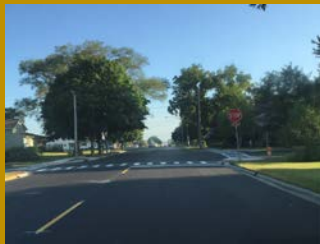


# Kankakee Area Transportation Study

## **Obligated Projects Listing**

### FY2015



September 9, 2015

Aroma Park, Bourbonnais, Bradley, Kankakee, Kankakee County, Manteno

River Valley Metro Mass Transit District, Kankakee Valley Airport Authority, Illinois Dept. of Transportation

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# **KANKAKEE AREA TRANSPORTATION STUDY (KATS) ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS JULY 1, 2014 THROUGH JUNE 30, 2015**

The Transportation Improvement Program (TIP) for the Kankakee Urbanized Area is a listing of transportation projects over a four year period which will be funded, at least in part, with Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds. The FY 2015 TIP was approved on June 25, 2014, and covers the fiscal years 2015 through 2018, as defined by the State of Illinois (July 1 through June 30 is the state fiscal year).

The TIP lists for each project the intended schedule and the estimated cost for each phase of the project. Project schedules often change for various reasons. Thus, the TIP does not always yield an accurate picture of actual project expenditures.

To ensure that the public has an accurate understanding of how federal funds are actually being spent on transportation projects, Congress included the following requirement in the most recent federal transportation bill, MAP-21:

“An Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

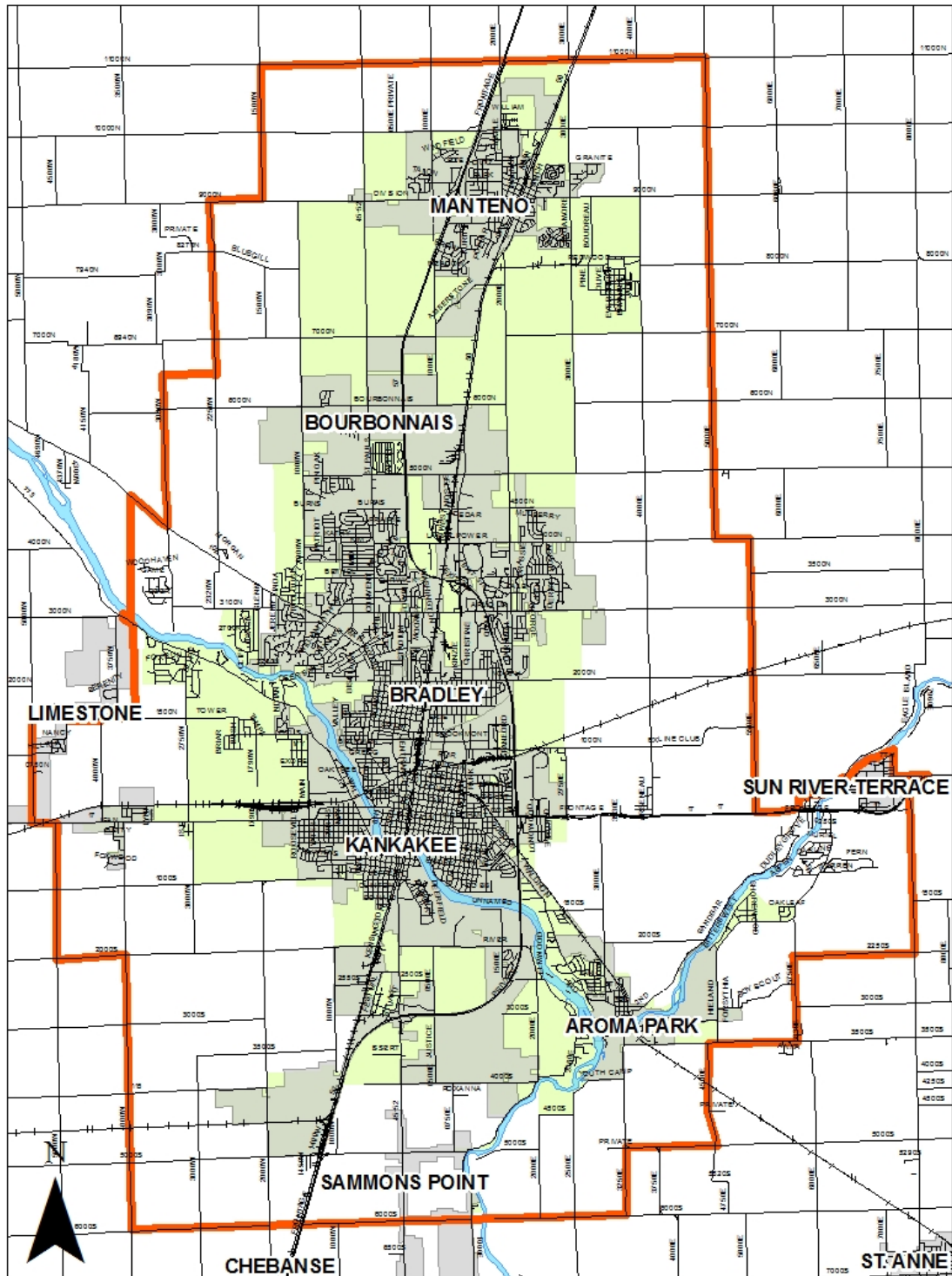
The fiscal year under analysis for the purposes of this document is the state fiscal year from July 1, 2014 through June 30, 2015.

