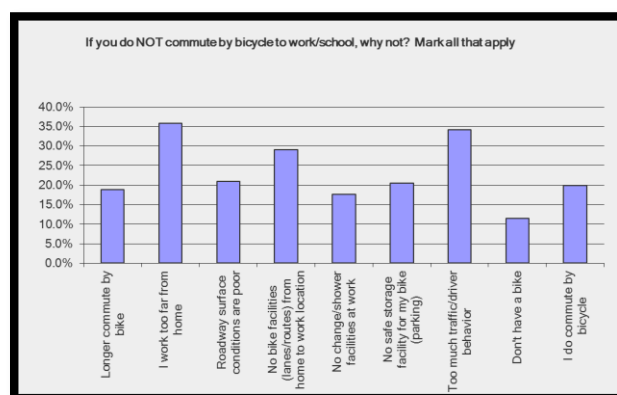
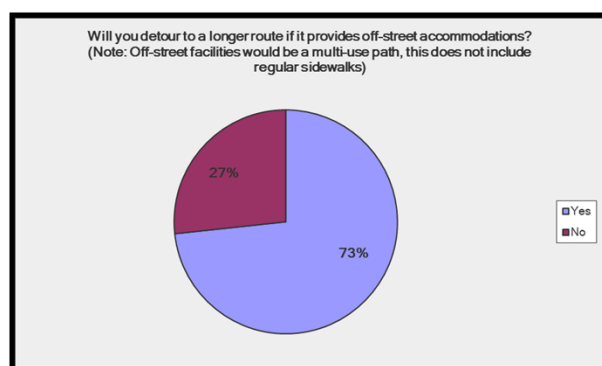


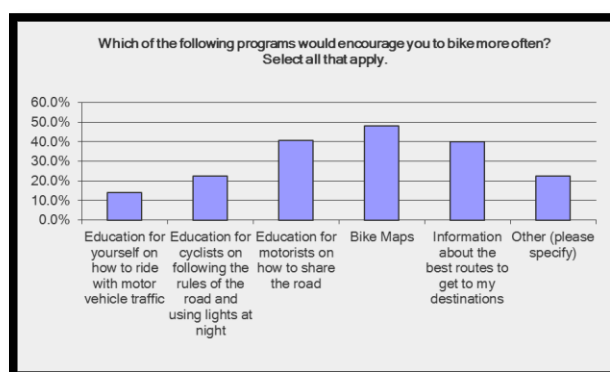
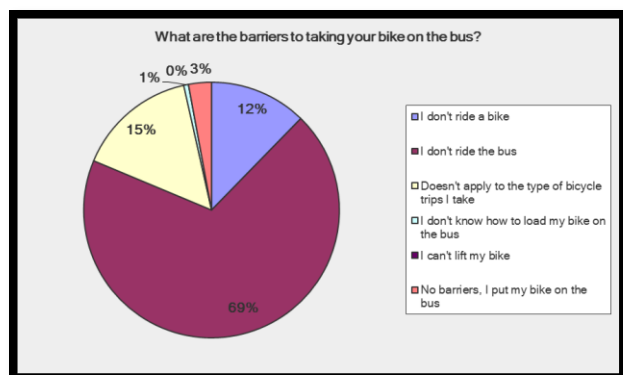
Streets Avoided:	
Gilbert south of Voorhees	Logan Street (North of Voorhees)
State Route 1	Main Street
State Route 9	Bowman Avenue
US 150	Vermilion Street
Gilbert & Main Intersection- and south of it	Fairchild
Denmark Road	Oak Street
High traffic areas	Seminary Street
High crime neighborhoods	Collett Street





Roughly paved streets	Henning Road
Georgetown Road	





"Bike paths" and "more bike lanes" were recorded several times on the survey results as write in suggestions.



## CERTIFICATE OF PUBLICATION IN

### The Independent News

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s);

04/29/2015

#### DANVILLE AREA TRANSPORTA

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

**Danville Area  
Transportation Study**  
The LRTP, TIP, UPWP, and  
Bike Plan have been  
placed on public review  
at these locations:  
Libraries of Georgetown,  
Catin, Danville and  
Westville and also online  
at <http://www.dats-il.com>  
Leave comments in the  
documents or send to:  
Telephone: 217-431-  
2673; Mail: 1155 E.  
Voorhees Street,  
Danville, IL 61832; email:  
[marcanski@cityofdanville.org](mailto:marcanski@cityofdanville.org)  
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# **Danville Area Transportation Study**

Metropolitan Planning Organization

**Fiscal Year 2016**

**Unified Planning Work Program (UPWP)**

July 1, 2015 through June 30, 2016

***Adopted June 11, 2015***



Danville Area Transportation Study

1155 E. Voorhees Street, Suite A

Danville, Illinois 61832

Phone: (217)431-2873 Fax: (217) 431-3444

[www.dats-il.com](http://www.dats-il.com)

# **UNIFIED PLANNING WORK PROGRAM (UPWP)**

OF THE  
DANVILLE AREA  
TRANSPORTATION STUDY  
(DATS)

FOR  
Fiscal Year 2016

PREPARED FOR: Danville Area Transportation Study (DATS)

IN COOPERATION WITH: Illinois Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

PREPARED BY: Jaclyn Marganski, MPO Director  
Danville Area Transportation Study  
1155 E. Voorhees Street, Suite A  
Danville, Illinois 61832  
Phone: (217) 431- 2873  
Email: [jmarganski@cityofdanville.org](mailto:jmarganski@cityofdanville.org)

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## ***Glossary***

<b>ADA</b>	Americans with Disabilities Act. This federal legislation mandated significant changes in transportation, building codes and hiring policies to prevent discrimination against people with disabilities.
<b>Capacity</b>	The number of people or amount of goods that can be served by a transportation facility or program. It is most often used to describe the number of vehicles served by a roadway.
<b>DATS</b>	Danville Area Transportation Study
<b>DMT</b>	Danville Mass Transit
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>IDOT</b>	Illinois Department of Transportation
<b>ITS</b>	Intelligent Transportation Systems. A wide range of advanced technology that improve the safety and efficiency of existing transportation facilities or services. Common examples of ITS include central dispatch of road emergency assistance or freeway traffic maps shown on television or the Internet to warn motorists of crashes.
<b>Intermodal</b>	Multiple modes of transportation working together in an efficient, integrated system.
<b>LOS</b>	Level of Service. Quantitative measure of congestion.
<b>LRTP</b>	Long Range Transportation Plan
<b>MPO</b>	Metropolitan Planning Organization. Agency designated by the governor to administer the federally required transportation planning in a metropolitan area. A MPO must be in place in every

