

Introduction

The DeKalb Sycamore Area Transportation Study (DSATS) Transportation Improvement Program (TIP) represents planned transportation improvements for Fiscal Years 2008-2011. The TIP is a short-range capital improvements program outlining a 4-year schedule of projects that have been locally approved by DSATS to receive federal funding. The DSATS TIP also includes some of the projects funded (or expected to be funded) by the Illinois Department of Transportation, the Federal Transit Administration, local jurisdictions, and other funding sources. Local funds can include funding from municipalities, counties, and transportation providers.

The TIP is designed to meet the area's transportation goals by programming projects that address capacity needs, congestion reduction, transit service needs, air quality improvements, and transportation enhancements. The TIP is the tool by which the public can understand and comment on the planned transportation projects for FY 2008-2011.

The DSATS TIP covers the Metropolitan Planning Organization's transportation planning area, including the City of DeKalb, the City of Sycamore, the Town of Cortland, and a portion of DeKalb County. Approximate street boundaries of the urbanized area are Mayfield Road, Nelson Road, Keslinger Road, and Airport Road.

The TIP Process

The DSATS TIP covers a four-year time period based on the State of Illinois's fiscal year (SFY), which coincides with that of the City of DeKalb, and runs July 1-June 30. Although it may be amended under certain circumstances, the TIP undergoes a major update every other year.

The TIP is developed within the framework of the *Long Range Transportation Plan*, which provides a 20-year perspective on the area's transportation systems. With the adoption or update of the TIP, the DSATS Technical Committee evaluates new needs and projects, receives comments from the public, and forwards a recommendation to the DSATS Policy Committee. The Policy Committee considers the Technical Committee's recommendation and then votes to adopt the Program. The TIP is then submitted to IDOT, FTA, and FHWA for incorporation into their respective programs.

Once approved by all parties, the TIP can be formally amended by resolution of the DSATS Policy Committee, at any time, to add projects. Projects added must be without any substantial air quality effects and must maintain the fiscal balance of the TIP.

The role and profile of the MPO

The DeKalb-Sycamore Area Transportation Study (DSATS) has been designated by the Governor of the State of Illinois as the Metropolitan Planning Organization (MPO) for the DeKalb-Sycamore Urbanized Area.

One of the MPO's primary roles is to facilitate cooperation and coordination between the area's transportation jurisdictions. Through the TIP process, the MPO assigns Surface Transportation Planning-Urban (STP-U) funds to local transportation projects, and approves the use of all federal funds allocated towards transportation projects within the urbanized area. In most cases, the MPO is not the implementing agency for projects, but provides an overall coordination in the planning for and programming of funding for projects. Coordination and cooperation through the MPO Process optimizes the application of limited resources to an area's transportation needs, recognizing that such needs do not stop at municipal boundaries.

The MPO is comprised of a Policy Committee, a Technical Committee, and staff.

The DSATS Policy Committee is made up of elected officials representing their respective communities. The Policy Committee and IDOT jointly share the responsibility for developing and maintaining the transportation plans and programs as required by State and Federal law. The Policy Committee determines Technical Advisory Committee and Policy Committee membership and voting privileges, enacts and amends DSATS bylaws, and approves the Transportation Improvement Program (TIP). The DSATS Policy Committee consists of eight voting members from four jurisdictions: City of DeKalb (4), City of Sycamore (1), DeKalb County (1), Northern Illinois University (1), and Illinois Department of Transportation (1).

The Technical Advisory Committee's (TAC) membership is drawn from professional and technical staff from the jurisdictions represented by the Policy Committee. The role of the TAC is to provide professional and technical advice and recommendations to the Policy Committee on all matters pertaining to the technical planning functions of DSATS and other matters as requested. The Technical Committee includes administrators, engineers and planners from DeKalb, Sycamore, the County, NIU, Town of Cortland, Voluntary Action Center, NIU Student Association, and Kishwaukee College.

The City of DeKalb is the Lead Agency for DSATS and provides the staffing for the program. DSATS staff currently consists of a part-time Study Director, who also serves as the City Planner for the City of DeKalb, and a full-time Transportation Planner. Staff is responsible for the ongoing supervision, management, and coordination of the planning efforts of the DSATS program. This includes record keeping, correspondence, local

funding disbursement and management, document maintenance, and information dissemination.

