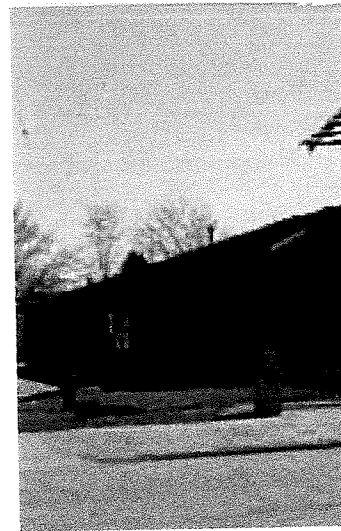


# VILLAGE OF CATLIN, ILLINOIS



## COMPREHENSIVE PLAN

JANUARY, 2001

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# COMPREHENSIVE PLAN FOR THE VILLAGE OF CATLIN

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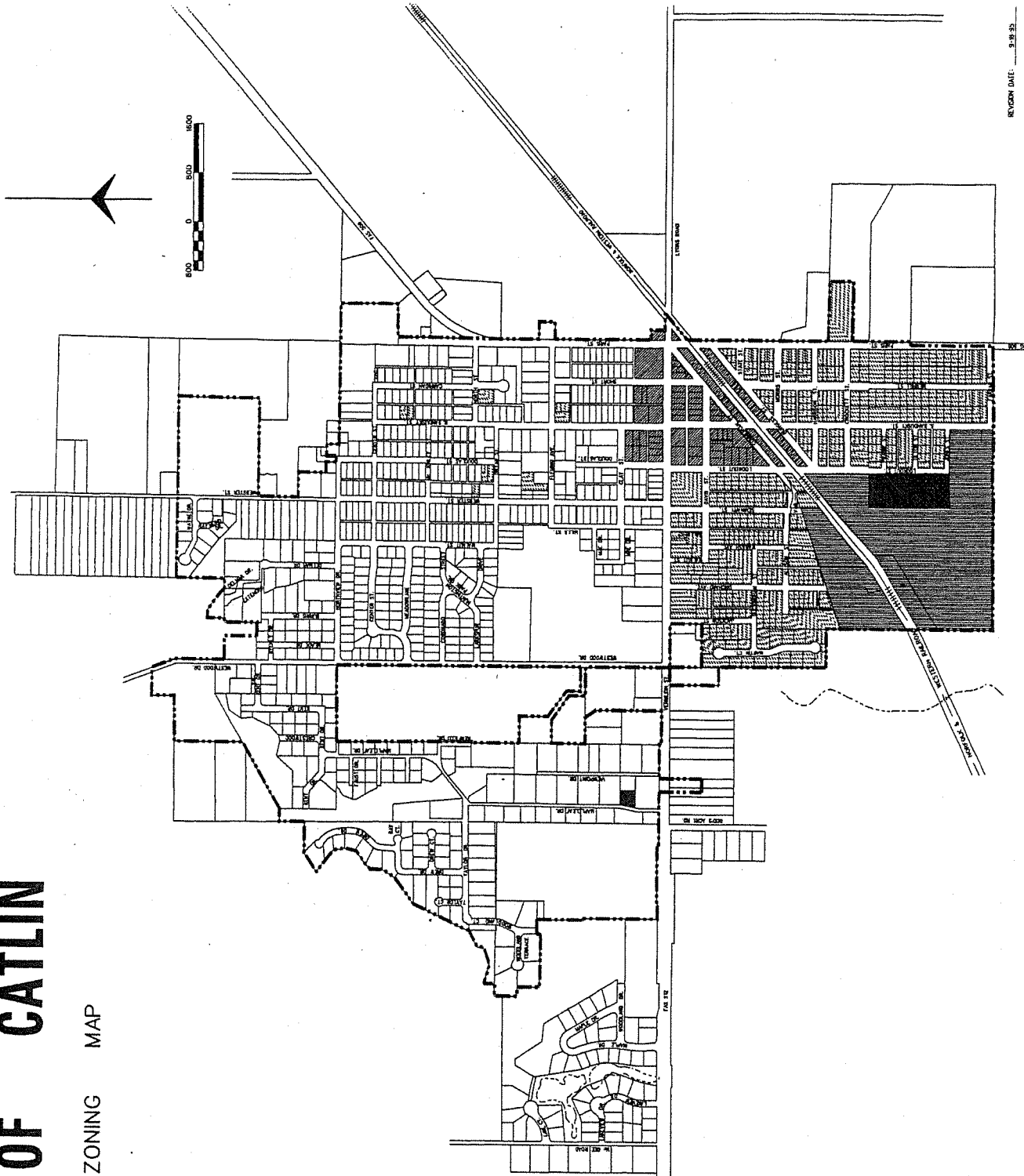
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## GENERAL INTRODUCTION

The Village of Catlin is a small community that is complemented by its close proximity to Danville, Illinois. Catlin has been able to withstand the population and business losses of Danville in times of economic decline and industrial downsizing. A comprehensive plan is absolutely essential to attract commercial, industrial, and residential growth, independent of any other community. This plan surveys existing infrastructure, utilities, demographics, resources, housing, and schools, and then provides a strategy for systematic and controlled growth in each of these areas. The Comprehensive Plan is an advisory document to be used by elected officials, the Planning Commission, City Staff, other boards, and members of the community. A Plan is a long-range guide that provides a flexible tool for achieving goals for the entire community five or more years into the future. A Comprehensive Plan aids a community in identifying current conditions, developing a community vision for desired conditions, and provides a generalized guide for bringing current conditions in line with the community's vision.

# VILLAGE OF CATLIN

## OFFICIAL ZONING MAP



**LEGEND**

- BUSINESS
- MULTIPLE FAMILY RESIDENTIAL
- SINGLE FAMILY RESIDENTIAL
- INDUSTRIAL
- SPECIAL USE
- CORPORATE LIMITS



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 ENGINEERING / ANALYSIS / MANAGEMENT  
 MAP# 028

## GENERAL BACKGROUND

### LOCATION

Catlin is located in Vermilion County, Illinois. The town is 5 miles southwest of Danville, Illinois, the county seat. It is four minutes from Interstate Highway 74. Access is from a state route which supports 80,000 lb traffic. Catlin is unique in that most traffic from the southwest quarter of the county passes through Catlin on its way to the major shopping areas in Danville.

### POPULATION AND DEMOGRAPHICS

While Danville had to deal with a significant population decline that resulted from the closing of major manufacturing companies, the Village and Township of Catlin have been spared the precipitous declines. There are 735 post office boxes rented in Catlin with an additional 410 rural deliveries of which 273 are actually in the Village.

Year	Vermilion County	Catlin Twp	Village of Catlin
1980	95,222	3,567	2,226
1990	88,257	3,402	2,173
1998	84,204	3,319	2,125
2000	83,919		2,087

The relatively small population loss can be directly attributed to our strong school system and strength of the village and township governments. A quality housing market attracts people to Catlin.

### EXISTING COMMERCIAL ESTABLISHMENTS

The Catlin local business community includes a local bank, grocery, gas and convenience store, restaurants, and service companies. Over 100 businesses are registered to do business in the township and 40 businesses maintain post office boxes within the Village itself. The following properties are available:

- 7500 sq. ft downtown business with administrative area and vehicle-garaging area
- 1500 sq. ft general-purpose building with off-street parking
- Vacant lot 1/8 block on major east-west street



## HOUSING

The village's housing market turns very quickly. Catlin homes hold their value. The following table indicates the stability of the market:

	#Sales	Average Ask Price	Average Sell Price	% of Ask	Days on Market
1998	35	\$77,183	\$71,761	93%	124
1999	24	67,895	63,202	93%	130
2000	28	78,843	74,877	95%	115

## ECONOMIC BASE

The Village of Catlin has the highest per-capita income in Vermilion County, Illinois. The residents work primarily in Danville, Champaign-Urbana, and Rantoul, Illinois. Driving times are 9 minutes, 35 minutes and 40 minutes, respectively. The community consists of a diverse group of employees including senior and middle-management personnel, small business owners, professionals, teachers, and highly-skilled technicians who work in industry.

The residents care for the town in which they live. Many participate on the school board, library district board, in the fire protection district as volunteer fire fighters and board members, in civic groups, in local clubs, and as trustees in village government.

## GOVERNMENT

The Village of Catlin has a Commission form of municipal government, which was adopted in 1914. This includes a mayor and the commissioners of:

- 1.) Accounts and Finances
- 2.) Public Health and Safety
- 3.) Streets and Public Improvements
- 4.) Public Property

Each commissioner is responsible for administering their portion of the governing body's activities. The Village appoints a full time Village Clerk, Police Chief, Supervisor of Streets and Alleys, and Supervisor of Water and Sewer. The Village has two additional full-time employees plus part-time office help, part-time summer help and four part-time police officers. Catlin is a zoned community. The purpose of zoning is to establish, regulate, classify and restrict types of construction and uses of structures within the village and the surrounding 1-1/2 miles. The Village is divided into single family residential, multi-family residential, business, industrial and special use zones. The zoning code is regulated by a zoning board consisting of seven community members appointed by the Village Council.