## **What is the Kankakee Area Transportation Study (KATS)?**

In accordance with federal law (23 CFR 450), the Kankakee Area Transportation Study was established in 1983 by the Governor of Illinois as a result of the population of the Kankakee Urbanized Area exceeding 50,000 for the first time. This population level triggered a federal mandate to create a formal transportation planning program for the area. With the assistance of the Illinois Department of Transportation (IDOT), the City of Kankakee, the Villages of Aroma Park, Bourbonnais, and Bradley, and a portion of unincorporated Kankakee County were organized into a Metropolitan Planning Organization (MPO) and given the responsibility for transportation planning for the area. The Village of Manteno was added to the MPO as a result of the 2010 Census.

The physical boundaries of the Kankakee Urbanized Area have changed many times in the 30 years of the Kankakee Area Transportation Study. The current map of the Kankakee Urbanized Area is shown in Figure 1.

Figure 1



## **What are project obligations?**

You might think of this as setting up a checking account for a specific purpose and then making an initial deposit. In order to begin work on any phase of a federally funded transportation project, the federal funds must first be obligated. This means that the money is set aside for that particular piece of work. Project expenses such as preliminary engineering, design, right-of-way acquisition or construction that are first paid for by the project sponsor can then be reimbursed from the obligated funds for the project.

## **Do project obligations mean the work is underway?**

Prior to work getting underway, the federal funds must be obligated. However, the obligation of funds does not necessarily mean that work will begin immediately. Many times, funds are obligated only for initial phases of a project (preliminary engineering, right-of-way acquisition, etc.) and it may take time to select and hire a consultant to do the work.

## **What are “project phases”?**

Any transportation project, large or small, begins with an idea of plan and ends with construction. Here are the steps:

- **SCOPING:** Meetings are held with project developers and designers, local government representatives, and other involved parties. Decisions are made about the specific elements that will be included in the project, and the range of design alternatives that will be investigated.
- **PRELIMINARY DESIGN:** This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with the selection and approval of a project alternative.
- **FINAL DESIGN:** In this phase, the actual plans and specifications that the construction contractor will work from are created.
- **RIGHT OF WAY INCIDENTALS:** Preparation work done prior to the acquisition of the right-of-way.
- **RIGHT OF WAY ACQUISITION:** In this phase, right-of-way necessary for the completion of the project is acquired either through purchase or easements.
- **CONSTRUCTION:** This encompasses all of the work to build the project, whether it is done by a contractor or an agency's own staff.
- **CONSTRUCTION INSPECTION:** In order to make sure that the work is being done properly and conforms to specifications, there is ongoing inspection.

Sometimes this work is performed by local or state agency staff, but it may be contracted out.

