



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

**DATE:** Thursday, May 10, 2018  
**TIME:** 10:30 AM  
**PLACE:** Robert E. Jones Municipal Building (Danville City Hall)  
Mayor's Conference Room Second Floor  
17 W. Main St.  
Danville, IL 61832

## **AGENDA**

- I. **Call to Order & Roll Call**
- II. **Approval of Agenda**
- III. **Approval of Minutes**
  - a. *Policy Meeting of March 8, 2018*
- IV. **Public Comment Period**
- V. **New Business**
  - a. *Items of Information:*
  - b. *Discussion & Vote:*
    - i. *Approval of MPO Greenway & Trails Plan*
    - ii. *Approval of FY 2019 UPWP*
    - iii. *Approval of additional \$16,000 in Federal STU funding for project CA-19-02, for a total STU allocation of \$119,200*
    - iv. *Amending the FY 2018-2021 TIP with:*
      1. *Catlin CA-19-02 (see highlighted project list)*
      2. *Danville DA-18-04 (see highlighted project list)*
- VI. **Old Business**
  - a. *Agency Reports*
    - i. *City of Danville*
    - ii. *Vermilion County*
    - iii. *Towns (Tilton, Georgetown, Westville, Catlin, Belgium)*
    - iv. *IDOT*
    - v. *FHWA/FTA*
- VII. **Adjournment**

*If you are unable to attend this meeting please contact:  
David Schnelle @ 431-2384.*





## ***DATS Policy Committee***

Danville City Hall, Mayor's Conference Room  
**3/8/2018 Minutes**

**Present Policy Committee:** Chairman Scott Eisenhauer, Craig Emberton (IDOT)

**Proxy:** Mike Marron (VC) – Janet Payonk

**Advisory:** David Schnelle, Tyson Terhune, Tom Kelso

**Absent:** Mike Weese (Villages)

### **AGENDA**

- I. **Call to Order & Roll Call**
  - Eisenhauer called the meeting to order at 10:45
- II. **Approval of Agenda**
  - A. Motion to approve agenda as presented  
First: Emberton                      Second: Payonk                      ALL AYE
- III. **Approval of Minutes**
  - Kelso noted a needed name change
  - B. Motion to approve Policy Meeting Minutes for 2/8/2018 with amendment  
First: Payonk                      Second: Emberton                      ALL AYE
- IV. **Public Comment Period**

None
- V. **New Business**

*Items of Information*

  - STU Project Solicitation – final action March 2018
  - TIP Project Solicitation – final draft June 2018

*Discussion and Vote*

  - Approving Intergovernmental Agreement with IDOT adopting IDOT Safety Performance Measures
  - C. Motion to approve IDOT Safety Performance Measures Agreement  
First: Emberton                      Second: Payonk                      ALL AYE
  - (1) Approving City of Danville Fiscal Year 2019 UPWP project for Roadway Drainage Inventory and Programming Project
  - (2) Approving Fiscal Year 2019 UPWP Draft and authorizing to place on public display
  - (3) Approving IDOT TIP Amendment FY18, RR18
  - D. Motion to accept items 1, 2, and 3  
First: Emberton                      Second: Payonk                      ALL AYE

*If you are unable to attend this meeting please contact:  
David Schnelle at 431-2384.*



**Old Business**

*Agency Reports*

- City of Danville

The letting for the Voorhees Bridge project is on March 9th

- Vermilion County

The letting for the Fairmount and Sidel project is March 15

- Towns (Tilton, Georgetown, Westville, Catlin, Belgium)

Nothing

- IDOT

Nothing

- FHWA/FTA

Nothing

VI. **Adjournment**

E. Motion to Adjourn the 2/8/2018 Policy Committee Meeting at 11:00am

First: Payonk

Second: Emberton

ALL AYE



## GREENWAYS AND TRAILS PLAN

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Danville Metropolitan Planning Organization, Vermilion County,  
Illinois



# Danville Metropolitan Planning Organization Greenway and Trails Plan

# Danville MPO

# Greenways & Trails Plan

“CELEBRATE AND ADVOCATE VERMILION COUNTY  
GREENSPACE”

Or

“RECREATE AND ADVOCATE”

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Vermilion County, Illinois

This plan was produced by the Urban Services Department  
of the City of Danville

For the good people of Vermilion County and the Danville MPO  
With assistance from many organizations including local townships, villages, cities,  
Business partners, and volunteers

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## Introduction

Looking around Vermilion County, it is clear that we have a great amount of natural resources as well as vast potential and possibility for future natural resource development. These natural areas are called “Greenways”. Greenways are corridors of open space that often follow natural land or water features. They are usually a combination of privately and publicly owned land that link together natural resources like parks, historic sites, cultural features, and waterways. Often these areas serve as the remaining natural wildlife habitats in our region. A Greenways and Trails Plan is the tool to keep these natural corridors open for wildlife management, recreational purposes, and secure the areas for future generations.

The Danville Metropolitan Planning Organization (MPO) is a planning group within Vermilion County charged with planning and policy making regarding transportation and similar ventures for the Danville and Vermilion County area. This Danville Area Greenways and Trails Plan is an assessment of existing and potential greenway and recreational resources in the MPO area. Our goal is to produce an inventory of available and potential greenway programs and develop strategies for enhancement, preservation as well as creating recreational activities. This living document will act as a record of continuous local efforts in these fields. It will require revising as projects are implemented, new opportunities appear and related plans evolve.

The fundamental plan for Greenways and Trails focuses on preservation, a secondary focus details opportunities for hiking, biking and other compatible recreational uses. The plan will inventory trails located within existing individual greenway areas as well as potential trails that could link major recreational areas and scenic locales. We will examine bike trails, bird watching, and native plant and animal study opportunities. This research will serve as a model for additional Vermilion County trails concepts, such as: a Cemetery Trail, Historically-based Trails, Cultural Trails or similar efforts integrating ecotourism with recreation. This Greenways and Trails Plan is also a reference for future planning efforts and introduces preliminary transportation planning, land-use discussions, and economic development concepts.

It is our hope that this plan will become a call to action, used to implement best practices for greenways preservation and development of natural recreational opportunities in Vermilion County. This plan will be reviewed and improved upon and worked with for generations to come, to not only improve the quality of life for residents of the county, but also to help preserve and protect the natural and scenic wonders of the area.

Statistics from the State of Illinois and Danville MPO area:

- The Danville MPO covers approximately 172 square miles and contains approximately;
  - o 25 square miles of incorporated municipalities
  - o 1/2 square miles of cemeteries
  - o 1 square mile of City parks
  - o 6 square miles of County parks
  - o 7 square miles of State parks
  - o 60 linear miles of rivers
  - o 1,263 acres of lakes
- Vermilion County has a very high biodiversity (variety of plant and animal species) with overlapping habitats, state and federally protected wildlife, and animals that can only be found in this region.
- Habitats in Vermilion County include: forests, prairie, waterways, and wetlands.
- The Danville MPO has 5 main waterways: Lake Vermilion, Vermilion River, North Fork River, Middle Fork River, and Little Vermilion River.
- Illinois has lost more than 90 percent of its original wetlands, 99.99 percent of its original prairie, and currently has 424 state and 24 federally listed threatened and endangered species within its borders.
- Illinois ranks last by a wide margin among Great Lake States in acres protected per capita, with only 1.14 percent of its land owned by the state. Only a portion of this being publically accessible recreational facilities.
- A major finding of the 2015 Statewide Comprehensive Outdoor Recreation Plan is Illinois' longstanding deficit of outdoor recreation lands and facilities. Despite a wealth of opportunities, Illinois does not achieve the per capita equivalent of states with more lands and less population.

# Benefits of Greenways and Trails

## Conservation/Environment

Linear green-spaces including trails and greenways have all the traditional conservation benefits of preserving green-space, but also have additional benefits by way of their linear nature. As tools for ecology and conservation, greenways and trails help preserve important natural landscapes, provide needed links between fragmented habitats, and offer tremendous opportunities for protecting plant and animal species. They can also be useful tools for wetland preservation and improvement of air and water quality. In addition, they can allow humans to experience nature with minimal environmental impact.

## Health

Trails and greenways create healthy recreation and transportation opportunities by providing people of all ages with attractive, safe, accessible and low or no-cost places to cycle, walk, hike, jog, etc. Trails help people of all ages incorporate exercise into their daily routines by connecting them with places they want or need to go. Communities that encourage physical activity by making use of the linear corridors often see a significant effect on public health and wellness.

## Transportation/Livability

In addition to providing a safe place for people to enjoy recreational activities, greenways and trails often function as viable transportation corridors. Trails can be a crucial element in a seamless urban or regional multi-modal transportation system. Many areas of the country incorporate trails and similar facilities into their transit plans, relying upon trail facilities to "feed" people into and out of transit stations in a safe and efficient manner. The ability to avoid congested streets and highways, and travel through natural areas on foot or by non-motorized means, is a large factor in a community's "livability".

## Economy/Revitalization

The economic effects of trails and greenways are sometimes readily apparent (as in the case of trailside businesses), and are sometimes more subtle, such as when a company decides to move to a particular community because of amenities like trails. There is no question, however, that countless communities across America have experienced an economic revitalization to trails and greenways.

## Historic Preservation/Community Identity

Many community leaders have been surprised at how trails have become sources of community identity and pride. These effects are magnified when communities use trails and greenways to highlight and provide access to historic and cultural resources. Many trails and greenways themselves preserve historically significant transportation corridors.