The Village offices, township office and township assessor are located in the Catlin Community Building. The south room is a community meeting room available for rent through the Village clerk's office. The community meeting room has a capacity of approximately 100 and contains a small fully-equipped kitchen and bathroom facilities. This south room is used frequently by organizations and individuals alike.

## **PUBLIC SAFETY**

### Police Services

Catlin employs one full time police chief and four part-time officers. The squad cars are computer equipped and linked to the State of Illinois Criminal Data Base. The upgrading of the database is a continual process. The average police coverage on a daily basis is twelve hours. In the smaller communities where constant police surveillance is not possible, the County Sheriff's Department provides back-up services. The County also provides records and a central dispatch for the Catlin force. Their teams are available for investigations on major crimes if needed. The Catlin community has adopted the enhanced 911 call system. The Illinois State Police serving the area are assigned to the Pesotum District #10 Office located in Champaign County with a branch office in Tilton, Illinois.

### Fire Protection

The Catlin Fire Protection District includes the Village of Catlin and much of Catlin Township. The fire station is located in Catlin and is equipped with two pumper units, one pumper/rescue unit, one tanker, one snorkel unit and one brush truck. The volunteer unit includes an average of 24 firefighters. Catlin is a member of the I & I Firefighters Association. Surrounding communities cooperate to provide automatic mutual aid. Education is an important aspect of the department. The Village firefighters average over 100 hours of education per person per year. Sixty five percent of the department is state certified. Pre-plans are a written description of how a fire would be handled at any major facility such as a school, church, or nursing home in the district. A Local Emergency Action Plan, dealing with major disasters, has been developed in cooperation with the Village, Township, Police and Fire District. Professional ambulance services are available to Catlin residents. The department employs a "Safe House", a portable building used to teach fire safety to children. The fire district has an ISO (Insurance Service Organization) rating of #5. In Vermilion County only Danville and Catlin have earned this rating. Insurance companies use this rating to help determine premium costs. This is a significant cost savings for Catlin homeowners and businesses.

## PARKS, RECREATION, MUSEUMS, CHURCHS AND ORGANIZATIONS

### Parks and Recreation

The Catlin Village Park is located on Vermilion Street in the center of the Village. The park includes playground apparatus for children and paved and lighted basketball and tennis courts. The covered pavilion provides picnic tables, cooking grills, and restroom facilities. The Park is used often for family reunions, business picnics, school outings, and Civic organization events, such as the Catlin Lions Club Fish Fry. Butler Branch Park is located on the west side of the Village in a more residential setting. Within fifteen miles of the Village are located Forest Glen County Preserve, Kennekuk Cove County Park and Kickapoo State Park. These parks offer hiking, biking and horseback riding trails, swimming, fishing, picnic, and camping areas. Lake Vermilion, in nearby Danville is managed by the County Conservation District. The lake is used for boating, skiing and fishing. A small picnic area and concession stand are adjacent to the boat ramp facility. Lake Vermilion is 1000 acres in area, contains one and one-half billion gallons of water, and is the largest lake in the area for recreation. Blue Needles, an 18-hole golf course with driving range, is located 3 miles west of Catlin. Additional recreational offerings are organized programs of youth softball, baseball, football, wrestling, and soccer. The Village contributes to the Summer Recreation Program provided by the School District.

### Museum

The Catlin Heritage Museum is located at 210 North Paris in the Amos Wooden home constructed circa 1830. The Museum is a display of an early Catlin home. The archive room with genealogy records, Catlin Courier papers, maps and records of Village, Township and County happenings is a research center. A second Museum property at 502 South Sandusky is a home containing an entire one-room log cabin inside. This cabin constructed circa 1830, is well preserved, with plans of becoming a Historic, Educational and Interpretive Center for the community.

### Library

The Catlin Public Library District serves the 3400 residents and is currently housed in a 900 square-foot room in the Municipal Building at 109 South Sandusky Street. The library is open 47 hours per week, six days of the week, including three evenings. In 1999 the total annual attendance was 14,600. The library sponsors a preschool story hour, summer reading program, and periodic special programs for children. Annual attendance at children's programs is over 1000. The library currently owns over 12,000 books along with videos, audiobooks, CD-Roms and computer software and subscribes to 92 newspapers and magazines. Annual circulation is near 25,000 and 64% of the residents have library cards. The library also offers the following for public use: free internet access, computer and printer, copier and fax machine. As a member of the Lincoln Trail Libraries

System, the Catlin Public Library offers its patrons online access to over 1.65 million items held by 70 libraries in East Central Illinois.

### Churches and Organizations

The Village has two churches within its community, the Catlin United Methodist Church and the Catlin Church of Christ. Both churches offer multiple service times, Sunday School programs, music groups, youth and adult activities. The Church of Christ offers a half-day pre-school program for children of three and four years of age. The Methodist Church has an average Sunday attendance of 140 with a full time pastor. The Church of Christ has an average Sunday attendance of 450 with a full time pastor and a full time youth administrator. All major religious denominations can be found in nearby Danville.

There are a number of civic organizations in Catlin including:

American Legion	Youth Sports League
Catlin Civic Group	CRIS Meals and Transportation
Catlin Historical Society	Faith in Action South
Catlin Lions Club	Local Recycling Program
Cub and Boy Scouts	Brownies and Girl Scouts

### SCHOOLS

The Catlin School District was awarded an A+ rating by School Search for academic performance. Of the 898 school districts in Illinois, only 67 other districts received this award.

Catlin Grade School has:

- a strong early childhood program to provide a solid foundation for learning
- an elementary curriculum that emphasizes the acquisition of Language Arts and Mathematical skills as first priority
- Science and Social Science integrated into the elementary curriculum
- special teachers for Music and Physical Education

The Junior High and High School have:

- curriculum designed to provide students with a sound basic program in English, Math, Social Studies, and Science
- a curriculum pattern diverse enough to provide a variety of courses including Music, Art, Family and Consumer Sciences, Agriculture, and Business Education.
- access to an Area Vocational Center, tech prep and Education-to Careers programs and activities
- college credit courses at the high school
- 85-90% of students who attend community college or universities
- a low drop out rate (2.2% vs. 5.8% for the state, low truancy rate

(.2% vs. 2.4% for the state), small average class size ( 14.8 students per class vs. 18.4 students as an average for the state) and above average graduation rate (86.5% vs. 82.6% state average)

Technology usage is integrated in all areas throughout the district; every classroom as well as computer labs have Internet capabilities. The grade school features an in-house TV studio. The district also has enrichment and remedial programs which enhance student learning, a vast array of extracurricular activities, a curriculum aligned with state standards, a safe and nurturing school climate and a caring, dedicated staff who work for the benefit of the students.

There are many extra-curricular activities offered for students at both the elementary and high school level. Band, chorus, math teams, and scholastic bowl are just a few. Athletic teams include volleyball, basketball, baseball, softball, football, track, cross-country, wrestling, and golf.

The Catlin Recreation Complex was built on property owned by the Catlin School District adjacent to Catlin High School and Catlin Grade School. The complex consists of four baseball/softball diamonds, a soccer field, and a youth football field. There is a 2,400 square foot concession stand, restroom and storage facility. A 900 square foot pavilion was added to the original structure in the spring of 2000. The entire complex complements the existing high school football field and track. The complex is also used by the Salt Fork High School Sports Cooperative (Jamaica and Catlin).

Private and parochial schools are located within ten minutes of Catlin.

## PUBLIC UTILITIES AND INFRASTRUCTURE

### Water and Sewer System

The Village of Catlin owns the sewer and water distribution systems. Water is purchased from Consumers Illinois Water Company located in Danville Illinois. The average daily usage is 150,000 gallons. The system is capable of generating 330,000 gallons per day to 925 customers. The system is limited by a 50,000 gallon water storage facility on the Catlin Tilton Road. A 60,000 gallon elevated tower and a 125,000 gallon elevated tower provide pressure and supply to the distribution system. Catlin also has a waste water treatment facility sized and licensed to serve up to 4000 residents. Water and sewer are billed every two months unless circumstances dictate monthly billing. The water rate is \$12.72 for the first 4000 gallons and \$3.18 for each additional 1000 gallons used. The sewer rate is \$24.24 for the first 4000 gallons; \$4.68 for the next 6000 gallons; \$2.94 for the next 20,000 gallons, and \$1.62 for each additional 1000 gallons used. The average household combined water and sewer bill is \$35 per month

### Gas and Electric

The Village is served by Central Illinois Light Company (CILCO). The high-voltage transmission line serving Catlin is rated at 7.2 kv/12.5 kv. Future residential expansion to the village must be paid by the developer with a refund from CILCO as each dwelling is connected until the cost is recovered. Industrial expansion may be on a cost share basis. Natural gas is also provided by CILCO from the Panhandle Trunkline in Tilton, Illinois. Illinois Power has a 12.5 kV transmission line to the east which comes within 1.7 miles of the village limits. This line can be upgraded and moved closer to Catlin if necessary. The high pressure gas transmission line between Catlin and Tilton is 4 inches in diameter and operates at 100 psig. This is reduced to 35 psig for distribution. There is an adequate supply of natural gas available for future expansion.