- **OTHER:** This phase is associated with transit projects, and corresponds to the construction phase of the highway improvements, in that it represents that phase of the project wherein the proposed improvement is actually implemented. For transit projects, this usually involves the actual operation of transit service, and the resultant costs that are incurred, or the purchase and acquisition of equipment or facilities.
- **ADVANCE CONSTRUCTION:** This is a technique that allows a state to initiate a project using non-federal funds while preserving eligibility for future federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project. This is used in anticipation of future federal funds.

### **Project Listing**

The following discussion lists all projects in the KATS **FY 2015 Transportation Improvement Program** for which federal funds were obligated during the State Fiscal Year of July 1, 2014 through June 30, 2015. It indicates which project phases were active.

Summary of Financial Management Information System (FMIS) Report  
from the Federal Highway Administration for the Period July 1, 2014  
through June 30, 2015

**Responsible Agency:** Illinois Department of Transportation

**Description:** Construction of a pedestrian path & pedestrian signals adjacent to IL-50 (FAP 840) from Armour Road to Mall entrance in Bradley. See Figure 3.

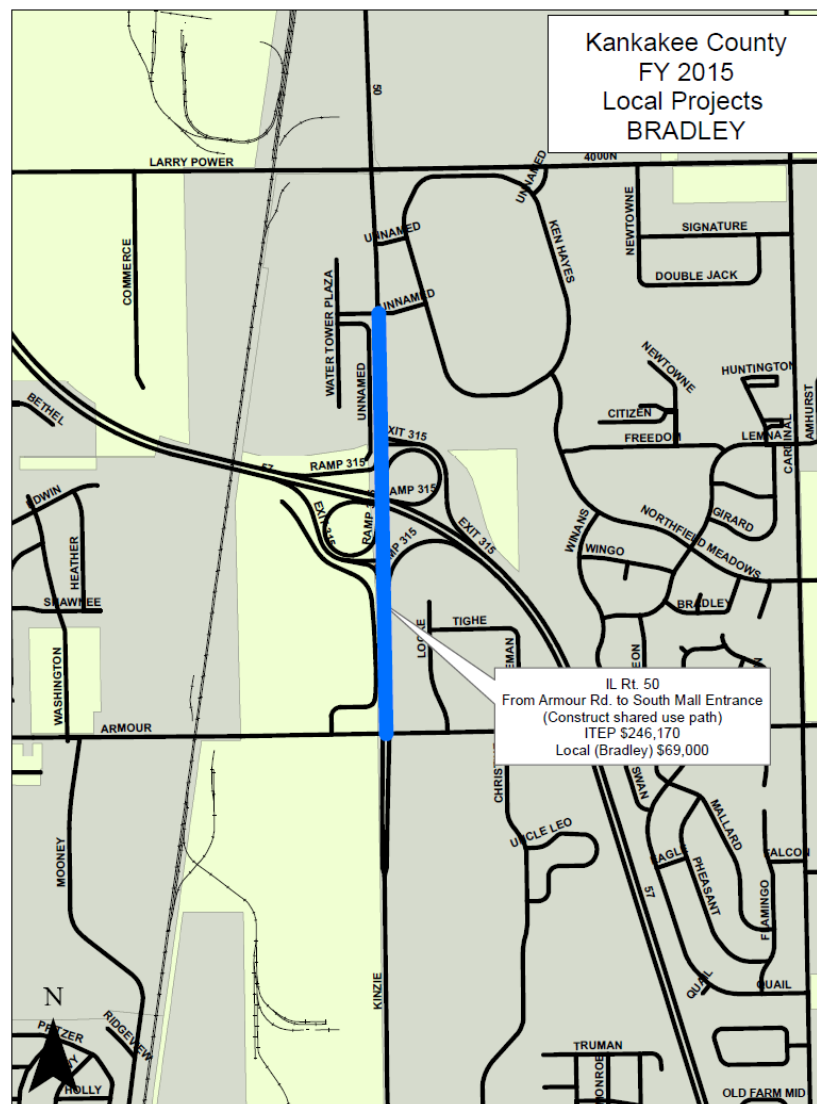
**Funding Source:** Surface Transportation Program – Enhancement S-Lu Ext.