## CHAPTER 1: Mission

### Mission

To identify, preserve and enhance the Danville area's natural resources and recreational opportunities for future generations

### Goal

The goal of this Greenways and Trails Plan is to provide a comprehensive inventory for Vermilion County to use as a resource when developing various strategies to preserve and protect the green infrastructure of the region, coordinating local and regional efforts of various agencies and community groups, as well as increase stewardship through understanding and appreciation of Vermilion County's natural, historical, and cultural resources.

### Objectives

#### Create a Funding Resource for Preservation Efforts

- Provide a detailed funding index that will be used as a reference for any governmental, community and volunteer agency seeking grants for recreational purposes. The Greenways and Trails Plan will increase the opportunity for these organizations to receive such funding.

#### Preservation and Stewardship of Natural, Cultural and Historical Resources for Future Generations

- Provide a guide detailing strategies for preservation and enhancement of significant cultural, historical, and natural features while supporting recreation, conservation, and the economic welfare of the area.
- Encourage preservation of the charming rural character of the region.
- Provide strategies for linking parks, nature reserves, cultural and historical sites, and communities via greenways and trails, as well as create stewardship for these natural and cultural areas.

#### Quality of Life

- Provide a means for Vermilion County residents and visitors to access physical fitness opportunities, to increase social activities, and to improve their health all in a natural setting.
- Enhance the quality of life for residents and visitors of Vermilion County by identifying and providing pleasurable, healthful, and educational experiences that accommodate hiking, biking and other compatible uses.

## Tourism and Economic Development

- Identify and promote greenway and trail events and activities in Vermilion County that increase stewardship of the region's historical, cultural, and natural resources and provide residents with social interaction, personal development and wholesome entertainment.
- Increase Vermilion County's economy by enticing more visitors to the area as well as becoming an attractive place for businesses to settle.

## CHAPTER 2: History

### Native Americans

The history of human life along the Vermilion River begins with what we have obtained from archaeological evidence. It's believed that between 10,000 and 15,000 years ago, the first settlers, known as the Paleo Indians, arrived in the Vermilion River region. Evidence suggests that the Paleo Indian culture faded sometime around 10,000 BC and was replaced with what is called the Archaic culture (ancient cultures of North or South America). Beyond this, little is known of human habitation before recorded events in the late 18<sup>th</sup> century when trading began between Indians and the French. By that time, the area known as Vermilion County was the land of the Miami, Kickapoo, Pottawatomy, Wea, and Piankshaw Indian tribes. Establishment of land fell along the Wabash River. The Pottawatomies and Kickapoos occupied west of the river and the Miamis remained to the east. The land at the time was largely open prairie with timber growing in certain groves. Hiram Beckwith, a settler of Vermilion County, noted that there was "Not a solitary road to mark the way. Indian trails led to unknown places where no animals except the wild deer and the slinking wolf would stare." By 1819 the Kickapoo had left the region, ceding their land to the United States. Shortly after, what became known as the "Miami Confederacy" was formed by the Miamis, Weas, and the Piankeshaws for protection from neighboring enemy tribes. Of these the Piankeshaws were most concerned with the region that is now Vermilion County. By 1852 the Piankeshaws began moving eastward toward the Wabash region.

Burial mounds from this era are protected and located within Kennekuk County Park, part of the Vermilion County Conservation District (VCCD). The Pottawatomie Trail of Death is located in Danville and Vermillion County, and marks the forced removal of the Potawatomi Indians from North Central Indiana to eastern Kansas in the fall of 1838. The Illinois Historic Preservation Agency has determined that all areas along the Vermilion River basin are potential archaeological sites due to the activity and establishment of Indian villages in those areas. A total of 913 sites are noted as unidentified historic or prehistoric sites.

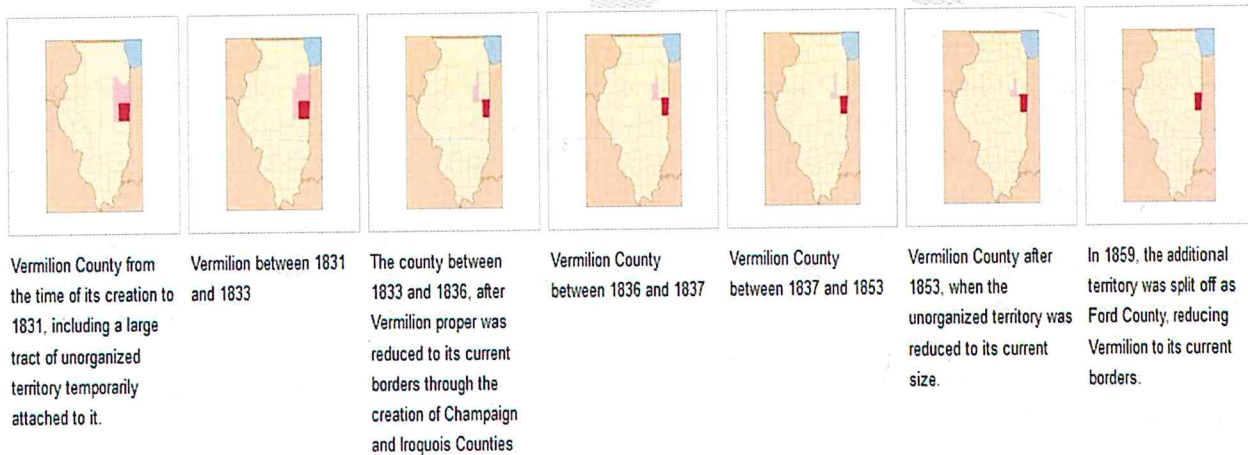


## Geography

Vermilion County is named after the Vermilion River, which passes through the county and empties into the Wabash River in Indiana.

The area which became Vermilion County, as well as the rest of Illinois, was under the flag of France from 1682 to 1763, as part of New France. It was owned by Great Britain for fifteen years after the French and Indian War. It then became part of the American Colonies after the Revolutionary War when the area was ceded to Virginia and was known as "the Illinois County of Virginia". Later it was part of the Indiana Territory, then the Illinois Territory, and finally the state of Illinois. Vermilion County was officially created on January 18, 1826 from a portion of Edgar County. There was an unorganized territory to the north and west which was attached to the county; Champaign and Iroquois counties were formed from part of this territory in 1833.

The maps below illustrate the various stages in the evolution of Vermilion County.



## MPO Incorporated Municipalities

Site	Square Miles
Catlin	0.8
Danville	17
Georgetown	1.6
Tilton	3.1
Westville	1.6

## Mining

### Saline Springs

The existence of saline springs along the Salt Fork River, for which the river was named, proved to be a strong source of salt production for both Native Americans and early settlers. These springs were mentioned as early as 1801, when Joseph Barron stated that he was present at the "Vermilion Salines" that year. The saline springs were first used by the Kickapoo and Piankeshaw tribes for trading with neighboring tribes and European Settlers. The saline springs were also the site of the first settlement in Vermilion County, made by Seymour Treat in 1819, along with the Beckwith and Whitcomb families. This settlement drilled the first well, near the junction of the Salt Fork and Middle Fork Rivers, and by 1824 salt production was at full scale.

The production required 100 gallons of water to produce one bushel of salt and was very profitable until the 1830's when more salt fields were discovered throughout the region and the venture was no longer economically viable.

### Coal Mining

The earliest coal mining in Vermilion County was done on the hill sides by strip mining, a type of mining that involves removing a thin layer of earth to access buried minerals. Around 1860 extensive strip mining began in Vermilion County and by 1882 more than 20 mines were producing nearly 350,000 tons of coal per year.

In 1908 the Bunsen Coal Company, one of the largest coal companies in the United States, bought several thousand acres of land near Westville, Georgetown and Catlin, and at its peak produced over 1.2 million tons of coal annually. By 1966 only 6 mines remained in Vermilion County.

The aftermath of nearly a century of heavy strip mining left Vermilion County with an abundance of depressions that would later become deep water ponds.

Kickapoo State Park, which was built on the defunct United Electric Coal Company strip mine site, was one of the first green-way planning projects in the state. It was the first park in the United States to be established on a former strip mine and one of the first to be established with funds raised by public and private partners. Today, sand and gravel, rather than coal, are the most economically important geologic resource in the area.

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Over the past 50 years the coal mining landscape has been reclaimed by nature. Bottomland forest have covered much of the stripped land and the voids from strip mining are generally vegetated and no longer barren.

## Rail

In the 1830's, it is recorded, residents of Vermilion County petitioned for a railroad. It wasn't until the late 1830's that grading began in Vermilion and Champaign Counties for a rail line that would run from Quincy east to the state line. By the 1850's, Danville was a one-railroad town with the Great Western line running through what is now downtown Danville. It wasn't until 1869 that Danville got its second line, the "Indianapolis, Crawfordsville and Danville Railroad Company". In 1871, what would be known as "The Chicago and Eastern Illinois Railroad" began cutting its path from Chicago southward and eventually cut through the north eastern section of Danville, becoming the third rail line to run through the City. In 1888 the fourth rail line was added to Danville's list of trains, known as "The Grape Creek". The fifth rail line to reach what would become known as Danville Junction was "The Cairo". By the end of the 19<sup>th</sup> century, Central and Eastern Illinois had been filled with lines serving nearly every community.