### Transportation Systems

Catlin is located four miles from Interstate 74 and is accessed by County Road #7. County Road #7 is rated as an 80,000 lb road. County Road #8, which is Vermilion Street, is rated at 72,000 lbs. The Norfolk and Southern Railroad transverses Catlin and could provide freight service. The nearest airport is Vermilion County Airport located northeast of Danville, Illinois. The airport is sized for small jet transport but does not handle any commercial flights. Catlin is located 40 minutes from Willard Airport in Savoy, which provides regional commuter flights, and 90 minutes from Indianapolis International Airport. Amtrak service is available 40 minutes away in Champaign. There is in excess of eleven miles of streets within the village. All streets are paved by oil and chip or asphalt overlay. Two major streets, North Sandusky and Webster, are asphalt overlay. Five secondary streets were overlaid in the summer of 2000. Currently city ordinances require new subdivisions to have paved streets 55 feet in width with curbs, gutters, sidewalks, and storm water drainage.

## **GOALS AND STRATEGY FOR DEVELOPMENT**

### **RESIDENTIAL**

#### Building Code(s)/Subdivision Ordinance

The Village of Catlin currently has a recently updated building code requiring BOCA building standards. The subdivision ordinance is also in place.

The Village of Catlin will continue to be proactive in terms of enacting, reviewing and enforcing the zoning, building and subdivision codes to insure that all construction meets standardized minimum standards.

The Village has adopted the residential area south of the Norfolk and Southern Railroad Line and west of Lookout Street as land zoned for manufactured housing.

#### Public Utilities

The current Wastewater Treatment Facility, constructed in 1977, continues to be improved to meet current EPA standards. The new modifications will continue to meet the needs of a population of 4000. The proposed improvements include modifications to the treatment process and the excess flow facilities. These modifications begin with the plant influent headworks and conclude with the excess flow facilities.

1. Headworks-A new comminutor will be installed in the inlet channel to replace the original one which will be removed. New pressure transducers will be installed to control the raw sewage pumps and new float switches will be installed to control the storm water excess flow pumps.
2. Raw Sewage Pump Station-The existing FloMatcher liquid rheostat type variable speed drive units will be replaced with the latest technology variable frequency drivers. This replacement will improve plant operations, because the existing variable speed drivers are obsolete and unreliable.
3. Activated Sludge Units-The plant tanks will be converted from the contact stabilization mode of operation to single stage nitrification mode and the existing aerobic digesters will be converted into aeration basins. In addition, modifications will be made to the dividing walls and inlet piping arrangements.
4. Control Building Improvements-HVAC system in the chlorine room will be replaced or modified as needed to maintain required operation temperatures and meet ventilation requirements.

5. Aerobic Digesters-One or two aerobic digesters are proposed to provide the recommended digestion volume. Each digester unit will be 8400 cubic feet and will provide totally independent operation.
6. Excess Flow Chlorine Tank-An ultrasonic level sensor/flow meter will be installed to measure flow over the weir and to pace the chlorination feed rate and a new chlorination system will disinfect the excess flow.
7. Sand Drying Beds-New beds will be paved with concrete to enhance dewatering and prevent sand loss.

These modifications are essential to any future growth and development of Catlin and will provide service for the next twenty years.

Storm Water-A new storm drain system will be installed to cope with the water discharged by the area known as "Brown's Field." The new system will take the water from the field to Butler Branch Creek. Water is known to be a problem from the fields south of Taylor's subdivision. The ditches along Lookout Street will be re-established to drain the water on its way to the Paris Street drainage ditch. If funds become available, a new underground drainage system from the end of Lookout Street along Burgess Street to Paris Street would be constructed. Also, depending on available funds, all storm sewers connected to the sanitary sewer system will be corrected. All new subdivisions must provide storm water drainage.

Sanitary Sewer-The Village will invest in potential growth by extending mains to the north on Webster St. and to the west on Vermilion St. to allow the system to be picked up and extended by developers. The extension of mains renders the municipality a partner with home builders and developers, and thereby offsets extension costs previously underwritten solely by the developer and individual homeowners. The developer/homeowner will continue to be responsible for extending lines to individual homes and within the subdivision or development.

Water System-The Village of Catlin will assertively pursue opportunities to attract additional users to the municipal water system to include residential as well as industrial and small business users. Water mains will be extended north on Webster Street and west on Vermilion St. to accommodate new development. Similar to the sanitary sewer lines, the extensions will be made to the subdivision/development, with the developer picking up the lines at the new development/subdivision.

A comprehensive plan has been developed to loop, or link existing water lines to create better water pressure and to enhance fire protection in designated areas. In addition to Paris Street and Vermilion Street, completed in the summer of 2000, the following loops will be made; Grade school loop from Bryan to Webster, Allison Street, Larkspur Street, and, if funds are available, from Vermilion Street to the Grade school loop. The plan further suggests that the existing two water towers are adequate to sustain residential and fire protection water usage, and both were repaired and repainted in 1997. The controls were updated in 1997 to assist with controlling the water level in the north tower.



Streets/Sidewalks- The Village of Catlin has adopted a strategy to upgrade streets from their current tar and chip surface to asphalt or concrete. Two major streets, North Sandusky and Webster, are asphalt overlay, Five secondary streets were overlaid in the summer of 2000. The balance of the Village street upgrades to asphalt will be completed on a need priority basis as decided upon by the Street Commissioner and engineering consultant.

The Village will continue to upgrade existing sidewalks on an as-needed basis. New sidewalk construction will be initiated in conjunction with community needs. For example, a new sidewalk was constructed from Jackson St. west to Mapleleaf Dr. to accommodate the new library and ensure accessibility to children north of Vermilion without crossing our busiest street. A new sidewalk north/south between Northview and Center St. was also constructed to accommodate existing pedestrian/school children traffic flowing toward Catlin Grade School.

The Village will develop a sidewalk plan to link current sidewalks together to provide more uniformity in the existing system (i.e.: link the north/south sidewalk on N. Sandusky St. and Webster St. with an east/west connection on Center St.).

#### Parks and Recreation

The overwhelming success of the Catlin Recreation Complex in improving recreational facilities in the community has spawned Phase II of the complex, an all-weather running track. The all-weather track will be built with public/private cooperation and is scheduled to be completed by the fall of 2002.

The all-weather track combines a healthy community initiative of providing a safe, appropriate venue for the hundreds of walkers and joggers (we estimate that 80% of the households in Catlin have at least one walker/jogger) with the need of the Catlin School District to upgrade its running track. The new all-weather track will be available to the citizenry of Catlin from 5 a.m. to 10 p.m. daily.

The Village of Catlin plans to continue its partnership with the Catlin School District to underwrite a summer youth program that serves over 300 children from 8 a.m. to 9 p.m. Monday through Friday from June to September, supervised by a school district faculty member as a role model. The program includes golf, bowling, swimming, open gym, weightlifting and other activities for youths of all ages.

#### Museums and Libraries

Library- Provena United Samaritans Hospital donated a building at 101 Mapleleaf Drive to the Catlin Public Library District for use as a new library. The Library Board of Trustees

has been planning how to best use the facility to serve the community for the next twenty years. The building is 1600 square feet and it is estimated that an addition of 2000 square feet will be needed when the building is renovated to provide an adequate facility. The new building will include better parking facilities, a separate children's area, additional library materials, an expanded audio-visual collection, study tables, more computer work stations, comfortable reading areas, and an automated circulation system.

Museum -Catlin Historical Society will continue to grow, acquiring memorabilia, antiques, and articles helping to preserve the heritage of the community. The Sandusky Log Cabin will be developed into a historic, educational, and interpretive center for the community. The Cabin will provide a location for tours, meetings, and school classes to be held. The garage area could be developed with displays to depict our farming past. The west portion of the property will be developed into a picnic/playground area.

### Opportunities for Growth

Strong infrastructure, excellent housing values, good schools and proactive government support Catlin's primary opportunity for growth--residential housing.