	urbanized area with a population over 50,000. The function of the MPO is to provide “A continuing, coordinated, and comprehensive transportation planning process in urbanized areas.”
<b>STP</b>	Surface Transportation Program. The primary federal funding program resulting from ISTEA, TEA-21, SAFETEA-LU, and MAP-21 that provides money for a wide range of transportation projects.
<b>TIP</b>	Transportation Improvement Program. Federally required document produced by the MPO that identifies all federally funded projects for the current four-year period. The TIP is developed every year. In order for any federally or state-funded project to proceed, it must be included in the TIP and the Statewide Transportation Improvement Program.
<b>MAP-21</b>	<p>MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.</p> <p>MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.</p>
<b>UPWP</b>	Unified Planning Work Program. A federally required annual report describing the agency’s transportation work program and budget, detailing the various state and federal funding sources that will be used. It represents the state fiscal year and is developed in the first quarter of the calendar year for the ensuing fiscal year.
<b>VMТ</b>	Vehicle Miles Traveled. Refers to the number of miles traveled on roadways by a vehicle for a specific time period.



# I. INTRODUCTION

## **MPO Overview**

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people and have the authority to prioritize, plan, and program transportation projects in the urbanized area (UA) for federal funding.

The Danville Area Transportation Study (DATS) MPO is the federally-designated transportation planning agency for parts of Vermilion County. Serving as a regional partnership among the Federal Highway Administration (FHWA), U.S. Department of Transportation (USDOT), Illinois Department of Transportation (IDOT), Federal Transit Administration, local elected leadership, local planning and public works directors, the business community, and citizens across the planning area, the MPO leads in the development of the region's Long Range Transportation Plan and short-range Transportation Improvement Program.

Members of the DATS include the municipalities of Georgetown, Westville, Belgium, Catlin, Tilton, and Danville, the townships of Danville, Catlin, Newell, and Georgetown, Vermilion County, and the Illinois Department of Transportation.

The MPO is responsible for the following aspects of the transportation process:

- 1) To design and set goals and objectives of the planning process and the Long Range Transportation Plan;
- 2) To establish performance measures for the Urbanized Area;
- 3) To review and advise on proposed changes in transportation planning concepts;
- 4) To serve as a representative between governmental units in the Urbanized Area; and
- 5) To obtain optimum cooperation of all governmental units in providing information and in implementing various elements of the transportation plan.

MPO planning activities are funded by grants from the Federal Highway Administration (FHWA), the Illinois Department of Transportation, and by local governments through regional match requirements. In general, 80 percent of MPO expenses are covered by federal grants. The MPO's Unified Planning Work Program (UPWP) is adopted annually in cooperation with our public transit agency- Danville Mass Transit (DMT), local governments, the Illinois Department of Transportation, and the Federal Highway Administration, and serves as the organization's annual budget and work program. The

efforts of the MPO ensure that local and regional agencies maintain eligibility for federal transportation funding.

## Planning Area

The Danville Area Transportation Study is one of fourteen MPOs in the state of Illinois that serve as the lead transportation planning and programming agencies for metropolitan areas. The MPOs Urbanized Area serves approximately 30.5 square miles and contains a population of 50,551 throughout Vermilion County. A map of the MPO planning area is provided in Appendix A.

Municipalities within the Urbanized Area include Georgetown, Westville, Belgium, Tilton, Catlin, and Danville. The population shown is provided by the 2012 American Community Survey.

*Figure 1.1 Population Distributions*

<b>Municipality</b>	<b>Population</b>
Belgium	404
Catlin	2,040
Danville	33,027
Georgetown	3,474
Tilton	2,724
Westville	3,202
Unincorporated	5,680
<b>Total</b>	<b>50,551</b>

## DATS Organizational Structure

DATS operates under the principal direction of two committees- the Policy Committee and the Technical Committee. In its organizational structure, the Technical Committee acts as a working body under the direction of the Policy Committee. DATS maintains an Advisory Committee with representatives of agencies that are affected by the transportation decision-making process.

### DATS Policy Committee

The DATS Policy Committee consists of local elected and appointed officials of those agencies that have a primary interest in transportation. Each member is expected to reflect the official position of his or her constituent agency and/or the public interests they represent. The members include:

1. Vermilion County Board Chairman
2. Mayor, City of Danville
3. Mayor, of Villages at large
4. Illinois Department of Transportation- District #5 Representative
5. Township Supervisor

The Policy committee assumes the decision-making authority for DATS and establishes policies that guide and form the transportation planning process. The committee has a variety of responsibilities, which range from approving the annual TIP to establishing the boundary of the study area.

### DATS Technical Committee

The DATS Technical Committee consists of staff from DATS participating agencies. Technical members perform analyses and make recommendations concerning transportation issues to the Policy Committee for their approval. The actual technical work is performed by DATS staff and the DATS Technical Committee member organizations.

DATS Technical Committee membership is composed of representatives of the following agencies:

1. Vermilion County (2 Voting Members)
2. City of Danville (2 Voting Members, with priority given to Danville Mass Transit)
3. Villages (1 Voting Member)
4. Townships (1 Voting Member)
5. CRIS Rural Transit District (1 Voting Member)
6. Vermilion County Regional Airport (1 Voting Member)
7. Illinois Department of Transportation, District 5 (1 Voting Member)

## **DATS Staff Structure**

The professional time and services for transportation planning in this cooperative effort is provided through a composite approach. It consists of DATS staff housed in the Engineering and Urban Services Department at the City of Danville, as well as additional assistance from IDOT. The day-to-day operations of the agency are performed by DATS staff, with technical expertise in transportation planning, geographic information systems, and other related areas.

DATS staff collects, analyzes and evaluates various groups of data to determine the transportation system requirements of the urbanized area in conjunction with member agencies. The data collected by staff throughout the Metropolitan Planning Area is information necessary to operate the DATS office. Staff also prepares materials for use at Technical and Policy Committee meetings. The professional staff members participate in all DATS meetings and provide expertise as needed. In addition, they represent the agency at other meetings of regional importance.

## **DATS Funding**

DATS is funded by 80% federal transportation planning funds from FHWA and FTA through MAP-21. The funds require a local match of 20%, which is supplied by the State Metro Planning Funds and the City of Danville. To ensure that all funds are well managed and that the planning activities are completed in accordance with Federal and State guidelines, IDOT has entered into an agreement with the MPO and the agencies represented by the MPO to help coordinate the planning process.