Local rails also lined the landscape, connecting cities and towns of central Illinois. The Illinois Traction System, better known as "The Interurban", reached Danville in 1903 and primarily served as a local passenger line. Passenger rail continued to dominate the region until around 1971, just before Amtrak took over. As the use of passenger rail diminished a number of unused rail lines located within Vermilion County were left across the landscape. These lines have the potential to be converted to multi-use paths connecting county parks, municipalities and recreational areas. One such project underway is the Champaign and Vermilion County collaboration on the Kickapoo Rail Trail, developing the defunct CSX rail line. This trail will eventually run 24.5 miles connecting Urbana to Ellsworth Park in Danville.

## CHAPTER 3: Natural Resources

### Waterways

#### Vermilion River

The Vermilion River in eastern Illinois is a tributary of the Wabash River, which flows into the Ohio River. Within Illinois, the Vermilion River has a length of 95 miles and a drainage area of approximately 1,300 square miles. Its major tributaries include Salt Fork River and North Fork River. The Vermilion River originates in Ford County as Big Four Ditch, which becomes the Middle Fork Vermilion River. Beginning at the confluence of the Middle Fork and the Salt Fork, the river is referred to as the Vermilion. With the additional drainage of the North Fork near Danville, the Vermilion flows southeast until it enters the Wabash River in Indiana. This river should not be confused with the Vermilion River in east-central Illinois, which drains to the Illinois River.



## Salt Fork River

The Salt Fork is a tributary of the Vermilion River located in Illinois.

The Salt Fork owes its name to saline springs that provided natural salt licks for animals, and which were used for production of salt by Native Americans and early settlers. The springs were located about eight miles west of Danville, to the south of Muncie, Illinois. The upper reaches of the Salt Fork do not contain saline springs.

In its natural state, the Salt Fork drained a vast upland marsh between Urbana and Rantoul. The Salt Fork has been extended into these marshes by drainage ditches. Including these ditches, the Salt Fork is about 70 miles (110 km) long.

## North Fork River

The North Fork originates in Iroquois County and has a sand, gravel, and rubble substrate. The stream is 62 miles long, has a drainage area of 292 square miles and has been impounded to form Lake Vermilion.

## Middle Fork River – *Nationally Designated Scenic River*

The Middle Fork of the Vermilion River is a tributary of the Vermilion River in Illinois. The Middle Fork rises in Ford County and flows southeast to join the Vermilion River near Danville. In its natural state, the Middle Fork drained a large upland marsh in what is now Ford County. The Middle Fork has been extended into the marsh by drainage ditches. Including the ditches, the Middle Fork is about 77 miles (124 km) long. The Middle Fork is Illinois' only designated National Wild and Scenic River. The Middle Fork River was designated based on outstanding scenic, ecological, recreational, and historical characteristics.

## Little Vermilion River

The substrate of the Little Vermilion is gravel and sand. The upper portion of the river was dredged and impounded to create the Georgetown Reservoir.

The Little Vermilion River is a 60 mile-long tributary of the Wabash River. The Little Vermilion rises in southern Vermilion County, Illinois, flowing eastward past Georgetown, Illinois, into Vermillion County, Indiana, where it joins the Wabash River near Newport.

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The Little Vermilion drains a small portion of northern Edgar County, Illinois. The watershed also extends into Champaign County, Illinois, via drainage ditches.

## Lake Vermilion

Lake Vermilion is a man-made, 1,000-acre reservoir located in Vermilion County, Illinois. It was built for water supply, fishing, and recreation purposes. The lake is 3 miles long and 0.5 miles wide. The lake is located within Danville.

Lake Vermilion is managed by the Vermilion County Conservation District (VCCD) for bass, catfish, crappie, tiger muskie, and walleye. The lake is owned by Aqua Illinois, a subsidiary of Aqua America. The rules of the lake allow unlimited-horsepower marine boating, jetskiing, and waterskiing.

## Additional Waterways

Rice Lake, Woodland Lake, Westville Lake, Beaver Lake, Bar Lake, Mingo Lake, Herschel Lake, Stoney Creek, Grape Creek, Lick Creek, and Butler Branch (Vermilion River) are additional waterways within Vermilion County.

## Vermilion River Basin

The Vermilion River drains 1,485 square miles in east central Illinois. 1,238 square miles are drained by the Salt Fork, Middle Fork and North Fork Tributaries.

## Parks

The following is a list of parks within each town located in the Danville MPO, as well as County and State parks

### City Parks

#### Catlin – 2 Acres

Downtown Park – 2 Acres

#### Danville – 467 Acres

Cannon Park - 5 Acres

1701 N. Jackson St.: Picnic area, Playground equipment, Tennis court

Carver Park – 10 Acres

420 E. Williams St.: Picnic area, Playground equipment, Softball field, two basketball courts, Tennis court

Douglas Park – 16 Acres

520 S. Bowman Ave.: Picnic area, Playground equipment, Softball field, Basketball court, two shelters, Stage, Skateboard Park, 20 horseshoe pits

Ellsworth Park – 60 Acres

100 Oakwood Ave.: Picnic area, Lighted softball diamond, Playground, Soccer field, Football field, Fishing, Lighted basketball court, Lighted tennis courts, Concession stand

Elmwood Park – 4 Acres

Elmwood Ave. & Parkview Dr.: Playground, Basketball court

Garfield Park – Danville Municipal Swimming Pool - 12 Acres

820 N. Griffin St.: AMBUCS “Spray-ground for everyone”, Zero-depth water play area, fully accessible to children of all abilities, Picnic areas, Playground equipment, Basketball court, Baseball field, Two tennis courts

Harrison Park – 228 Acres

1300 W. Voorhees St.: Golf, Trail, Natural area

Fetch Dog Park/Espenchied Park – 5 Acres

Kimball St., north of Voorhees: Hours are dusk to dawn, Out of town guests welcome

Kresge Park – 1/2 Acre

8 N. Vermilion St.: Events

Liberty Park – 7 Acres

200 E. Liberty Ln.: Picnic area, Playground equipment, Lighted tennis courts, Soccer field, Walking trail

Lincoln Park – 22 Acres

1000 Logan Ave.: AMBUCS independence playgrounds, Lighted basketball courts, Tennis courts, Picnic area, Playground, Sandlot, Baseball/softball field, Football field, Concessions stand, Modern band shell, Lamon House site, Tennis center, Events

Lindsay Sign Post Park - .2 Acres

159 Vermilion St.:

Meade Park – 10 Acres

20 S. Oregon St.: Picnic area, Playground equipment, Softball field, Basketball court, Two tennis courts

Producer Park – 5 Acres

829 South Street: Greenspace

Reed Park - .1 Acre

Bensyl & Avenue E: Greenspace

Temple Plaza - .2 Acres

102 Vermilion St.: Picnic area

Winter Park – 26 Acres

900 E. Winter Ave.: AMBUCS playground for everyone, Multiple softball diamonds, Sand volleyball, Concession stand, Multiple soccer fields, Shelter, Walking trail

Winter View Park – 56 Acres

900 E. Winter Ave.: Picnic, Two baseball diamonds, Two softball diamonds, Five Soccer fields, Sand volleyball, Shelter, Trail, Natural area

## **Georgetown – 45 Acres**

Georgetown City Park/Fairgrounds – 45 Acres

ADDRESS: Events, Picnic area, Playgrounds, Grandstand, Pavilion, Two lighted baseball fields

Patriot Park – .1 acres

SE Corner of Town Square: Monument

War Memorial Park – .1 acres

West St.: Veterans Memorial

## Tilton – 104 Acres

Tilton Ball Park – 8.5 acres

301 McVey St.: Four baseball diamonds

Tilton ATV Park – 90+ acres

313 McVey St.: ATV trails

Thomas Park – 1 acre

201 w. 5<sup>TH</sup> St.: Playground, Shelter

Herschel Park – 4 acres

## Westville – 20 Acres

Zamberletti Park – 20 Acres

499 IL 1: Picnic, Tennis courts, Playground, Baseball diamond

## County Parks – 5,000+ Acres

Forest Glen County Preserve – 1,900 Acres

20301 E. 900 North Rd. Georgetown: 25 miles of walking/biking trails, Observation tower, Camping, Shelter, 40 Acre arboretum

Heron County Park – 64 Acres

W. Newell Rd. Danville: 950 foot floating boardwalk, Observation tower, Wildlife viewing and fishing, hiking trail.

Kennekuk County Park – 3,000 Acres

22296-A N. Henning Rd. Danville: 15 miles of walking and biking trails, 170 acre lake, Access to Middle Fork National Scenic River, Historic area, Shelters, Game hunting, Visitor's center

Kennekuk is the location of the Collins Site, a Native American village and burial ground which is listed on the Illinois Historic Register.

Lake Vermilion County Park – 6 Acres

2607 Denmark Rd. Danville: Boat ramp, Concession stand, Playground, Wildlife viewing and fishing

## State Parks – 6,654 Acres

Harry ("Babe") Woodward State Natural Area – 1,104 Acres

19284 670 North Rd. Georgetown: Supports 12 state endangered or threatened species, Hiking, Fishing, Hunting

Middle Fork State Fish and Wildlife Area – 2,700 Acres

10906 Kickapoo Park Rd.: 35 miles of equestrian/cross country skiing/snowmobile trails, Access to Middle Fork National Scenic River, Hunting, Canoeing, Picnic, Campgrounds. A remnant of the mesic forests that once covered the area and home to the state's only native colony of the endangered silvery salamander.