A thirty-acre tract located on Westwood Dr. south of Northview Dr. is a prime location for residential growth. All utilities and infrastructure are in place in addition to a recently completed subdivision adjacent to the property.

Residential growth is expected north of the current Village limits on Webster St. continuing east to the Catlin-Tilton Rd. Residential growth is also occurring west of Catlin on McGee Rd. Tracts east of S. Paris St. and south of Lyons Rd. are also prime locations for residential growth. Land south of the Norfolk and Southern Railroad line and west of Lookout Street is also being developed and has been rezoned to allow manufactured homes.

## **INDUSTRIAL DEVELOPMENT**

Catlin has little industrial development. The only company that could be classified as industrial would be the Catlin Grain Elevator. Catlin, however has several industrial advantages including:

- an 80,000 lb. road that connects Catlin with Interstate 74
- access to an extra one million gallon elevated tower
- eight million gallon a day excess sanitary sewer capacity potential
- the Norfolk Southern Railroad passes through the Village
- the railroad switch yard is only 3.5 miles to the east
- Illinois Power maintains a substation 2 miles east of Catlin with a 138KV line
- Panhandle has a 6" high pressure gas main located 3 miles east of Catlin
- The topography is level
- Catlin is only 3.5 miles south of the Danville/Tilton Enterprise Zone

-to the east there are six possible industrial sites ranging in size from 60 to 1900 acres and the 1900 acre site, north of the Catlin/Tilton Road is a owned by one individual.

The goal for Catlin is to attract industrial development on the north and south side of the Catlin/Tilton Road. The first objective would be to work with the current land owners to market their property for industrial development. Once letters of agreement were obtained the following plan of action would then be pursued:

1. Work with DAEDC to get the property located in the Enterprise Zone.
2. Work with Danville Sanitary District on main extension cost, ownership, and time frame of construction.
3. Work with the Village of Catlin Zoning Board and Catlin Township Zoning Board to rezone the land from Agriculture to Industrial.
4. Work with utilities and railroads on cost and time frame for extensions-Illinois Power, Consumers Water, Panhandle Natural Gas Company, Norfolk Southern Railroad and CILCO
5. Work with those companies and IDCCA and DAEDC on marketing the sites to industrial companies.

## **COMMERCIAL DEVELOPMENT**

Catlin has several commercial advantages. The population base for Catlin has remained stable, and the average household income is high. There are solid traffic counts along the main thoroughfares. In 1998, Paris Street north of Vermilion Street was 5300 vehicles per day, Paris Street south of Vermilion Street was 2800 vehicles per day, Vermilion Street west of Paris Street was 5600 vehicles per day, and Vermilion Street east of Paris was 4850 vehicles per day. Downtown Catlin has several existing business, and several commercial properties are available.

The goal for Catlin is to attract commercial development.

Objective – Increase Commercial services for Catlin residents

Action Plan – ID services that Catlin residents would utilizes

Once ID – then find out the following

What are requirements of the companies (traffic counts, population, size of building/lot, etc.)

ID location for those business to locate

Market to those companies/businesses

Objective – Attract Commercial business that draw people to Catlin

Action Plan – ID services that non residents would utilize

Once ID – then find out the following

What are requirements of the companies (traffic count, population, size of building/lot, etc.)

ID sites for those business to locate

Market to those companies/businesses

## **SCHOOLS**

Catlin schools, in partnership with family and community, will provide a positives and safe environment where students can believe in themselves, respect others and experience the excitement of learning. Catlin is a school district committed to helping all students excel and prepare for a changing world.

*Mission Statement for the Catlin Schools*

## **COMMUNITY**

Safe, friendly neighborhoods contain some of the best homes in the area, and past the tree-lined avenues is some of the finest farmland in the country. Catlin is a vibrant community where childrens' holiday concerts are standing room only and every family attends parent-teacher events at the school--the kind of community where the bank teller and grocery clerk know you by name and the volunteer fire department is rated as one of the best in the state of Illinois. Volunteerism and a cooperative spirit render the Catlin Historical Society 500 members strong and were the catalyst for a new recreation complex widely acclaimed as one of the outstanding facilities in the area.

The Catlin School system is acknowledged as one of the premier educational systems in east central Illinois. Close proximity to Danville Area Community College, the University of Illinois and Eastern Illinois University enhance our reputation as the public school district with the highest per capita ratio of students seeking secondary educational opportunities.

Access to strong utilities and available commercial development tracts makes property appealing both economically and environmentally. Low cost of living, superior health care and emergency services, attractive educational opportunities and plenty of seasonal festivals, clubs and recreational activities add up to a very high quality of life.



## APPENDIX A

(URL reload)


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1990 US Census Data  
Database: C90STF1A  
Summary Level: State--Place

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**Catlin village: FIPS.STATE=17, FIPS.PLACE90=11774****PERSONS***Universe: Persons*

Total.....2173

**HOUSEHOLDS***Universe: Households*

Total.....801

**AGE***Universe: Persons*

Under 1 year.....	20
1 and 2 years.....	68
3 and 4 years.....	61
5 years.....	31
6 years.....	33
7 to 9 years.....	112
10 and 11 years.....	84
12 and 13 years.....	66
14 years.....	38
15 years.....	37
16 years.....	50
17 years.....	34
18 years.....	26
19 years.....	25
20 years.....	25
21 years.....	27
22 to 24 years.....	71
25 to 29 years.....	155
30 to 34 years.....	195
35 to 39 years.....	147
40 to 44 years.....	164
45 to 49 years.....	138
50 to 54 years.....	135
55 to 59 years.....	111
60 and 61 years.....	37
62 to 64 years.....	48
65 to 69 years.....	77
70 to 74 years.....	58
75 to 79 years.....	48
80 to 84 years.....	27
85 years and over.....	25

**HOUSEHOLD SIZE AND HOUSEHOLD TYPE***Universe: Households*

1 person:

Male householder.....42

Female householder.....105

2 or more persons:

Family households:

Married-couple family:

With related children.....277

No related children.....	268
Other family:	
Male householder, no wife present:	
With related children.....	8
No related children.....	13
Female householder, no husband present:	
With related children.....	53
No related children.....	24
Nonfamily households:	
Male householder.....	9
Female householder.....	2

**HOUSING UNITS**

<i>Universe: Housing units</i>	
Total.....	822

**VALUE**

<i>Universe: Specified owner-occupied housing units</i>	
Less than \$15,000.....	10
\$15,000 to \$19,999.....	13
\$20,000 to \$24,999.....	19
\$25,000 to \$29,999.....	35
\$30,000 to \$34,999.....	67
\$35,000 to \$39,999.....	64
\$40,000 to \$44,999.....	66
\$45,000 to \$49,999.....	58
\$50,000 to \$59,999.....	88
\$60,000 to \$74,999.....	100
\$75,000 to \$99,999.....	53
\$100,000 to \$124,999.....	20
\$125,000 to \$149,999.....	6
\$150,000 to \$174,999.....	0
\$175,000 to \$199,999.....	0
\$200,000 to \$249,999.....	0
\$250,000 to \$299,999.....	0
\$300,000 to \$399,999.....	0
\$400,000 to \$499,999.....	0
\$500,000 or more.....	0

**MEDIAN VALUE**

<i>Universe: Specified owner-occupied housing units</i>	
Median value.....	47200

**MEDIAN CONTRACT RENT**

<i>Universe: Specified renter-occupied housing units paying cash rent</i>	
Median contract rent.....	273

(URL reload)

---

1990 US Census Data  
Database: C90STF3A  
Summary Level: State--Place

---

## Catlin village: FIPS.STATE=17, FIPS.PLACE90=11774

### PLACE OF WORK---STATE AND COUNTY LEVEL

*Universe: Workers 16 years and over*

Worked in State of residence:

Worked in county of residence.....980

Worked outside county of residence.....72

Worked outside State of residence.....16

### TRAVEL TIME TO WORK

*Universe: Workers 16 years and over*

Did not work at home:

Less than 5 minutes.....59

5 to 9 minutes.....75

10 to 14 minutes.....112

15 to 19 minutes.....307

20 to 24 minutes.....258

25 to 29 minutes.....67

30 to 34 minutes.....53

35 to 39 minutes.....4

40 to 44 minutes.....23

45 to 59 minutes.....50

60 to 89 minutes.....12

90 or more minutes.....9

Worked at home.....39

### EDUCATIONAL ATTAINMENT

*Universe: Persons 25 years and over*

Less than 9th grade.....107

9th to 12th grade, no diploma.....109

High school graduate (includes equivalency).....554

Some college, no degree.....285

Associate degree.....120

Bachelor's degree.....98

Graduate or professional degree.....92

### INDUSTRY

*Universe: Employed persons 16 years and over*

Agriculture, forestry, and fisheries (000-039).....18

Mining/(040-059).....1

Construction (060-099).....53

Manufacturing, nondurable goods (100-229).....90

Manufacturing, durable goods (230-399).....146

Transportation (400-439).....45

Communications and other public utilities (440-499).....22

Wholesale trade (500-579).....43

Retail trade (580-699).....157

Finance, insurance, and real estate (700-720).....64

Business and repair services (721-760).....46

Personal services (761-799).....40

Entertainment and recreation services (800-811).....14

Professional and related services (812-899):

