

Corridor Planning Grant Study

For The

Kankakee County Planning Department



Prepared by

BERNARDIN • LOCHMUELLER & ASSOCIATES, INC.

Engineering • Surveying • Planning • Environmental Services • Water & Wastewater

KANKAKEE COUNTY
CORRIDOR PLANNING GRANT STUDY

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EXECUTIVE SUMMARY

1. Preface

The Corridor Planning Grant Study (The Study) was conducted by Bernardin-Lochmueller & Associates, Inc. under the direction of the Transportation Subcommittee of the Kankakee County Regional Planning Commission. The purpose of The Study was to examine roadway improvement alternatives in an approximately 35-mile long by two-mile wide east-west and north-south transportation corridor in Kankakee County in Illinois (see project Location Figure ES-1). The east-west corridor is centered on township road 6000N, which the Illinois Department of Transportation (IDOT) is considering the location of a new interchange on Interstate 57 between the Illinois Route (IL) 50 interchange (Exit 315) at Bradley and the County Highway (CH) 9 interchange (Exit 322) at Manteno. The eastern terminus of the corridor is Vincennes Trail (CH 14) and the western terminus of the corridor is Warner Bridge Road (CH 20) on the Kankakee-Will County Line. The north-south corridor starts at the Warner Bridge Road crossing of the Kankakee River, follows Warner Bridge Road southward toward IL 17, angles southeast to township road 3000S, and then east to end at the US 45/52 interchange (Exit 308) on Interstate 57 in Kankakee, Illinois. See Figure ES-2 for the corridor study area.

The need for the study was driven by the following background issues:

- Local road interconnection with the proposed interchange with I-57 at 6000N.
- Freight access in the corridor, both by train and truck.
- Vehicle-train safety issues prompted by the Amtrak accident in Bourbonnais and problems associated with access to the area between US 45/52 and IL 50.
- Preservation of a viable crossing of the Kankakee River at Warner Bridge Road.
- The potential of the South Suburban Airport to impact transportation in this corridor.

2. Project Development

The study was divided into the following elements: 1) Data Collection, 2) Summary of Local Plans, 3) Corridor Studies, and 4) Recommendations. The first two elements documented existing transportation data and summarized local comprehensive plans in Kankakee County, City of Kankakee, Village of Bourbonnais, Village of Bradley, Village of Manteno, Village of Grant Park. An initial Public Information Meeting was held at four different locations in Kankakee County to receive oral and written comments from local officials and citizens concerning transportation improvement needs in the corridor. Based on background studies and the input of local officials and citizens, roadway improvement alternates were developed within the corridor taking into consideration truck routes, land use, roadway jurisdictions, transportation financing, access control and transportation access to major traffic generators. The roadway improvement alternates within the corridor were presented at a second Public Information Meeting to receive public oral and written comments on issues and concerns. After the preferred

alternate was selected, it was presented at a third and final Public Information Meeting to receive oral and written comments.

3. Recommendations

Using the information developed during the study and the input from local citizens, the preferred (or final) alignment of the new roadway was selected within the corridor on the basis of project goals, traffic considerations, human and natural environmental impacts, project cost, and public comments. The final alignment would be a complete new high type facility at a total cost of \$147.4M plus the \$55.5M cost of the 6000 N/I-57 interchange and is shown in Figure ES-3.

Because the proposed project is a high type facility with a large cost, it is anticipated the jurisdiction of the route will be either the State or County and would likely require jurisdictional transfers between several agencies within the county. Access Management along the preferred alignment is a key element in providing the desired transportation service to the area. Access points spaced at one eighth to one quarter mile spacing with secondary access provided where necessary are recommended for the project. A successful access management plan has the benefits of providing enhanced mobility, improved safety, property owner benefits, and preserves highway investments.

It is recommended that the next step be preservation of the selected corridor and that funding be obtained to move this project forward into Phase I Preliminary Engineering(PE I). Phase I for the Preliminary Engineering for the segment from IL 50 to US 45/52 is in the current IDOT five year program. It is suggested the Phase I Engineering for the remaining portions of the preferred alignment be conducted under the direction of one agency for consistency and continuity. PE I will involve engineering and environmental studies to establish right-of-way requirements and to obtain environmental clearances for the expenditure of federal, state and local funds. The engineering studies will address such things as roadway capacity requirements, design criteria, horizontal and vertical alignments, right-of-way needs, intersection designs, access management, the location of bridge and drainage structures, and more detailed construction cost estimates. The environmental studies will address all human and natural environmental concerns and issues, and will provide an opportunity for further public involvement in the location, design and phasing of the roadway improvement. Phases for design and construction can also be developed at this point.

A supplemental study to establish a suitable connection between Exit 308 and the intersection of Warner Bridge Road and Illinois Route 17 was done by the Kankakee County Planning Department pursuant to the completion of the Corridor Planning Grant Study. The conclusion of the supplemental study is shown on pages ES-3, 4, 5 and Figure ES-4.



County of Kankakee

Planning Department

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July 10, 2003

MEMO TO: Members, Transportation Subcommittee
FROM: Staff
SUBJECT: Southern Alternative – Corridor Planning Study – 6000 R Road/Warner Bridge Road Study

At our May 15, 2003 Transportation Subcommittee meeting, staff stated that the portion of the Corridor Planning Study which connected Illinois Route 17 and Exit 308 would not be the responsibility of Bernardin –Lochmueller & Associates, but that staff would bring a recommendation to the Transportation Subcommittee for action at the July 17, 2003 Subcommittee meeting.

Issue

The quarry operations south of Illinois Route 17 in the vicinity of 8000 W Road will prevent any future roadway through the operations with a 55 miles per hour speed limit, which has been the goal of the Corridor Planning Study from the beginning. This fact makes a connection between the intersection of Warner Bridge Road and Illinois Route 17 and Exit 308 impossible in the study area given to the consultant for study. Since this issue came up so late in the time period allotted for the Corridor Planning Study, the potential solution for the problem will have to be the responsibility of the staff of the Kankakee County Planning Department.

The issue is finding a connection between Exit 308 and the intersection of Warner Bridge Road and Illinois Route 17 which allows for a smooth flow of traffic, at a planned speed limit of 55 miles per hour.

Alternatives

There are two basic alternatives, avoiding the quarry operations to the west or to the east on Illinois Route 17, and connecting to a new road at 2500 S to connect with Exit 308. These alternatives will be discussed as the west and east alternatives, below.

West Alternative

The west alternative has two primary drawbacks: (1) indirect travel for traffic from the north to the southeast; and (2) an enormous length of new roadway at 2500 S Road, disrupting existing farmland.

Indirect Travel

Any traffic which wanted to cross Illinois Route 17 and travel either north or southeast along the new corridor would face indirect routing to or from 8000 W Road or 9000 W Road (whichever is deemed the most likely alternative between Illinois Route 17 and 2500 S Road), to the extent that a great deal of traffic would be tempted to use shortcuts, through either 3000 W Road, 4000 W Road, or 5000 W Road. As one of the goals of this exercise in the first place was to provide a route that would entice traffic to stay on the roadway provided, this indirect travel seems to be a serious drawback to the western alternative.

New Roadway at 2500 South

The public hearings held on this issue in both December of 2002, and April of 2003 seemed to indicate that a new roadway at 2500 South would provide the connection with Exit 308, and would allow farm access to existing property from either 2000 S Road or 3000 S Road. The connection of a new 2500 S Road with either 8000 W Road or 9000 W Road would create about nine miles of new roadway, with no funding source for right-of-way purchase or for construction. This would appear to be a cost that no public body could consider in the next twenty years, which would also seem to be a serious drawback to the western alternative.

East Alternative

Going around the eastern end of the quarry operations to connect with a 2500 S Road connection with Exit 308 also has two primary drawbacks: (1) what north-south connection with 2500 S Road could be used that does not negatively impact existing residential areas; and (2) new roadway which would have to be constructed.

North-South Connection

Going east around the quarry operations could use Illinois Route 17 connect with either 3000 W Road, 4000 W Road, or 5000 W Road, all existing roadways with significant residential development. Using any of these roadways as the north-south connection with 2500 S Road would surely create some significant issues with those residential areas.

Another possibility is the construction of one additional mile of 2000 W Road, between Illinois Route 17 and the current Illinois Route 115 (shown in the attached Exhibit). This possibility would minimize the amount of indirect travel for the entire section, and would resolve some existing problems of trucks trying to find their own pathways from Illinois Route 115 to Illinois Route 17.

New Roadways at 2500 South and 2000 West

If a new section of roadway on 2000 W Road, from Illinois Route 17 to Illinois Route 115 were to be constructed and connect to a new section of roadway at 2500 S Road connecting with Exit 308, the two new sections would total around three miles of new construction, a large total, but far less than the western alternative.

Conclusion

It is the staff conclusion that the alternative which allows for a continuous flow of traffic at 55 miles per hour, involves the less indirect routing of traffic, and required the least amount of new construction would be the following:

- Using existing Illinois Route 17 from Warner Bridge Road to 2000 W Road
- Construction of 2000 W Road from Illinois Route 17 to Illinois Route 115
- Using existing Illinois Route 115 from 1000 S Road to 2500 S Road
- Construction of 2500 S Road from Illinois Route 115 to Exit 308

This alternative is shown in red on the attached Exhibit.