# **II. ISSUES AND REQUIREMENTS**

## **UPWP Overview**

The purpose of the Unified Planning Work Program (UPWP) is to provide the Danville Urbanized Area with a work allocation plan that promotes a transportation planning process that is cooperative, comprehensive and continuing as required under the Federal Aid Highway Act of 1962. Development of the work program is the joint responsibility of the Metropolitan Planning Organization (MPO), the Illinois Department of Transportation (IDOT), and other agencies authorized to carry out transportation planning and implementation activities.

This UPWP for the Danville Area Transportation Study documents the transportation planning activities and related tasks to be accomplished during federal fiscal year (FY) 2015. The goal of the MPO is to ensure a continuing, cooperative, and comprehensive (“3-C”) approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

- City and county governments, transit operators, and regional agencies;
- State agencies including the Illinois Department of Transportation; and
- Federal agencies including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the United States Department of Transportation (U.S. DOT), the U.S. Department of Housing and Urban Development, and the U.S. Environmental Protection Agency.

## **Planning Factors & Federal Initiatives**

*Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)*, the federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increases the safety of the transportation system for motorized and non-motorized users
- Increases the security of the transportation system for motorized and non-motorized users
- Increases the accessibility and mobility options available to people and for freight
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promotes efficient system management and operation
- Emphasizes the preservation of the existing transportation system

In addition to the planning factors required by MAP-21, the MPO considered other federal initiatives relevant to the metropolitan planning process in the development of this UPWP.

## **Public Participation**

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and

programs including a Long-Range Transportation Plan that includes at least a 20-year horizon, a short-term Transportation Improvement Program, and an annual Unified Planning Work Program. The Danville Area Transportation Study's Public Participation Plan (P<sup>3</sup>) requires that members of the public are given at least thirty (30) days to review and comment on the draft work program prior to adoption. Following that review period, public hearings will be held prior to the adoption of the work program. The MPO will use local newspapers to notify the public of the seven day review period as well as dates, times, and locations of the public hearings. Copies of the draft UPWP will be posted at the MPO's website at [www.dats-il.com](http://www.dats-il.com) and in public libraries across the county.

More information on the public involvement process is provided by the MPO's P<sup>3</sup> available on the MPO's website at <http://www.dats-il.com/for-public-review.html> and at the MPO's Office. The P<sup>3</sup> serves to inform local residents, businesses, and officials of the MPO's regional planning efforts and obtain meaningful input into the transportation planning process.

## **Funding Sources for Planning Activities**

The UPWP primarily describes planning activities to be undertaken in the metropolitan planning region utilizing federal funding including FHWA Section 112 (PL), FHWA Statewide Planning and Research (SPR), and FTA Section 5303 grants. All work, including MPO staff time and consultant studies, listed in the UPWP are funded by one or more of the following funding sources.

### ***FHWA Section 112 grant funds (also known as "PL" funds)***

Federal planning funds can be used for up to 80 percent of a project, with a required 20 percent match typically provided by local governments.

### ***FHWA State Planning and Research (SPR) grant funds***

SPR funds are federal dollars from the State Planning & Research Program administered by the Illinois Department of Transportation. A 20 percent match is required that can be provided by either IDOT or local jurisdictions, depending on the project.

### ***FTA Section 5303 grant funds***

Section 5303 funds are federal funds designated for transit planning and research activities. Up to 80 percent federal funds can be used for a project. The remaining 20 percent match is typically divided between state and local government.

### **III. WORK PROGRAM TASKS**

MPO planning activities are developed to ensure the region maintains a certified transportation planning process. As such, each planning activity identified in the UPWP is integrated into the region's Long Range Transportation Plan, subsequently leading to implementation by way of the Transportation Improvement Program. This section provides detailed information, outlined by general tasks, for each work element that the MPO will undertake in FY 2016.



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## Task 1.0 Program Administration/Management

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### **Purpose**

Administer the MPO and its work program in a manner that:

- Maintains the region's eligibility to receive federal transportation capital and operating assistance; and
- Provides a continuous, cooperative, and comprehensive transportation planning process throughout the multi-municipality region.

### **FY 2015 Accomplishments**

This is a continuing work activity.

### **FY 2016 Activities**

- Manage the implementation of tasks within the FY 2016 UPWP.
- Prepare and review request for proposals, contracts, invoices, maintain membership lists, prepare meeting agendas, and record meeting minutes.
- Monitor best practices for transportation planning through industry associations such as the National Academies Transportation Research Board (TRB), the American Planning Association (APA), the Association of MPOs (AMPO), the American Public Transportation Association (APTA), the American Association of State Highway and Transportation Officials (AASHTO), among others.
- Participate in meetings, workshops and conferences in order to stay current on innovative planning techniques.
- Work with IDOT and MPO members to make the necessary changes in the planning process as a result of MAP-21 rule-making and guidance
- Prepare the Fiscal Year 2017 Unified Planning Work Program
- Prepare the Federally Obligated Projects of FY 2015 Report

### **End Products**

- An ongoing transportation planning program through the execution of the tasks outlined in the work program
- Regular Technical and Policy committee meetings
- Regional meetings on transportation-related issues
- FY 2017 Unified Planning Work Program

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## Task 2.0 Long Range Plan

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### **Purpose**

Maintain a long range plan for the region's transportation needs that is: 1) technically based on the latest available data on land use, demographics, and travel patterns; 2) based on regional goals, and 3) financially based on predictable, reliable funding sources

### **FY 2015 Accomplishments**

- Continued implementation and maintenance of the 2035 Regional Transportation Plan
- Continued community visioning efforts and data accumulation to guide the development of the 2040 Regional Transportation Plan.
- 2040 Long Range Transportation Plan document preparation, writing and approval
  - Existing Conditions and Trend analysis
  - Future population and employment projects
  - Public involvement, presentations, focus group meetings, etc.
  - GIS mapping and other visual aid preparation
  - LRTP drafting

### **FY 2016 Activities**

- Continue work on and implement the 2040 Regional Transportation Plan

### **End Products**

- LRTP 2040 Update Final Approval
- Performance Measures Defined and Incorporated

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### **Task 3.0 Transportation Improvement Plan**

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#### **Purpose**

Maintain a regional program that prioritizes and schedules transportation projects consistent with adopted short- and long-range plans.