Health services (812-840).....116





**MEDIAN HOUSEHOLD INCOME IN 1989**

*Universe: Households*

Median household income in 1989.....32314

**PER CAPITA INCOME IN 1989**

*Universe: Persons*

Per capita income in 1989.....13010

**YEAR STRUCTURE BUILT**

*Universe: Housing units*

1989 to March 1990.....4

1985 to 1988.....20

1980 to 1984.....53

1970 to 1979.....175

1960 to 1969.....254

1950 to 1959.....110

1940 to 1949.....59

1939 or earlier.....147

**MEDIAN YEAR STRUCTURE BUILT**

*Universe: Housing units*

Median year structure built.....1964

Account: W05479  
Site: 40392

**Demographic and Income Forecast**  
PREPARED FOR  
Village of Catlin

2/19/01

109 S. Sandusky  
Catlin, IL 61817  
Coords: 40.067289 - 87.707801

Area 1: 1 Mile Radius

<b>Snapshot</b>	<b>1990 Census</b>	<b>2000 Update</b>	<b>2005 Forecast</b>
Population	2,319	2,199	2,127
Households	845	811	789
Families	685	641	615
Average Household Size	2.74	2.67	2.69
Owner-occupied HHs	665	663	655
Renter-occupied HHs	180	148	135
Median Household Income	32,276	40,939	46,671
Average Household Income	34,909	47,146	55,823
Per Capita Income	13,133	17,388	20,720
Median Age	33.5	35.8	37.3

**Annual Percent Change for 2000-2005**

<b>Trends</b>	<b>Area</b>	<b>National</b>
Population	-0.65%	0.88%
Households	-0.53%	1.04%
Families	-0.80%	0.74%
Owner HHs	-0.24%	1.41%
Per Capita Income	3.83%	4.57%

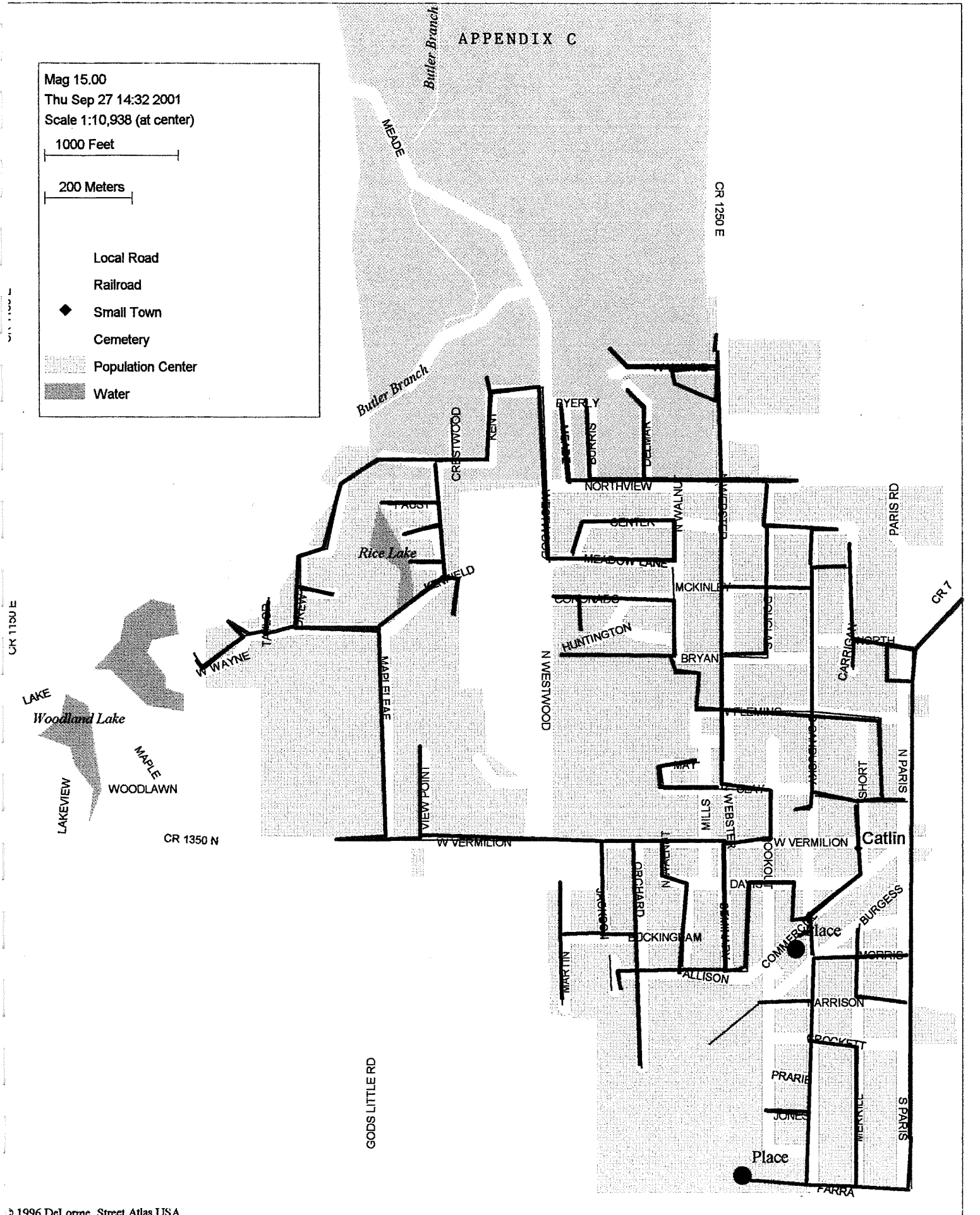
<b>Households by Income</b>	<b>1990 Census</b>		<b>2000 Update</b>		<b>2005 Forecast</b>	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
<\$15,000	165	19.40%	107	13.10%	86	10.70%
\$15,000-\$24,999	142	16.70%	97	11.90%	78	9.70%
\$25,000-\$34,999	157	18.40%	117	14.40%	96	12.00%
\$35,000-\$49,999	213	25.00%	191	23.60%	190	23.80%
\$50,000-\$74,999	132	15.50%	192	23.60%	194	24.20%
\$75,000-\$99,999	27	3.20%	61	7.60%	84	10.50%
\$100,000-\$149,999	11	1.30%	34	4.20%	52	6.50%
\$150,000+	5	0.60%	12	1.40%	21	2.60%
<b>Population by Age</b>						
<5	157	6.80%	144	6.60%	133	6.30%
5-14	382	16.50%	327	14.90%	301	14.10%
15-19	188	8.10%	179	8.20%	175	8.20%
20-24	130	5.60%	137	6.20%	137	6.40%
25-34	362	15.60%	280	12.70%	254	11.90%
35-44	343	14.80%	336	15.30%	296	13.90%
45-64	504	21.70%	560	25.50%	602	28.30%
65-74	138	6.00%	116	5.30%	109	5.10%
75-84	87	3.70%	83	3.80%	82	3.80%
85+	27	1.20%	36	1.60%	38	1.80%
<b>Race and Ethnicity</b>						
White	2,314	99.80%	2,192	99.70%	2,120	99.70%
Black	0	0.00%	0	0.00%	0	0.00%
Asian/Pacific Islander	3	0.10%	4	0.20%	4	0.20%
Other Races	2	0.10%	2	0.10%	2	0.10%
Hispanic (Any Race)	6	0.30%	11	0.50%	14	0.70%

APPENDIX C

Mag 15.00  
 Thu Sep 27 14:32 2001  
 Scale 1:10,938 (at center)

1000 Feet  
 200 Meters

- Local Road
- Railroad
- ◆ Small Town
- Cemetery
- Population Center
- Water





## Catlin Township Survey

1. What are Catlin's strengths (list 4):
  
2. What are Catlin's weakness (list 4):
  
3. What opportunities could increase growth for Catlin (list 4):
  
4. What threats could halt development in Catlin (list 4):
  
5. Are you optimistic that Catlin will grow its business base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
  
6. Are you optimistic that Catlin will grow its residential base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
  
7. Could the Township be doing more to grow the existing business base and attract additional business? If so, what could the Township be doing and what kind of business would you like to attract?
  
8. Could the Township be doing more to grow the residential base? If so, what could the Township be doing and what would be the optimal population without cause financial strain on Township?
  