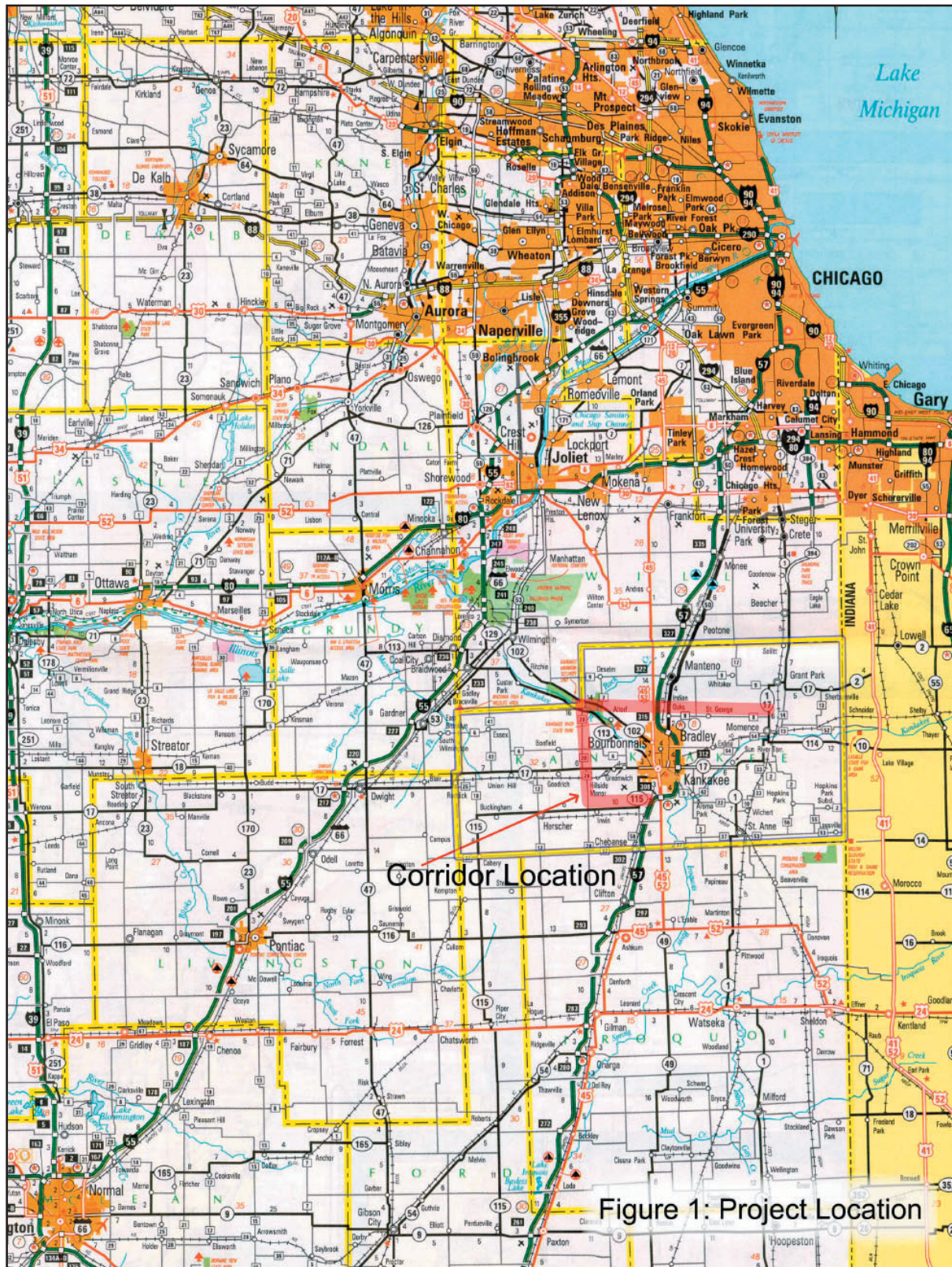


Figure 1: Project Location

Figure ES-1

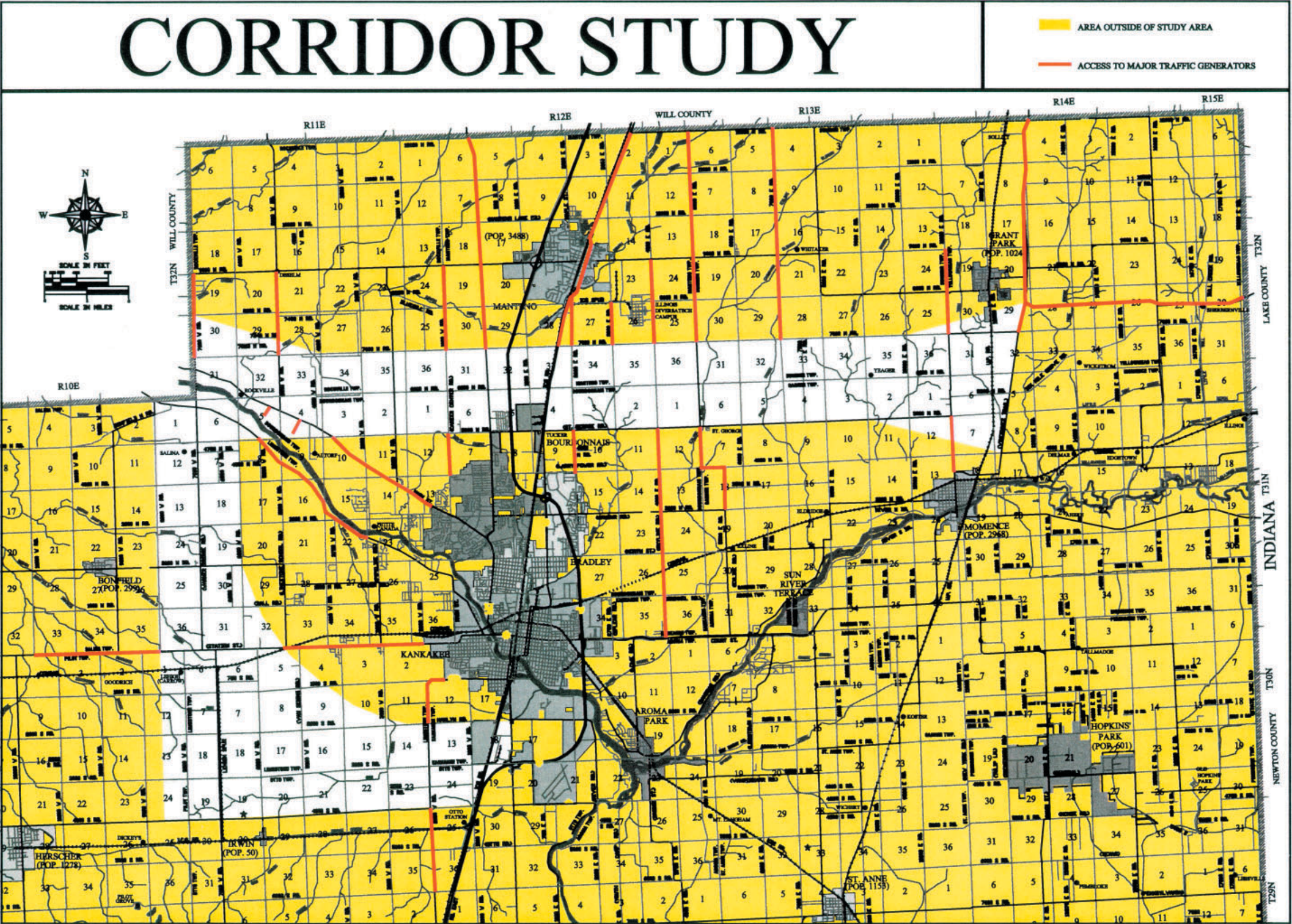
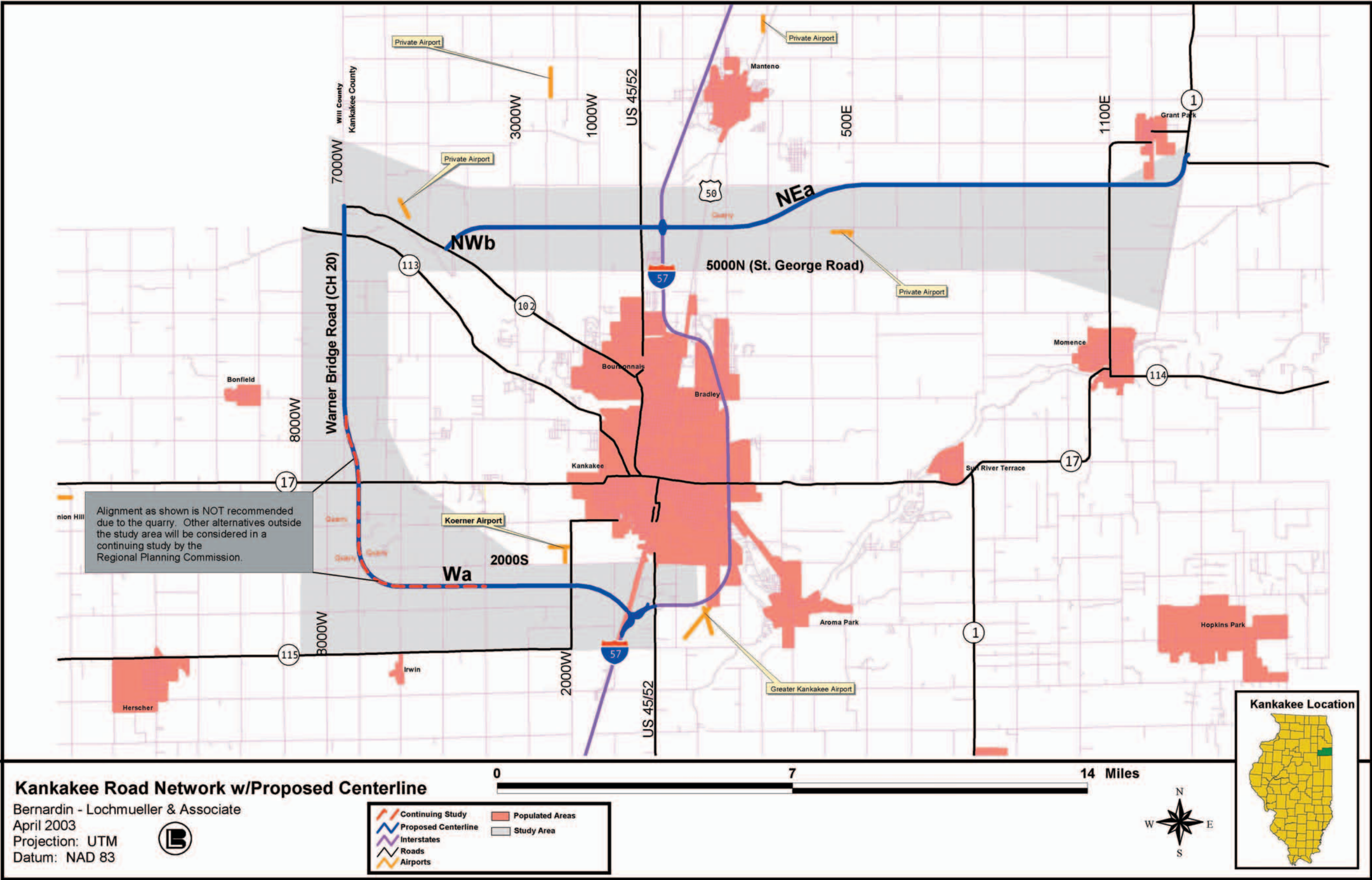
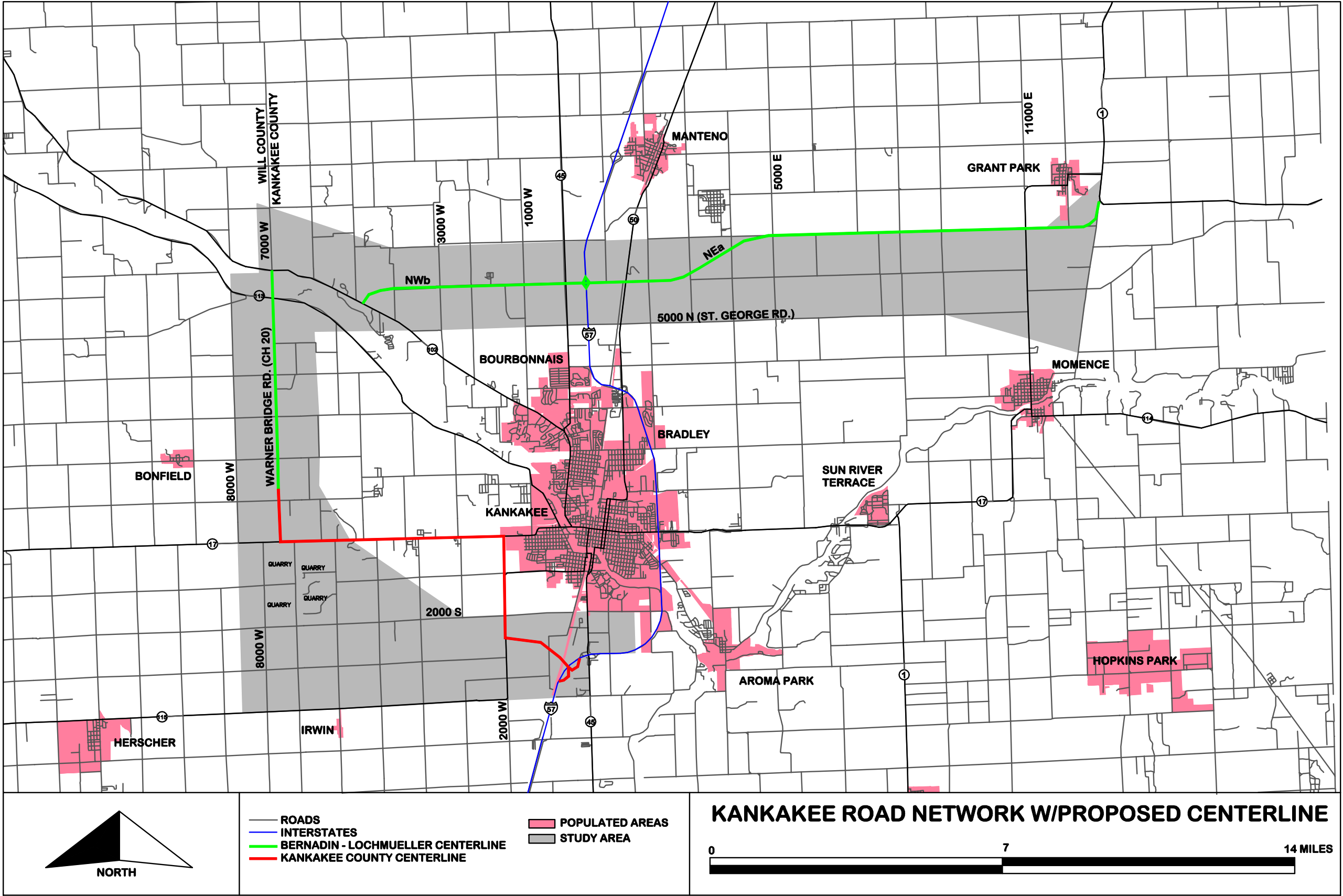


Figure ES-2



ES-3 - Kankakee Road Network w/ Proposed Centerline



KANKAKEE COUNTY REGIONAL PLANNING DEPARTMENT, AUGUST 2003

Figure ES-4 - Kankakee Road Network with Proposed Centerline

A. INTRODUCTION

The Corridor Planning Grant Study examines an east-west portion of the transportation corridor centered on 6000N Road (the proposed crossroad for a new interchange on I-57 between the IL 50 interchange (Exit 115) at Bradley and the CH 50 interchange (Exit 322) at Manteno) running from Vincennes Trail (County Highway 14) on the east to Warner Bridge Road (7000 W or County Highway 20) on the west. It also examines the north-south portion of the transportation corridor starting at the Warner Bridge crossing of the Kankakee River, following Warner Bridge Road southward to IL 17, angling southeast to 3000S Road, and ending at the US 45/52 interchange (Exit 308) on Interstate 57 at the south edge of the City of Kankakee.

I-57 links Kankakee County and the Kankakee Urbanized Area (consisting of the communities of Kankakee, Bourbonnais, Bradley, and Aroma Park) to the national highway network and other metropolitan areas. However, access to I-57 is problematic for major traffic generators within Kankakee County and for east-west traffic passing through Kankakee County. The new interchange on I-57 proposed at 6000N Road provides the opportunity to access the rapidly growing area of commercial and industrial area between Bourbonnais and Bradley on the south and Manteno on the north. However, 6000N Road is presently inadequate to link the interchange to major employers and truck traffic generators in the immediate area as east - west through traffic passing through Kankakee County. Significant truck traffic passes east - west through Kankakee County communities accessing I-57. Located southeast of Manteno off of CH 9, Diversatech Campus is one of the largest concentration of distribution and manufacturing activities in Kankakee County. Access from this industrial area to I-57 currently passes through residential areas and downtown Manteno.

While the new proposed interchange on I-57 at 6000N provides a major opportunity to access Diversatech Campus without passing through Manteno, improved access from Diversatech Campus to the new interchange is necessary to exploit this opportunity. A major highway improvement along the 6000N corridor would realize the opportunity of the new interchange and would significantly improve access to I-57 for the north portion of Kankakee County. IL 17 and IL 114 serve as through traffic connectors (particularly for trucks) from I-57 in Illinois to I-65 in Indiana. This through traffic must pass through the communities of Grant Park and/or Momence to access 57 as local roads are inadequate to accommodate such traffic. Similarly, through traffic on IL 17, IL 102 and IL 113 must pass through the communities of Kankakee, Bourbonnais and Bradley. Armour Road has become a major east-west connector from the IL 50 interchange with I-57 in Bradley to US 45/52 and IL 102 in Bourbonnais. Yet, Armour Road is residential in character west of the Canadian National Railway (Illinois Central & Gulf) railroad tracks which parallel the west side of IL 50. In the case of the expanding industrial area of southwest Kankakee, there is no direct access to the US 45/52 interchange with I-57 on the south side of Kankakee, and truck and employee traffic must use IL 115 through residential areas of south Kankakee to access I-57.

Without an arterial corridor along the north side of Bourbonnais and Bradley from I-57 and an arterial corridor along the south side of Kankakee from I-57 all local and through traffic bound to the west side of these communities must pass through the heart of these communities. Due to existing development patterns and the Kankakee River State Park, the only existing crossing of the Kankakee River west of downtown Kankakee is the Warner Bridge on the Kankakee/Will County Line. Thus, preserving and using this river crossing is important to maintaining and improving circulation in Kankakee County. Finally, access to the proposed South Suburban Airport in Will County to the north reinforces the need for an improved east-west corridor in northern Kankakee County from IL 1 to I-57. In combination, these needs substantiate a need for an improved roadway in the study corridor.

B. STUDY AREA OVERVIEW

1. Project Location

The project is located in northeastern Illinois in Kankakee County to the south of Chicago as shown in Figure 1. The primary transportation network in Kankakee County includes I-57, IL 50, US 45/52, IL 1, and IL 17. Running from Chicago to Cairo, I-57 runs along the west side of the Canadian National Railway (Illinois, Central & Gulf Railroad) and around the east side of the City of Kankakee. Prior to I-57, IL 50 provided the most direct connection of Kankakee County to the heart of Chicago. IL 50 begins at US 45/52 in the City of Kankakee near the Kankakee River, and extends along the east side of the Canadian National Railway through Manteno to Chicago. Connecting to the western suburbs of Chicago, US 45/52 is a principal north/south route traversing the middle of the county and paralleling I-57 south of the City of Kankakee to Champaign-Urbana. Running along the border of Illinois and Indiana, IL 1 passes north-south through the eastern portion of Kankakee County. Illinois 17 is the principal east/west route through the county linking the City of Kankakee to US 41 in Indiana and to I-65 in Indiana (via IL 114/Indiana SR 10).

2. Corridor Study Area and Termini

Figure 2 displays the Corridor Study Area. It resembles an “L” tilted to its right side. The east-west portion of the Study Area is roughly a two-mile band centered on 6000N Road running from Vincennes Trail (County Highway 14, just east of IL 1) to Warner Bridge Road (7000W or County Highway 20). The north-south portion of the Study Area begins as a two-mile north-south band centered on Warner Bridge Road from the Kankakee River to Illinois 17, and intersects with a two-mile east-west band centered on the alignment of 3000S Road between Warner Bridge Road and the US 45/52 interchange with I-57 (Exit 308).

3. Local Units of Government and Socio-Economic Profile

Population: Kankakee County has a land area consisting of about 681 square miles. The City of Kankakee and the Villages of Bradley and Bourbonnais abut one another in central Kankakee County. The next largest communities in Kankakee County are the Village of Manteno (located along I-57 to the north of the City of Kankakee) and the City of Momence (located at the intersection of IL 1 and IL 17 to the east of the City of Kankakee). Listed below in Table 1 are the year 1990 and 2000 populations of urban places in Kankakee County. Kankakee County had a population of 103,833 persons in the year 2000. That represents an increase of 7.9% over the previous decade, compared to an increase 8.6% for the State of Illinois over the previous decade.

By the year 2020, Kankakee County is forecasted to have 117,841 persons, reflecting a 13.5% increase over the year 2000, compared to a projected 7.1% increase for the State of Illinois.¹

Household Characteristics: In the year 2000, the county contained 40,610 housing units with an average of 2.61 persons per household.² The median household income was \$37,436 (1997-model based estimate) compared to \$41,179 for the State of Illinois.³ The persons below poverty accounted for 12.9% of the population (1997-model based estimate), compared to 11.3% of the population of the State of Illinois.⁴

Labor Force: The labor force of Kankakee County increased from 47,254 persons with an unemployment rate of 7.2% in the year 1990 to 52,457 persons with an unemployment rate of 4.9% in the year 2000. In year 2001 the labor force dropped to 51,935 with an unemployment rate of 5.8%, compared to 5.4% percent for the State of Illinois.⁵ Kankakee County had a slightly higher unemployment rate than the State of Illinois over the past decade.

Employment: According to the American Business Directory, there were 4,270 businesses in Kankakee County in 2000. The 2000 Woods & Poole Economics, Inc., database reported 58,370 jobs in the year 2000 (up from 46,040 jobs in the year 1990), and forecasted 75,790 jobs by the year 2020, reflecting a 29.8% increase compared to a 20.4% increase for the State of Illinois. Private wage (salaried) employees in the major employment sectors amounted to 35,898 employees in about 2,140 firms. Based on the labor economic database of the Illinois Department Employment Security, the public sector accounts for another 6,571 employees. Thus, nearly half of the businesses are proprietorships (i.e., businesses without salaried employees) and account for roughly another 15,900 jobs.

In the private sector in the year 2001, the Services Sector accounted for 30.7% of the jobs, followed by the Retail Sector with 26.3% of the jobs and the Manufacturing Sector with 18.7% of the jobs. The number of jobs in the Public Sector is only slightly less than those employed in the Manufacturing Section. A listing of the major employers (100 or more employees) within the county is displayed in Table 2.

¹ Source: Illinois Department of Employment Security, Workforce Info Center (forecasts by Illinois State University).

² Source: U.S. Census Bureau: State and County *Quick Facts*.

³ Source: U.S. Census Bureau: State and County *Quick Facts*.

⁴ Source: U.S. Census Bureau: State and County *Quick Facts*.

⁵ Source: Economic Information & Analysis, Illinois Department of Employment Security (IDES).