#### **FY 2015 Accomplishments**

- Managed the FYs 2015-2018 TIP through formal amendments and administrative adjustments
- Published Annual Listing of Federally Obligated Projects for FY 2014

#### **FY 2016 Activities**

- Adopt and maintain a financially feasible TIP. TIP projects and programs will be consistent with the MPO's 2040 Long Range Transportation Plan.
- Report on the status of TIP projects on a regular basis to IDOT and MPO membership and coordinate with IDOT and project sponsors regarding project schedules and funding expenditures
- Amend the FY16-FY19 TIP as needed by the DATS members

#### **End Products**

- Maintenance of the Transportation Improvement Program
- Annual listing of Federally Obligated Projects

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### **Task 4.0 Multi-Modal Planning**

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#### **Purpose**

Provide increased emphasis on issues related to alternate modes and regional inter-modal connectivity including:

- Local bus and regional transit services,
- Pedestrian and bicyclist facilities/network,
- Commercial freight movers, and
- Connections between modes of travel/transport

#### **FY 2015 Accomplishments**

- Danville Pedestrian Access Plan (ADA Compliance Sidewalk Survey)
- Continued accumulation of ADA Compliance data
- Updated the Regional Bicycle Plan

#### **FY 2016 Activities**

- Work to implement the goals of the Regional Bicycle Plan
- Continue to accumulate ADA Compliance data
- Create an ADA Transition Plan for the City of Danville
- Help create an ADA Transition Plan for Vermilion County

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## Task 5.0 Land Use Integration

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### **Purpose**

To undertake various regional, corridor, and sub-area planning studies within the region in consultation with the state, local governments, and transit operators in an effort to integrate land use planning with the MPO's transportation planning process to ensure the successful implementation of the MPO's Long Range Transportation Plan.

### **FY 2015 Accomplishments**

- Coordinated with local comprehensive plans

### **FY 2016 Activities**

- Continue support for the integration of transportation, urban design, and land use planning through work with regional partners

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## Task 6.0 Data Collection and Analysis

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### **Purpose**

Create, update and maintain transportation planning databases and inventories and to monitor developments in the region for impacts on the transportation system. When appropriate, data will be integrated into GIS for use in the transportation planning process.

### **FY 2015 Accomplishments**

- Conducted traffic counts on specific corridors
- Analyzed traffic accident data from the Illinois Department of Transportation

### **FY 2016 Activities**

- Activities that may be undertaken include: traffic counts, travel time studies, functional classification, bicycle/pedestrian facilities inventory, land use data, crash data, transit ridership (passenger trips, passengers per mile, passengers per hour, and passengers per route), transit performance, GIS data, etc.
- Continue to work with local city/county staff to refine data for local/regional use
- Continue to collect traffic count data for planning and project design
- Collect socioeconomic data for planning and project design

### **End Products**

- Data on daily traffic, peak hour volume, vehicle miles traveled, and accidents
- Data on population, land use, and socio-economic data
- Maps and inventories of transportation system components
- Updated data from IDOT
- Data for the MPO's performance measures

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## Task 7.0 Public Participation

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### **Purpose**

Provide opportunities for meaningful public input on transportation planning by following the guidelines of the adopted Public Participation Plan and continuing to seek new methods of outreach.

### **FY 2015 Accomplishments**

- Maintained MPO website and communication tools
- Began to update the MPO's Public Participation Plan
- Created the opportunity for youth to participate in the planning process by working with School District 118's AP Human Geography class at Danville High School.

### **FY 2016 Activities**

- Update the MPO's Public Participation Plan
- Maintain contact list of citizens who ask to be notified about plans, programs, and projects. The list will include citizens who contact the MPO to express interest in particular topics or general involvement, which are contact through the MPO's outreach efforts such as speaking engagements to civic clubs and interest groups.
- Continue working with school district 118
- Continue to place ads and public notices with media, including outlets that serve minority citizens and other transportation-disadvantaged groups, to publicize the development and adoption of MPO products.
- Continue the evaluation and improvement of the MPO's public involvement techniques

### **End Products**

- Maintain comprehensive website on regional transportation planning activities
- Input for MPO sponsored projects

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## Task 8.0 Special Studies

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### **Purpose**

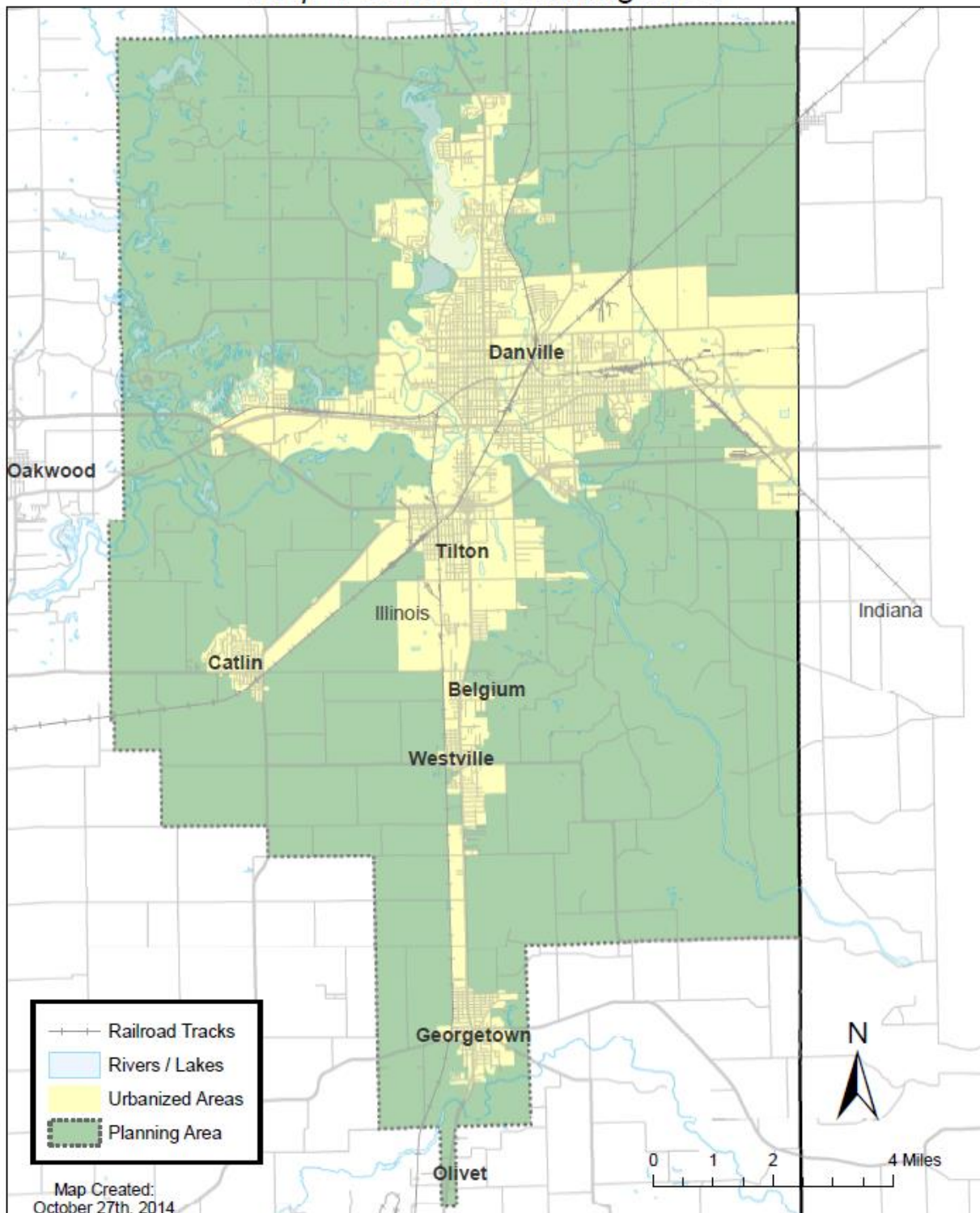
A continuing emphasis of the Unified Planning Work Program will be to provide continued technical support to all DATS member agencies in carrying out detailed transportation studies. DATS frequently serves as an added resource to the various municipalities, the county, transit providers, townships and the Illinois Department of Transportation (IDOT) by conducting and/or participating in a wide range of various planning and technical projects referred to as Special Studies. Projects range from administration of ongoing major studies and support of local evaluations.