9. What would the "perfect" Catlin look like (population, housing stock, schools etc.)?
  
10. What would you and/or the Township be willing to do to support a "Grow Catlin" policy?

## Catlin Village Survey

1. What are Catlin's strengths (list 4):
  
2. What are Catlin's weakness (list 4):
  
3. What opportunities could increase growth for Catlin (list 4):
  
4. What threats could halt development in Catlin (list 4):
  
5. Are you optimistic that Catlin will grow its business base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
  
6. Are you optimistic that Catlin will grow its residential base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
  
7. Could the Village be doing more to grow the existing business base and attract additional business? If so, what could the Village be doing and what kind of business would you like to attract?
  
8. Could the Village be doing more to grow the residential base? If so, what could the Village be doing and what would be the optimal population without cause financial strain on the village?
  
9. What would the "perfect" Catlin look like (population, housing stock, schools etc.)?
  
10. What would you and/or the village be willing to do to support a "Grow Catlin" policy?

## Catlin Religious Leader Survey

1. What are Catlin's strengths (list 4):
2. What are Catlin's weakness (list 4):
3. What opportunities could increase growth for Catlin (list 4):
4. What threats could halt development in Catlin (list 4):
5. Are you optimistic that Catlin will grow its business base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
6. Are you optimistic that Catlin will grow its residential base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
7. What has membership done over the last 5 years? What do you predict for the next 5 years?
8. What would the "perfect" Catlin look like (population, housing stock, schools etc)?
9. What would you and/or your church be willing to do to support a "Grow Catlin" policy?



## Catlin Education Survey

1. What are Catlin's strengths (list 4):
2. What are Catlin's weakness (list 4):
3. What opportunities could increase growth for Catlin (list 4):
4. What threats could halt future development in Catlin (list 4):
5. Are you optimistic that Catlin will grow its business base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
6. Are you optimistic that Catlin will grow its residential base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
7. How many students would be the "perfect" enrollment? This number would maximum present resources without cause financial strain on district.
8. What has enrollment done over the last 5 years? What do you predict for the next 5 years?
9. What would the "perfect" Catlin look like (population, housing stock, and schools)?
10. What would you and/or the district be willing to do to support a "Grow Catlin" policy?

## Catlin Builder/Developer Survey

1. What are Catlin's strengths (list 4):
2. What are Catlin's weakness (list 4):
3. What opportunities could increase growth for Catlin (list 4):
4. What threats could halt development in Catlin (list 4):
5. Are you optimistic that Catlin will grow its business base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
6. Are you optimistic that Catlin will grow its residential base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
7. Could the Village be doing more to grow the existing business base and attract additional business? If so, what could the Village be doing and what kind of business would you like to attract?
8. Could the Village be doing more to grow the residential base? If so, what could the village be doing and what would be the optimal population without cause financial strain on the village?
9. What would the "perfect" Catlin look like (population, housing stock, schools etc)?
10. What would you and/or your business be willing to do to support a "Grow Catlin" policy?

## Catlin Business Survey

1. What are Catlin's strengths (list 4):
2. What are Catlin's weakness (list 4):
3. What opportunities could increase growth for Catlin (list 4):
4. What threats could halt any development in Catlin (list 4):
5. Are you optimistic that Catlin will grow its business base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
6. Are you optimistic that Catlin will grow its residential base?  
Yes \_\_\_\_\_ No \_\_\_\_\_  
Comments:
7. What could the Village of Catlin do to assist your business to grow?
8. What can the Village of Catlin do to attract business and what kind of business should they try to attract?
9. What would the "perfect" Catlin look like (population, housing stock, schools etc)?
10. What would you and/or your business be willing to do to support a "Grow Catlin" policy?

APPENDIX G-1

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# 1997 Vermilion County City & Rural Deliveries

1997	City Res.	City Bus.	Total	Rural Res.	Rural Bus.	Total
Allerton	128	6	134	37	0	37
Alvin	133	2	135	169	1	170
Armstrong	92	1	93	90	1	91
Bismarck	225	5	230	287	1	288
Catlin	733	15	748	383	6	389
Collison	39	0	39	36	0	36
Danville	19,116	1,724	20,840	2,572	116	2,688
East Lynn	88	12	100	0	0	0
Fairmount	225	15	240	348	5	353
Fithian	223	4	227	190	5	195
Georgetown	1,459	76	1,535	701	9	710
Henning	112	5	117	0	0	0
Hoopeston	2,315	193	2,508	528	13	541
Indianola	151	1	152	124	0	124
Muncie	93	2	95	0	0	0
Oakwood	600	30	630	763	15	778
Potomac	235	18	253	344	4	348
Rankin	238	10	248	243	1	244
Ridge Farm	405	15	420	222	3	225
Rossville	512	77	589	274	1	275
Sidell	281	9	290	87	2	89
Westville	1,358	86	1,444	726	16	742
<b>Total</b>	<b>28,761</b>	<b>2,306</b>	<b>31,067</b>	<b>8,124</b>	<b>199</b>	<b>8,323</b>

These figures represent the number of deliverable addresses within an area. A deliverable address may be apartment, house, mobile home, or post office box.

Rural addresses are those addresses outside of the city, but have that city's zip code.

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## 2000 Vermilion County City & Rural Deliveries

2000	City Res.	City Bus.	Total	Rural Res.	Rural Bus.	Total
Allerton	133	9	142	35	0	35
Alvin	122	3	125	182	1	183
Armstrong	79	2	81	98	0	98
Bismarck	220	12	232	313	2	315
Catlin	695	40	735	427	7	434
Collison	38	3	41	40	0	40
Danville	19,020	1,717	20,737	2,711	132	2,843
East Lynn	55	15	70	0	0	0
Fairmount	216	14	230	332	6	338
Fithian	232	9	241	218	4	222
Georgetown	1,527	85	1,612	704	9	713
Henning	113	6	119	0	0	0
Hoopeston	2,330	198	2,528	544	16	560
Indianola	151	3	154	126	0	126
Muncie	90	3	93	0	0	0
Oakwood	610	30	640	800	20	820
Potomac	195	21	216	358	8	366
Rankin	245	9	254	237	2	239
Ridge Farm	361	29	390	249	3	252
Rossville	508	74	582	286	6	292
Sidell	352	12	364	93	6	99
Westville	1,369	89	1,458	710	18	728
<b>Total</b>	<b>28,661</b>	<b>2,383</b>	<b>31,044</b>	<b>8,463</b>	<b>240</b>	<b>8,703</b>

These figures represent the number of deliverable addresses within an area. A deliverable address may be apartment, house, mobile home or post office box.

Rural addresses are those addresses outside of the city, but have that city's zip code.

Source: Area Post Offices

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# 1997/2000 Comparison

## Vermilion County City & Rural Deliveries

Post Office	City Res.	City Bus.	Total	Rural Res.	Rural Bus.	Total
Allerton	5	3	8	-2	0	-2
Alvin	-11	1	-10	13	0	13
Armstrong	-13	1	-12	8	-1	7
Bismarck	-5	7	2	26	1	27
Catlin	-38	25	-13	44	1	45
Collison	-1	3	2	4	0	4
Danville	-96	-7	-103	139	16	155
East Lynn	-33	3	-30	0	0	0
Fairmount	-9	-1	-10	-16	1	-15
Fithian	9	5	14	28	-1	27
Georgetown	68	9	77	3	0	3
Henning	1	1	2	0	0	0
Hoopeston	15	5	20	16	3	19
Indianola	0	2	2	2	0	2
Muncie	-3	1	-2	0	0	0
Oakwood	10	0	10	37	5	42
Potomac	-40	3	-37	14	4	18
Rankin	7	-1	6	-6	1	-5
Ridge Farm	-44	14	-30	27	0	27
Rossville	-4	-3	-7	12	5	17
Sidell	71	3	74	6	4	10
Westville	11	3	14	-16	2	-14
<b>Total</b>	<b>-100</b>	<b>77</b>	<b>-23</b>	<b>339</b>	<b>41</b>	<b>380</b>
<b>Total %</b>	<b>-0.3%</b>	<b>3.3%</b>	<b>-0.07%</b>	<b>4.2%</b>	<b>20.6%</b>	<b>4.6%</b>





These figures represent the number of deliverable addresses within an area. A deliverable address may be apartment, house, mobile home, or post office box

Rural addresses are those addresses outside of the city, but have that city's zip code.