Kickapoo State Park – 2,850 Acres

10906 Kickapoo Park Rd. Oakwood: 16 miles of hiking trails, 14 miles of biking trails, 22 deep water ponds, Access to Middle Fork National Scenic River, Campgrounds and picnic areas, Hunting, biking, ice fishing, water sports



## Cemeteries

## Acres

### Catlin

Jones Grove Cemetery	4
Oak Ridge Cemetery	18

### Danville

Sunset Memorial Cemetery	36	
Gordon Cemetery	4	
Springhill Cemetery	64	
Lynch Cemetery	1/2	
Danville National Cemetery	29	Listed on the National Register of Historic Places
Lutheran Cemetery	5	
St. Patrick's Cemetery	17	

### Georgetown

Forest Park Cemetery	21
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### Tilton

Greenwood Cemetery	14
Hooten Cemetery	1/2

### Westville

Lithuanian Cemetery	2
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### Unincorporated

McKendree Cemetery	4
Bock Cemetery	1
Locket Cemetery	1
Sandusky Cemetery	4
Saints Peter Paul	10
Niccum Cemetery	2
Parish Cemetery	2
God's Acre Cemetery	4
Pate Cemetery	3
Songer Cemetery	9
Atherton Cemetery	8
Sandhill Cemetery	8
Oakhill Cemetery	10
Allhands Cemetery	2
Lamb Cemetery	1/2
Farmers Chapel Cemetery	1
Johnson Cemetery	4
Dodson Cemetery	1/2
Snider Cemetery	1/2
Wright Family Cemetery	1/2



## Trails

### Looking for Lincoln National Heritage Area - Gateway

Danville is one of 6 Cities designated by the National Park Service as a gateway to the Abraham Lincoln National Heritage Area. The National Heritage Area is a 42 county area located in central Illinois.

### Danville Area Recreational Trail System (DARTS).

The DARTS system contains three shared-use paths; the Lamon Trail (2.5 miles), Springhill Trail (1.5 miles), Winter Park Trail (1.5 miles).

### Fetch Dog Park/Espenscheid Park

$\frac{3}{4}$  mile fitness trail, over one mile of trails in the park

### Forest Glen Park Preserve

13 trails, backpacking trail

### Kennekuk County Park

8 trails

### Kickapoo Rail Trail

Proposed 25 mile long trail following the defunct CSX rail line between Urbana and Danville. As of this writing 6.7 miles of the trail have been completed from the trail head in Urbana to St. Joseph.

### Kickapoo State Park

7 trails, Mountain biking, Kickapoo Rail Trail

### Middle Fork State Fish and Wildlife Area

35 miles of trails, borders a National Scenic River

### Potawatomi Trail of Death

1838: Traces the forced migration of some 859 members of the Potawatomi nation from Indiana to reservation lands in what is now eastern Kansas. The trail travels through Vermilion County in a NE to SW direction, entering Danville near the airport on Bowman Ave and exiting the county west of Catlin.

### Southgate Habitat Trail

$\frac{3}{4}$  mile ADA accessible trail, Loop around 4.5 acre pond

### Winter Park Cross Country Course

3 mile course

## Geology

The Vermilion, Little Vermilion, and the tributaries of these rivers serve to drain the area. The Vermilion is formed by the confluence of its three forks, the North, Salt, and Middle forks which join west of Danville to form the Vermilion River.

The relief of the Vermilion area is about 300 feet. The highest point is near Royal Illinois (25 miles west of Danville), with an elevation of 795 feet above sea level. The low point is along the Vermilion River near Eugene (17 miles SE of Danville), at about 480 feet. The average elevation of Danville is about 650 feet. Despite the low relief, there are several points in this region where high bluffs overlook a river valley. For example, at the "Devil's Backbone" about five miles east of Georgetown, the bluffs are about 160 feet above the river.

Except for a few areas where streams have cut into the ancient shale, the region is blanketed by the same clay, and gravel deposited by glaciers during the ice age. These deposits are often

referred to as either *till* or *drift* to denote a glacial deposit. The thickness of this drift varies from zero to several hundred feet. The uppermost level consists of a few feet of a wind-deposited silt called *loess*, this loess forms much of the fertile topsoil of the prairie.

Currently, the majority of land in Vermilion County has been radically altered from its natural state. Land that was historically prairie is now utilized for agricultural production of corn and soybeans. Prairie restorations are small, and there is a lack of resources to provide adequate management against trees and various invasive plant species. Most of the wetlands have been drained for agriculture or have been damaged by development. The streams within Vermilion County have reduced natural function due to erosion, increased sedimentation, altered water flows, and pollution. Forested areas are fragmented, and most have been invaded by bush honeysuckle, multiflora rose, garlic mustard, and other exotic invasive plant species.

Additionally, there has been an increase in maple tree populations with an accompanying decline in oak abundance. There is little open woodland/savanna left in Vermilion County.

## Native Plants

Forest Glen Preserve is rated third in the state for number of different botanical species present. The Doris L. Westfall Nature Preserve has 100 native prairie plants, including indian grass and Big bluestem, Indian paintbrush, puccoon, purple gentian, and Illinois bundleflower. Forest Glen Savanna is a savanna restoration in cooperation the Illinois Native Plant Society and Eastern Illinois University Botany Department (now Department of Biological Sciences).

Kennekuk County Park has many native prairie species including, indian grass, big bluestem, little bluestem and rough blazing star. The Windfall Prairie Nature Preserve has side oats grama and swamp white oak trees present.

## Wildlife

Vermilion County is home to a wide variety of wildlife. The following tally of birds, mammals, amphibians, reptiles and fish within Vermilion County is based on recorded data and personal observations by professional naturalists. This tally represents the wildlife present in Vermilion County to the best of our knowledge. Eight streams in the Vermilion basin are recognized as biologically significant because they support threatened or endangered species or have high mussel and fish diversity.

### Birds, 250+ species.

90% of the 300+ bird species located in Illinois can be found in the Vermilion River basin.

Currently four state endangered species and five state threatened species breed here.

### Mammals, 41 species

78% of the state's 59 mammal species are known to live in the river basin. Included are the federally-endangered Indiana bat and the state-threatened river otter.

### Amphibians, 20+ species

57% of Illinois' amphibian species are located within the Vermilion River basin. The state-endangered silvery salamander and the state-threatened four-toes salamander are known to exist in the river basin.

### Aquatic species, 90+ species

97 species of fish, 45 species of mussels (The North Fork Vermilion River supports the greatest concentration of rare, threatened, or endangered mussels in Illinois) 16 species of crustaceans, and 540 species of aquatic macro-invertebrates are found in the Vermilion River and its tributaries. The bluebreast darter species of fish is only found in Illinois within the river basin and is the westernmost location known for this fish.

### Reptiles, 27 species

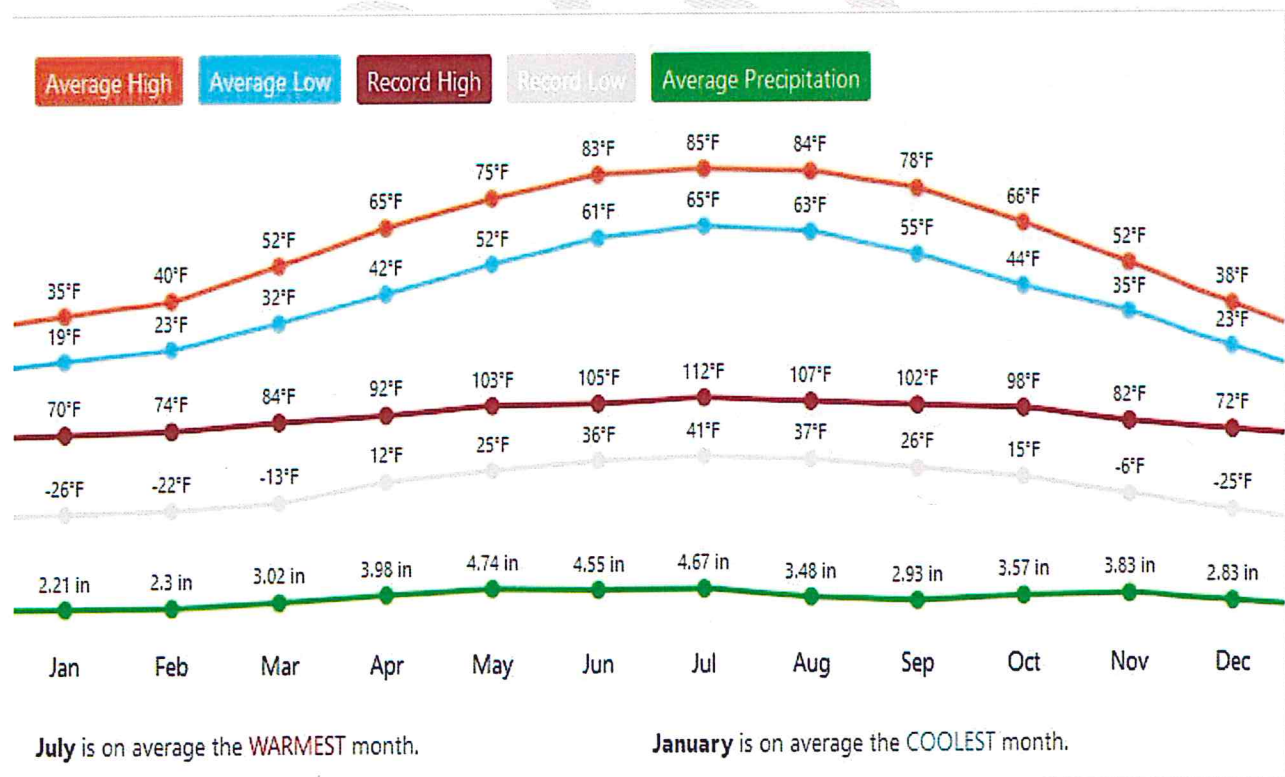
45% of the reptile species found in Illinois are located in the river basin.