Table 1: Population of Urban Places in Kankakee County

Jurisdictions	Year 1990	Year 2000	Year 2020
Aroma Park (Village of)	690	821	
Bonfield (Village of)	299	364	
Bourbonnais (Village of)	13,934	15,256	
Bradley (Village of)	10,792	12,784	
Buckingham (Village of)	340	237	
Cabery (Village of)	268	263	
Chebanse (Village of)	1,082	1,148	
Essex (Village of)	482	554	
Grant Park (Village of)	1,024	1,358	
Herscher (Village of)	1,278	1,523	
Hopkins' Park (Village of)	601	711	
Irwin (Village of)	50	92	
Kankakee (City of)	27,575	27,491	
Manteno (Village of)	3,488	6,414	
Momence (City of)	2,968	3,171	
Reddick (Village of)	208	219	
St. Anne (Village of)	1,153	1,212	
Sun River Terrace (Village of)	532	383	
Union Hill (Village of)	37	66	
Kankakee County	96,519	103,833	117,841
State of Illinois	11,430,602	12,419,293	13,296,804

Sources: U.S. Census Bureau - *American FactFinder*. Illinois Department of Employment Security, Workforce Info Center (forecasts from Illinois State University).

Table 2: Kankakee County Major Employers	
Company Name	Type of Business
American Spring Wire Corp.	Steel wiredrawing and nails
Armstrong World Industries	Flooring, Tile
Aventis Behring LLC	Biological Products
Baker-Taylor Inc.	Books-Periodicals-Newspapers
Birmingham Steel	Steel Works, Blast Furnaces.
Bunge Foods Corporation	Shortening, Table oils, Margarine
Carson Pirie Scott & Company	Department Stores
Chicago Linen Exchange	Industrial Launderers
Cognis Corporation	Plastics Materials, Synthetic Resins
Connecticut General Life Insurance	Life Insurance
Crown Cork & Seal Co. Inc.	Metal Cans
Delmonte	Canned produce
Engineered Polymer Solutions	Paints, Varnishes, Lacquers
Esselte Pendeflex Corporation	Die-cut Paper and Cardboard
Gilster-Mary Lee Corporation	Cocoa mix, fruit drink mix
Good Shepherd Manor	Residential Care
Indian Oak Academy	Residential Care
Ivex Packaging Corporation	Plastics Products
JC Penney Corporation	Merchandise Store
Jewel Food Stores	Grocery Stores

Source: Kankakee County Labor Management Association and Local Input.

Table 2: Kankakee County Major Employers (continued)	
Company Name	Type of Business
K-Mart Distribution Center	Warehousing
Kama Manufacturers	Plastics
Kankakee Community College	College
Kankakee County Government	Government
Kankakee Daily Journal	Newspaper
Kankakee Federal Savings	Banks, Financial Institution
Kankakee School District #111	School
M & D Flexographic Print	Fabricated Rubber Products
Med Centre Laboratories	Medical Laboratories
Menard's	Lumber & Building Materials
Micro Inks Corporation	Ink Manufacturer
Midwest Transit Equipment	Buses, Distribution
Momence Packing Company	Meat Packing Company
Monical Pizza Corporation	Eating Places
Olivet Nazarene University	Colleges, University
Peddinghaus Corporation	Machine Tools, Metal Forming
Provena St. Mary's Hospital	General Medical and Surgical
RJ Van Drunen Sons Inc.	General Farms
Riverside Medical Center	General Medical and Surgical
Sears Logistics Services	Transportation, Freight Forward
Sears	Department Store
Sun Chemical Corporation	Ink Manufacturer
Super K-mart	Department Store
Target	Department Store
US Filters (Stranco)	Water Treatment Equipment
Valspar Corporation	Coatings, Protectives Mfg.
Walmart	Department Stores
Webber Trucking	Trucking Company

C. PURPOSE AND NEED FOR IMPROVEMENTS

1. History of Project

A number of related issues made this study a priority at the local government level with the most important development the siting of a new interchange on I-57 between Bradley/Bourbonnais and Manteno. In the fall of 2000, the Planning Commission applied for and received a grant from the “Illinois Tomorrow Corridor Planning Grant Program” for the corridor study. In 2001, the Regional Planning Commission’s Transportation Subcommittee selected Bernardin-Lochmueller & Associates, Inc. to perform the corridor study.

Safety and transportation issues were developed by the Kankakee County Regional Planning Commission to serve as a foundation for the identification of alternates within the corridor and for the evaluation of the effectiveness of the build alternates relative to each other and the no build alternate. These issues represent transportation needs and ultimately the project’s goals for evaluating the effectiveness of roadway improvement alternatives for the corridor study. The issues were:

- Local road interconnection with the proposed interchange with I-57 at 6000N.
- Freight access in the corridor, both by train and truck.
- Vehicle–train safety issues prompted by the Amtrak accident in Bourbonnais and problems associated with access to the area between US 45/52 and IL 50.
- Preservation of a viable crossing of the Kankakee River at Warner Bridge Road.
- The potential of the South Suburban Airport to impact transportation in this corridor.

2. Need for Study

The need for the study is driven by the five transportation issues noted above.

In the year 2025, serious transportation congestion problems will exist in Kankakee County despite proposed highway projects in the next few years. The development of the South Suburban Airport has the potential to significantly increase traffic and adversely affect the transportation system in the northern part of Kankakee County. Not only will automobile traffic increase significantly, but also truck traffic carrying freight to and from the airport will combine with the already heavy truck traffic generated within the area to cause serious congestion on the transportation system. The new proposed interchange on I-57 at 6000N Road will provide increased accessibility to the commercial and industrial development already occurring along I-57 between Bourbonnais and Bradley on the south and Manteno on the north, and may accelerate the pace and magnitude of commercial and industrial development. As a result, traffic will increase significantly along I-57 between US 45/52 and IL 50 from the IL 50 interchange in Bradley to the CH 9 interchange in Manteno.

East-west connector roads serving this area will be needed to reduce the future congestion. From the current IL 50 interchange in Bradley, primary east-west access to Bourbonnais is provided by Armour Road, which is residential in character to the west of the Canadian National Railway tracks paralleling the west side of IL 50. There is no other arterial roadway from I-57 along the north side of Bradley and Bourbonnais to US 45/52, IL 102 and areas west of I-57. Likewise, all traffic bound to IL 17, IL 113 or the west side of the City of Kankakee must pass through downtown Kankakee. Further, the developing industrial area of southwest Kankakee to the west of the Canadian National Railway lacks direct access to I-57, and truck and employee traffic must pass through residential areas in south Kankakee to get to the US 45/52 interchange (Exit 308). Finally, due to existing development patterns and the Kankakee River State Park, the only existing crossing of the Kankakee River west of downtown Kankakee is the Warner Bridge on the Kankakee/Will County Line. Thus, preserving and using this river crossing is important to improving traffic circulation in Kankakee County.

3. Purpose of Study

The purpose of the study was to address the five transportation issues or needs mentioned above. These five transportation needs constitute five project goals for the evaluation of the performance of alternative roadway improvements.

To address the five transportation needs and assess the effectiveness of roadway improvement alternatives in addressing these needs, this Corridor Study is to address the purpose and need for a new Kankakee County transportation corridor, examine future land use patterns, forecast future traffic, identify and examine alignment alternatives, identify possible environmental impacts, develop project costs, and receive public input.

D. TRANSPORTATION SYSTEM AND LAND USE DEVELOPMENT PATTERNS

1. Transportation Infrastructure Profile

History: In 1853, the Illinois Central Railroad laid tracks through Kankakee County and placed a depot on the banks of the Kankakee River spurring the rapid growth of the City of Kankakee. The land was rich in agriculture, and provided farm crops and other products from the mills to the Chicago markets. By the early 1900's, Kankakee flourished in light of the industrial revolution, and manufacturing establishments provided the economic stimulation that would quickly surpass the agricultural sector of the economy. The advent of the motor vehicle created the need to develop roadways to link the Kankakee area to Chicago, Bloomington-Normal, Champaign, and Lafayette, Indiana.

Existing Routes: Bisecting Kankakee County, Interstate 57 was constructed in the late 1960's. I-57 is a four-lane divided freeway providing direct access north to Chicago and south to Champaign-Urbana. All interstates in Illinois are designated Class I truck routes (102-inch wide vehicles with up to 80,000 pounds of weight on 5 or 6 axles).⁶ The I-57 interchanges in Kankakee County are located at CH 37 (Exit 302) at Chebanse, US 45/52 (Exit 308) at southern Kankakee, IL 17 (Exit 317 Court Street) at Kankakee, IL 50 (Exit 315 Kinzie Avenue) at Bradley/Bourbonnais, and CH 9 (Exit 322 Division Street) in Manteno. Other major highways include US 45/52 and Illinois Routes 1, 17, 50, 102, 113, 114 and 115. The physical route attributes of these routes are detailed in Table 3. Figure 3 shows the functional classification of all roadways in Kankakee County. According to the "Illinois Designated Truck Route System" (August, 2001), all US and Illinois routes are designated Class II truck routes (102-inch wide vehicles with up to 80,000 pounds of weight on 5 or 6 axles and a wheel base no greater than 55 feet) as shown in Figure 4. Figure 5 shows the pavement surface types from the IDOT Highway Information System. No correlation is provided between pavement surface type and pavement weight limitations except for state-maintained facilities reported in the Illinois Designated Truck Route System.

US 45/52: Running from the western suburbs of Chicago, US 45/52 passes through central Kankakee County. While US 45 continues to Champaign-Urbana, US 52 heads to Lafayette (Indiana). This facility has two lanes and has a functional classification of "minor arterial" from the Kankakee/Iroquois County Line to CH 35 (4000S Road), just south of the Greater Kankakee Airport. At this point, the facility becomes a "principal arterial," transitions to a four-lane divided roadway near I-57, and continues through the communities of Kankakee, Bradley and Bourbonnais. On the north edge of Bourbonnais, the route drops back to a two-lane facility and continues to the Kankakee/Will County Line. US 45/52 is a Class II Designated Truck Route.

⁶ IDOT Specifications as denoted in TABLE 1 (form BT-753).

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Table 3: Kankakee County Roadway Characteristics

Route	Milepoints	Functional Class	2001 AADT	No. of Lanes	Posted Speed Limit (mph)	Lane Width (feet)	Median Width (feet)	Median Type	Outside Shoulder Width feet*	Right-of-Way (feet)	Municipality
I-57	Will Co. Line - Iroquois Co. Line	Interstate	19,300-26,900	4	55-65	12	12-64	Unprotected, Positive Barrier	0-12	175-430	Chebanse, Bourbonnais, Bradley, Kankakee, Manteno
US 45/US 52	Will Co. Line-IL 17	Other Principal Arterial	5,300-32,600	2 or 4	30-55	11-13	0-18	No Median, Curbed, Rumble Strip, Painted, Traversable	0-10	65-120	Bourbonnais, Bradley, Kankakee
	IL 17-Water St.	Urban Minor Arterial	10,700-13,500	2	25	15-23	0	No Median	0	70	Kankakee
	Water St.-IL 50	Urban Collector	3,400-5,200	2	N/A	12-20	0	No Median	0-8	60-80	Kankakee
	IL50- 4000S	Other Principal Arterial	6,700-12,300	2 or 4	30-45	11-13	0-13	No Median, Curbed, Painted	0-10	68-280	Kankakee
	4000S-Iroquois Co. Line	Non-Urban Minor Arterial	3,950-5,800	2	55	13-18	0-12	No Median, Painted	7	72	N/A
IL 1	Will Co. Line-Iroquois Co. Line	Other Principal Arterial	3,550-13,300	2	N/A	11-26	0-18	No Median, Curbed, Painted	0-10	58-155	Grant Park, Momence, St. Anne
IL 17	Grundy Co. Line-4000 W	Non-Urban Minor Arterial	2,300-4,650	2 or 4	N/A	13-14	0-14	No Median, Painted	7-8	100-120	N/A
	4000 W-US 45	Other Principal Arterial	4,650-27,600	2 or 4	30-50	12-24	0-16	No Median, Curbed, Painted, Traversable	0-8	65-110	Kankakee
	US 45-IL 1	Other Principal Arterial	11,000-20,700	4	20-55	11-15	0-64	No Median, Curbed, Painted	0-10	70-260	Kankakee
	IL 1-Lake Co. Line	Non-Urban Major Collector	4,500-5,500	2	N/A	13	0-12	No Median, Painted	3-9	60-215	N/A
IL 50	Will Co. Line-US 45	Other Principal Arterial	4,250-31,100	2 or 4	30-45	11-20	0-42	No Median, Curbed, Rumble Strip, Painted, Traversable	0-10	70-215	Bradley, Kankakee, Manteno
	IL 50-IL 50	Other Principal Arterial	3,750-14,400	2 or 4	N/A	12-21	0-4	No Median, Curbed	0-8	0-80	Kankakee
IL 102	Will Co. Line-Joe Mann Rd.	Non-Urban Minor Arterial	5,400-6,700	2	55	13	0	No Median	0-6	66	N/A
	Joe Mann Rd.-US 45	Other Principal Arterial	6,700-17,600	2 or 4	30-55	13-14	0-14	No Median, Curbed, Painted	0-5	66-125	Bourbonnais
IL 113	Will Co. Line-2750 W	Non-Urban Major Collector	2,150-2,250	2	N/A	13	0	No Median	7	66	N/A
	2750 W-IL 17	Urban Minor Arterial	3,200-8,800	2	45	11-18	0-16	No Median, Curbed, Painted	0-7	66-77	Kankakee
IL 114	IL 1-Newton Co. Line	Non-Urban Minor Arterial	3,200-9,800	2	N/A	13-21	0-14	No Median, Painted	0-6	60-70	Momence
IL 115	Water St.-Jeffrey St.	Urban Minor Arterial	3,850-4,850	2	25	12-22	0	No Median	0	60-70	Kankakee
	Jeffrey St.-Kankakee Twp. Line	Urban Minor Arterial	3,550-6,200	2	N/A	12-15	0-12	No Median, Painted	0-5	66-70	Kankakee
	Kankakee Twp. Line-4000 S	Non-Urban Major Collector	650-3,450	2	55	11-14	0	No Median	4-7	65-72	Buckingham, Herscher
	4000 S-Ford Co. Line	Non-Urban Minor Arterial	500	2	N/A	11	0	No Median	6-7	60	Cabery

Source: Bernardin, Lochmueller & Associates, Inc. from the Illinois Highway Information System
Note: * 0=curb and gutter

Illinois Route 1: Running just west of the Illinois/Indiana State Border, this north-south two-lane facility passes through eastern Kankakee County providing connections to the communities of St. Anne, Sun River Terrace, Momence and Grant Park. Route 1 has a common section with Illinois Route 17 from Sun Terrace to Grant Park. Illinois 1 is classified as a “principal arterial” and a Class II Designated Truck Route.

Illinois Route 17: This is the primary east-west route through Kankakee County connecting I-55 to I-57 and linking to I-65 via IL 114 and Indiana SR 10 and to US 41 in Indiana via Indiana SR 2. The route is two-lanes except in the urbanized area. Here, IL 17 (Court Street) is a four-lane or four-lane divided facility from the western corporate limits of the City of Kankakee eastward through downtown Kankakee to SR 1. Illinois Route 17 is classified as a “minor arterial” from the Livingston-Grundy-Kankakee County Line to 4000W Road, where it becomes a “principal arterial” eastward to IL 1. Departing Illinois Route 1 to the east of Grant Park, IL 17 is classified as a “major collector.” Illinois Route 17 is a Class II Designated Truck Route.

Illinois Route 50: Route 50 begins south of the Kankakee River at US 45/52. This “principal arterial” crosses the Kankakee River via the Schuyler Avenue Bridge, and continues through downtown Kankakee on the Indiana/Harrison Avenue one-way pair reconnecting just north of the Norfolk & Southern Railroad. At this point, the facility becomes four lanes, intersects with I-57 (Exit 315), and continues through Bradley and Bourbonnais. Tapering to two lanes north of Bourbonnais, IL 50 continues through Manteno where it becomes a “minor arterial” upon exiting the village. Illinois 50 is a Class II Designated Truck Route only from I-57 northward to Peotone.

Illinois Route 102: Route 102 enters Kankakee County as a two-lane facility from Will County, and follows the north banks of the Kankakee River and Kankakee River State Park. Entering the Village of Bourbonnais, IL 102 becomes Main Street widening to four lanes, and ends at US 45/52. Illinois 102 is classified as a “minor arterial” from the Will County Line to the west urban boundary of Bourbonnais at which point it is classified as a “principal arterial”. This facility is a Class II Designated Truck Route.