**Total Federal Funds Programmed in FY 2015 TIP:** \$246,170.00 (see line shaded in blue in table on page following Figure 1)

**Federal Funds Obligated:** \$165,339.00

**Federal Funds Remaining Available:** \$80,831.00

**Figure 1**



**KANKAKEE AREA TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
PROPOSED BICYCLE AND PEDESTRIAN PROGRAM  
LOCAL PROJECTS – FY 2015 – ANNUAL ELEMENT**

LOCATION	TYPE OF WORK	FUND SOURCE	COST
IL Rt. 50 from Armour Rd to Northfield Square Mall South Entrance <b>BBR-11-001</b>	Construct 1000' new 10' wide shared use path along IL Rt.50 on both sides of I-57 Interchange Construction & Construction Engineering <i>See page VIII-27</i>	ITEP  Local (Village of Bradley)	\$246,170  \$69,000
Summary by Fund Source for FY 2015		ITEP  Local (Village of Bradley)	\$246,170  \$69,000
		Grand Total	\$315,170



Summary of Financial Management Information System (FMIS) Report  
from the Federal Highway Administration for the Period July 1, 2014  
through June 30, 2015

**Responsible Agency:** City of Kankakee

**Description:** Construction of a pedestrian trail (Riverfront Trail) from Wall Street to Gregg Street and construction of a pedestrian structure over Kankakee River. See Figure 4.

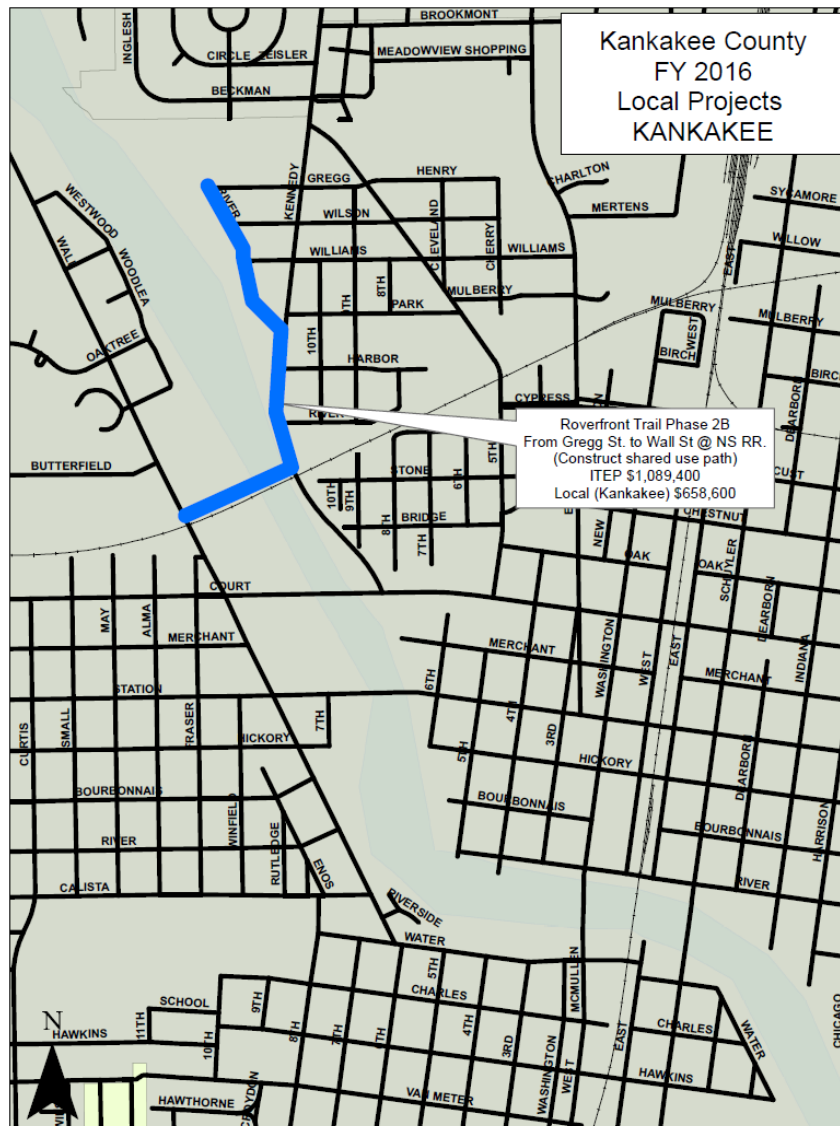
**Funding Source:** Surface Transportation Program – Enhancement S-Lu Ext.