## Climate

Vermilion County is in the humid continental climate region of the United States along with most of Illinois. Its Köppen climate classification is D meaning that it is cold, has no dry season, and has a hot summer. In recent years, average temperatures in the county seat of Danville have ranged from a low of 17 °F (−8 °C) in January to a high of 86 °F (30 °C) in July, although a record low of −26 °F (−32 °C) was recorded in January 1994 and a record high of 112 °F (44 °C) was recorded in July 1936. Average monthly precipitation ranged from 1.99 inches (51 mm) in February to 4.70 inches (119 mm) inches in June.

The Danville MPO, and surrounding region, are located in hardiness zone 5B, as determined by the United States Department of Agriculture.

Measurements of the following were either taken from the City of Danville GIS database, official websites of the particular site, or Citydata.com.





## CHAPTER 4: Cultural Resources

### Monuments

#### Catlin

##### Veterans' Memorial

210 N. Paris St.: Catlin Lions memorial

#### Danville

##### Aircraft: A-7D Corsair

W. Main St./Logan Ave.: Honoring those who served at the Chanute Air Force base.

##### Korean War Memorial

2000 E. Main St.: Honoring those who served in the Korean War

##### Revolutionary War Monument

201 N. Vermilion St.: Memorial

##### Landing Ship Tank

1900 E. Main St.: Memorial

##### Middle East Conflicts Memorial

Williams & Hazel Streets.: Honoring those who served in the Middle East

##### Soldiers' Circle

301 E. Voorhees St.: Spring Hill Cemetery

##### Korean & Vietnam War Memorial

400 Block of Hazel St.: Honoring those who served in the Korean & Vietnam Wars

##### Womens' War Memorial

Madison & Hazel Streets.: Memorial

##### Workers' Memorial

N. Hazel St.

##### WWI Victory Monument

Main & Gilbert Streets: Memorial

##### WWII Monument

400 Block of Hazel St.: Memorial

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#### Georgetown

##### Veterans' Parkway

Georgetown Square: Various war memorials

#### Tilton

##### Tilton Honor Roll

W. 5<sup>th</sup> & North Streets: Memorial

##### Tilton Memorial

W. 5<sup>th</sup> & North Streets: Memorial

## Westville

### Westville War Memorials

211 S. State St: Various war memorials

## Museums

### Catlin

#### Catlin Heritage Museum

210 N. Paris St.

### Danville

#### Bunker Hill Historic Area

22296 Henning Rd.

#### Fithian Home

116 N. Gilbert St.

#### Fischer Theater Museum

160 N. Vermilion St.

#### Lamon House

1031 N. Logan Ave.

#### Vermilion County Museum

116 N. Gilbert St.

#### Vermilion County War Museum

307 N. Vermilion St.

### Georgetown

#### Georgetown Historical Society Museum

501 N. Main St.

### Tilton

#### Tilton Historical Society

201 W. 5th St.

### Westville

#### Westville Depot & Historical Museum

S. State St.

## Sports

### Catlin

High School sports complex

### Danville

Danville Country Club

2718 Denmark Rd.

Danville Stadium

401 Highland Blvd.

Harrison Park Golf Course

1300 West Voorhees St.

Turtle Run Golf Course

332 E. Liberty Ln.

Wolfe Creek Golf Club

2521 Perrysville Rd.

American Legion Ball Park

201 Prospect Place

### Georgetown

N/A

### Tilton

Baseball Parks

### Westville

N/A

## Historic Sites in the MPO

Historic sites are determined by what has been registered by the Illinois Historic Preservation Agency (IHPA) and/or local historic preservation agencies. It should be noted that due to historic Native American activity along the various rivers and tributaries in Vermilion County there are many sites which have been listed as “undetermined” by the IHPA.

### Catlin

There are 10 sites listed as Undetermined by the IHPA

### Danville

There are 10 sites listed as entered in the National Register by the IHPA

There are 22 sites included on the local register for historic sites.

There are 7 sites listed as eligible for inclusion in the National Register of the IHPA

There are nearly 500 sites listed as Undetermined by the IHPA

## Georgetown

There are 13 sites listed as Undetermined by the IHPA

## Tilton

N/A

## Westville

There are 8 sites listed as Undetermined by the IHPA

## Unincorporated

There are less than a dozen sites listed as Undetermined by the IHPA

## Arts & Entertainment

### Danville

Arts & entertainment in the MPA is primarily located in Danville. Combined, there are roughly 16 theater companies, musical organizations, art leagues, and entertainment venues all located within the City of Danville.

## CHAPTER 5: Identifying Potential Resources

### Identifying Greenways

#### Methodology

For the purpose of this plan, the following methods were used to identify areas for investigation into development and/or preservation: potential for nature watching, proximity to existing, protected green space, potential for activity, existing botanical and natural wildlife.

### Identifying Trails

#### Methodology

For the purpose of this plan, the following methods were used to identify areas for investigation into potential trail development: connectivity to residential areas, continuation or connection to regional trails, potential for nature watching, and establishment of an economic development corridor.



# Identifying Environmental Threats

## Methodology

For the purpose of this plan, environmental threats were determined through reference of “Regional Ecologies: Greenways in Vermilion County”. A summary of ecological conditions compiled by students of the University of Illinois.

## Potential Waterways

- Vermilion River: Removal of dam near South Danville. This will open up the river for recreation.
- Vermilion River: Removal of dam in Ellsworth Park. This will open up the river for recreation.
- River access points: W. Williams St bridge (North Fork) – South Ellsworth Park – Riverfront development site – Highland Blvd. (north end of the old landfill) – Grape Creek Rd. bridge – Road just north of Forest Glen – Shangri-La Rd bridge – Avenue E
- Koehn Creek Daylighting: Part of the East Main Street Corridor Plan.
- Stoney Creek Corridor

## Potential Green Infrastructure

- Ellsworth Park: Construction of bridge, or bridges, connecting the east and west sections of the park. These connections will act as part of the KRT as well as connect the future riverfront park to Ellsworth Park.
- Riverfront Development: Establish boardwalk, recreation path, recreation equipment, picnic area.
- Roadway Trees and Vegetation: Trees to line roadways along Main Street, Vermilion Street and Walnut Street to create park-like greenways.
- Incorporation of wildlife habitat: Green space will include plants that attract certain types of wildlife like butterflies and humming birds.
- Rooftop gardens: smaller, standing gardens focused on vegetation that will attract wildlife.
- North Fork River greenway potential.
- Incorporation of Bioswales.

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## Potential Trails

- Kickapoo Rail Trail: Conversion of the CSX rail line running from St. Joseph to Ellsworth Park in Danville.
  - o The VCCD plans for a Middlefork River trail and trail head to be located at the Kennekuk Environmental Education Center.
- Danville High School Rail Trail: Conversion of the Danville to Schneider (Kankakee beltline-IL division of the NY Central) rail line running from behind DHS to northern Danville.
- Danville/Georgetown/Paris Rail Trail: Conversion of the rail line (unknown) connecting Danville, Georgetown, and Paris to a multi-use trail.



- Danville Area Recreation Trail System (DARTS): Existing trails will be given names, trail markers, landscape pallets, and cultural markers. Potential paths can connect the three existing trails to create a single network of roughly 6 miles within the City of Danville
- Wildlife habitat: Trails will include habitat modules like bat houses, bird houses, eagle's nests, etc.
- Increased shared use paths along the streets.
- Harrison Park: potential trail creation and repair

## Potential Sports

- The Danville Riverfront Park is expected to have a health and wellness aspect to its design.

## Potential Historic Sites

- Kennekuk County Park is planning to increase tourism surrounding the Collins Site (Native American village and burial ground).

## Potential Arts & Entertainment

- The Kennekuk Environmental Center's Phase 2 and Phase 3 development. This is detailed in the VCCD Development Plan.
- The Kennekuk Environmental Center is preparing to be the National HQ for the Middlefork National Scenic River.

## Potential Environmental Stewardship

- Trail cleanups: Earth Day projects
- Water preservation: promotion of rain barrels
- Danville storm water management and erosion: Danville Ordinances 9097 dealing with storm water management and 9098 dealing with erosion and sediment control detail goals for this activity.
- Planting native plants to address pollution, biodiversity, and erosion control.
- To promote the habitat of native species, corridors between dense vegetation patches are proposed.

## CHAPTER 6: Implementation

### Implementation

#### Responsibility

The success of the MPO Greenways and Trails plan will depend on public and private partnerships to initiate development of these conceptual corridors. The initial support of this plan by the MPO will ensure the plan's legitimacy. The plan provides a framework in order to pursue funding opportunities through grant and conservation programs, community service projects, and other public/private efforts. The plan provides a clear and concise outline of important greenway projects which may be implemented in the short term or may take many years of coordination and implementation to see the vision carried out.