## IV. FUNDING TABLES

EXHIBIT III: Line-Item Budget					
A. <u>Revenues:</u>					
FUND AMOUNT	FUND SOURCE		Total Proposed Budget		
\$149,372	PL		\$222,490		
\$28,620	FTA				
\$44,498	STATE METRO				
\$0	LOCAL				
\$222,490	TOTAL				
B. <u>Expenses</u>					
PERSONNEL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
MPO Staff	\$148,470	PL	\$89,888	\$22,471.88	STATE METRO / LOCAL
Director (80%)	\$65,865	FTA	\$28,620	\$7,155	STATE METRO / LOCAL
Planner 1 (55%)	\$32,236				
Support Staff	\$50,369				
Oversight	\$20,052	Personnel amounts reflect direct and non-direct expenses.			
GIS (25%)	\$17,302				
Financial (10%)	\$5,015				
Professional Intern(s)	\$8,000				
CONTRACTUAL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Advertising	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Professional Services	\$51,000	PL	\$40,800	\$10,200	STATE METRO / LOCAL
Dues	\$500	PL	\$400	\$100	STATE METRO / LOCAL
Training	\$2,500	PL	\$2,000	\$500	STATE METRO / LOCAL
Computer Services & Support	\$11,500	PL	\$9,200	\$2,300	STATE METRO / LOCAL
Postage	\$275	PL	\$220	\$55	STATE METRO / LOCAL
Other Contractual	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
COMMODITIES	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Publications	\$100	PL	\$80	\$20	STATE METRO / LOCAL
Office Supplies	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
Other Commodities	\$100	PL	\$80	\$20	STATE METRO / LOCAL
CAPITAL OUTLAYS	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Technology Upgrades	\$5,000	PL	\$4,000	\$1,000	STATE METRO / LOCAL

## Appendix A. DATS Planning Area

*Map 1-1: DATS Planning Area*





# CERTIFICATE OF PUBLICATION IN The Independent News

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s);

04/29/2015

## DANVILLE AREA TRANSPORTA

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

**Danville Area  
Transportation Study**  
The LRTP, TIP, UPWP, and  
Bike Plan have been  
placed on public review  
at these locations:  
Libraries of Georgetown,  
Catlin, Danville, and  
Westville and also online  
at <http://www.dats-il.com>  
Leave comments in the  
documents or send to:  
Telephone: 217-431-  
2873; Mail: 1155 E.  
Voorhees Street,  
Danville, IL 61832; email:  
[marcinski@cityofdanville.org](mailto:marcinski@cityofdanville.org)  
#1272197 4/29

The News-Gazette, Inc.

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Ad # 1272197



*Approved June 11, 2015*

# *Danville Area Transportation Study, Metropolitan Planning Organization*

## Transportation Improvement Program Fiscal Years 2016 – 2019

*Approved on  
June 11, 2015*

**Prepared For:**

Danville Area Transportation Study the,  
Metropolitan Planning Organization of the,  
Danville Urbanized Area

**In Cooperation With:**

Illinois Department of Transportation (IDOT)  
Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)

**Prepared By:**

Jaclyn Marganski, MPO Director  
1155 E Voorhees St, Suite A  
Danville, IL 61832  
Phone: (217) 431-2873  
Email: [jmarganski@cityofdanville.org](mailto:jmarganski@cityofdanville.org)  
Web: [www.dats-il.com](http://www.dats-il.com)

*Danville Urbanized Area, Vermilion County, Illinois*

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## LIST OF ACRONYMS

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HBP	Highway Bridge Program
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HES	Hazard Elimination Safety Fund
IDOT	Illinois Department of Transportation
INB	Innovative Bridge
IM	Interstate Maintenance Fund
L	Local
Major BR	Illinois Major Bridge Program
MAP-21	Moving Ahead for Progress in the 21st Century Act
MFT	Motor Fuel Tax Fund
MPO	Metropolitan Planning Organization
NHS	National Highway System
PPR	Project Priority Review
ROW	Right-of-Way
RR-S	Railroad Safety
S	State
State Only	State
STE	Enhancement
STIP	State Transportation Improvement Program
STP-R	Surface Transportation Program – Rural
STP-U	Surface Transportation Program – Urban
TAR	Truck Access
TBP	Township Bridge
TIP	Transportation Improvement Program

<b>Policy Committee</b>	<b>Technical Committee</b>	<b>Advisory Committee</b>
Illinois Department of Transportation, District 5 Representative	Illinois Department of Transportation, District 5 (1 Voting Member)	Illinois Department of Transportation, District 5 Local Roads
Vermilion County, County Board Chairman	Vermilion County (2 Voting Members)	Illinois Department of Transportation, Office of Planning and Programming
City of Danville, Mayor	City of Danville (2 Voting Members)	Federal Highway Administration
Townships, Danville Township Supervisor	CRIS Rural Transit District (1 Voting Member)	Federal Transit Administration
Villages, Village of Westville Mayor	Vermilion Regional Airport (1 Voting Member)	Vermilion Advantage
	Villages -Tilton, Catlin, Belgium, Westville, or City of Georgetown (1 Voting Member)	Danville Sanitary District
	Townships-Newell, Blount, Danville, Catlin, Georgetown (1 Voting Member)	Westville Sanitary District
		Ameren Illinois
		AT&T
		Aqua Illinois Water Company

<b>Administration</b>
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Jaclyn Marganski  
 Liila Bagby  
 Adam Aull  
 Lisa Robinson

Director  
 Planner I  
 GIS Coordinator  
 Administrative Assistant

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## INTRODUCTION

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The Fiscal Years 2016-2019 Transportation Improvement Program (TIP) is a product of the on-going transportation planning process for the Danville Area Transportation Study (DATS). It was prepared by the administration of the MPO, with assistance from the DATS Technical Committee, for the DATS Policy Committee. The projects contained in the TIP are derived from the Long Range Transportation Plan, previous TIP documents and current and future needs of the urbanized area.