Illinois Route 113: This two-lane Illinois highway also enters Kankakee County from the Will County line, but follows the south bank of the Kankakee River. It proceeds southeast into the west side of the City of Kankakee as Wall Street, and terminates at Illinois 17. Illinois Route 113 has a functional classification of “major collector” from the Will County line to Illinois 17. This facility is a Class II Designated Truck Route.

Illinois Route 114: This two-lane state highway begins at IL 1/17 just south of the Kankakee River at the southeast urban boundary of the City of Momence, and continues east into Indiana to tie into I-65 via Indiana SR 10. Illinois Route 114 is functionally classified as a “minor arterial” and is a Class II Designated Truck Route.

Illinois Route 115: Illinois Route 115 enters as a two-lane facility from the southwest at the Ford/Kankakee County Line near Cabery, heads north for six miles, and veers abruptly eastward through the Villages of Buckingham, Herscher, and Irwin. At CH 58 (2000W Road), Route 115 turns northward past Koerner Airport, shifts to the east as it enters the southwest urban boundary

of Kankakee (Jeffery Street), and ties into US 45/52. Route 115 is functionally classified as a “minor arterial” for the northern segment from the Ford County Line, and becomes a “major collector” for the eastern segment to the City of Kankakee. As IL 115 enters the southwest urban area boundary of Kankakee, it becomes a “minor arterial”. Illinois 115 is a Class II Designated Truck Route.

Intermodal Facilities: Kankakee County is served by various modes of transportation including air, water, rail, bus and bike trails. These enhance the Kankakee River Valley citizens and visitors by providing a means to regional attractions, parks/recreation activities, and accessibility to the rest of the state as well as interstate movement of goods and people. Listed below is an inventory of these modes.

Airports: Kankakee is served by the Kankakee River Valley Area Airport Authority (KRVAAA) located southeast of the city. This airport has a main runway length of approximately 6,000 feet and offers regional services. Koerner Airport is a privately owned general airfield just northwest of the KRVAAA. Access to major air transport is only 55 miles away at Midway Airport, and 90 miles away at O’Hare International Airport. A new major airport is in the planning stages near Peotone. This airport would directly affect the Kankakee region.

Water: The Kankakee region was the home of Pottawatomie Indians and French settlers who established fur trading along the river basins. Although the Kankakee and Iroquois Rivers are not navigable for modern commercial vessels, they provide rich ecological resources and recreational activities ranging from boating, fishing, camping, picnicking, or horseback riding along the historic banks.

Rail: As previously mentioned, the Illinois Central Railroad (subsequently the Illinois Central & Gulf Railroad and currently the Canadian National Railway) laid tracks (north/south) across the county and built the Kankakee Depot in 1853. The Pennsylvania Railroad (subsequently the Penn Central, then Conrail, and currently Norfolk & Southern Railroad) soon followed with east and west railways providing steady economic growth for the area. Although the railroad boom days have passed, railroads play an intricate role in the delivery of goods and people throughout northeast Illinois. The Canadian National still provides freight transportation services, and its rails are used by AMTRAK, which has a depot in downtown Kankakee. The Norfolk & Southern Railroad provides freight services. Other railroads include the Kankakee-Beaverville-Southern Railroad running southeast from Kankakee to Lafayette (Indiana).

Public Transit: Bus transit services through the River Valley Metro Transit District (RVMTD) that began serving the community in 1998. Today, Metro offers seven fixed routes and two paratransit (ADA) routes in the urbanized area. Rural bus service is offered to the surrounding communities from SHOWBUS. Greyhound offers regional service to Kankakee as do local cab companies.

Bikes/Trails: The Kankakee River State Park (comprised of 4,000 acres) and a number of local parks offer bike trails and hiking opportunities. Perry Farm, which is also located along the river has trails for biking, walking, roller blading and cross-country skiing. The Kankakee River

Valley Forest Preserve District was formed to preserve and protect Kankakee County's open land resources and to provide for park planning and development.

2. Land Use/Development Characteristics

Major Traffic Generators: There are 681 square miles in Kankakee County comprised mostly of agricultural parcels (93%) and 16,485 acres of incorporated area.⁷ Development of an area is greatly influenced by the transportation system. As water brought about early settlements with fur trading and the railroads spurred industrial development, Interstate 57 and other primary roadways continue to affect the development of Kankakee County. The Kankakee County Land Use Plan 1992-2012 can be observed in Figure 6. Although not among the projected top ten fastest growing counties in Illinois, Kankakee County is bordered by two of those counties—Grundy and Will Counties. Growth shifting from the southern suburbs of Chicago will play a significant role in future development in Kankakee County as well as the possibility of a new Chicago air carrier/air cargo airport at Peotone in Will County.

While the fertile lands of Kankakee County still provide a strong base for the agricultural economy, manufacturing and related industrial activities now drive the region's economy. Industrial land uses have historically clustered along railroads and highways through the City of Kankakee heading north toward Manteno. These industrial areas, along with commercial areas, generate work trips and truck trips on the roadway network.

Figure 7 displays the Average Daily Traffic (ADT) for calendar year 2000 and truck volumes on major highways in Kankakee County. Segments of these major highways experience congestion, significant vehicle delays, and elevated accident rates as a direct result of abutting land uses. Carrying the heaviest traffic volumes, Interstate 57 is experiencing some capacity problems and elevated accident rates at its interchanges, especially the IL 50 interchange at Exit 315 to Bradley that serves the Northfield Square Mall, other corporate/retail businesses, and industries.

The lack of continuous east-west roadways in the county and the lack of additional Kankakee River crossings concentrates the traffic demand on Illinois Route 17. A major concern is the intersection of IL 17 and IL 113 near the Riverside Medical Center, where nearly 70 rear-end accidents occurred in calendar years 1998-2000. Rear-end accidents accounted for nearly 33% of the accidents along the entire route in that period. County Highway 9 in Manteno (Division Street) is constrained by several jogs as it passes through the village, and is the primary path used by truck traffic to and from the Interstate and the Illinois Diversatech Campus.

US 45/52 has a great deal of congestion and numerous intersections with high accident rates. The intersection of US 45/52 (Kennedy Drive) at Route 102 is just one of the high accident locations. From this "Y" intersection near Olivet University to William Latham Drive, there were 62 rear-end type accidents on US 45/52. Illinois 50 also has several congested intersections as it passes through Kankakee, Bradley, Bourbonnais, and Manteno.

⁷ Kankakee Regional Planning Commission 1992.

Illinois Route 1 through Momence (Dixie Highway) is another section of roadway that has accident frequencies that are attributable to the congestion and truck traffic. Trucks were involved in at least 10% of the total accidents within this section, second only to I-57. IL 1 has several jogs as it connects with other routes through Saint Anne, Sun River Terrace, Momence and Grant Park.

Freight Traffic Summary: In the early days of the Kankakee County region when agricultural products predominated, commodities were transported via rail to the Chicago markets. While rail continued as the primary transportation mode during early industrial growth, the rail transportation mode faced increasing competition from trucks as roadways were improved after World War I, and was eclipsed by motor freight after World War II.

The railroads in the region provide direct links to the Chicago hub, and primarily transport grain, general freight and intermodal (piggy-back) freight. There is no airfreight service at the Greater Kankakee Valley Airport. Freight transport in the region is facilitated by contract trucking firms or the individual companies that deliver their products.

Figure 8 shows the location of major truck generators in Kankakee County. Table 4 records the number of employee and truck trips for these businesses based on trip generation rates from *Trip Generation - 6th Edition* (Institute of Transportation Engineers, 1997), *Quick Response Freight Manual* (Federal Highway Administration, 1996) and the *Evansville Regional Model Development—Truck Patterns Survey* (Evansville Urban Transportation Study, 2002).

The Kankakee regional area is home to components of seven Fortune 500 Companies:

- Armstrong World Industries, Inc.—floor tile
- Aventis Behring—pharmaceuticals
- Crown Cork and Seal—aluminum cans
- GNB Incorporated—batteries
- ITW Angelboard—edge protectors
- SLS, Inc. (Sears Logistics Service) -- warehousing/distribution
- The Valspar Corporation—coatings

The transformation of the “interstate economy” has provided benefits to the Kankakee region because of its proximity to Chicago (I-80) and Indiana (I-65). Interstate 57, provides a direct link to these corridors and markets, has traffic volumes of roughly 30,000 vehicles per day, of which 21% are trucks. Over the past decade, Kankakee County has attracted some large warehousing distribution facilities (K-Mart Distribution Center, Sears Logistics Service) both located in the Village of Manteno.

Scheduled Transportation Improvements: The Kankakee Area Transportation Study is the Metropolitan Planning Organization (MPO) for the Kankakee urbanized area. All MPO’s are responsible for preparing an annual program of projects that list projects which will be funded (obligated) by federal funds allocated to the state and municipalities under the Transportation Equity Act for the 21st Century. Listed below in Table 5 are the proposed capacity expansion

projects (major widenings, major realignments, new roadways and new interchanges) within the Transportation Improvement Program FY 2002-2004.

The future plans include replacing the bridge on Illinois Route 17 (Court Street) at the Canadian National Railroad. Illinois 113 will be modified in the area of Tower Road to remove a dangerous curve improving traffic safety and traffic flow. The I-57 interchange with Division Street in Manteno is also being examined for reconstruction to provide better access to that community. A feasibility study was recently completed for a new interchange on I-57 in the vicinity of 6000 N Road between Bourbonnais and Manteno. The long-range plans also could include expanding I-57 to six lanes through Kankakee to address capacity and safety problems of the interstate.

Table 4: Kankakee County Major Truck Generators (daily trips)

Map #	Company Name	SIC	Type of Business	Auto Trips	Truck Trips
1	A Amstrand Ropes & Wires	2298	Rope manufactures	105	60
2	Airborne Express	4212	Delivery services	42	100
3	Alabama Metal Industries	1791	Steel fabricators	315	180
4	American Continental	4213	Trucking	105	250
5	American Freightways, Inc.	4213	Trucking	105	250
6	American Spring Wire Corp.	3315	Steel wiredrawing and nails	525	300
7	Andrew Winters Moving & Storage	4214	movers	105	100
8	Armstrong World Industries	3996	Flooring, Tile	777	444
9	Aventis Behring LLC	2836	Biological Products	2184	1248
11	Baker-Taylor Inc.	5192	Books-Periodicals-Newspapers	2100	1200
12	Birmingham Steel	3312	Steel Works, Blast Furnaces.	1050	600
13	Bunge Foods Corporation	2079	Margarine manufacturing	1050	600
14	Bunge Foods Corporation	2079	Shortening manufacturing	210	120
15	Carryall Transportation	4213	Trucking	105	250
16	Central Illinois Transportation	4213	Trucking	42	100
17	Champion Express	4213	Trucking	42	100
18	Chapel Steel Co.	5051	Steel distribution warehouses	105	60
19	Coca-Cola Bottling Co.	2086	Bottlers	105	100
20	Cognis Corp.	2899	Chemical manufacturers	1050	600
21	Crown Cork & Seal Co. Inc.	3411	Metal Cans	525	300
22	Dedicated Logistics, Inc.	4213	Trucking	105	250
23	Delmonte	5099	Canned produce	525	300
24	Electronic Beam Technologies	3357	Cable manufacturers	210	120
25	Engineered Polymer Solutions	2821	Paints, Varnishes, Lacquers	105	60
26	Enterprise Coated Products	2672	Laminated paper manufacturers	105	60
27	Esselte Pendeflex Corporation	2782	Die-cut Paper and Cardboard	525	300
28	Fabriline Division-Peddin	3549	Metal working machinery manufacturers	525	300
29	Gilster-Mary Lee Corporation	2066	Cocoa mix, fruit drink mix	231	132
30	GNB Battery Company	3691	Storage Batteries	1050	600
31	HER Truck Lines, Inc.	4213	Trucking	42	100
32	Illinois Fabricators, Inc.	1791	Steel fabricators	105	60
33	ITW Angleboard	5113	Packaging materials manufacturers	105	60
34	ITW Minigrip Zip Pak, Inc.	3089	Plastic & plastic products manufacturers	210	120
35	Ivex Packaging Corporation	3089	Plastics Products	105	60
36	Ivex Packaging Corporation	3089	Plastics Products	1050	600
37	J R Short Milling Co.	5149	Corn products (wholesale)	525	300
38	K-Mart Manteno Distribution Ctr.	4731	Transportation, Freight Forwarding	1260	3000
39	Kama Manufacturers	2821	Plastics	525	300
40	Kankakee Container Co.	2653	Corrugated & fiber box manufacturers	210	120
41	Keystone Freight Corp.	4731	Freight consolidated	105	250
42	Legriss Manufacturing Co.	1791	Steel fabricators	105	60
43	Lowe's	5211	Building materials	210	120
44	M & D Flexographic Print	2759	Fabricated rubber products and printing	525	300
45	M & D Industries International	3069	Balloon-Novelty manufacturers	1050	600
46	M & D Transfer, Inc.	4213	Trucking	105	250

Table 4: Kankakee County Major Truck Generators (daily trips)

Map #	Company Name	SIC	Type of Business	Auto Trips	Truck Trips
47	Menard's	5211	Lumber & Building Materials	525	300
48	Merisant Co.	5144	Food products (wholesale)	525	300
49	Midwest Transit Equipment	5012	Buses, Distribution	210	200
50	Momence Packing Company	2011	Meat Packing Company	1050	600
51	Momence Pallet Corp.	2448	Pallet skids manufacturers	105	60
52	Nestle Clinical Nutritions	2099	Food preparation manufacturers	210	120
53	PAC Trucking Co.	4213	Trucking	105	250
54	Peddinghaus Corp.	3411	CNC machine tools	315	180
55	Pepsi-Cola General Bottlers	2086	Bottlers	210	200
56	Power Logistics	4222	Warehouses - cold storage	42	40
57	Power Logistics	4222	Warehouses-cold storage	105	100
58	Power Packing, Inc.	3089	Plastics products manufacturers	105	60
59	Precisionaire, Inc.	5531	Filters	525	300
60	RCD Trucking, Inc.	4731	Freight forwarding	210	500
61	Ring Can Corp.	3089	Plastics products manufacturers	105	60
62	Rohm & Haas Co.	2821	Plastics—raw materials and resins	210	120
63	Sears Logistics Services	4731	Transportation, Freight Forward	2100	5000
64	Sears Roebuck & Co.	5311	Department Store	525	300
65	Serologicals	2836	Biological products manufactures	210	120
66	Structural Systems	8711	Engineers	42	10
67	Summer Transportation Services	4214	Movers	105	100
68	Super K-mart	5311	Department Store	1050	400
69	Superior Carriers, Inc.	4213	Trucking	105	250
70	Triangle Construction Inc.	5211	Concrete ready mix	525	300
71	US Filters (Stranco)	3589	Water Treatment Equipment	525	300
72	V Carter & Son, Inc.	4213	Trucking	105	250
73	Valspar Corporation	3479	Coatings, Protectives Mfg.	525	300
74	Vulcan Materials Co.	1429	Stone, crushed	105	250
75	Walmart	5311	Department Stores	1050	400
76	Webber Trucking	4213	Trucking Company	1050	2500

Sources: American Business Directory and Kankakee County Labor Management Association.

Table 5: Transportation Projects FY 2002-2004 (Only capacity expansion projects are shown.)					
<i>Location of Project</i>	<i>Scope of work</i>	<i>Phase/Fiscal Year</i>	<i>Cost</i>	<i>Distribution of Cost</i>	<i>Funding Sources</i>
River Rd. US45 to I -57	Bridge Replacement, widening.	FY 2002 Construction	\$1,300,000	\$820,000 \$480,000	STPU County
I-57 @ Armour Rd.	Bridge Replacement (new 4-lane facility)	FY 2002 Construction	\$4,600,000	\$2,480,000 \$620,000 \$750,000 \$750,000	STPU IDOT County Bradley
I-57 @ Exit 315	Interchange Reconstruction	FY 2002 Acquisition	\$1,500,000	\$1,500,000	IDOT
IL 50 (Kinzie Ave.) Liberty to Brookmont	Bi-Directional Turn Lane, Intersection Improvement & Bridge Replacement	FY 2002 Construction	\$880,000	\$704,000 \$176,000	STPU IDOT
IL 113 (Wall St.) IL 17 to Riverside Hospital	Widen to 5 lanes replace Railroad Viaduct	FY 2002 Construction	\$7,000,000	\$5,200,000 \$1,300,000 \$500,000	HP IDOT STPU
Armour Road from US 45 to IL 50	Widen to 5 lanes with curb & gutter and sidewalk	FY 2003 Construction	\$2,000,000	\$800,000 \$1,200,000	STPU- Bourbonnais IDOT
FAU 6176 (Armour Rd)	Widen to 5 lanes with curb & gutter and sidewalk	FY 2003 Phase I Engineering	\$180,000	\$180,000	IDOT

Source: Transportation Improvement Program FY 2002-2004 KATS June 2001.