Because many of the greenways include public and private property, cooperation and understanding of the greenway concept and priorities are essential. While the MPO will focus on greenway and trail efforts in the unincorporated areas of the MPO, any development projects taking place in an incorporated municipality must include a partnership between the local governing body and the MPO. In addition, to ensure the development of these municipal areas, local agencies are asked to include the prioritized greenways in their local planning efforts. By taking this step, communities will further define and affirm the importance of Greenways to the community. Utilities and private property owners must be informed about the plan and then asked to incorporate greenways into their own future development plans.

The Greenways and Trails plan is intended to be used as a guide for future preservation and recreation development decisions. Its real value, however, will be measured in the results it produces. To accomplish the goals, objectives, and policies of the plan, specific implementation measures must be taken to ensure the MPO's actions meet the desired needs of the Greenways and Trails Plan.

The Greenways and Trails Plan, as set forth on the preceding pages, has little or no value unless it is implemented. Therefore, the success of the plan will be dependent to a large extent, on an ability to identify an appropriate entity or administrative body, supported by the MPO

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Communities, to educate the public, obtain approvals on development plans, obtain grants, and report progress from time to time. Proposals and recommendations must have an effective process for communication and execution. Adequate legislative and administrative tools, enthusiastic leadership, and support from the various units of government must be in place in order to make recreation use decisions.

The MPO recommends the adoption or amendment of the Greenways and Trails Plan by local boards so that implementation of projects will be a streamlined process. The recommended Greenways and Trails Plan shall be forwarded to the various boards for formal official adoption. One copy of the adopted Greenways and Trails Plan, or an amendment to such a plan, shall be sent to all of the following:

Village of Catlin  
City of Danville  
City of Georgetown  
Village of Tilton  
Village of Westville  
Vermilion County  
Vermilion County Conservation District

To assure that this Greenways and Trails Plan will continue to provide useful guidance regarding development within the county, the MPO must periodically review and amend the Plan to ensure that it remains relevant and reflects current County and community need and outlook. In order to achieve this, the MPO should once each year place the performance of the Greenways and Trails Plan on the agenda for discussion at a DATS meeting.

For this Plan to succeed, it will require further community education and involvement, planning, coordination, and commitment to creating the regional green infrastructure. The benefits will include enhanced recreational and tourism opportunities, preserve scenic vistas and wildlife corridors, improved water quality and wetlands, increased awareness of historic and important landmarks, and an enhanced quality of life in Vermilion County.

## APPENDIX A: Glossary of Terms

### Greenways

Greenways are corridors of open space designated for conservation and recreational purposes. Greenways often follow natural land or water features. They can often be long and narrow, as they follow railway lines, rivers, roads, etc. They usually link together natural resources, parks, historic sites, and cultural features such as farmland. Greenways are usually a combination of privately and publically owned land. They may or may not entail public access. Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife, and some appeal to both.

Greenways:

- Help protect the quantity and quality of water, plants and animals.
- Make communities a better place to live by preserving open spaces and beautiful scenery.
- Help protect environmentally, culturally, and historically valuable resources and areas.
- Strengthen local economies:
  - Many studies demonstrate that parks, greenways, and trails increase nearby property values, which, in turn, increase local tax revenues.
  - Greenways help improve the overall appeal of a community to tourists and prospective new residents, which then generates expenditures on lodging, food, retail operations, and new home construction.



- The conservation of rivers, trails and greenways can help local governments and other public agencies reduce costs resulting from flooding and other natural hazards.
- Greenways often provide business opportunities, locations, and resources for commercial activities such as recreation equipment rentals and sales, lessons, and other related businesses.

Greenways are/do *not*:

- All owned by the government.
- Need to be fenced.
- Take land away from people.
- Require public access on all land.

## Public Land

Government managed, publicly accessible land.

## Private Land

Private property is the legal definition for property owned by non-government entities. Private property is not publicly accessible.

## Habitat

The place or environment where a plant or animal naturally or normally lives and grows.

## Consumptive Activities

Hands on activities such as camping, boating, and hunting.

## Non-Consumptive Activities

Passive activities such as bird watching, hiking, and picnics.

## Trails

Trails are linear pathways for people. They can connect natural and cultural assets and provide necessary transportation routes. Trails can be designed for hiking and biking, for snowmobiling, for horseback riding, for ATV's, or for any combination of the above.

## Metropolitan Planning Organization (MPO)

A Metropolitan Planning Organization is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities.

## DATS

Danville Area Transportation Study

## IDNR

Illinois Department of Natural Resources

## VCCD

Vermilion County Conservation District

## Waterway

A Waterway is a navigable body of water. For the purpose of this Greenway Plan “navigable” refers to recreational purposes. Within the MPO, waterways refer to lakes, rivers, tributaries and creeks.

## Nature Reserve

A nature reserve is a protected area of importance for wildlife, flora, fauna or features of geological or other special interest, which is reserved and managed for conservation, and to provide special opportunities for study or research.

## Cemetery

A designated area for burial of the deceased. For the purpose of this study, “cemetery” is considered green space.

## Park

An area of land, usually publicly owned, used for various purposes such as recreation, playgrounds and swimming.

## Greenway and Trails Plan

An assessment of existing greenway and recreational resources in a given area. A tool to support, enhance, and preserve the natural resources of an area.

## Environmental Hazard

An environmental hazard is a substance, state or event which has the potential to threaten the surrounding natural environment and / or adversely affect people's health.

## Methodology

Methodology is the systematic, theoretical analysis of the methods applied to a field of study.

## APPENDIX B: Local Plans

### Local Plans

Name	Agency	Purpose
Regional Bike Plan	City of Danville	Create accessible bike routes within The city.
River Front Plan	City of Danville	Create a public/private Use of the Vermilion River on Main St.
Kickapoo Rail Trail	Various	Extend the KRT bike trail from Champaign Co. into Vermilion Co.
E. Main Corridor Plan	City of Danville	Economic and Community Dev.
Pocket Park Creation	City of Danville	
DHS Campus Master Plan	City/DHS	Campus improvements For DHS
VCCD; '08-'20; 12- Year Master Plan; VCCD	VCCD	Conservation District Planning

## APPENDIX C: Public Comment

Copies of the draft plan were distributed to the following locations for review and amendment:

- Danville Public Library
- Danville City Hall
- Village of Tilton
- Village of Catlin
- Georgetown City Hall
- Village of Westville

Two (2) Public Comments were received, both through the DATS website:

- 1- The Greenways program should be expanded to include a pathway from Lake Vermilion to the North Fork River junction with the Vermilion River, and then east to include the River Front development lands. This greenway should include all of the floodlands of the North Fork from the dam south, and would eventually eliminate habitation within the flood zone through the implementation of multiple community strategies. Conservation Easements, the Vermilion County Conservation District, the County Land Bank, Support from FEMA, and land trusts are all part of the tools in the tool bag that can make such a Greenway happen...
- 2- One incorrect item: it says there is playground equipment in Cannon Park. It was removed at least 5-6yrs ago...this comment goes on to mention perceptions of frivolous spending on greenways and different types of parks.

## APPENDIX D: Contributions

**Jeanie Cooke: Danville CVB**

**Steve Lane: Danville Parks Supt.**

**Ken Konsis: Vermilion County Conservation District**

**City of Danville Urban Planning & Engineering Staff**

**DATS Technical & Policy Committees**

**Public comment**

## APPENDIX E: Funding Sources

### Funding

The following funding sources are the most likely to be used for implementation of any greenway projects detailed in this plan. Other funding sources may become available depending on the nature of the project.

#### DATS

DATS development funds may be used as a match for grants or local agency funding for projects.

### Local Agency Funding

Local governing bodies may use public funding to assist implementation of projects detailed in this plan.

### Grants

Grants at all levels will be sought to assist with funding for projects detailed in this plan.

## APPENDIX F: Acquisition Strategies

### Acquisition and Ownership

Acquisition and ownership strategies are often the most difficult aspects of implementing a greenways and trails plan. A wide variety of acquisition options are available. Some options are widely accepted and used with much success, while others are less common, innovative options and may be effective only in certain areas. Examples of acquisition options include purchasing land, leasing land, estate planning, and land swaps.

Ownership is another important issue that must be addressed. There are three (3) types of ownership: private, public and mixed ownership. These different types of ownership can be used in various ways. For instance, a greenway or trail that will be used for a recreational purpose or as a model of transportation will likely be owned by a local government entity. However, if a greenway serves an environmental purpose, such as wetlands protection, wildlife habitat protection, or stream preservation, a private entity may be a more appropriate owner due to their ability to more successfully manage the property for the greatest impact. There will also be instances where multiple or joint ownership of a greenway or trail will occur, particularly when implementation and management costs are too much of a burden for one entity.

### Public vs. Private Land

#### Private Land

Private landowners have the primary responsibility for land stewardship as they are the largest landowners in the county. Private landowners have many opportunities to restore, manage and conserve the natural resources of their property, such as participation in stewardship programs, adoption of land management plans and placement of conservation easements. If landowners are interested in allowing public access on their property for recreation or conservation, it is important to know that state statute (IL CS 745/65 Recreational Use of Land and Water Areas



Act) limits the liability of property owners who allow the general public to enter their property for recreational or conservation purposes free of charge.