The purpose of the TIP is the documentation of proposed projects spanning a period of four fiscal years in order to secure project funding. Any local project that solicits federal or state monies must be included in the annual TIP in order to be considered for such funding. Agencies who request Surface Transportation Urban (STU) funding for their projects must complete and submit a justification sheet to the MPO administration. The administration shall score submitted projects based upon criteria and scoring system specified in the justification sheet, which define how well the project fulfills the goals and objective of the Long Range Transportation Plan. The results are to then be presented to the Technical Committee to be used for an informed decision process in programming projects.

Projects are subject to the financial abilities of federal, state and/or local agencies' funding sources. When approved and endorsed by the DATS Policy Committee (the Metropolitan Planning Organization for the Danville area), these bodies certify that the requirements of 23 CFR, Section 450.308 are met.

The existing transportation system within the Danville Area Transportation Study planning boundaries is being operated and maintained with the revenue sources that are provided through federal, state and local jurisdictions. The FY 2016-2019 Transportation Improvement Program is financially constrained, meaning that all funding estimates are based on anticipated state, federal, and local budget constraints.

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## PROJECT CATEGORIES AND PRIORITIZATION OF PROJECTS

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The FY 2016-2019 TIP is developed to meet the guidelines of the Federal Highway Administration and the Federal Transit Administration under the Moving Ahead for Progress in the 21st Century (MAP-21). As specified in those guidelines, projects for the following categories are included:

- Interstate – This category includes improvements to the Interstate Highway System, which are funded through Interstate 4R funds for reconstruction, rehabilitation, resurfacing and restoration.
- Operating and Capital Assistance Projects – This category consists of transit projects funded through Chapters 5307, 5309, 5310, 5311, 5316 and 5317. All transit projects in the Danville area are included in this category.

- Major or Area Service Highway Extensions – This category consists of those street projects within the urbanized area that are extensions of major rural roads into the urbanized area. Federal-Aid Surface Transportation Program Rural [STP-R] funds are used for projects in this category.
- Urban Systems Projects – This category includes improvements to collector and arterial streets that are Federal-aid Highways. Federal-Aid Surface Transportation Program (STP) funds are used for projects in this category.

The continuing, comprehensive, and cooperative (3C) transportation planning process required by federal regulations requires inclusion in the TIP of those projects that will receive federal-aid funding from one or more of the federal transportation programs. These programs include: Interstate, Federal-Aid Surface Transportation Program Rural (STP-R) and Urban (STP-U) funds, Highway Bridge Replacement and Rehabilitation (BRRP), Federal-Aid Hazard Elimination Safety (HES) and Federal Transit Administration (FTA). Those projects, of IDOT and local jurisdictions, that are not regionally significant in nature, such as small resurfacing projects or minor railroad crossing improvements, may not be individually identified in the TIP even though the projects receive federal-aid funding. Many times the smaller projects are grouped together in similar categories (i.e. resurfacing).

The costs shown in this document are estimates of expected costs based on current information available about the projects. Any significant changes to the cost of a project need to be reported to the DATS Technical and Policy Committees.

This document sets priorities in two ways. The report differentiates between projects to be constructed or receive funding in the first fiscal year (FY 2016 Annual Element) and those to be constructed during the following three fiscal years (FY 2017-2019). The amount of time required for preliminary engineering and right-of-way acquisition, the availability of funds and community needs will determine whether a project will be in the Annual Element or the latter portion. Also included is an area for illustrative projects that do not have any identified funding source. These projects may be moved to one of the program years once funding is secured.

Preliminary activities on some projects have been underway for some time. However, construction has not begun because these preliminary activities may not yet have been completed. Unforeseen difficulties in these activities could delay a project for a year or more. Thus a project may be included in the Annual Element for two years or more.

Projects are prioritized at minimum on an annual basis to reflect changing needs and circumstances.

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## **TIP ANNUAL ELEMENT**

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In accordance with 23 CFR 450.220(c), the Metropolitan Planning section of the Federal Register of October 28, 1993, the participating members of the Danville Area Transportation Study agree that the State may propose federal-aid projects funded from the Highway Safety Improvement Program. They also may propose projects funded with Interstate, NHS, STP-R, STP-U, HES and BRRP monies, to be included in the statewide program of projects with these projects being drawn from the annual element of the TIP.

All federally funded projects that significantly alter the functional capacity or capability of a facility will be included in the TIP Annual Element.

All STP projects, regardless of work type, will be included in the TIP Annual Element. Some projects of similar work types will continue to be combined in the TIP Annual Element as categories of improvements such as engineering, intermittent resurfacing, etc.

The Illinois Department of Transportation will continue to provide the Danville Area Transportation Study with the Department's entire annual and multi-year highway program regardless of funding source and work type.

The Illinois Department of Transportation will notify the Danville Area Transportation Study of all projects proposed for State letting regardless of funding source and work type, including projects not shown in the TIP Annual Element.

The Danville area TIP will be utilized to develop the State's Transportation Improvement Program (STIP). Highway and transit projects eligible for grouping will be summarized by year, funding source and type of work. The Danville area TIP will be incorporated by reference to the STIP. The STIP will be submitted for FHWA and FTA approval with appropriate documentation of public involvement.



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## **TIP SELECTION PROCESS**

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In accordance with MAP-21 regulations, the four-year TIP is financially constrained. In other words, all projects in the second, third, and fourth year annual elements have reasonably guaranteed funding sources. Project implementation priority is given to the first annual element. However, circumstances may present themselves which necessitate the movement of a latter annual element project forward to the first year. When this occurs, such a move will take place by action of the Technical and Policy Committees. The Technical and Policy Committees shall also approve any project subject to amendment.