SAFETEA-LU and the TIP

Approximately every five or six years the United States Congress passes a national transportation bill. Over the years, the legislation has changed from a highway focus to recognizing the importance of other modes of transportation. Funding programs for transit, bicycle, pedestrian, and freight were incorporated into the Intermodal Surface Transportation Equity Act of 1991 (ISTEA). The Transportation Equity Act for the 21st Century (TEA-21) was adopted in 1998 and reinforces this belief in treating the individual modes of transportation as components of a cohesive system. SAFETEA-LU was adopted in 2005 and continues the initiatives set forth by ISTEA and TEA-21.

ISTEA, TEA-21, and SAFETEA-LU mandate the use of the 3-C Planning Process for each urbanized area as a condition to the receipt of federal capital and/or operating dollars.

MPOs were created to ensure that transportation planning efforts were “cooperative, continuing, and comprehensive.” “Cooperative” was defined to include federal, state, and local levels of government, as well as various nongovernmental organizations involved in or affected by transportation issues. “Continuing” referred to the need for periodic evaluations of the plan’s goals and recommendations. “Comprehensive” was intended to incorporate ten basic elements into every transportation planning effort.

Those ten elements are:

1. Economic factors affecting development
2. Population
3. Land Use
4. Transportation facilities including those for mass transportation.
5. Travel patterns
6. Terminal and transfer facilities
7. Traffic control features
8. Zoning ordinances, subdivision regulations, and other local building requirements
9. Financial resources
10. Social and community value factors, such as preservation of open space, parks and recreational facilities, preservation of historic sites and buildings, environmental amenities, and aesthetics

SAFETEA-LU Mandated Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

The TIP is developed to meet the intent of federal legislation to achieve the movement of people and products in an equitable, timely, efficient, and economic manner. To this end, SAFETEA-LU allows for the transferability of funds between complementing components (modes) of the transportation system. The TIP conveys the financial and functional influences a project will have on individual transportation components, as well as on the transportation system as a whole.

Goals and Objectives

As part of the long-range planning process, DSATS has identified the following vision statement and goals. These statements describe the priorities and intentions of the DeKalb-Sycamore Area Transportation Study.

Vision Statement

The DeKalb-Sycamore Area Transportation Study will cooperatively develop a comprehensive, regionally coordinated, and integrated multi-modal transportation system that meets the needs and goals of the area's citizens.

Goals

Goal 1: Develop a safe and secure multi-modal transportation system that provides for the efficient movement of people and goods.

Goal 2: Identify and support transportation improvements to ensure a high level of mobility and accessibility throughout the metropolitan planning area.

Goal 3: Develop a transportation system that promotes the use of alternative modes including public transit and the development of a regional bicycle network.

Goal 4: Support transportation enhancements and projects that promote existing and future economic development.

Goal 5: Balance transportation improvements with potential impacts to the surrounding physical and social environment.

Long-Range Transportation Priorities

In order to be placed on the TIP, projects must first be included in or meet the criteria outlined by the Long Range Transportation Plan (LRTP).

It is the intent of this document and the goal of DSATS to take an integrated and multi-modal approach to assess alternative improvements with respect to the entire transportation system and not to a single component of that system.

Because of the comprehensive scope of the Long Range Transportation Plan, it is necessary to build on past and current planning efforts that offer more detailed analysis of particular transportation issues. The most recent of which include the DeKalb County Greenways and Trails Plan and the DSATS Transit Development Plan.

Functional Classification – In general, the current DSATS functional classification system provides adequate connections between the local transportation network and higher-class facilities. However, there are some classifications that may warrant consideration for change. The recommended changes were based on current traffic volumes, roadway spacing and type of use, and not necessarily whether the roadway was designed and constructed according to current design standards.

Capacity Improvements – DSATS should work with IDOT, DeKalb County, and individual municipalities to cooperatively determine and prioritize major capacity improvements and establish how best to address negative impacts of increased capacity. Roadways and intersections identified as a Level of Service (LOS) “D” should prompt DSATS to assess transportation improvement options. Improvements should be evaluated from the least intrusive and expensive to the most intrusive and expensive.

Long Term road capacity expansions include:

- Peace Road: Widen to four lanes between I-88 and IL 38 and add turn lanes
- Peace Road: Widen to four lanes between IL 64 and IL 23 and add turn lanes.
- Annie Glidden Road: Widen to four lanes between Ashley Drive and I-88 and add turn lanes.
- West Arterial: Construct road extension between W. Bethany Rd and Fairview Dr.