Conservation easements are restrictions landowners voluntarily place on their property that legally bind the actions of present and future owners. Conservation easements allow property owners to ensure that the natural resources on their land are protected. Currently Vermilion County has a number of easements on private land that allow access to the North Fork River. These easements are for the purpose of maintenance work and not related to recreational activities.

## APPENDIX G: References

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[https://en.wikipedia.org/wiki/Middle\\_Fork\\_Vermilion\\_River](https://en.wikipedia.org/wiki/Middle_Fork_Vermilion_River)

[https://en.wikipedia.org/wiki/Salt\\_Fork\\_Vermilion\\_River](https://en.wikipedia.org/wiki/Salt_Fork_Vermilion_River)

## APPENDIX H: Existing Trail Maps



## Danville Area Greenways & Trails Plan

- 1- Metropolitan Planning Organization Boundaries
- 2- Kickapoo State Park
- 3- Middle Fork State Park
- 4- Kennekuk Cove County Park
- 5- Forest Glen Preserve (County)
- 6- Danville Parks
- 7- Shared Use Paths/Safe Biking Routes
- 8- Proposed Rail to Trail corridors
- 9- Proposed Danville Riverfront Activity
- 10- Proposed Danville Koehn Creek Daylighting/Greenspace Project

DRAFT



# **Danville Area Transportation Study**

## **Metropolitan Planning Organization**

### **Fiscal Year 2019**

### **Unified Planning Work Program (UPWP)**

**July 1, 2018 through June 30, 2019**



Danville Area Transportation Study  
1155 E. Voorhees Street, Suite A  
Danville, Illinois 61832  
Phone: (217)431-2321 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 2019

PREPARED FOR: Danville Area Transportation Study (DATS)

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

PREPARED BY: R. David Schnelle, MPO Director  
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Danville Area Transportation Study

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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>FAST Act</b>	Fixing America's Surface Transportation Act. Federal Legislation that provides funding certainty for surface transportation infrastructure planning and investment.
<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.”

**STBG** Surface Transportation Block Grant Program. The primary federal funding program resulting from the Fixing America’s Surface Transportation Act (FAST Act).

**TIP** 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.

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.

**UPWP** 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.

**VMT** 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 Community Development 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 *Fixing America's Surface Transportation Act* or the "FAST Act". 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) 2019. 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**

*Fixing America’s Surface Transportation Act (FAST Act)*, the federal transportation legislation passed by U.S. Congress and signed by the President in 2015, 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 the FAST Act, 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 [www.dats-il.com/tip--lrtp--upwp.html](http://www.dats-il.com/tip--lrtp--upwp.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.

### ***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.

### ***State Metro Funds***

IDOT issued planning funds that serve as the MPO's match.

### **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 Fiscal Year 2019.

### **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 2018 Accomplishments**

- Implementing FY18 UPWP.
- Administered FY18 TIP changes with FHWA.
- Monitored projects put in Advance Construction status with IDOT.

### **FY 2019 Activities**

- Manage the implementation of tasks within the FY 2019 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 FAST Act rule-making and guidance
- Prepare the Fiscal Year 2019 Unified Planning Work Program
- Prepare the Federally Obligated Projects annual 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 2019 Unified Planning Work Program, Public Participation 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 2018 Accomplishments**

- Continued implementation and maintenance of the 2040 Long Range Transportation Plan

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### **FY 2019 Activities**

- Continue work on and implement the 2040 Long Range Transportation Plan

### **End Products**

- 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 2018 Accomplishments**

- Managed the FYs 2018-2021 TIP through formal amendments and administrative adjustments
- Published Annual Listing of Federally Obligated Projects for FY 2017

#### **FY 2019 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 FY19-FY22 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

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#### **FY 2018 Accomplishments**

- Completed the Danville ADA Transition Plan
- Continued implementing goals of the Regional Bicycle Plan

#### **FY 2019 Activities**

- Adopt a Greenways & Trails Plan for the MPA
- Research a Vermilion County ADA transition plan

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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 2018 Accomplishments**

- Coordinated with local comprehensive plans

### **FY 2019 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 2018 Accomplishments**

- Conducted traffic counts on specific corridors

### **FY 2019 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 2018 Accomplishments**

- Maintained MPO website and communication tools
- Updated the MPO's Public Participation Plan
- Added a DATS report on the City of Danville Public Works monthly Agenda
- Collaboration with School District 118 for implementation of traffic calming and pedestrian accommodations via the DHS Shared Use Path project

### **FY 2019 Activities**

- 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.

The submitted special study for fiscal year 2019 is a Roadway Drainage Inventory and Programming Project. This project has requested the use of \$55,000 fiscal year dollars to manage this task.

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Name of Project Roadway Drainage Inventory and Programming Project

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Objective/Task Description What is the purpose and scope of work for the task?

An existing infrastructure assessment study evaluating the condition, type, age, size, location, and other relevant data will be performed to develop a prioritization and funding program for the MPO roadway drainage system within portion(s) of the City of Danville. Software will be procured to manage the data and to integrate it into a GIS mapping system.

This data Supports implementation of the 2040 LRTP Goal 2 by identifying infrastructure needing planned improvements and Goal 3 "Improve and enhance existing transportation infrastructure to maximize performance" by identifying and prioritizing needed preventative maintenance, needed structural improvements.

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## IV. FUNDING TABLES

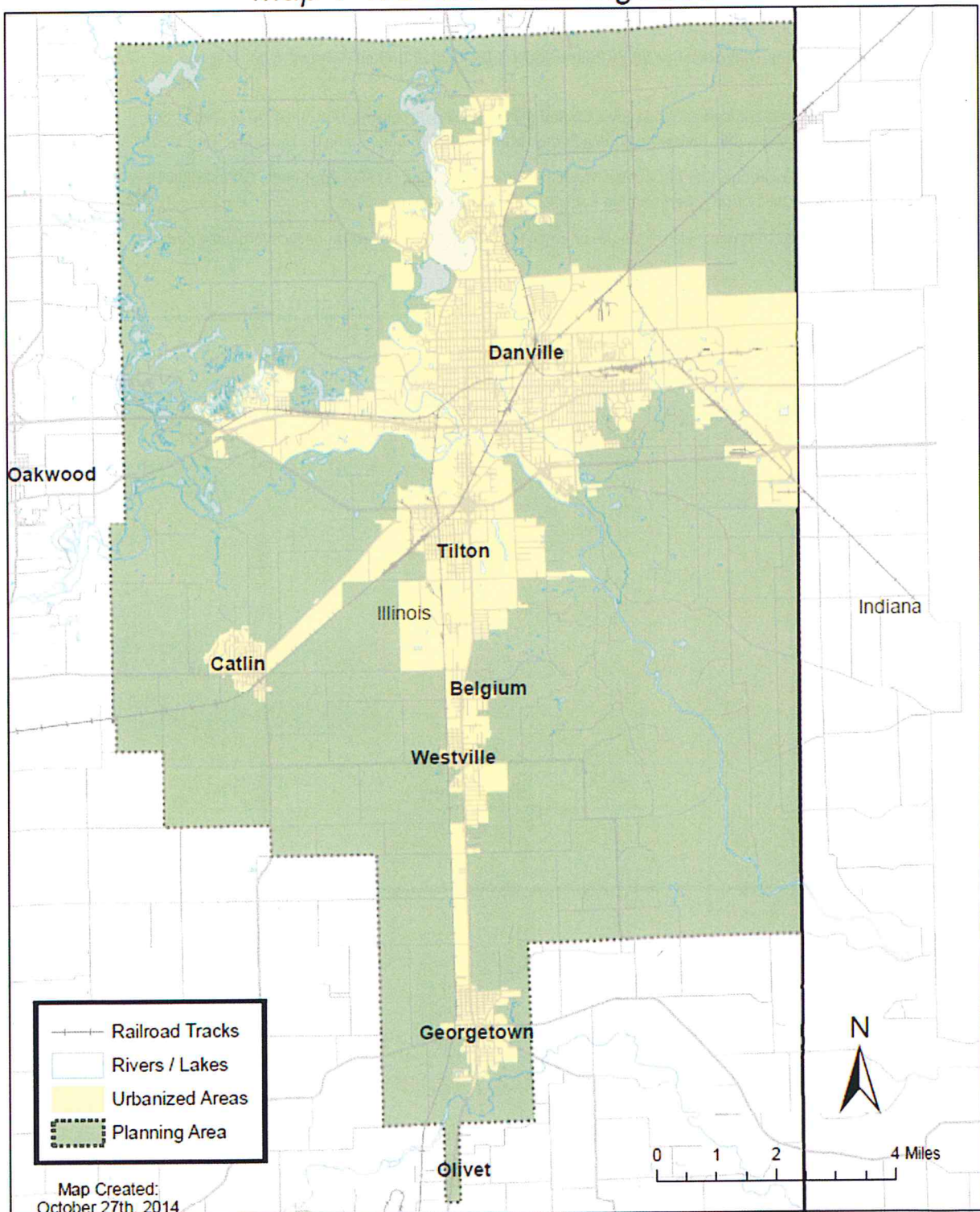
Danville Area Transportation Study  
DRAFT FY19 BUDGET  
2018 / 5 / 1