E. EXISTING ROADWAY CONDITIONS AND FINANCIAL RESOURCES

1. Roadway Jurisdictions

Roadways are either maintained by local jurisdictions (county/city-village-township) or the state (Interstate, US, and State routes), and are classified by function (see Figure 3) and area-type (urban or rural). The county has roughly 1,700 miles of roadway generating 2,566,004 average daily vehicle-miles of travel (DVMT) in 2000.⁸ A break down of roadway mileage by functional classification and jurisdiction is provided in Table 6.

2. Roadway Conditions

The critical conditions of the Kankakee County roadways can be divided into the following components: traffic congestion, pavement conditions, and river crossings. Also, traffic congestion may contribute to elevated traffic accident rates at specific locations. Accident data from 1998 to 2000 identified that elevated accident rates were more prevalent in highly congested areas within the county. The pavement conditions on arterial and collector roads were last assessed in 1994 and generally fell in the fair to good range. The limited number of Kankakee River crossings combine to limit mobility within the county, contribute to increased traffic congestion and potentially impacts the elevated accident rates at some locations.

3. Sources of Transportation Financing

Transportation system capital improvements are funded by either the federal, state, or local government (or combination thereof). Federal participation in transportation improvements is financed through federal funds appropriated (based on formula) from the Fiscal Year 1998 Transportation Equity Act for the 21st Century (TEA21) that provided nearly 218 billion dollars over a six-year period for a variety of ground transportation programs. States are responsible for capital improvements to all Interstate, US and state routes, and typically use federal funds on these routes matched by State funds.

Each state also receives federal funds that are allocated to urban and rural areas. The matching criterion for transportation projects is generally 80% federal and 20% local. Because the Kankakee urbanized area has a population greater than 50,000 people, transportation planning is conducted by a Metropolitan Planning Organization (i.e., the Kankakee Area Transportation Study). The Kankakee Area Transportation Study is responsible for preparing a fiscally constrained long-range transportation plan and the transportation improvement program for the urbanized area. In addition to identifying improvements to State-maintained facilities, the transportation improvement program also identifies improvement projects for locally maintained collector and arterial roadways that are eligible for federal Surface Transportation Urban (STU) funds for improvements to locally maintained collector and arterial roadways. Outside of urbanized areas, urban places, such as Manteno, also receive Surface Transportation Urban funds.

⁸ Illinois Travel Statistics 2000; Illinois Department of Transportation, Office of Planning and Programming.

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Table 6: Kankakee County Mileage By Functional Classification (in center-line miles)

District 3 Kankakee County	State Highway Systems			Local Highway Systems			Total Existing	Proposed	Total Designated
	Primary	Supple- mentary	Total	County	Township	Municipal			
Interstate									
non-Urban	9.04	.00	9.04	.00	.00	.00	9.04	.00	9.04
Urban	14.04	.00	14.04	.00	.00	.00	14.04	.00	14.04
Total	23.08	.00	23.08	.00	.00	.00	23.08	.00	23.08
Freeway & Expressway									
Urban	.00	.00	.00	.00	.00	.00	.00	.00	.00
Other Principal Arterial									
Non-Urban	35.64	.00	35.64	.00	.00	.00	35.64	.00	35.64
Urban	29.67	.00	29.67	.00	.00	.00	29.67	.00	29.67
Total	65.31	.00	65.31	.00	.00	.00	65.31	.00	65.31
Minor Arterial									
non-Urban	41.73	.00	41.73	4.22	.00	.00	45.95	.00	45.95
Urban	8.64	2.45	8.64	17.10	1.44	10.54	37.72	.00	37.72
Total	50.37	2.45	50.37	21.32	1.44	10.54	83.57	.00	83.57
Major Collector									
Non-Urban	31.97	10.33	42.30	152.55	2.56	.84	198.25	2.50	200.75
Minor Collector									
Non-Urban	.00	.00	.00	52.14	22.25	.00	74.39	.00	74.39
Collector									
Urban	.65	.00	.65	8.88	13.26	25.53	48.32	2.56	50.98
Local									
Non-Urban	.00	3.67	3.67	28.61	840.64	73.54	946.46	.52	946.98
Urban	.00	.68	.68	.00	53.04	182.72	236.45	.08	236.53
Total	.00	4.36	4.36	28.61	893.68	256.26	1,182.91	.60	1,183.51
Total All Systems									
Non-Urban	116.38	14.00	132.38	237.52	855.45	74.73	1,309.73	3.02	1,312.75
Urban	50.55	3.14	53.69	25.98	67.74	366.20	366.20	2.74	358.94
Total	166.93	17.14	186.07	263.50	933.19	1,675.93	1,675.93	5.76	1,681.69

Source: Illinois Department of Transportation -Planning Services Section; December 31, 2000.

Finally, counties are eligible to receive federal Surface Transportation Rural (STR) funds for improvements to county-maintained collector and arterial roadways outside of urbanized areas or urban places, and federal Bridge Rehabilitation and Replacement Program (BRRP) funds regardless of location. Listed in Table 7 are the yearly distributions to Kankakee County. The State of Illinois also distributes Motor Fuel Tax funds, which amount to nearly \$400,000 per month to Kankakee counties, townships and municipalities.⁹

Table 7: Average Annual Federal Distribution for Kankakee County

Grantee	Federal Funding Categories from TEA21		
	STU \$	STR \$	BRRP \$
Kankakee Country	NA	\$370,000	\$140,000
Kankakee MPO	\$325,000	NA	NA
Village of Manteno	\$41,000	NA	NA

Source: Illinois Department of Transportation-District 3: Bureau of Local Roads.

⁹ Illinois Department of Transportation – District 3: Bureau of Local Roads

F. ENVIRONMENTAL INVENTORY

1. Environmental Footprint

An inventory of significant environmental features was prepared for Kankakee County as shown in Figure 9. This information was used in the development of recommendations for the east-west corridor centered on 6000 N Road (study area bounded in red dashed lines) and the north-south corridor centered on Warner Bridge Road and 3000 S Road (study area bounded in green dashed lines).

The environmental footprint shows significant components of the environment including:

- Parks and nature preserves,
- Churches and cemeteries,
- Major transmission lines and utility towers,
- High archaeological potential areas,
- Mineral and energy resources such as quarries,
- Wetlands, and
- Streams and floodplains.

Rivers and streams were the focus of historic and prehistoric settlement and migration patterns. Prehistoric villages, religious sites, and population centers are often found in close proximity to perennial water sources. Therefore, the areas surrounding rivers and major streams are mapped as areas of high archaeological potential. Specific archaeological sites are not shown in Figure 9 to protect the integrity of the sites.

Land use in the Corridor Study Area is primarily agriculture except in the vicinity of I-57. Quarries and the interstate rest areas are significant land uses in the vicinity of I-57 within the east-west corridor. Industrial land use, centered around the Kankakee Industrial Park in the area of the I-57/US45-52 interchange, is the most significant non-agricultural land use in the north-south corridor.

While farmland and stream crossing impacts are common to both corridors, the most significant environmental feature limiting corridor options is the Kankakee River State Park. IL 102 on the north side of the Kankakee River and Warner Bridge Road pass through the State Park, and IL 113 abuts the south side of the State Park. Because parks are among the federally protected lands, any roadway improvement that requires park right-of-way can only go forward if there are no other prudent and feasible options.

2. Warner Bridge Improvement Environmental Issues

Because the Corridor Study Area passes through the Kankakee River State Park, a special meeting was held with Illinois Department of Natural Resources (IDNR) on October 31, 2001, to discuss purpose and status of the study, to obtain information on critical park resources, to determine the Department's position concerning the acquisition of park property for road right-of-way, and to establish a communication framework for the study. A key purpose of the meeting was to identify environmental limitations on an alignment of the corridor within

Kankakee River State Park. Within the Kankakee River State Park, any roadway improvement would probably use the existing Warner Bridge Road alignment because this is the only crossing of the Kankakee River through the State Park and the first river crossing west of IL 17 (Court Street) in downtown Kankakee. Up to an additional 120 to 150 feet of right-of-way would be needed for the improvement of the Warner Bridge Road passage through the park, and the additional right-of-way could be added east and/or west of the existing alignment to minimize impacts to adjacent natural areas and environmental resources.

An earlier Kankakee River crossing study examined alignments for a new bridge east of the Kankakee River State Park. This study determined that no location could be identified where the need for the project outweighed the significant adverse socioeconomic impacts. In the case of an abandoned railroad crossing through the State Park, the railroad right-of-way has reverted to the State Park and can no longer be used for public access.

The known resources within the State Park include:

- Numerous wetlands;
- The Kankakee River and its banks are designated Natural Areas;
- A large prairie area on the south bank is a designated Natural Area that includes Illinois listed endangered plant species;
- Portions of the park along Rock Creek are also designated Natural Areas; and
- Mussel beds and fish spawning areas in rocky shallows near existing bridge piers.

IDNR is also concerned that increased traffic volumes through the park could impact park activities and infrastructure, including the equestrian/snowmobile trail that crosses Warner Bridge road south of the Kankakee River. Because the Kankakee River is a candidate Wild and Scenic River, any impacts on the river would have to be coordinated with the National Park Service. Any right-of-way acquisition would also need to be coordinated through the Federal Highway Administration (FHWA) under Section 4(f) for a federally funded project.

According to IDNR staff, no 6(f) resources would be impacted by the potential widening of Warner Bridge road through the park. In addition, archaeological surveys conducted for the area surrounding the roadway did not encounter any potential significant historic or prehistoric archaeological resources.

While the IDNR is not opposed to the principal of widening Warner Bridge Road, all impacts (including cumulative impacts) would need to be fully assessed in any environmental documentation concerning a federal action under the National Environmental Policy Act, and adequate mitigation measures would be needed for unavoidable impacts. Potential mitigation measures may include:

- Acquisition of new property to compensate for any areas lost to the roadway project;
- Construction of new parking lots;
- Development or enhancement of wetlands within the park;
- Construction of new boat ramps;
- Installation of right-of-way fencing to protect park visitors and hunting dogs; and
- Construction phasing to reduce impacts to recreational uses.

G. LOCAL PLAN SUMMARY

1. Introduction

This summary presents consistencies, conflicts and possible alterations to area comprehensive plans and infrastructure improvement programs to assist in the refinement of the two corridors examined. Before launching into this review, an overview of the Long Range Transportation Plan for the Kankakee Urbanized Area is provided to set the stage.

2. Review of Long Range Transportation Plan

Under Federal highway legislation (23 CFR 450C Sec. 450.322), all Urbanized Areas are to prepare (and update at least every five years) a long-range transportation plan to guide the expenditure of federal transportation funds in addressing existing and future transportation needs. The long-range transportation plan also serves as the source for major transportation investment projects included in the short-range transportation improvement program (which programs specific funds for specific improvement projects) and as the basis for major transportation investment studies such as this corridor study.

The *Long Range Transportation Plan for the Kankakee Urbanized Area* was last updated in the year 1999, and has a horizon year of 2025. The Kankakee Area Transportation Study (KATS) completed the previous Long Range Plan in 1994.

Transportation Issues: Two major transportation issues established the tone for the 1999 Long Range Plan:

- The need for a traffic alternative to relieve the current and future traffic pressure on the Court Street bridge over the Kankakee River in light of the lack of a protected right-of-way crossing of the Kankakee River farther downstream.
- The impact of the proposed South Suburban Airport in Peotone on the roadway system in northern Kankakee County.

In addition to these two issues, the transportation goals established by the Long Range Plan identify other significant concerns such as:

- East-west freight movement to and from Indiana that brings large trucks through downtown Kankakee.
- The freight terminal facilities in the Manteno area that have large trucks on local streets attempting to avoid congestion.
- The need for consistent and compatible land use and development plans throughout the jurisdictions.
- The current Long Range plan includes only one new proposed I-57 interchange (near 6000N), and no additional crossings of the Kankakee River.
- Roadway connectivity for the classified roadways in the Urbanized Area; roadway connectivity with the existing classified roadway system and the immediate surrounding area that is expected to develop in the near future; and roadway connectivity with the county as a whole, including the critical links with the proposed South Suburban Airport.

- The need to identify and preserve right-of-way for needed roadway projects.

Major State roadway deficiencies and improvement projects identified in the 1999 Long Range Plan are displayed in Figure 10, and planned local jurisdiction projects to the year 2025 are displayed in Figure 11.

3. Review of Comprehensive Plans

The Illinois Compiled Statutes 65 (ILCS 5/11-13-1 est seq: 65 ILCS 12-5 & 12-7) grant municipalities and counties the right to prepare and adopt a long-term, comprehensive plan as a framework for public policy regarding future growth and development of the community. These plans provide detailed analyses of land use, development infrastructure, and socio-economic and environmental data that lead to goals and objectives for guiding future development of a community. Through objective analysis and citizen input, future land use can be rationally planned. These plans also serve as a foundation for other types of planning studies (e.g., transportation, zoning, neighborhood, recreation, etc.) that help implement the comprehensive plan.

This section of the report presents the adopted comprehensive plans relevant to the two corridors.

Kankakee County The County's comprehensive plan was adopted in 1992: the process of updating the plan began in the Spring of 2003. The transportation recommendations of the 1992 Comprehensive Plan are superseded by the *1999 Long Range Transportation Plan Update*. The 1992 County Comprehensive Plan has a twenty-year horizon of 2012, and includes the entire County (both incorporated and unincorporated areas). The municipal comprehensive plans take precedence over the County comprehensive plan for land use within their respective geographic boundaries, and the County and the municipalities share responsibility within 1½ miles of the municipal boundary lines. The County Comprehensive Plan is divided into two parts. Part one is the Information Base that details basic background information pertaining to history, environmental features, public services, transportation network, and socio-economic data. Part two is divided into six (6) elements -- land use/growth management plan, transportation plan, economic development, housing and social services, solid waste management, and environmental resource management.

Land Use Trends The majority of development has taken place within the incorporated areas adjacent to current highway corridors. The primary growth is between and along the Interstate 57, Illinois Route 50 and US 45/52 from Kankakee through Manteno. The secondary growth area is made up of the northern tier of the townships bordering Will County (Yellowhead, Manteno, Sumner and Rockville). Future growth in Kankakee County could be significant depending upon the location of a potential new south suburban regional airport currently in the planning stages. Rezoning data and building permits over the past three decades reflect the conversion of agricultural lands to residential uses, followed by commercial and manufacturing uses. Transportation has been a major force in determining regional growth and spatial patterns of the Kankakee County area. The Subdivision Control Ordinance requirements for sewer and water improvements within 1.5 miles of a municipality have discouraged development in more remote unincorporated areas.

Transportation Issues

The County's 1992 Comprehensive Plan proposed several major intensive transportation improvements to improve traffic circulation and reduce congestion and traffic accidents. However, with the adoption of the *1999 Long Range Transportation Plan Update*, the community is no longer pursuing additional crossings of the Kankakee River; and only the proposed I-57 interchange at 6000N Road is being carried forward among the three previously proposed interchanges along I-57.

The proposed new interchange on I-57 between Bradley and Manteno was also proposed by the Village of Manteno in its Comprehensive Plan. The County's 1992 Comprehensive Plan proposed the new interchange on I-57 at 7000N Road, about two miles south of the existing interchange at 9000N Road (Exit 322) serving Manteno. The recent interchange feasibility study performed by the Illinois Department of Transportation identified 6000 N Road as the preferred new interchange location. The 6000N location is now supported by the Villages of Bourbonnais and Manteno. The Illinois Department of Transportation has submitted the interchange justification study to the Federal Highway Administration, which must approve the addition of the interstate interchange before IDOT can proceed with preliminary engineering and environmental studies for the new interchange.