The Danville Area Transportation Study receives an allocation of funds each year through formulas determined by the FHWA, FTA and the Illinois Department of Transportation, administered by the Illinois Department of Transportation. The Surface Transportation Program (STP) funds are funds for the Danville urbanized area. Consensus among the jurisdictions through action of the Policy Committee determines the best use of these funds.

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## **PUBLIC INVOLVEMENT EFFORTS**

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Since its inception in early 2003, DATS has been actively committed to involving the public in the planning process. Whenever a regular meeting, public hearing or informational meeting is held, consideration is given to all comments or suggestions. In some instances, responses to resident input are prepared in writing and distributed to interested parties. For major transportation system developments that require formal Environmental Assessment (EA) or Environmental Impact Statement (EIS), comments received by the public at a public hearing or by letter are responded to directly in the final report. The MPO embraces an active role in identifying public participants. The administration presently maintains a mailing list, which includes active members of DATS committees and persons who have requested to be notified of meetings and events.

The public is informed about DATS public meetings via announcements that are sent out to all individuals on the mailing list at least one (1) week prior to the scheduled event. Meeting announcements are also published onto the Internet via the DATS website, [www.dats-il.com](http://www.dats-il.com)

All interested parties are encouraged to join and participate at all DATS meetings. To facilitate public involvement in the development of a document or project, copies of all documents discussed at the DATS meetings are made available for public inspection at the MPO office prior to each meeting and are given to individuals upon request. News releases are

distributed periodically to announce the availability of a DATS report or to provide background on planning activities. Final copies of all DATS documents are made available to the public via the DATS website and the MPO office.

In addition to the formal public involvement process mentioned above, DATS relies on many informal techniques. This is especially important when considering that area residents often bring transportation planning issues and problems to the attention of their elected officials. For these reasons, DATS staff members often attend meetings of other governmental agencies. Informal public participation occurs when an interested citizen contacts the DATS office to discuss an issue in which they are interested, or when a citizen or business requests transportation or planning data.

In developing the FY 2016-2019 TIP, the administration complied with the guidelines set forth in the Danville Area Transportation Study *Public Participation Plan*, adopted in April 2015.

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## REPORT FORMAT

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Local projects may be identified by the DATS numbering system. This system lists the primary funding source, the anticipated year of construction and a second number referencing the project within this report (XX-YR-##). Local projects begin with the following initials:

City of Danville	-	DA
City of Georgetown	-	GE
Village of Tilton	-	TI
Village of Catlin	-	CA
Village of Belgium	-	BE
Village of Westville	-	WE
Danville Mass Transit	-	DMT
CRIS Rural Transit District	-	CRIS
Danville Township	-	DT
Newell Township	-	NT
Catlin Township	-	CT
Vermilion County	-	VC
Vermilion Regional Airport	-	VRA

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-16-01	VARIOUS	OVERLAY			MFT/IIF	600.00				600.00	
DA-16-02	VARIOUS	PAVEMENT MAINTENANCE			MFT/IIF	200.00				200.00	
DA-16-03	POLAND		VERMILION	BOWMAN	MFT/ TARP	557.00		193.00		750.00	14-00350-00-RS
TOTAL (In 1,000's)						1,357.00	0.00	193.00	0.00	1,550.00	
Fiscal Year 2016 Annual Element											
DANVILLE MASS TRANSIT											
DMT-16-01	OPERATING ASSISTANCE				5307			540.00	540.00	1,080.00	
DMT-16-02	ONE (1) 35' BUSES				5307			87.00	348.00	435.00	
TOTAL (In 1,000's)						0.00	0.00	627.00	888.00	1,515.00	
Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-16-01	TR 315 CATLIN TWP	BRIDGE REPLACEMENT	SN 092-3183		HBP/TBP		27.50	27.50	220.00	275.00	09-04135-00-BR
VC-16-02	TR 274 CARROLL TWP	BRIDGE REPLACEMENT	SN 092-3174		HBP/TBP	32.60	32.60	260.80	326.00	652.00	09-03138-00-BR
VC-16-03	COUNTY ROADS	ANNUAL CO RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-16-04	COUNTY ROADS	ANNUAL CO SEAL COAT	VARIOUS		MFT	400.00				400.00	16-00000-00-GM
VC-16-05	TOWNSHIP ROADS	ANNUAL TWP SEAL COAT	VARIOUS		MFT		1,800.00			1,800.00	16-XX000-00-GM
VC-16-06	FAS 331/CH21&10	BRIDGE REPLACEMENT	SN 092-0074		STR/COUNT Y BRIDGE	182.00			498.00	680.00	13-00202-00-BR
TOTAL (In 1,000's)						814.60	1,860.10	288.30	1,044.00	4,007.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-16-01	(3) 15 PASSENGER BUS		2016		5310				317.00	317.00	
CRIS-16-02	OPERATING ASSISTANCE		2016		5311				162.00	162.00	
CRIS-16-03	OPERATING ASSISTANCE		2016		DOAP			770.00		770.00	
CRIS-16-04	PLANNING GRANT				5311			125.00		125.00	
CRIS-16-05	FACILITY				5311				2,000.00	2,000.00	
TOTAL (In 1,000's)						0.00	0.00	895.00	2,479.00	3,374.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-16-01	T-HANGAR TAXIWAY IMPROVEMENTS	T-HANGAR TAXIWAY AND ACCESS ROAD IMPROVEMENT - PHASE 3				29.50		29.50	531.00	590.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
VRA-16-01	REHABILITATE TAXIWAY A AND A1	REHABILITATE THE INTERSECTION OF TAXIWAY A AND A1 AS WELL AS TAXIWAY A BETWEEN RUNWAY 16/34 AND THE TAXIWAY A AND A1 INTERSECTION				26.00		234.00	0.00	260.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
TOTAL (In 1,000's)						55.50	0.00	263.50	531.00	850.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
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Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-17-01	Fairchild/Jackson	DHS Shared Use Path and Intersection/Jackson	English		MFT/ITEP	480.00		1,200.00	720.00	2,400.00	
TOTAL (In 1,000's)						480.00	0.00	1,200.00	720.00	2,400.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
DANVILLE MASS TRANSIT											
DMT-17-01	OPERATING ASSISTANCE				5307			671.00	671.00	1342.00	
DMT-17-02	TWO (2) 35' BUSES				5307			185.00	739.00	924.00	
DMT-17-03	GARAGE RENOVATIONS				5307			50.00	200.00	250.00	
TOTAL (In 1,000's)						0.00	0.00	906.00	1,610.00	2516.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-17-01	TR 501 MCKENDREE TWP	BRIDGE REPLACEMENT	SN 092-3003		HBP/TBP	81.00	18.00	81.00		180.00	04-11119-00-BR
VC-17-02	TR 222 CATLIN TWP	BRIDGE REPLACEMENT	SN 092-3153		HBP/TBP		25.00	25.00	200.00	250.00	07-04132-00-BR
VC-17-03	COUNTY ROADS	ANNUAL CO RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-17-04	COUNTY ROADS	ANNUAL CO SEAL COAT	VARIOUS		MFT	400.00				400.00	17-00000-00-GM
VC-17-05	TOWNSHIP ROADS	ANNUAL TWP SEAL COAT	VARIOUS		MFT		1,800.00			1,800.00	17-XX000-00-GM
TOTAL (In 1,000's)						681.00	1,843.00	106.00	200.00	2,830.00	

Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-17-01	(3) 15 PASSENGER BUS		2017		5310				190.00	190.00	
CRIS-17-02	OPERATING ASSISTANCE		2017		5311				168.00	168.00	
CRIS-17-03	OPERATING ASSISTANCE		2017		DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	358.00	1,198.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-17-01	REHABILITATE TAXIWAY A AND A1	REHABILITATE THE INTERSECTION OF TAXIWAY A AND A1 AS WELL AS TAXIWAY A BETWEEN RUNWAY 16/34 AND THE TAXIWAY A AND A1 INTERSECTION				13.00		13.00	234.00	260.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
TOTAL (In 1,000's)						13.00	0.00	13.00	234.00	260.00	

Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-18-01	Voorhees Street over Stoney Cre	Major Bridge Replacement			MBR	223.00			1,116.65	1,339.65	08-00330-02-PV
TOTAL (In 1,000's)						223.00	0.00	0.00	1,116.65	1,339.65	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
DANVILLE MASS TRANSIT											
DMT-18-01	OPERATING ASSISTANCE				5307			750.00	750.00	1,500.00	
TOTAL (In 1,000's)						0.00	0.00	750.00	750.00	1,500.00	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-18-01	TR194 BLNT TWSP	BRIDGE REPLACEMENT		SN092-3145	HBP/TBP		25.00	25.00	200.00	250.00	13-01132-00-BR
VC-18-02	TR62 BUTLER TWSP	BRIDGE REPLACEMENT		SN092-3069	HBP/TBP		25.00	25.00	200.00	250.00	13-02149-00-BR
VC-18-03	COUNTY ROADS	ANNUAL Co. RESURFACING		VARIOUS	MFT	200.00				200.00	
VC-18-04	COUNTY ROADS	ANNUAL Co. SEAL COAT		VARIOUS	MFT	400.00				400.00	18-00000-00-GM
VC-18-05	TOWNSHIP ROADS	ANNUAL TWSP SEAL COAT		VARIOUS	MFT		1,800.00			1,800.00	18-XX000-00-GM
TOTAL (In 1,000's)						600.00	1,850.00	50.00	400.00	2,900.00	



Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-18-01	(3) 15 PASSENGER BUS				5310				190.00	190.00	
CRIS-18-02	OPERATING ASSISTANCE				5311				174.00	174.00	
CRIS-18-03	OPERATING ASSISTANCE				DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	364.00	1,204.00	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-18-01	APRON REHABILITATION PHASE 1	REHABILITATE A PORTION OF THE AIRCRAFT PARKING APRON				66.00		66.00	1,188.00	1,320.00	
TOTAL (In 1,000's)						66.00	0.00	66.00	1,188.00	1,320.00	

Fiscal Year 2019 Annual Element											
DANVILLE MASS TRANSIT											
DMT-19-01	OPERATING ASSISTANCE				5307			750	750	1500	
DMT-19-02	TWO (2) 35' BUSES				5307			196	784	980	
DMT-19-03	ONE (1) SUPER-MEDIUM BUS				5310			27.00	88.00	115.00	
TOTAL (In 1,000's)					0.00	0.00	973.00	1,622.00	2,595.00		
Fiscal Year 2019 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-19-01	COUNTY ROADS	ANNUAL Co. RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-19-02	COUNTY ROADS	ANNUAL Co. SEAL COAT	VARIOUS		MFT	400.00				400.00	19-00000-00-GM
VC-19-03	TOWNSHIP ROADS	ANNUAL TWSP SEAL COAT	VARIOUS		MFT		1,800.00			1,800.00	19-XX000-00-GM
VC-19-04	TR 42A MIDDLEFORK TWSP	BRIDGE REPLACEMENT	SN 092-0112		HBP/TBP		22.50	22.50	180.00	225.00	13-12151-00-BR
VC-19-05	TR325 DANVILLE TWSP	BRIDGE REPLACEMENT	SN 092-3271		HBP/TBP		27.50	27.50	220.00	275.00	09-05144-00-BR
TOTAL (In 1,000's)						600.00	1,850.00	50.00	400.00	2,900.00	
Fiscal Year 2019 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-19-01	APRON REHABILITATION PHASE 2	REHABILITATE A PORTION OF THE AIRCRAFT PARKING APRON				45.00		45.00	810.00	900.00	
TOTAL (In 1,000's)						45.00	0.00	45.00	810.00	900.00	

Fiscal Year 2019 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-19-01	(3) 15 PASSENGER BUS				5310				190.00	190.00	
CRIS-19-02	OPERATING ASSISTANCE				5311				174.00	174.00	
CRIS-19-03	OPERATING ASSISTANCE				DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	364.00	1,204.00	

Map of the Metropolitan Planning Area (MPA) for the Danville, VA area. The map shows the MPA boundary in red, urbanized areas in green, and rail lines in black. Key locations labeled include Oakwood, Catlin, Tilton, Danville, Westville, Belgium, and Georgetown. A legend in the bottom left corner defines the symbols: a red outline for the Metropolitan Planning Area Boundary, a green outline for Urbanized Area, and a black line with cross-ticks for the Rail Line. A north arrow and source information are also present.

# CERTIFICATE OF PUBLICATION IN

## The Independent News

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s):

04/29/2015

### DANVILLE AREA TRANSPORTA

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

The News-Gazette, Inc.

Publisher of The Independent News

By:   
Authorized Agent

Publisher's fee \$15.40  
Ad # 1272197

**Danville Area  
Transportation Study**  
The LRTP, TIP, LPWP and  
Bike Plan have been  
placed on public review  
at these locations:  
Libraries of Georgetown,  
Garin, Danville and  
Westville and also online  
at <http://www.dats-t.com>  
Leave comments in the  
documents or send to:  
Telephone: 217-431-  
2873 Mail: 1155 E.  
Voorhes Street  
Danville, IL 61822 email:  
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#1272197 4/29