Access Management – DSATS should work with IDOT, DeKalb County and municipalities to continue to develop and implement access management plans

for principal and minor arterial streets. Access management plans have been done for Annie Glidden Road and Peace Road. Many arterials already limit driveway and crossroad spacing and/or have included center turn lanes and/or left-turn lanes. However, as traffic volumes continue to increase, there may be greater need to separate directional traffic with medians and constructing dedicated left turn bays.

Roadway Policy Recommendations – Policy recommendations address identified problems and/or provides action steps toward achieving the MPO’s goals and objectives.

Road System Preservation

- Continue to emphasize the maintenance and preservation of the existing roadway facilities.

Truck Traffic

- Complete the truck flow study and utilize results to assess truck routing alternatives and develop strategies to minimize negative truck impacts through sensitive areas of the community.
- Regularly monitor truck traffic volumes and accommodate/encourage truck use on appropriate truck routes.

Road Design

- Support roadway design standards consistent with community goals and appropriate for neighborhood design characteristics.
- Periodically review functional class system
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Capacity Concerns

- Where capacity deficiencies are identified, alternatives to adding new capacity should be considered and evaluated prior to new construction. Where mitigation measures have been determined to be unsuccessful, added capacity should be evaluated and implemented to minimize congestion delays.
- Develop a Travel Demand Management (TDM) plan to identify and implement programs that promote the efficient use of the transportation system.
- Consider refining and calibrating the travel demand proto-model to improve accuracy and confidence in traffic forecasting.

Event Traffic Congestion

- Conduct a Convocation Center area traffic impact study.
- Evaluate cost-effective solutions for addressing congestion delays

associated with large event traffic at the Convocation Center and on the NIU Campus.

Safety

- Conduct a safety study to address areas of concerns and gather the data needed to conduct the analysis in order to generate appropriate recommendations.
- Address pedestrian safety issue along Annie Glidden Road between Stadium Drive and Lincoln Drive.
- Work with the appropriate agencies to develop a complete and comprehensive vehicular crash/accident database utilizing GIS technology to analyze safety issue patterns.
- Access management techniques that improve traveler predictability and reduce conflict points should be explored as possible solutions to improve traffic safety, including pedestrian and bicycle safety.

Funding Authorization

The TIP represents the implementation phase of the planning process, where all facility and capital improvements, as well as transportation system evolution recommendations, using either United States Code Title 23 (Highway) or Federal Transit Act (FTA) funds, are programmed for completion. The TIP includes all such actions proposed for implementation during a three-year period.

The MPO and the state, in cooperation with transit operators, are strongly encouraged to initiate a cooperative review of all projects currently programmed or proposed to be programmed. By examining all of the pending projects, the state and the MPO can take full advantage of the increased flexibility of FHWA and FTA capital funds. Major SAFETEA-LU programs that provide funding for the TIP listing include:

1. Surface Transportation Program (STP), which may be used for, among other things, any type of highway or transit capital project, carpool projects, safety projects, research and development, traffic monitoring, surface transportation planning programs, enhancement activities, transportation control measures, management systems, natural habitat/wetlands mitigation, pollution abatement, and intelligent transportation systems.

Assuming full utility of the estimated apportionment, IDOT has determined the DeKalb-Sycamore area will receive approximately **\$389,000 annually** in STU funds.

2. Federal Transportation Administration (FTA) Sections 5307 and 5309 transit capital funds, which may be used as long as certain specific conditions are met. These conditions include a requirement that 1% of transit funds be spent on transit security.

In order to further facilitate a cooperative review of all projects in the DeKalb-Sycamore area, projects not funded through federal sources may also be included in the TIP.

1. Motor Fuel Tax (MFT): The State of Illinois collects nineteen (19) cents per gallon tax on gasoline and twenty-one and one-half cents (21.5) on diesel fuel. These revenues are shared with counties, municipalities, and townships to be used for the construction and maintenance of highways. Allotments to municipalities are based on population. Counties receive their allotment based on the total license fees in the county. Township allotments are based on the total township mileage.

The Federal Government also collects motor fuel tax, these revenues are used to fund the National Highway Trust.