Due to the existing development patterns and the location of the Kankakee River State Park, the only existing crossing of the Kankakee River west of downtown Kankakee remains Warner Bridge Road on the west County Line. As part of this Corridor Planning Study, the expansion of Warner Bridge from two to four lanes has been promoted as the most viable connection around the Kankakee metropolitan area connecting the east-west and north-south portions of the corridor study area. However, the bridge is located within the Kankakee River State Park, and may have to overcome several environmental obstacles.

Recommendations for Future Land Use: The County's Comprehensive Plan details a Future Land Use Map (horizon year 2012) that establishes future land uses on the basis of an analysis of trends and the future land use plans adopted by municipalities (including Bourbonnais, Bradley, Grant Park, Herscher, Kankakee, and Manteno). An overview of these future land uses within the east-west and north-south portions of this study area is described in the following text and displayed in Figure 12: Year 2012 Future Land Use within Study Corridor.

East-West Corridor (6000 N): The east-west corridor (6000N) is a two-mile band centered on 6000N Road running 19.5 miles from CH 14 (Vincennes Trail) to Warner Bridge Road. For the east end of the corridor, just south of Grant Park and north of Momence, the County's Comprehensive Plan shows proposed residential expansion (via annexation) with a small area of Office Research use north of CH 19 (south of Grant Park) along the Union Pacific Railroad. Commercial usage is proposed in a quadrant of CH 9 where it intersects with IL 1/17. Direct access to the other Commercial and Industrial areas of Grant Park would be via IL 1. Commercial and Industrial areas of Momence are depicted in the southwest quadrant of IL 1 and 4000 N Road, and Office Research between IL 17 and CH 14 (Vincennes Trail).

Continuing westward along 6000 N Road, the County's Comprehensive Plan recommends the continuation of agricultural uses until IL 50. Primarily industrial uses are recommended between IL 50 and I-57, with some small intermixing of Commercial along the Canadian National Railway. The industrial uses extend north toward Manteno, where a large area of Industrial properties (Illinois Diversatech Campus) is bordered by 7000 N, 4000E, CH 9 and IL 50. Adjacent to the west side of I-57 is a proposed Industrial area bordered by 7000 N Road on the north, 6000 N Road on the south and US 45/52 on the west. Manteno also has proposed Industrial along the west side of Interstate 57 (buffered by green area along South Rock Creek) to the east side of US 45/52 to CH 9 (that also has proposed Commercial parcels). Residential area is proposed from the west side of US45/52 to 1000 W Road between North and South Rock Creek. The remainder of the corridor westward from US 45/52 is proposed for continued Agricultural uses until CH 7 where Kankakee River State Park property is bounded along the Kankakee River between IL 102 and IL 113.

North-South Corridor (Warner Bridge): At the northern end of the corridor is Warner Bridge, which is nine miles west of the City of Kankakee on CH 20 (7000 W Road). Warner Bridge falls within the Kankakee River State Park. As the corridor heads southward, the County's Comprehensive Plan proposes Agricultural with small residential parcels at CH 6 (Waters & Timberline Subdivisions). At IL 17 and 7000W Road, some small parcels of Residential and a small tract of Commercial are proposed. South of IL 17, a small area designated for Industrial usage at the intersection of the Norfolk & Southern Railroad (previously Conrail) and 7000 W Road. Farther south, a stone quarry is located on the east edge of a spur of the Norfolk & Southern Railroad as it parallels 7000 W, and is bordered by 2000 S Road, 6000 W Road and 0700 S Road. The corridor heads in a southeastern direction in a two-mile band between 2000 S Road and IL 115 (4000 S Road), and is designated Agricultural until it nears I-57. From 1000 W Road to the I-57 interchange of US 45/52 at Exit 308, the Comprehensive Plan proposes Industrial, with mixed Commercial zones in the vicinity of the interchange ramps.

City of Kankakee: The City of Kankakee Comprehensive Plan was adopted on November 17, 1997. The Comprehensive Plan is divided into three chapters: (1) Introduction, (2) Data and Information, which provides a detailed description of the analysis (trends) of the City of Kankakee, and (3) The Plan, which is a summary of the goals and objectives derived from the objective analysis and citizen input. The summary is followed by six Plan Elements - Land Use, Transportation, Community Facilities, Housing, Neighborhood Development, and Economic Development.

Land Use Trends: The largest category of planned land use in Kankakee is residential. The residential areas have been traditionally categorized in terms of the density (or number of dwelling units per acre). The density of units is "high" within the inner city and generally varies in proximity to other land uses. The housing stock (34,623 units) is predominately older, and had a median value of \$ 55,072 in 1990.

Commercial areas of the downtown (Central Business District or CBD) have changed to office, financial and government (service sector) uses as the CBD has lost much of its retail activity to outlying areas. The downtown is a unique section of the City and contains many historic buildings.

Development of Industrial land use is a fundamental objective of this comprehensive plan. While Manufacturing uses represents about nine percent of the land within the City limits, the expansion of future industrial areas is paramount to the economic growth of the area, and a substantial amount of industrial land is located in the unincorporated areas southwest of the City.

Transportation Issues: The City's Comprehensive Plan identifies three problems within the transportation section: (1) inadequate pavement conditions, (2) traffic congestion and (3) need for a new Kankakee River crossing. The Transportation Improvement Plan (TIP) is identified as the short range planning tool. Regional access to Chicago remains the focal point of enhancing economic and industrial growth with an emphasis on inter-modal interconnections as a primary element of the Long Range Plan. The single most important issue pertaining to future transportation operations is the possible location of a third regional airport in Peotone. Other than the lower capital cost investment TIP projects, the next major project proposed is for the expansion of Brookmont Boulevard from two to four lanes with a new tunnel under the Canadian National Railway (previously Illinois Central & Gulf Railroad).

Recommendations for Future Land Use: The City's Comprehensive Plan promotes the City's development of an Office research park at the proposed new interchange at I-57 and River Road. As the proposed I-57 interchange with River Road has yet to develop, an emphasis is now being placed on development at the I-57 interchange with US 45/52 at Exit 308. Modifications to the existing interchange at Exit 308 are being developed by the Illinois Department of Transportation and the City of Kankakee at the southern edge of the City. A developer from the Indianapolis area has proposed a 100-room Wingate Inn Hotel as well as a 25,000 square-foot conference center at Exit 308. The RiverStone development will cost approximately seven million dollars.¹⁰ The annexation of the industrial land southwest of the City is also being promoted to increase the tax base. The Comprehensive Plan also recommends that the appearance of the community be enhanced by attractively landscaped and well-maintained "front door" entrances into the City.

East-West Corridor (6000N): This corridor falls outside the City limits of Kankakee.

North-South Corridor (Warner Bridge): The only proposed planning issues affecting this portion of the corridor would be the development at the interchange with US45/52 (Exit 308) and future land use plans of the area southwest of the City to be annexed. The proposed development and land classifications would be consistent with the envisioned corridor. The City of Kankakee has annexed some land in Otto Township to proceed with development of a 220-acre landfill. A feasible configuration of Exit 308 is being developed in this planning study so that a connection of I-57 to the north-south corridor is possible.

¹⁰ Kankakee Daily Journal: February 4, 2002.

Village of Bourbonnais: The Village of Bourbonnais Comprehensive Plan was developed in October of 1999 and adopted March 6, 2000. It covers the corporate limits and portions of unincorporated territory adjacent thereof (i.e. 1.5-mile buffer). The plan is divided into 3 chapters: 1) Introduction, 2) Land Development and 3) Land Use and Major Street Plan. This is an update to the 1981 plan.

Land Use Trends: A survey of the parcels within the Village revealed that 78% of the land is developed and that 633 acres (nearly one square mile) remain undeveloped. However, the dispersion of this undeveloped area and its various zoning classifications limit growth options. The unincorporated area outside the Village is largely undeveloped, and is categorized as vacant or agricultural. The vast majority of the developed area within the 1.5-mile buffer of the Village is occupied by recreational uses (48%), followed by low-density residential (19%), and industrial uses (12%).

Residential growth has been towards the west and northwest due to the availability of public sanitary sewers. The Village has a high proportion of multi-family dwellings to total dwelling units. There were a total of 5,167 housing units in the Village in 1998. Using residential build-out analysis, it was calculated that approximately 930 housing units could be added if all residentially zoned, undeveloped land within sanitary sewer service area were developed in accordance with current zoning. The portion of unincorporated territory within the current sanitary sewer service area could yield another 410 dwelling units.

Transportation Issues: The Village's Comprehensive Plan proposes that right-of-way widths be increased as part of the subdivision process. The developer should be required to dedicate a proportional share of the full standard right-of-way width, if not at the standard width. The plan also proposes an east-west connection between Route 45 (at Fitness Center Road) and Career Center Road to serve as a collector. The plan proposes a new I-57 interchange at 6000 N Road, and the extension of 6000 N Road from 2000 E Road to 3000 E Road.

Recommendations for Future Land Use: The plan discusses the potential for residential growth in the Davis Creek watershed. Future industrial growth would be light industrial in character. The Future Land Use and Major Street Plan can be observed in Figure 13. The Village of Bourbonnais is also proposing an electricity generating plant at 5500 N Road just west of Illinois 50.

East-West Corridor (6000N): The corridor provides a major point of access to the industrial and commercial portions of Bourbonnais and the Kankakee regional area. The land-use and improvements to the transportation system are consistent with the envisioned corridor. The proposed I-57 interchange is located at 6000 N Road in the Village's Comprehensive Plan.

North-South Corridor (Warner Bridge): This corridor is not within the jurisdiction of the Village of Bourbonnais.

Village of Bradley: The Village of Bradley completed their Comprehensive Plan in February of 1997. It covers the Village's corporate limits, but interconnects with the municipalities of Bourbonnais, Manteno and Kankakee. Within this context, the plan's community profile provides comparison data to these municipalities as well as the remainder of the County. The plan is divided into three sections -- Demographics, Infrastructure, and Village's Financial Data - followed by goals, objectives and policies.

Land Use Trends: Residential growth as reflected from permit information since 1990 reflect a revival of building activity during the first part of the 1990's. New home growth has been strong in all the comparative communities with apartments increasing particularly in Bradley and Manteno. Residential patterns have reflected growth in the far northeast portion of the Village of Bradley. The median value of the housing stock is \$ 47,900.

Although the housing market is not growing, the Village is seen as an attractive market for single-family homes that have been renovated for good "starter homes" at a reasonable price range. Commercial permits experienced good growth in Bradley due to the Village's regional location and the presence of Northfield Mall, as well as the IL 50 commercial strip. The Village has some of the larger employers within the Bradley Industrial Park where Bunge Foods and Aventis Behring are located. Crown Cork and Seal is located at the northeast corner of IL 50 and North Street. The Future Land Use within the Village of Bradley is displayed in Figure 14.

Transportation Issues: Interstate access to Bradley is provided by the I-57 interchange at IL 50. This interchange has had a significant impact on the land development in Bradley that has resulted in nearly two million square feet of commercial space near the interchange. IL 50 provides good access north and south within the region. The plan details the capacity problems with IL50, US 45/52, Larry Powers Road and Armour Road. The plan supports the widening of Larry Powers Road and the widening of Armour Road over I-57 to four lanes. The plan mentions a "western bypass" of the central portion of the County and a local connector that would tie into this new highway.

Recommendations for Future Land Use: The expansion of employment in the healthcare and related "industries" and continued development of retail shopping are projected to continue and to increase regional employment opportunities. The possibility of the "third" airport is seen as having a considerable impact on the Village. Expansion of the industrial/warehousing sector, including those to be completed by Bunge Foods, and Aventis Behring (formerly Armour Pharmaceutical), should strengthen the local economy.

East-West Corridor (6000N): The Bradley Comprehensive Plan mentions the lack of access east to west through the County and that this corridor could promote better access to the retail markets within the Village.

North-South Corridor (Warner Bridge): This corridor is outside the area covered by the Comprehensive Plan.

Village of Manteno: The Comprehensive Plan for the Village of Manteno was revised in August of 1998. The plan covers the corporate limits of Manteno and a 1.5-mile fringe area of

unincorporated land. The document is divided into three sections: (1) Data Base, (2) The Plan and (3) Implementation. The Village of Manteno has experienced the greatest growth in the Kankakee region.

Land Use Trends: Residential development accounts for forty-six percent of the total land. The housing stock is predominately single-family homes. Commercial land represents three percent of the land and industrial uses comprise ten percent. Parks and institutional land make up five percent each, and eighteen percent of the existing land is vacant. The residential area is generally between IL 50 and I-57; whereas, the commercial areas are located along IL 50 (service and highway-oriented), downtown, and adjacent to the interchange at I-57. Industrial areas are immediately east of the Village (Illinois Diversatech Campus) and southwest of the I-57 interchange (Diversatech west).

Transportation Issues: The plan identifies various improvements to enhance the transportation system. The need for an additional interchange is proposed at 7000 N Road, although the location has since been shifted to 6000 N Road. The lack of east-west direct route through the Village is noted, and it is proposed that CH 9 be widened to four lanes (from US 45/52 to 6000 E Road). Division Street at I-57 Interchange needs to be widened to four lanes with a pedestrian walkway to improve the safety. The improvement of 10000 N Road from two to four lanes is proposed, and the two-mile extension of 10000 N Road between 11000 E Road and IL 1 is recommended. An east-west road is needed to connect the new I-57 interchange (south of Manteno) westward to US 45/52 and eastward to 3000 E Road providing a bypass of Manteno for trucks destined to industrial parks.

Recommendations for Future Land Use: Single Family and Golf Course Residential is focused in the northern and western portions of the planning area. Mixed Density Residential, as found in the Village, would be best developed under planned unit development program. Commercial uses could be located at the intersection of US 45/52 and Division Street, along IL 50 south of the current Village, and US 45/52 at 10000 N Road.

Future Industrial land is located adjacent to the southwest side of I-57 and along US 45/52. The mixed uses (commercial/industrial) along IL 50 are acceptable to the goals and objectives of the plan. There is extensive room for industrial development south of CH 9 beyond the corporate limits. The future land use map is displayed in Figure 15.

East-West Corridor (6000N): The Manteno Land Use Plan is consistent with the envisioned corridor. Commercial uses oriented toward highway development would be proposed in the vicinity of a new interchange. The roadway improvements will provide better accessibility to the industrial areas and less congestion and safer travel in the Village.

North-South Corridor (Warner Bridge): This corridor is outside the geographic area of the Village of Manteno.

Village of Grant Park: The Village of Grant Park Addendum to the Comprehensive Plan was completed in May of 1997 (updating the 1989 Plan) to present the “third” airport scenario. It covers Grant Park and the 1.5-mile unincorporated area surrounding the Village. The plan is

divided into three sections: (1) Land Use, (2) Transportation and (3) Economic Development.

Land Use Trends: The Village of Grant Park desires to maintain the quality of life of the small town. In light of this, the Village is committed to preserving and improving the existing housing stock. Single-family homes are a mixture of new and old structures, with the older structures being within the original town site. Two-family housing units are primarily located in the southwest part of the Village; whereas, multi-family units are dispersed throughout the municipality. The Village's commercial area is located in the downtown area, and supports a mix of stores and services.

Transportation Issues: The north-south traffic along IL 1, consisting of heavy trucks, causes congestion and safety concerns, and will only be increased with the expansion of I-394 (as well as the possibility of a "third" airport). In order to route projected traffic around the Village, two improvements are suggested in the Village's Comprehensive Plan:

- 1) A bypass around the south side of the Village from IL 1/17 (11000 E Road) along CH 19 to the east, connecting 11000 E to Vincennes Trail, continuing north and connecting to IL 17 east to Indiana and IL 1 north to the County line. This will require widening relevant portions of CH 19 and Vincennes Trail to four lanes.
- 2) Improvements including four lanes on IL 1 from the County Line to IL 17 cutoff to Indiana, IL 17 to the Indiana border, the sections of Vincennes Trail and CH 19, and IL 1/17 from 7000N to 6000 N Road.

The plan also recommends improving CH 9 (9000 N Road) between Grant Park and Manteno to I-57.

Recommendations for Future Land Use: The area along IL 1/17 south of 9000 N Road is designated as an important commercial area. Commercial areas are also to be located at the intersections of IL 1/17 with CH 9, 9000 N Road, and 12000 N Road. Industrial areas are proposed in a strip on the northeast side of the Village.

East-West Corridor (6000N): The Comprehensive Plan for Grant Park may be consistent with the envisioned corridor in terms of the improvements to the transportation network described in the transportation issues. The land use would remain agricultural to enable the Village to consider future developments in light of prevailing conditions.

North-South Corridor (Warner Bridge): The Village is located too far east to affect the corridor.