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8/26/99

## Population estimates for Townships within Vermilion County, IL

	4/1/90	7/1/91	7/1/92	7/1/93	7/1/94	7/1/95	7/1/96	7/1/97	7/1/98
Blount Township	3,122	3,111	3,105	3,097	3,100	3,051	3,003	3,001	2,983
Bulter Township	1,249	1,248	1,242	1,237	1,237	1,218	1,201	1,198	1,191
Carroll Township	715	713	712	710	712	704	692	693	689
Catlin Township	3,402	3,390	3,384	3,381	3,398	3,363	3,328	3,333	3,319
Danville Township	37,025	36,860	36,995	36,880	36,879	36,268	35,665	35,638	35,319
Elwood Township	1,773	1,767	1,758	1,753	1,751	1,729	1,707	1,707	1,694
Georgetown Township	8,286	8,256	8,221	8,199	8,202	8,097	7,969	7,944	7,899
Grant Township	6,673	6,633	6,596	6,562	6,546	6,426	6,306	6,301	6,254
Jamaica Township	229	228	228	229	229	225	222	222	221
Love Township	321	320	320	320	320	316	311	311	310
McKendree Township	791	790	788	787	790	779	767	766	763
Middlefork Township	1,543	1,537	1,529	1,524	1,525	1,499	1,485	1,489	1,481
Newell Township	13,930	13,858	13,822	13,770	13,763	13,516	13,293	13,286	13,186
Oakwood Township	3,538	3,532	3,533	3,544	3,580	3,544	3,505	3,516	3,516
Pilot Township	668	667	666	665	667	657	648	647	644
Ross Township	1,601	1,590	1,582	1,577	1,576	1,552	1,525	1,517	1,506
Sidell Township	1,077	1,072	1,063	1,062	1,062	1,043	1,022	1,014	1,010

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8/27/99

## Population estimates for municipalities within Vermilion County, IL

	4/1/90	7/1/91	7/1/92	7/1/93	7/1/94	7/1/95	7/1/96	7/1/97	7/1/98
Allerton	274	273	273	274	274	270	265	262	260
Alvin	339	338	338	337	337	334	330	329	327
Belgium	511	512	513	515	517	513	507	507	506
Catlin	2,173	2,163	2,158	2,157	2,171	2,150	2,129	2,135	2,125
Danville	33,828	33,603	33,505	33,340	33,373	33,618	32,060	32,051	31,761
Fairmount	678	676	675	673	673	664	655	652	650
Fithian	512	508	505	508	521	524	514	510	506
Georgetown	3,678	3,654	3,633	3,615	3,608	3,538	3,476	3,468	3,442
Henning	273	272	269	269	269	264	259	258	254
Hoopeston	5,871	5,832	5,797	5,764	5,745	5,636	5,528	5,525	5,481
Indianola	336	336	335	334	333	331	325	326	323
Muncie	182	181	179	178	178	173	170	169	168
Oakwood	1,533	1,538	1,543	1,553	1,572	1,557	1,550	1,567	1,578
Potomac	753	748	742	738	719	724	719	721	736
Rankin	619	619	614	610	608	598	589	587	583
Ridge Farm	939	934	927	923	918	908	898	899	890
Rossville	1,334	1,323	1,316	1,311	1,309	1,289	1,266	1,258	1,248
Sidell	584	580	574	571	569	557	545	540	539
Tilton	2,729	2,718	2,720	2,708	2,711	2,667	2,629	2,620	2,607
Westville	3,387	3,383	3,370	3,366	3,372	3,354	3,306	3,290	3,276

Source: US Census Bureau, [www.census.gov/population/www/estimates](http://www.census.gov/population/www/estimates)

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# 6 1 1      VILLAGE OF CATLIN, ILLINOIS  
RESOLUTION AMENDING COMPREHENSIVE PLAN

WHEREAS, Chapter 31 of the Municipal Code creates the Planning Commission in order that adequate provisions are made for the preparation of a Comprehensive Plan for the guidance, direction and control of the growth and development or redevelopment of the Village and contiguous unincorporated territory under the corporate authority of the Village; and

WHEREAS, on October 16, 2001, the Village adopted a Comprehensive Plan, prepared and recommended for approval by the Planning Commission, which Comprehensive Plan has been and shall be utilized by the Village and its committees for purposes of guiding the present and future development or redevelopment of the Village and the contiguous unincorporated territory under the corporate authority and jurisdiction of the Village; and

WHEREAS, the Comprehensive Plan has been amended from time to time to recognize the possibilities of a northeast bypass roadway around the Village and connecting north and south Vermilion County; and

WHEREAS, on November 7, 2006, the Planning Commission made a recommendation to the Village Council for an amendment to the Comprehensive Plan, which amendment would adopt a Comparison Matrix, developed by the Catlin Alternative Corridor Feasibility Study as an amendment to the Comprehensive Plan relating to the bypass roadway; and

WHEREAS, it is in the best interests of the Village that the Comprehensive Plan be amended to adopt the Comparison Matrix, a true copy of which is attached hereto as Appendix K.

NOW, THEREFORE, BE IT RESOLVED by the Village Council:

1. The Comprehensive Plan of the Village, adopted October 16, 2001, is hereby amended

to add the Comparison Matrix developed from the Catlin Alternative Corridor Feasibility Study, a true copy of which is attached to this resolution, as Appendix K.

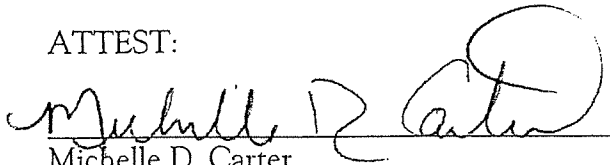
2. This resolution is hereby passed by an affirmative vote by a majority of the members of the Council of the Village of Catlin at a regular meeting of the Council.

Adopted this 5<sup>th</sup> day of December, 2006.



\_\_\_\_\_  
Fred Rinehart  
Mayor

ATTEST:



\_\_\_\_\_  
Michelle D. Carter  
Village Clerk

## EXECUTIVE SUMMARY

**Alternate B 1.1 – Lyons Road Reconstruction** – This alternative is one that would make improvements to the existing roadway from Catlin east to Illinois Route 1. These improvements would, but would not be limited to, widening, resurfacing, drainage improvements, utility adjustments, and potential urban section through the Village of Belgium.

**Alternate B 1.2 – Indianola Road/Lyons Road Connection** – This alternative goes well with improvements proposed to Lyons Road and would provide an unimpeded route from the south and then east to Illinois Route 1. This would allow traffic to avoid Catlin and the existing railroad crossings if they should so choose.

**Alternate B 1.3 – Webster Street/Shangri-La Reconstruction** – Again this alternate would make improvements to the existing roadway on Webster Street north out of Catlin on to Shangri-La Road north to Batestown Road. As with Lyons Road this alternative would widen and resurface where required, improve drainage, flatten curves and slopes to make this a much smoother and easier route to navigate.

**Alternate B 1.4 – Ross Lane (CR 1500 N) Extension to Catlin/Tilton Road** – Portions of this alternative would be along existing routes and a small section would require a new alignment. On the east end of this alternative the roadway has already been upgraded and has an existing signalized intersection with Illinois Route 1. It would require the reconstruction of the existing roadway for approximately a mile to the west and then the construction of new alignment for approximately a half mile to make a direct connection with the Catlin/Tilton Road.

**Alternate B1.5 – “G” Street** – This alternative would require coordination with IDOT and the FHWA. Improvements to the existing ramps to bring them up to current standards would help resolve issues with safety when using the ramps. Another component of this project would be to construct auxiliary lanes between the “G” Street and the Illinois Route 1 interchanges. This would reduce the need to merge with through traffic on I-74 and provide a more direct route between the two interchanges.

**Alternate B 1.6 – Illinois Route 1** – Again this alternative would require coordination with IDOT, with congestion being one of the main concerns with motorists using Illinois Route 1; congestion could be reduced by developing a Access Management Plan. Working jointly to develop an Access Management Plan would help keep the current roadway at the current levels of service. Developments will continue pop up along this corridor and developing ways to control access points ahead of them will not only help development, but will in turn help control congestion and keep capacity at current levels. Areas north of I-74 on Illinois Route 1 do not exhibit the use of a good Access Management Plan to control access points. These are also areas that currently exhibit sections of the roadway which are approaching capacity, or have already reached their capacity. Putting in place a good Access Management Plan prior to the area developing further will help with this issue. Also, planning for signalized intersection locations, interconnecting them and upgrading signal equipment along the corridor will also help with traffic flow through the corridor.



## EXECUTIVE SUMMARY

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- **“Long Range” Corridor Improvement Alternatives**

**Alternate C 1.1a – Tilton Road/Lyons Road Connection** – This would be one piece of a potential connection on the east side of Catlin. It would provide a connection between these two existing roadways and allow traffic to avoid vehicle and rail traffic in Catlin. However it will not be of much help if the connection is not completed north-west to Webster Street and south-west to Indianola Road.