**Total Federal Funds Programmed in FY 2015 TIP:** \$1,089,400.00 (see line shaded in blue in table on page following Figure 2)

**Federal Funds Obligated:** \$0.00

**Federal Funds Remaining Available:** \$1,089,400.00

**Figure 2**



**KANKAKEE AREA TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM**

**PROPOSED BICYCLE AND PEDESTRIAN PROGRAM**

**LOCAL PROJECTS – FY 2016 – MULTI-YEAR ELEMENT**

LOCATION	TYPE OF WORK	FUND SOURCE	COST
Riverfront Trail Phase 2B, From Gregg St to Wall St @ NS RR  <b>BKA-11-001</b>	Construction shared use path, earthwork, aggregate base, concrete pavement, storm sewer, sidewalk, bridge, signing and striping Construction, Construction Engineering & Right-of-Way Acquisition <i>See pages VIII-37, VIII-53</i>	ITEP  Local  (City of Kankakee)	\$1,089,400  \$658,600
Summary by Fund Source for FY 2016		ITEP  Local (City of Kankakee)	\$1,089,400  \$658,600
		Grand Total	\$1,748,000

Summary of Financial Management Information System (FMIS) Report  
from the Federal Highway Administration for the Period July 1, 2014  
through June 30, 2015

**Responsible Agency:** Village of Manteno

**Description:** Sidewalk removal, replacement, and resurfacing of Maple Street (FAU 6512) from Manteno Elementary School at School Road to Park Street. See Figure 5.

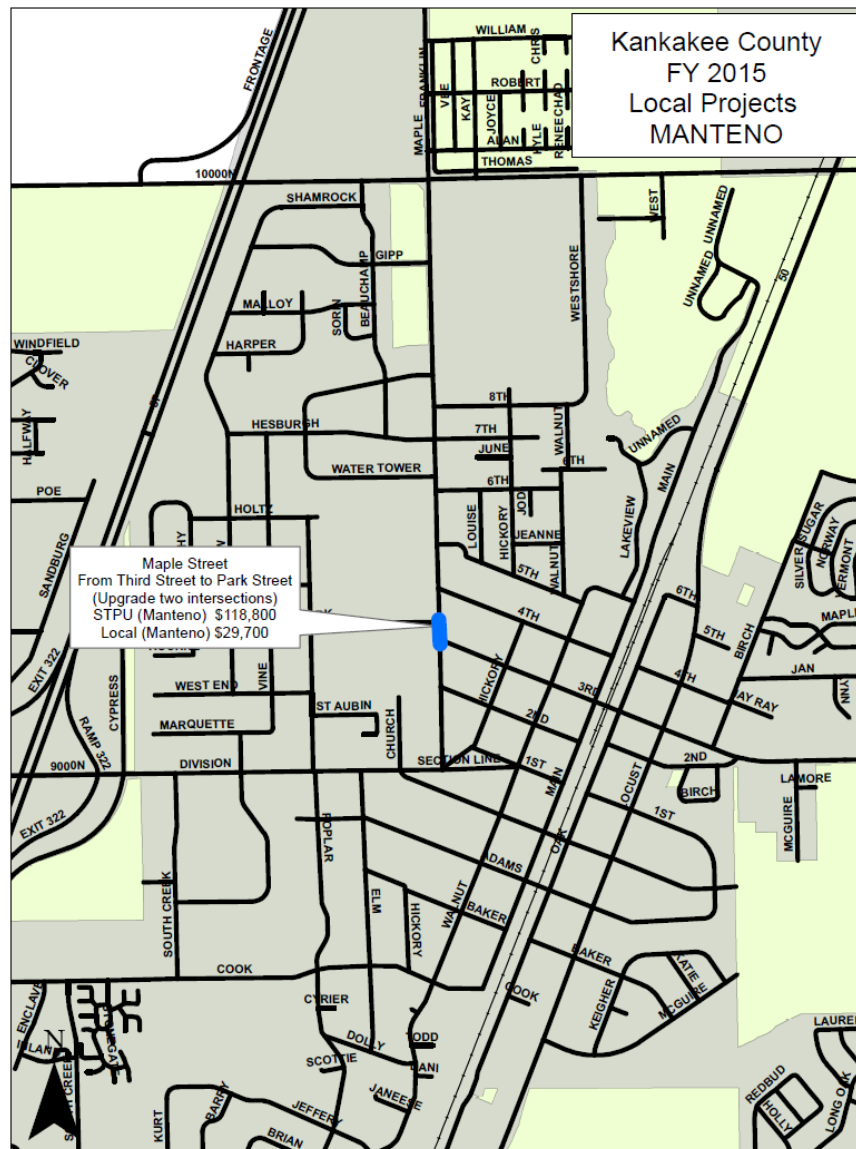
**Funding Source:** Surface Transportation Program 5-200K Pop – MAP-21