4. Policies Affecting Land Use

Annexation: The expansion of municipal boundaries is encouraged in Kankakee County through the "logical, cost efficient extension of municipal facilities and services." There are several methods of annexation that are described in Illinois Compiled Statutes. The land to be

annexed must be contiguous to the municipality, and may require the consent of the corporate authorities. In a variety of instances, the consent of the majority of landowners is required. In the Kankakee County Comprehensive Plan, the future land use plan depicts limited expansion in the southern and western portions of the County. The City of Kankakee has limited access to land that could be annexed to the north of the City although, annexation of areas to the east, west, and south have few constraints. The areas south and southwest are currently being annexed as discussed. The annexation of 217 acres to the city was recently approved by commissioners, and 465 acres were annexed in November of 2001 to facilitate a land fill proposal.¹¹

Each of the municipalities reserve the 1.5 mile area (extra-territorial planning area) from their respective boundaries for future development. The Village of Bradley has policies to promote the Soldiers Creek area for potential development. Bourbonnais and Manteno seek to extend their development toward 6000 N Road, and a border agreement is in place. The potential of the Davis Creek watershed for development is promoted in the Bourbonnais Comprehensive Plan. The Village of Manteno proposes the annexation of land currently to the south of its Village, and has entered into an agreement with Peotone and Grant Park regarding an “Area of Influence” (a method giving municipalities more control over territory beyond the 1.5 mile limit) at 6000 E Road on the east and the Will County Line to the north, that could be potentially developed. The municipalities within the county have intergovernmental agreements identifying boundaries in all areas where the planning areas overlap.

Utility Extensions: The Kankakee River Metropolitan Agency, KRMA, provides waste water treatment services to its member communities which include Aroma Park, Bourbonnais, Bradley, and Kankakee. Aqua Illinois (formerly Consumers Illinois Water) a privately owned ICC regulated utility provides water to Aroma Park, Bourbonnais, Bradley, Kankakee, and portions of Kankakee, Aroma Park, Manteno, Bourbonnais, and Limestone Townships in Kankakee County. Manteno has its own water and sanitary sewer services. The subdivision control ordinances of the various municipalities dictate the utility requirements for new subdivisions. The comprehensive plans follow a policy of "infill" development (development of parcels contiguous to existing development). Thus, if development isn't contiguous to a development, a pre-annexation agreement should be entered into by the municipality and the developer before the County approves such development.

Roadway Improvements: The Kankakee region realizes the importance of the transportation system and accessibility to interstate travel for commercial and private trips to future economic growth. It is the intent of this corridor study to evaluate the need for transportation improvements within these corridors and the affects on the Kankakee region. The various municipal plans presented promote various projects that directly and indirectly affect the corridors envisioned.

Environmental Resources: Each of the comprehensive plans reviewed promotes the preservation of Kankakee County’s rich environmental resources. The comprehensive plans include policies for the preservation of buffers between developments and surrounding uses.

¹¹ The Daily Journal – Thursday, December 13, 2001; Section A-3.

These plans also detail considerations for soils, topography, drainage, wetlands, vegetation, and climate in development planning.

Minimizing impacts to the natural and recreational resources of Kankakee River State Park, the Kankakee River, and other perennial streams is critical to the development of transportation improvements within the study corridors. Mitigation may be required for impacts to wetlands, threatened and endangered species, recreational facilities, and other resources.

5. Areas of Conflict

The future land use recommendations within the east-west and north-south corridors were previously detailed for each comprehensive plan. The Kankakee County Comprehensive Plan appears to be out of date with regard to the east-west corridor in the vicinity of the proposed I-57 interchange at 6000 N Road. The later comprehensive plans of Manteno and Bourbonnais provide a more detailed description of appropriate future land uses near the proposed interchange. To the north of 6000 N Road and east of I-57, the future land use recommendations of the County Comprehensive Plan and these later plans are consistent. However, west of I-57 to US 45/52 and south of 6000 N Road, the County Comprehensive Plan proposes Agricultural south for one-half mile and then Residential southward to Bourbonnais; whereas, the Bourbonnais Comprehensive Plan shows Office/Service/Business Park south of 6000 N Road for one-half mile, then one-half mile of Medium Density Residential, and then one-half mile of Office/Service/Business Park. The Bourbonnais Comprehensive Plan better reflects the increased accessibility provided by a new interchange.

The proposed land-use developments at the I-57 interchange at US 45/52 (Exit 308) appear to be generally consistent with the Kankakee County Comprehensive Plan, City of Kankakee Comprehensive Plan, and the north-south corridor being studied. The annexation of the land southwest of the City of Kankakee may affect the alignment of the north-south corridor.

Significant environmental issues will have to be addressed in making connections of the east-west and north-south corridors at Warner Bridge through the Kankakee River State Park.

6. Potential Alterations within Plans

As reviewed, the comprehensive plans will not have to be altered in light of the two corridors being studied with one exception. The Kankakee County Comprehensive Plan needs to be updated to reflect the Bourbonnais Plan south of 6000 N Road between I-57 and US 45/52. Beyond the influence area (about one-mile radius) of the I-57 interchanges with 6000 N Road and US 45/52 increased accessibility provided by the east-west and north-south corridors is not anticipated to substantially alter existing land uses. The existing land uses are not expected to be altered due to the distance from municipal areas and the distance of the Warner Bridge from the Kankakee metropolitan area.

Several of the municipalities have developed addendum versions (and some have updates in development) pursuant to the proposed “third” airport. Designating areas for desired types of land uses, accommodating development within the appropriate area, and providing ordinances

for development can support the type and extent of development envisioned within the County and its municipalities. The policy goals and objectives of these plans are an effective mechanism within the framework of growth management. These comprehensive plans exhibit intergovernmental cooperation in planning for growth and marketing economic development opportunities for the Kankakee region for the 21st century.

7. Conclusion

With minor revisions to the Kankakee County Comprehensive Plan regarding the area south of 6000 N Road between I-57 and US 45/52, the County Comprehensive Plan will be compatible with more recent municipal comprehensive plans that appear to be generally compatible with one another. Relative to the potential for increased accessibility in the east-west and north-south corridors that are the subject of this study, the future land use recommendations of the current comprehensive plans appear to be adequate.

H. ALTERNATIVES

Figure A-1 in Appendix A shows the “build” (i.e., major roadway improvements) alternatives that were developed within the corridor. These alternatives were developed on the basis of traffic and environmental studies, roadway design standards, oral and written comments received from the public involvement meetings, and the transportation issues (i.e., project needs or project goals) developed by the Transportation Subcommittee. In addition to the “build” alternatives, the “no build” (do nothing or no action) alternative also exists in the event that none of the “build” alternatives effectively address the project goals, the potential human and/or natural environmental impacts exceed the perceived benefits of the roadway improvement to the community, or the project cannot be reasonably funded.

The alternates were divided into two segments. The alternates developed in the east-west portion of the corridor are designated the north alternates, and the alternates developed in the north-south portion of the corridor are designated the west alternates. As shown in Figure A-1 in Appendix A, the north alternates (which are labeled “N” for north) consist of five “build” alternative alignments designated NEa, NEb, NEc, NWa, and NWb plus the “no build” alternative. The west alternates (which are labeled “W” for west) consist of three “build” alternative alignments designated W, Wa, and Wb, plus the “no build” alternative.

All of the NE alternates begin on the west at the proposed 6000N Road interchange with I-57, and end on the east at Vincennes Trail (County Highway 14). NEa shifts from the 6000N Road alignment to the 7000N Road alignment as soon as possible to improve access from the proposed I-57 interchange to the factories and distribution centers of the Diversatech Industrial Campus. It remains on the north edge of the corridor because most trucks leave Kankakee County to the east via IL 1 or IL 17 upon reaching Vincennes Trail. It would also allow for the 7000N Road bridge over the Norfolk and Southern Railroad to be replaced at the same location. This bridge over the railroad is anticipated to be re-built in the near future and can also be used for this project.

Alternate NEc provides the most direct alignment from I-57 to Vincennes Trail by following the alignment of 6000N Road. However, 6000N Road is discontinuous between 2000E Road and 3000E Road and between IL 1/17 (11000E Road) and Vincennes Trail.

NEb is a combination of both NEa and NEc, it remains on the alignment of 6000N Road as long as possible to impact fewer residences on 7000N Road than Alternate NEa, but shifts to 7000N Road to the west of IL 1/17 to attract east-west traffic from CH 20 and IL 1/17 that passes through Grant Park, to avoid severing farms east of IL 1/17 like Alternate NEc, and to use the 7000N bridge over the Norfolk and Southern Railroad that is proposed for reconstruction.

The NW alternates begin at the proposed 6000N Road interchange with I-57 and end at the intersection of Warner Bridge Road and IL 102. NWa and NWb follow the alignment of 6000N Road westward to 3000W Road where they diverge on different alignments to join IL 102. Alternate NWa passes around the north side of Kankakee State Park, and follows Warner Bridge Road southward to IL 102. Alternate NWb is aligned to join IL 102 east of the Kankakee State Park, and follow the alignment of IL 102 through the State Park to Warner Bridge Road. The alternate will miss the park to the south.

The W Alternates begin at the intersection of IL 102 and Warner Bridge Road, follow the alignment of Warner Bridge Road to IL 17, and angle eastward in the vicinity of 3000S Road to the US 45/52 interchange with I-57 (Exit 308) that is proposed for modification as part of this study. Alternate W is the common portion of the alignments of Alternates Wa and Wb. It is fixed on the north end by the crossing of the Kankakee River at Warner Bridge Road (CH 20), and on the south end by 7000W Road that passes through Vulcan Materials Company stone quarry. The stone quarry is active on both sides of 7000W, and alignments to the east of the active stone quarry would involve crossing local roads and the railroad on a skew, and might adversely affect possible future eastward expansion of the quarry.

South of the stone quarry, Alternate Wb follows the alignment of 3000S Road to the US 45/52 interchange with I-57 (Exit 308). It is the southern most alignment that can still be tied into the US 45/52 (Exit 308) interchange. Alternate Wa is located on new alignment between 2000S Road and 3000S Road so that residences are not adversely affected on 3000S like Alternate Wb. Thus, local farmers and school buses could use 3000S Road to service existing residences without the access control constraints imposed by the corridor improvement of Alternate Wb.

Table 8 provides a comparison of the project costs for the various segments and alternates. Total project cost includes right-of-way, utility relocation and engineering costs as well as construction cost. The estimate of land, residences and buildings to possibly be affected is based on a corridor width of 200 feet for the proposed improvement following the centerline of existing roadways where applicable. The centerline of the proposed improvement will be adjusted and right-of-way width may be determined in the next phase of the preliminary engineering to avoid as many residential and out-building impacts as possible, as well as reducing the amount of farmland impacted where possible.

All north alternatives include the cost of the proposed 6000N interchange with I-57 and improvement of 6000N between IL 50 and US 45/52 as determined in the Illinois Department of Transportation study for the new interchange on I-57. The IDOT study is considered separate, but its improvement recommendation and cost estimates are included in this corridor study.

TABLE 8: SEGMENT AND ALTERNATE COST COMPARISON SEGMENTS

Segment	Project Element Cost		ROW	Engineering Services	Total Cost
	Construction	Utilities			
IDOT	44.8	N/A	4.0	6.7	55.5
NEa	27.9	3.	5.	4.3	40.2
NEb	29.5	3.0	4.7	4.5	41.7
NEc	26.0	2.8	3.6	3.9	36.3
NWa	16.1	2.	1.8	2.4	22.3
NWb	9.5	1.2	1.5	1.4	13.6
W	16.9	1.6	4.5	2.8	25.8
Wa	53.5	2.1	4.7	7.3	67.6
Wb	53.2	2.2	5.1	7.3	67.8

Cost in millions

COMPARISON OF ALTERNATES

NORTH

Alternate	Project Element Cost		ROW	Engineering Services	Total Cost
	Construction	Utilities			
NEa, IDOT, NWa	88.8	5.0	10.8	13.4	118.0
NEa, IDOT, NWb**	82.2	4.2	10.5	12.4	109.3
NEb, IDOT, NWa	90.4	5.0	10.5	13.6	119.5
NEb, IDOT, NWb	83.8	4.2	10.2	12.6	110.8
NEc, IDOT, NWc	86.9	4.8	9.4	13.0	114.1
NEc, IDOT, NWb	80.3	4.0	9.1	12.0	105.4

WEST

Alternate	Project Element Cost		ROW	Engineering Services	Total Cost
	Construction	Utilities			
W, Wa**	70.4	3.7	9.2	10.1	93.4
W, Wb	70.1	3.8	9.6	10.1	93.6

Cost in Millions

**SELECTED ALTERNATE

I. PROPOSED IMPROVEMENTS

1. Proposed Design Details

- a. **Typical Cross Sections (See Figure A-2, Appendix A for typicals):** This project is consistent with the right-of-way and typical cross-sections proposed for thoroughfares in the *Kankakee County Corridor Preservation Study* that is currently in the public involvement phase. Being prepared by the Kankakee County Planning Department, the *Corridor Preservation Study* establishes a mechanism for the preservation of transportation corridors deemed important to the future transportation network of Kankakee County. The general concept sets forth a hierarchy of importance of roadways, both existing and contemplated in the future, based on the roadway's relative importance to the transportation system, both existing and the future.

In coordination with the *Corridor Preservation Study*, all proposed alignments in this Corridor Planning Grant Study have been designated as "Discretionary Tier 2" with the exception of the portion of 6000 N. Road between U. S. 45/52 and Illinois Route 50 which is designated as "Discretionary Tier 1". The Discretionary Tier 1 roadways consist of a 14' median with a 12' left-turn lane, four 13' through lanes, 10' shoulders and 3' deep ditches with 4 to 1 side slopes.

The Discretionary Tier 2 roadways will consist of two 12' through lanes, 10' shoulders, 3' deep ditches with 4 to 1 side slopes. At intersections, a 14-foot left turn will be added between the through lanes.

- b. **Right-Of-Way:** The right-of-way width for the Discretionary Tier 1 roadways will be a minimum 138 feet (69' each side of the centerline). The right-of- width on a Discretionary Tier 2 roadway will be a minimum of 110' (55' each side of the centerline). An additional 8' of right- of-way will be needed on each side of both Tier 1 and Tier 2 roads for every foot of vertical profile differential due to cuts and fills in the roadway.
- c. **Access Management:** Improved traffic service is a primary objective of access management. A functional highway system such as the one in this study must provide both traffic service and land access. Achieving maximum efficiency and safety in traffic operations requires restriction of access and, conversely, increased access may result in a degradation of safety and capacity. Implementing access management techniques on this roadway can reduce conflicts, which disrupt the transportation system. When successfully implemented, the application of an access management plan to this roadway will yield several benefits, including enhanced mobility, improved safety, property owner benefits, and preservation of highway investment. One disadvantage is that individual road user and property owners may object to the inconvenience associated with the elimination or denial of a specific access point.

An effective access management program on a particular roadway must involve not only the engineering aspects of highway design and traffic operation but also the broader issues of land-use planning and zoning, public involvement, and enforcement powers.

Highway agencies have some authority to regulate access; however, local governments control land use and zoning. The IDOT handbook for *Policy on Permits for Access Driveways to State Highways* provides criteria and discusses details related to driveway location, spacing and design. Unless there is coordination between the highway agency and land-use planners, attempts by the highway agency alone to manage access are not likely to succeed. A comprehensive and rational access management plan, developed in cooperation with local agencies in charge of planning and zoning has a much greater chance of success. The following administrative processes are usually included in individual access management programs: zoning regulations, sub-division approval (Plat Act), site plan development (Access Agreement), driveway permits, and roadway design and construction.

In general, access management techniques are intended to minimize the frequency and severity of traffic conflicts, particularly at commercial driveway entrances. There are four major objectives for minimizing conflicts and increasing efficiency: limit the number of conflict points, separate basic conflict areas, reduce deceleration requirements, and remove turning vehicles from through lanes. Good access management for this corridor would suggest access points should be spaced at one eighth to one quarter miles with secondary access roads provided where necessary. An Access Management Plan for this roadway should be developed during Phase I Preliminary Engineering of this project.

- d. **I-57 Interchanges:** One aspect of the study was to identify a possible configuration of a new interchange to tie the southern alignment into Interstate 57 west of the US 45/52 (Exit 308) interchange. A plan of this trumpet type interchange is shown as Figure A-4, Appendix A.