In Illinois, Cities with home rule status may also impose a motor fuel tax. At the present time, neither Sycamore nor DeKalb imposes a motor fuel tax. The Town of Cortland does not have home rule status.

2. Down State Operating Assistance (DOAP): The State of Illinois offers DOAP funding in an amount up to eighty percent (80%) of 3/32nd of sales tax. In FY 2007, the City of DeKalb/DSATS received DOAP funding in the amount of \$1.4 million dollars.

3. Legislative Initiative: Projects may receive funding through the office of an elected official. These funds have varying application and allotment procedures.

Federal Requirements

In order to remain eligible for federal transportation funding, the planning process in the DeKalb-Sycamore area must demonstrate that it is in compliance with federal requirements. Transportation Planning is governed by regulations jointly sanctioned and implemented by the Federal Highway Administration (FHWA) and the Federal Transit Administration. Compliance with some of these requirements is summarized here.

Fiscal Constraint

The TIP is required to be fiscally constrained for the three years identified in the federally funded transportation work program. “Fiscally restrained” refers to having sufficient revenue to implement all identified projects. It is anticipated that all funding identified in this document will be available during FY08-11.

IDOT and DSATS share responsibility for analyzing the TIP to ensure there are sufficient resources to deliver the projects at the times they are scheduled.

This document also realizes that economies, budgets, and opportunities can be difficult to anticipate. For this reason, the TIP also includes a list of desired, but as of yet, unfunded projects. These projects may be funded from local contributions, as legislative initiatives, placed on future TIPs, or handled in other ways.

Environmental Justice

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. This Order amplified the provisions found in Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The recently released Executive Order on Environmental Justice further amplifies Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

Under this Order, DSATS must make a meaningful effort to involve low income and minority populations in the decision processes established to program federal funds. DSATS evaluates the nature, extent, and incidence of probable favorable and adverse human health or environmental impacts of the program or activity on any particular group, paying particular attention to the affects upon minority or low-income populations.

In addition to a public involvement process, DSATS addresses Title VI requirements in the following ways:

- The DeKalb-Sycamore area has a somewhat unique situation in that a major provider, Voluntary Action Center, is also a social service agency. VAC's target populations include the disabled and the elderly; VAC also regularly communicates with other area human services providers.
- DSATS works through the DeKalb Continuum of Care, a network of social service agencies, law enforcement, state agencies, and local jurisdictions, to publicize the plans and actions of the MPO.
- The MPO recognizes a need for transit services in areas currently not served. DSATS also recognizes a need and desire for transit making connections to other transit within the region.
- The MPO will continue to seek opportunities that will lead to improved transportation for those traditionally underserved.

Public Involvement

DSATS maintains a Public Involvement Policy mandating certain procedures before the adoption of the TIP.

SAFETEA-LU introduces requirements to specifically consult with economic development agencies and environmental resource agencies, in addition to broad public consultation.

The TIP is available for public comment for a minimum of 45 days. If there are significant changes to the TIP that could not be anticipated by public comment, the revised TIP is available for an additional minimum of ten days. The draft TIP is available at five review sites within the MPO boundaries: City of DeKalb Community Development office, Town of Cortland clerk's office, City of Sycamore clerk's office, DeKalb County Planning and Zoning office, and the DeKalb Public Library.

Air Quality Determination

The DeKalb-Sycamore area is classified as a "maintenance" area for ozone levels, according to monitoring by the EPA. Under the 1990 Clean Air Act amendments, those areas classified as nonattainment or maintenance areas for ozone are subject to additional regulations.

However, several counties to the east of DeKalb County were classified as nonattainment areas as of August 2004. Those counties include Cook, DuPage, Grundy, Kane, Kendall, McGrundy, and Will. The proximity of air quality concerns prompts DeKalb County to be cognizant of the potential. If the DSATS area was designated as a nonattainment area, the MPO and its member jurisdictions would be subject to additional levels of air quality regulation and documentation requirements.

Local Policy Statement

DSATS Policy Development

The FY 2008-11 TIP constitutes the documentation of the DeKalb-Sycamore Area Transportation Study (DSATS) policy as it relates to the use of Title 23 and FTA funds for improvements within the DeKalb-Sycamore area. The TIP is intended to provide a basic interpretation of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and to outline the procedures and governing regulations for the local use of Title 23 and FTA funds.