**Total Federal Funds Programmed in FY 2015 TIP:** \$118,800.00 (see line shaded in blue in table on page following Figure 3)

**Federal Funds Obligated:** \$0.00

**Federal Funds Remaining Available:** \$118,800.00

**Figure 3**



**KANKAKEE AREA TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
PROPOSED HIGHWAY IMPROVEMENT PROGRAM  
LOCAL PROJECTS – FY 2015 – ANNUAL ELEMENT**

LOCATION	TYPE OF WORK	FUND SOURCE	COST
Brookmont Boulevard Viaduct, from Washington Avenue to Schuyler Avenue <b>HKA-10-002</b>	Urban construction with replacement of Canadian National RR overpass	HPP	\$402,363
	PE II	Local	\$198,179
	<i>See page VIII-5</i>	(City of Kankakee)	
Manteno: Maple Street From Third Street to Park Street <b>HMA-13-021</b>	Upgrade two intersections for proper cross slopes, walks to PROWAG compliance, new pavement markings	STPU (Manteno)	\$118,800
	Construction & Construction Engineering <i>See page VIII-9</i>	Local (Village of Manteno)	\$29,700
Industrial Drive Extension to IL 50 <b>HBR-11-011</b>	Construct 3 lane urban cross section –	FHWA	\$15,000
	PE	Local	\$15,000
	<i>See page VIII-24</i>	(Village of Bradley)	
Bourbonnais Pkwy (6000N Rd) From US 45/52 to Stonebridge Blvd, 1305 ft. <b>HBO-10-001</b>	Construct 3 lane urban cross section	HPP	\$1,210,999
	Construction & Construction Engineering <i>See Page VIII-45</i>	Local (Village of Bourbonnais)	302,750

III-7

Summary of Transportation Electronic Management System (TEAM) Report for the  
Period July 1, 2014 through June 30, 2015

**State Project ID:** IL-58-0007-00

**Responsible Agency:** River Valley METRO Mass Transit District

**Description:** Hybrid Bus Grant

**Items Covered:** FY 11 Section 5309 Clean Fuels and Bus & Bus Facilities Award

**Fund Code:** 5309

**Appropriation:** 1,126,600

**State Project ID:** IL-90-X720 (Being Revised to include FY 14 funding)

**Responsible Agency:** River Valley METRO Mass Transit District

**Description:** Operating Assistance for the River Valley METRO Mass Transit District  
for 10/1/12 through 9/30/14/ Operating Assistance FY 15 10/01/14 through 09/30/2015

**Items Covered:** FY 13 Operating Expenses/ FY 14 Operating Expenses/FY 14  
Capital/FY 15 Operating Expenses

**Fund Code:** 5307

**Appropriation:** 1,776,765 / 2,014,864/1,337,925