**Alternate C 1.1b – Webster Street/Tilton Road Connection** – This would be the north part of a new connection to the east of Catlin. It would provide access to and from the north side of Catlin. Again, the rest of the connection would need to be made in order to make full use of this portion.

**Note:** The southern piece of a connection on the east side of Catlin is shown as Alternate B1.2 and would be considered part of the Lyons Road Reconstruction.

**Alternate C 1.2 – Ross Lane Extension from Catlin/Tilton Road to Webster Street** – This alternative would provide for the extension of Ross Lane further west to Webster Street. This extension would go hand-in-hand with the extension as described in Alternate B 1.4 and would complete an improved access east-west. It would also provide a much needed access to the north side of Catlin.

**Alternate C 1.3 – New I-74 Interchange at Leverich Road** – This would be an alignment which would use some sections of existing alignment, an existing structure over I-74 and some new alignment which will provide access to Catlin/Tilton Road. A new interchange with I-74 would not provide access further to the north, but would provide an additional north-south access for the south east portions of Vermilion County. It is not to say that an access on to the north could not be pursued, but the environmental impacts appear to be substantial and the connection would not appear to provide a good straight connection on to Henning Road

**Alternate C 1.4 – New North Webster Street Corridors** – These would be all new alignments north of Catlin extending north from Webster Street over the Vermilion River to various connection points along Batestown Road and US 150. These would also provide north-south access for the area. Environmental impacts would be much greater with these corridors due to the river crossing that would be required.

**Alternate C 1.5a – Webster Street Realignment** – A realignment of North Webster Street to the west and north would provide for a more direct route in and out of the north side of Catlin. It would also resolve existing issues along this route, such as, tight turns, narrow widths and steep slopes. This alternate also creates several potential environmental impacts.



## EXECUTIVE SUMMARY

**Alternate C 1.5b – Shangri-La Road Realignment to Batestown Road** – There are a couple potential possibilities on this end. This one would see Shangri-La Road have a new alignment south away from the cemetery and then north to Batestown Road along the existing river bluff. This would also resolve issues with steep slopes, sharp curves and narrow widths. Once again, this alternate has similar environmental impacts associated with it.

**Alternate C 1.5c – Shangri-La Road Realignment to US 150** – This is a second potential alignment that would resolve existing issues with steep slopes, tight turns and narrow widths. This would be a more direct connection with US 150 and Batestown Road would “T” into this route on the west end. As with all new alignments in this area these would potentially create considerable environmental impacts that would have to be addressed.

**Alternate C 1.6 – Wayne Drive Extension East to Catlin/Tilton Road** – This is yet another option to connect the north side of Catlin to the east. It would be a shorter alternative, but it would not provide good connectivity on through to Illinois Route 1.

### Recommendations:

The potential alternatives have all been ranked and can be seen in Section 5 of this report. For the purposes of having some direction to move forward from this point the following top priorities should be pursued further.

First, unified support of the 14<sup>th</sup> Street Bridge and North Webster Street Drainage Structure should be pursued to ensure that both of these projects go forward as soon as possible.

Secondly, an option which would require little or no cost to do would be the development of an Access Management Plan for Illinois Route 1. Portions of this route south of 14<sup>th</sup> Street to south of Lyons Road should be targeted first so as to have a plan in place to guide development access before it is too late and the capacity and congestion levels exhibit the same issues as currently seen north of 14<sup>th</sup> Street.

Making improvements to Lyons Road should also be a top priority. This section of roadway is in poor condition and improvements would make this a viable alternative to the Catlin/Tilton Road route. Along with this improvement a new connection from Indianola Road to Lyons Road should be pursued. The combination of the two would allow traffic from the south to proceed over to Illinois Route 1 uninterrupted by rail traffic through Catlin. Without the Indianola/Lyons connection the full benefit of improvements to Lyons Road may not be realized.

Next, improvements to Webster Street and Shangri-La Road north from Catlin to Batestown Road would provide a more viable route in and out of Catlin to the western and northern portions of Danville and Vermilion County. Some issues with roadway width, and tight turns would need to be addressed through this project at the same time.



## EXECUTIVE SUMMARY

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The extension of Ross Lane to Catlin/Tilton Road would be the next priority to provide an alternate connection to Illinois Route 1 to the east. In conjunction with this a study of the further extension Ross Lane to Webster Street should be considered. These two projects together would provide an excellent link from the north side of Catlin east to Illinois Route 1.

Finally, to provide an additional north-south access route in the south-west portion of Vermilion County a new interchange at Leverich Road with a connection south to the existing Catlin/Tilton Road should be studied. This route would be the easiest and quickest to pursue, provides solid north-south access to this portion of Vermilion County and would have the least amount of impacts on the environment.

These are not the only alternatives that were evaluated and rankings for all the others can be seen in Section 5 of this report. The above options ranked higher for many reasons. Some of those being; having the least amount of impacts to the environment and property owners, most cost effective, and most benefits to the motoring public, etc.

### Project Implementation Actions:

A key factor to the success of any of these projects will be the establishment of unified support from the local communities and government. An effort should be pursued to secure all funds necessary to complete the 14<sup>th</sup> Street Bridge and North Webster Street projects as soon as possible. Especially, the 14<sup>th</sup> Street project which has been on hold for quite some time due to the lack of funds to move forward.

Work closely with the Illinois Department of Transportation to develop a comprehensive Access Management Plan for Illinois Route 1 between Lyons Road and 14<sup>th</sup> Street and other collector routes in the area. This will require considerable coordination between all affected parties, but will aid tremendously in the creation of good access for developments along the route. The cost associated with this will mainly be in the time of public officials to develop and agree to the plan. Pre-planning of the access points, signalized intersections and their interconnection will help keep congestion in check for many years into the future.

Next, begin the planning/design process and programming of improvements to Lyons Road, Webster Street and Shangri-La Road to make each of these routes more viable alternative routes and better equipped to handle increases in traffic.

Finally, begin the planning/design process and programming of the more long range improvement projects. Such projects as, the Ross Lane Extension west to Webster Street and a new I-74 interchange at Leverich Road fall into this category. Since these projects will be more complicated in nature, they should to be started now in order realize their benefits within the next 5 to 10 years.



VILLAGE OF CATLIN, ILLINOIS  
# 588 RESOLUTION AMENDING COMPREHENSIVE PLAN

WHEREAS, Chapter 31 of the Municipal Code creates the Planning Commission in order that adequate provisions are made for the preparation of a comprehensive plan for the guidance, direction and control of the growth and development or redevelopment of the Village and contiguous unincorporated territory under the corporate authority of the Village; and,

WHEREAS, on October 16, 2001, the Village adopted a comprehensive plan, prepared and recommended for approval by the Planning Commission, which comprehensive plan has been and shall be utilized by the Village and its committees for purposes of guiding the present and future development or redevelopment of the Village and the contiguous unincorporated territory under the authority and jurisdiction of the Village; and,

WHEREAS, on February 24, 2005, the Planning Commission, following a request by the Vermilion County Highway Department to review possibilities of a northeast bypass roadway around the Village and connecting north and south Vermilion County, has made a recommendation to the Village for an amendment to the Comprehensive Plan; and,

WHEREAS, it is in the best interest of the Village that the Comprehensive Plan be amended to give consideration for a northeast bypass roadway.

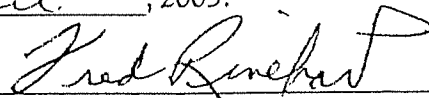
NOW, THEREFORE, BE IT RESOLVED by the Village Council:

1. The Comprehensive Plan of the Village, adopted October 16, 2001, is hereby amended and the Comprehensive Plan, as amended hereby, shall be utilized by the Council and its committees for purposes of guiding the present and future development or redevelopment of the Village and the contiguous unincorporated territory under the authority and jurisdiction of the Village; to-wit:

In considering and developing residential growth along Webster Street extended north of the current village limits and east of Webster Street extended to the Catlin-Tilton Road and south of Lyons Road, and when considering and developing industrial growth south of the Catlin-Tilton Road to Lyons Road, the Village shall preserve a corridor for the relocation or the construction of a county highway or other roadway running from north Webster Street extended to the Catlin-Tilton Road and southerly from the Catlin-Tilton Road to Lyons Road and southerly therefrom, all as part of a northeast bypass roadway connecting north and south Vermilion County.

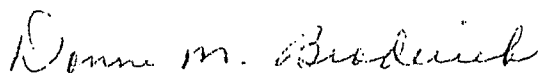
2. This resolution is hereby passed by an affirmative vote by a majority of the members of the Council of the Village of Catlin at a regular meeting of the Council.

ADOPTED this 5<sup>th</sup> day of April, 2005.



Fred Rinehart, Mayor

ATTEST:



Donna M. Broderick, Village Clerk