Program Amendment and Project Advancement

In accordance with TEA-21 regulations, the FY 2008-2011 TIP is financially constrained. All projects in the first-year element have verified funding sources and the projects in the second and third-year elements have reasonably expected sources. Project implementation priority is given to the first year of the TIP. However, special circumstances may arise necessitating moving a second or third-year project forward to the first year. When this happens, such moves will take place with no further action required of the DSATS Technical or Policy Committees. The MPO at the next regularly scheduled committee meetings will advise the Technical and or Policy Committees of the project advancement.

Appendix

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Glossary of Terms

AAADT: Average Annual Daily Traffic.

AASHTO: American Association of State Highway and Transportation Officials.

ADA: Americans with Disabilities Act of 1990.

AMPO: American Metropolitan Planning Organizations.

APTA: American Public Transportation Association.

AWDT: Average Weekday Traffic.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendments of 1990.

CMAQ: Congestion Mitigation & Air Quality Improvement Program.

CMS: Congestion Management System, required for all Transportation Management Areas (TMA's).

CPI: Consumer Price Index.

Capacity: A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time.

Capacity Deficiency: Occurs when the number of vehicles on a roadway exceeds the desired level of service threshold volumes for that roadway.

Congestion: The volume of traffic at which transportation facility performance is no longer operating at an acceptable level of service.

DSATS: DeKalb-Sycamore Area Transportation Study.

EIS: Environmental Impact Statement. An analysis of environmental impacts of proposed land development and transportation projects; conducted for federally funded or approved projects per NEPA.

EPA: Environmental Protection Agency.

Enhancements (Program funds): Program within the surface transportation program (STP) that sets aside 10% of STP funds for non-highway projects, including bike/pedestrian facilities, streetscape improvements, and preservation of historic transportation buildings or structures.

Environmental Justice: The examination of the planning process of possible disproportionately high and adverse effects on minority or low-income populations. These types of impacts should be considered along with other community impacts when evaluating plans, programs, and projects.

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

Flex Funds: ISTEA program funds that may be used for either highway or transit projects.

Federal-Aid System: Consists of roads which are eligible for either NHS or STP funding.

Functional Classification: The grouping of streets and highways into classes according to the character of service they are intended to provide. Basic to this process is the recognition that roads do not function independently, but rather as a system-wide network of roads.

GIS: Geographic Information Systems.

HOV: High occupancy vehicle (generally 2 or more persons occupying).

Highway Trust Fund: The federal trust fund established by the Highway Revenue Act of 1956; this fund has two accounts – the Highway Account and the Mass Transit Account. Trust Fund Revenues are derived from federal-highway-user taxes and fees such as motor fuel taxes; trust fund uses and expenditures are determined by law.

IDOT: Illinois Department of Transportation

IPTA: Illinois Public Transportation Association

ITE: Institute of Traffic Engineers

ISTEA: Intermodal Surface Transportation Equity Act of 1991

ITS: Intelligent Transportation Systems

Intermodal: A transportation system connecting or including different modes of transportation.

LRTP: Long Range Transportation Plan.

Level of Service/LOS: The quality of flow in the moving stream of people or vehicles. Typically, ranges from LOS A (free flow traffic) to LOS F (stop-and-go unacceptable conditions.)

MPO: Metropolitan Planning Organization

MTP: Metropolitan Transportation Plan.

Metropolitan Planning Area: The region in which the MPO carries out its transportation planning responsibilities and is designated as such by the MPO and the Governor in accordance with ISTEA regulations.

NAAQS: National Ambient Air Quality Standards

NEPA: The 1969 National Environmental Policy Act, which requires that the “human condition” be considered when contemplating any action with federal support.

Performance Measures: Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Many areas use performance measures to monitor the achievement of societal goals such as the mobility of disadvantaged populations, levels of air quality, and the health of the economy.

NHS: National Highway System.

PL funds: Planning funds.

Smart Growth: A set of policies and programs designed to protect, preserve, and economically develop established communities and valuable natural and cultural resources.

ROW: Right-of-Way. Land corridors needed for the construction of highways, transit facilities, railroads, etc.

Reverse Commuting: Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

SIP: State Implementation Plan.

SOV: Single Occupancy Vehicle.

SPR funds: State Planning and Research funds.

STIP: Statewide Transportation Improvement Program.