EXHIBIT III: Line-Item Budget					
A. Revenues:					
FUND AMOUNT	FUND SOURCE		Total Budget		
\$158,922	PL		\$232,112		
\$26,768	FTA				
\$46,422	STATE METRO				
\$0	LOCAL				
\$232,112	TOTAL				
B. Expenses					
PERSONNEL	TOTAL COST	FUND SOURCE	AMOUNT REQUIRED MATCH		MATCH SOURCE
MPO Staff	\$155,006	PL	\$97,237	\$24,309	STATE METRO / LOCAL
Director (40%)	\$62,372	FTA	\$26,768	\$6,692	STATE METRO / LOCAL
Senior Planner (80%)	\$61,726				
Support Staff	\$30,908				
Planning Mgr (5%)	\$5,788				
GIS (25%)	\$19,530				
Secretary (10%)	\$5,590				
Professional Intern(s)	\$0				
Personnel amounts reflect direct and non-direct expenses.					
CONTRACTUAL	TOTAL COST	FUND SOURCE	AMOUNT REQUIRED MATCH		MATCH SOURCE
Advertising	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Professional Services	\$57,331	PL	\$45,865	\$11,466	STATE METRO / LOCAL
Dues	\$500	PL	\$400	\$100	STATE METRO / LOCAL
Training	\$2,000	PL	\$1,600	\$400	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
Telephone	\$500	PL	\$400	\$100	STATE METRO / LOCAL
CAPITAL OUTLAYS	TOTAL COST	FUND SOURCE	AMOUNT REQUIRED MATCH		MATCH SOURCE
Technology Upgrades	\$2,500	PL	\$2,000	\$500	STATE METRO / LOCAL



## Appendix A. DATS Planning Area

*Map 1-1: DATS Planning Area*





## Appendix B. Proof of Publications

Danville Area Transportation Study Public Notice | DATS 2019 Unified Planning Work Program

Danville Area Transportation Study's Unified Planning Work Program (UPWP) will be available for a thirty (30) day public review beginning Friday, March 16, 2018 and ending on Thursday, April 19, 2018.

Available Locations: City of Danville Municipal Services Building (1155 E Voorhees), Catlin Public Library, Danville Public Library, Georgetown Public Library, Westville Public Library and online, [www.dats-il.com](http://www.dats-il.com).

Please send comments via telephone or email to: (217)431-2873 or [tterhune@cityofdanville.org](mailto:tterhune@cityofdanville.org).

# VILLAGE OF CATLIN

Commission Form of  
Municipal Government

Adopted 1914

MEMBER ILLINOIS  
MUNICIPAL LEAGUE

BUTCH SCHMINK  
Mayor

SHELLEY McLAIN  
Village Clerk  
217-427-2136  
Fax: 217-427-2131

April 4, 2018

Dear Danville Area Transportation Study members,

Working with our engineer Fehr-Graham Engineering & Environmental, we have completed preliminary design for the Catlin STU Sidewalk Project. Preliminary plans specifications and estimates have been submitted to IDOT District 5 in Paris, IL. We are targeting the August 3, 2018 letting date. The engineers' opinion of probably cost for construction for the project based on these plans is \$141,310. This current DATS TIP shows an amount of \$129,000 (80% Federal--\$119,200, and 20% Local--\$29,800) —a difference of \$12,310. We respectfully request that the TIP amount for FY 2019 Construction be amended from \$129,000 to \$149,000 (80% Federal--\$119,200, and 20% Local--\$29,800). This amount would cover the \$141,310 + a 5% contingency for bidding. We are hopeful that the bidding climate will be such that bids will come in below the engineers' opinion of probably cost, but as a member of DATs we recommend adjusting the TIP amount to cover potential costs. Please schedule this as agenda item for discussion at the May 2018 DATS meeting.

Sincerely



Butch Schmink  
Mayor, Village of Catlin

# Fiscal Year 2019 Annual Element

CITY OF DANVILLE											
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							
DA-19-01	DENMARK ROAD	NORTHWEST PUMP STATION REPLAC	WINTER / LOGA	CITY LIMITS	WFT, STU, LOCAL	7,750.00			1,250.00	9,000.00	16-00352-00-PV
DA-19-02	VARIOUS	ANNUAL MAINTENANCE			MFT/LOCAL	1,000.00				1,000.00	
TOTAL (In 1,000's)						8,750.00	0.00	0.00	1,250.00	10,000.00	
VILLAGE OF CATLIN											
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							
CA-19-01	WEBSTER ST	SIDEWALKS, CONST ENGINEERING	VERMILION ST	NORTHVIEW DR	STU/LOCAL	4.70			18.80	23.50	17-00016-0-SW
CA-19-02	WEBSTER ST	SIDEWALKS, CONSTRUCTION	VERMILION ST	NORTHVIEW DR	STU/LOCAL	29.80			119.20	149.00	17-00016-0-SW
TOTAL (In 1,000's)						34.50	0.00	0.00	138.00	172.50	
DANVILLE MASS TRANSIT											
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							
DMT-19-01	OPERATING ASSISTANCE				5307			750.00	750.00	1500.00	
DMT-19-02	TWO (2) 35' BUSES				5307			195.00	784.00	980.00	
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	2595.00	
VERMILION COUNTY											
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							
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	30.00		30.00	240.00	300.00	13-12151-00-BR
VC-19-05	TR 222 CATLIN TWP	BRIDGE REPLACEMENT		SN 092-3153	HBP/TBP	25.00		25.00	200.00	250.00	09-05144-00-BR
TOTAL (In 1,000's)						600.00	1,855.00	55.00	440.00	2,950.00	
CRIS RURAL MASS TRANSIT DISTRICT											
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-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			1,089.00		1,089.00	
CRIS-19-04	FACILITY	NEW FACILITY CONSTRUCTION			DTIF			2,700.00		2,700.00	
TOTAL (In 1,000's)						0.00	0.00	3,789.00	364.00	4,153.00	
VERMILION REGIONAL AIRPORT											
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							
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	
VERMILION COUNTY CONSERVATION DISTRICT											
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							
TOTAL (In 1,000's)						0.00	0.00	0.00	0.00	0.00	
ILLINOIS DEPARTMENT OF TRANSPORTATION											
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							
TOTAL (In 1,000's)						0.00	0.00	0.00	0.00	0.00	



**Fiscal Year 2018 Annual Element**

VILLAGE OF CATLIN											
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							
CA-18-01	WEBSTER ST	SIDEWALKS, PRELIM ENGINEERING	VERMILION ST	NORTHVIEW DR	STU/LOCAL	4.50			18.00	22.50	17-00016-0-SV
TOTAL (In 1,000's)						4.50	0.00	0.00	18.00	22.50	
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							
DA-18-01	Voorhees Street over Stoney Creel	Major Bridge Replacement			MBR	610.35			1,116.65	1,727.00	08-00330-02-PV-Advanced Construction
DA-18-02	VARIOUS	ANNUAL MAINTENANCE			MFT/LOCAL	1,000.00				1,000.00	
DA-18-03	English / Jackson	Intersection Improvements	Penn	English	MFT/LOCAL	150.00			600.00	750.00	12-00348-01-BT ADVANCED CONSTRUCTION
DA-18-04	Norfolk Southern	Xing upgrades, Voorhees and Bowman			Federal/RR		70.00		830.00	700.00	18-00354-00-SP
TOTAL (In 1,000's)						1,760.35	0.00	0.00	1,716.65	3,477.00	
DANVILLE MASS TRANSIT											
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							
DMT-18-01	OPERATING ASSISTANCE				5307			750.00	750.00	1500.00	
DMT-18-02	GARAGE RENOVATIONS							50.00	200.00	250.00	
DMT-18-03	SNOW REMOVAL EQUIPMENT				5307				125.00	125.00	
TOTAL (In 1,000's)						0.00	0.00	800.00	1,075.00	1875.00	
VERMILION COUNTY											
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							
VC-18-01	TR194 BLNT TWSP	BRIDGE REPLACEMENT	SN092-3145		HBP/TBP		35.00	130.00	185.00	350.00	13-01132-00-BR
VC-18-02	TR52 BUTLER TWSP	BRIDGE REPLACEMENT	SN092-3059		HBP/TBP		37.50	130.00	207.50	375.00	13-02149-00-BR
VC-18-03	TR 251 OAKWOOD TWSP	BRIDGE REPLACEMENT	SN 092-3170		HBP/TBP		45.00	45.00	350.00	450.00	15-14141-00-BR
VC-18-04	COUNTY ROADS	ANNUAL Co. RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-18-05	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	1,917.50	305.00	752.50	3,575.00	
CRIS RURAL MASS TRANSIT DISTRICT											
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-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			990.00		990.00	
CRIS-18-04	PLANNING GRANT				DTIF			125.00		125.00	
TOTAL (In 1,000's)						0.00	0.00	1,115.00	364.00	1,479.00	
VERMILION REGIONAL AIRPORT											
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							
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	
VERMILION COUNTY CONSERVATION DISTRICT											
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							
TOTAL (In 1,000's)						0.00	0.00	0.00	0.00	0.00	
ILLINOIS DEPARTMENT OF TRANSPORTATION											
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							
2018 EAB	IL 1	Tree Removal	West Newell Rd	Vermilion County Line	State Only			200.00		200.00	
18RR	Paris Street	RR Crossing Improvement	Paris Street in Catlin		RR Hazard-S	31.1			279.90	311.00	10% Agency Cost is paid for by the RR. This is to fund the agreement. Project tentatively scheduled for 2019.
CM5014	Catlin-Tilton Road	Resurfacing (SMART)	West of Tilton		State Only			125		125.00	125' section
TOTAL (In 1,000's)						31.10	0.00	325.00	279.90	636.00	