STP: Surface Transportation Program.

Title VI of Civil Rights Act of 1964: Prohibits discrimination in any program receiving federal assistance, and is the legal foundation for environmental justice considerations.

Transportation Asset Management: A strategic framework for making cost effective decisions about allocating resources and managing infrastructure.

Trip Generation: Estimating the number of trips generated to/from a location or zone, based on the assumed relationship among socio-economic factors, land-use characteristics, and the number of trips.

TAC: Technical Advisory Committee.

TAZ: Transportation Analysis Zone.

TDM: Transportation Demand Management.

TEA-21: Transportation Equity Act for the 21st Century.

TIP: Transportation Improvement Program.

TMA's: Transportation Management Areas. Areas over 200,000 in population are designated as TMA's.

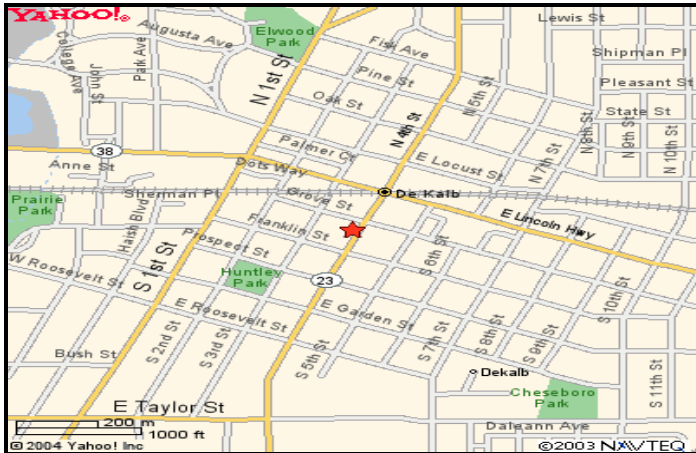
UPWP: Unified Planning Work Program.

Urbanized Area: An area with a population of 50,000 or more as designated by the U.S. Census Bureau.

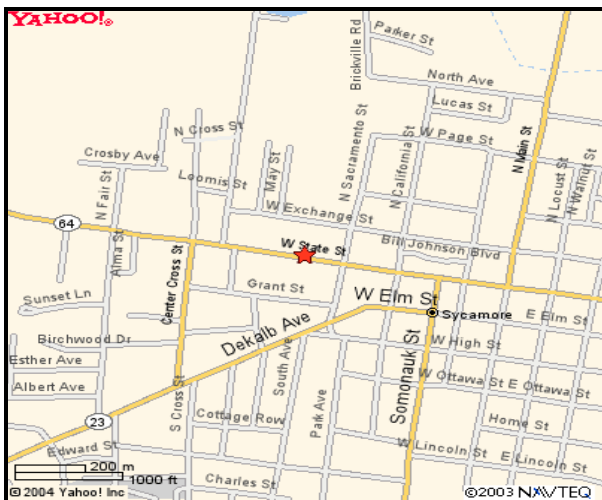
VMT: Vehicle Miles of Travel. The amount of vehicle travel on a designated set of roadways multiplied by the total mileage of those roadways.

Public Review Sites

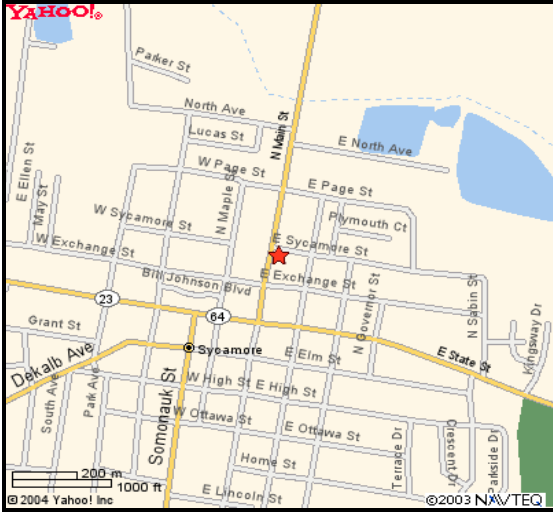
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www.cityofdekalb.com



2. City of Sycamore
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Sycamore, IL 60178
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3. DeKalb County Planning and Zoning Office
 110 E. Sycamore St.
 Sycamore, IL 60178
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4. Town of Cortland
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