The proposed interchange at the 6000N location is in the process of being studied by the Illinois Department of Transportation. It is in the "Access Justification Report" stage with 6000N Road as its location. Information about this report can be obtained by contacting the Illinois Department of Transportation, Division of Highways/District 3, 700 East Norris Drive/Ottawa, Illinois 61350-0697/Telephone 815-434-6131. Although it is not part of this report, it is included for design and location purposes.

J. COORDINATION / PUBLIC INVOLVEMENT ACTIVITIES

1. Area Meetings for Project Input

The first step in the public involvement process was to have four public involvement meetings with public officials at four different locations to identify issues and concerns of Kankakee County local officials and citizens that should be addressed and included in the corridor study. These meetings were as follows:

- Southwestern group - Kankakee Administration Building - August 23, 2001 – 60 attendees.
- Eastern group - Momence Village Hall – August 30, 2001 – 22 attendees.
- Farming group - University of Illinois Extension Service -- September 18, 2001 – 26 attendees.
- Central group - Riverside Health Fitness center – October 10, 2001 – 37 attendees.

2. Meetings with Public Agencies

Other meetings were held with the Illinois Department of Transportation - District 3, Kankakee County Highway Department, the Illinois Department of Natural Resources, and the Kankakee County Metropolitan Planning Organization. Bernardin-Lochmueller & Associates also attended the Public Hearing for the South Suburban Airport. These meetings were to gather input and inform the different organizations of the study.

3. Analysis of Public Input

Based on the findings from these meetings, it was determined by the Transportation Subcommittee that the following issues should be carried forward for further review in the study:

- Significant number of comments that the corridor planning study is a good idea and the timing is right.
- Commitment was developed to have any new roadways stay on existing alignments or straight extensions of existing alignments wherever feasible.
- Proposed new landfill southwest of I-57 exit 308.
- Type of facility (i.e. 2-lane/4-lane highway), and level of access control (none/ limited).
- Desire to remove trucks from the downtown areas in particular Grant Park, Kankakee, Manteno, Momence.
- Consider impact of third airport on the corridor.
- Concerns with farmers being able to cross the Kankakee River at Warner Bridge Road (not in favor of full access control). Also, concerns with farm traffic competing with higher speed traffic on new highways within the corridors.
- Concerns with park activities (fishing, snowmobiling, horseback riding, etc.) conflicting with Warner Bridge Road traffic.

Issues recommended to not carry forward:

- The extension of the corridor beyond the original study limits.
- Consideration of the possible extensions of major routes from outside the corridors through the study area.
- New bridge over Kankakee River between Warner Bridge Road and Kankakee. The lack of and additional crossing is recognized as a mobility problem in the area, but is outside this particular study. It is suggested that a local agency consider looking into the feasibility of a new crossing.

4. Public Meeting to Present Alternatives

After the alternatives were developed within the corridor, another public meeting was held to present the alternates (See Appendix A for displays presented at the meeting) to the citizens of Kankakee County and to receive their input and comments. This meeting was held on December 12, 2002 at the Quality Inn Banquet Hall in Bradley, Illinois. After the comments were reviewed with the Transportation Sub-committee, the final alignment was selected. Concerns developed with the portion of the alignment through the quarry after the selection of the final alignment. As a result, the alignment from IL 17 to I-57 will be the subject of another separate study to find the best possible alignment.

5. Public Meeting to Present Selected Alignment

A final alignment was presented at another public meeting held on April 10, 2003, at the Quality Inn Banquet Hall. The final meeting displays are shown in Appendix B. The main comments received at this meeting were that it was a good decision not to go through the quarry on the Wa alignment, and this was a good study to show where future roads will be located.

The minutes, comment sheets, and summary of comment sheets from the meetings are in the project files at the Kankakee County Planning Department.

K. CONCLUSIONS AND RECOMMENDATIONS

1. Preferred Corridor Alignment

Alternates NEa, NWb, and Wa are recommended as the preferred alignment (see Figure B-1, Appendix B). This alignment was selected because it best fulfills the project goals and considered the comments received at the public meetings. Relative to environmental considerations, all alternatives rated about equal in all environmental categories; therefore the environmental considerations have minimal impact in the selection of the alignment. The main environmental impact is farmland, which has about the same consideration in each alignment. The selected alignment has the minimal loss of farmland. In the next step of Preliminary Engineering I (PE I) serious attention will be placed on maintaining, preserving, and improving the existing drainage systems. Special attention should be placed on using the existing roadways and right of way wherever possible. During PE I it is suggested that a single government agency have oversight of the preliminary engineering with the assistance of a committee composed of affected agencies. Jurisdiction of the various roadways in the corridor can be addressed in Phase I with the selected alignment potentially becoming jurisdiction of the state or county due to the type of facility and cost. Jurisdictional transfers will likely be required. The cost of each separate alignment is shown in Table 8.

At the final public meeting alignment segment NEc was noted as preferred over alignment NEa by respondents to the questionnaires, but by a small margin. Alternate NEa was selected because it better serves the traffic (especially truck traffic) wanting to get from Diversatech and the Manteno industrial complexes to the proposed 6000N Road interchange with I-57 to the west and to IL 1 and IL 17 to the east. This will help keep trucks out of Manteno and Grant Park, and will discourage them from using the local road system which was not designed to carry a large volume of vehicle and truck traffic. This was one of the major goals of the study.

Alternate NWb was selected over Alternate NWa because Alternate NWa around the north side of Kankakee State Park is a longer and less direct route and may hamper future northern expansion of the State Park. A field review disclosed that the state park was actually located farther north than originally thought. Accordingly, the alignment would have to be moved even farther north to miss the state park, and would require the taking of more homes in the area. Finally, Alternate NWa would create an awkward alignment for connection to the Warner Bridge Road and to Illinois Route 102. Alignment NWb was preferred by the public attending the public meeting by a 3 to 1 margin over alignment NWa.

Alternate Wa was selected because it would reduce residential and outbuilding impacts over Alternate Wb, avoid the maintenance of property access problems associated with remaining on 3000S Road under Alternate Wb, and would leave township road 3000S for slow moving traffic such as farm equipment and school buses. If Wb were selected, township road 3000S would become a high-speed roadway. The public also preferred alignment Wa over Alignment Wb at the public meeting.

2. Project Implementation and Funding

The key factor for the success of this County highway plan is the unified support of the local communities and County Board, followed by the acceptance of the project by the Illinois Department of Transportation. Funding is the next major factor. The magnitude of the project cost limits the funding sources, and would likely require primarily federal funding along with state funds and some local funding. Again due to the size of the project, it would be a good candidate for a “High Priority Project” in the Federal Transportation Funding Act.

The estimated funding requirements for the improvement include:

• Construction	\$ 107,800,000
• Right of Way	\$ 15,800,000
• Utilities.....	\$ 8,000,000
• Engineering Services	\$ 15,800,000
TOTAL	\$147,400,000

These cost are in today’s dollars and will constantly go up with time. This amount does not include the \$55,500,000 for the proposed 6000N Road interchange with I-57 and improvement of 6000N Road between US 45/52 and IL 50.

A strategy for funding would be to start a concentrated effort now to secure funding for PE I engineering services. When nearing completion of PE I, and as issues of jurisdiction and phases of construction are developed efforts for the remaining funding can be undertaken. PE I activities can reasonably be expected to be completed in two to three years after funding is secured. The funding for PE II, ROW, utilities, and construction could then sought in the subsequent federal program.

3. Criteria for Implementation of the Next Project Phase

The next steps in sequence following this corridor study would include:

- 1) Perform a location study, including necessary environmental approvals and FHWA approval of the additional interchange on I-57 at the south edge of Kankakee.
- 2) Prepare construction plans with possibly three or more sections (based on funding availability). Logical construction sections could include: 1) The interchange area from US 45/50 to IL 50, 2) Warner Bridge Road to US 45/52, 3) IL 17 to Il 115, 4) IL 115 to Exit 308, 5) IL 50 to Vincennes Road, and 6) Il 102 to IL 17. The construction sections can vary and are best determined after the PE I is complete, and could be influenced by development along the corridor, and the most need at the time and place.
- 3) Prepare Right of Way documents and acquire property as needed for construction.
- 4) Relocate all utilities needed prior to construction.
- 5) Construct all or a portion of the improvement as funding becomes available.

The time from initiating a project of this type (beginning with a location study) to completion of construction is generally 7 to 10 years assuming funding is available.

At the present time, only this corridor planning grant study and the IDOT interchange feasibility study at 6000N have been funded. PE I for the I-57 interchange at 6000N is in the IDOT FY 2004 to 2008 program.

4. Supplemental Study

A supplemental study to establish a suitable connection between Exit 308 and the intersection of Warner Bridge Road and Illinois Route 17 was done by the Kankakee County Planning Department pursuant to the completion of the Corridor Plan Grant Study. The conclusion of the supplemental study is shown in Appendix C.

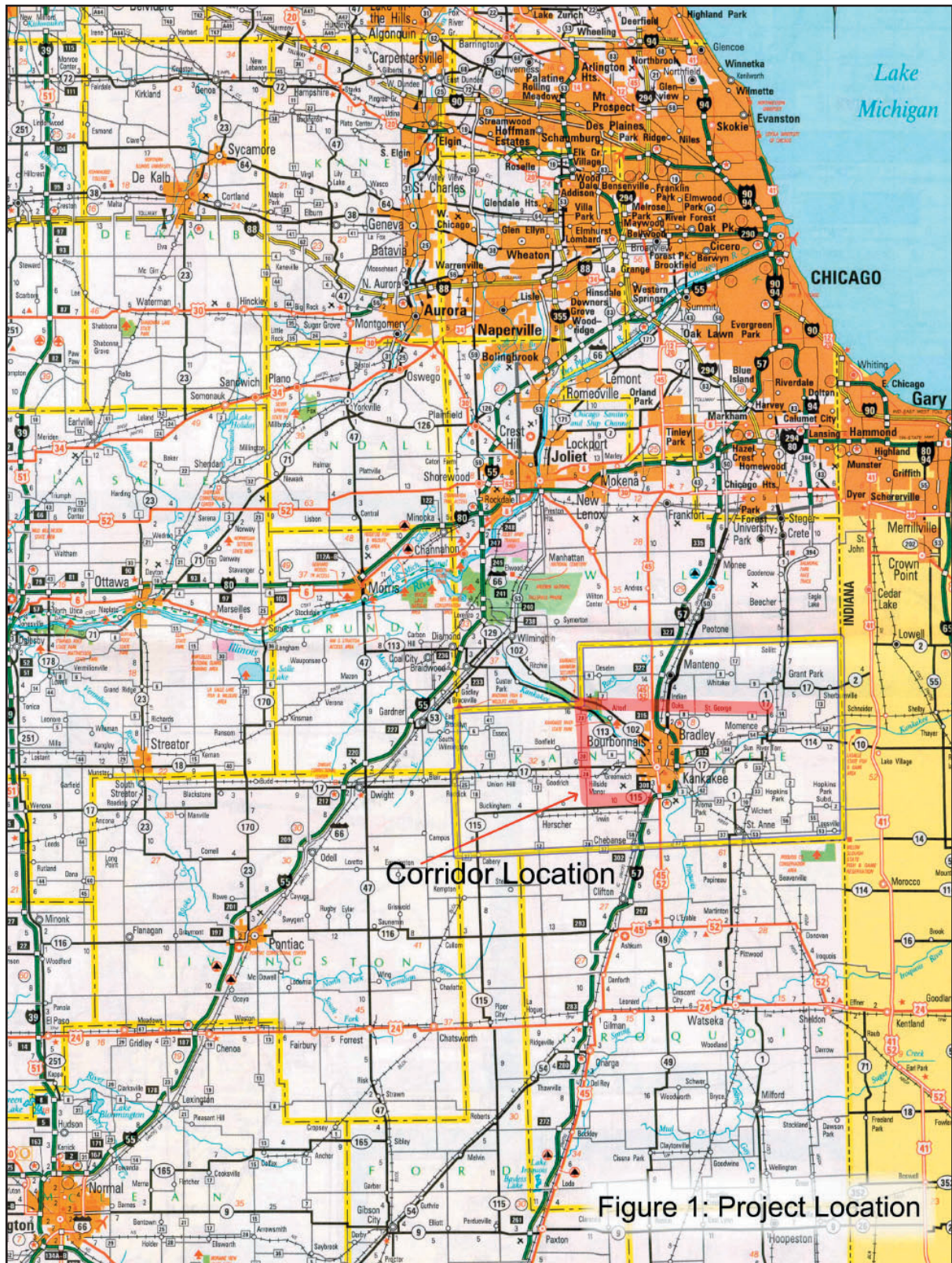


Figure 1 - Project Location Map

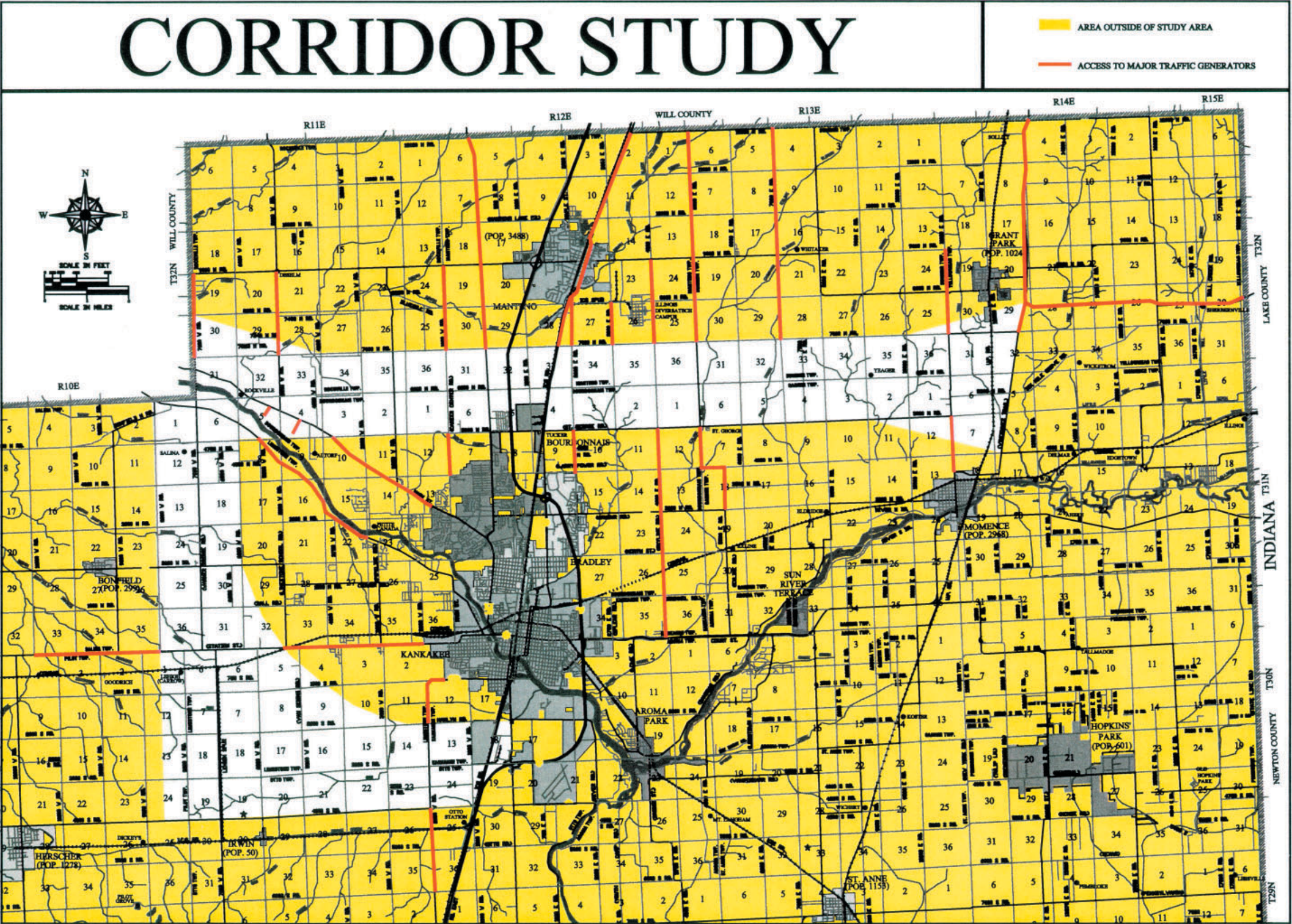


Figure 2 - Corridor Study Area

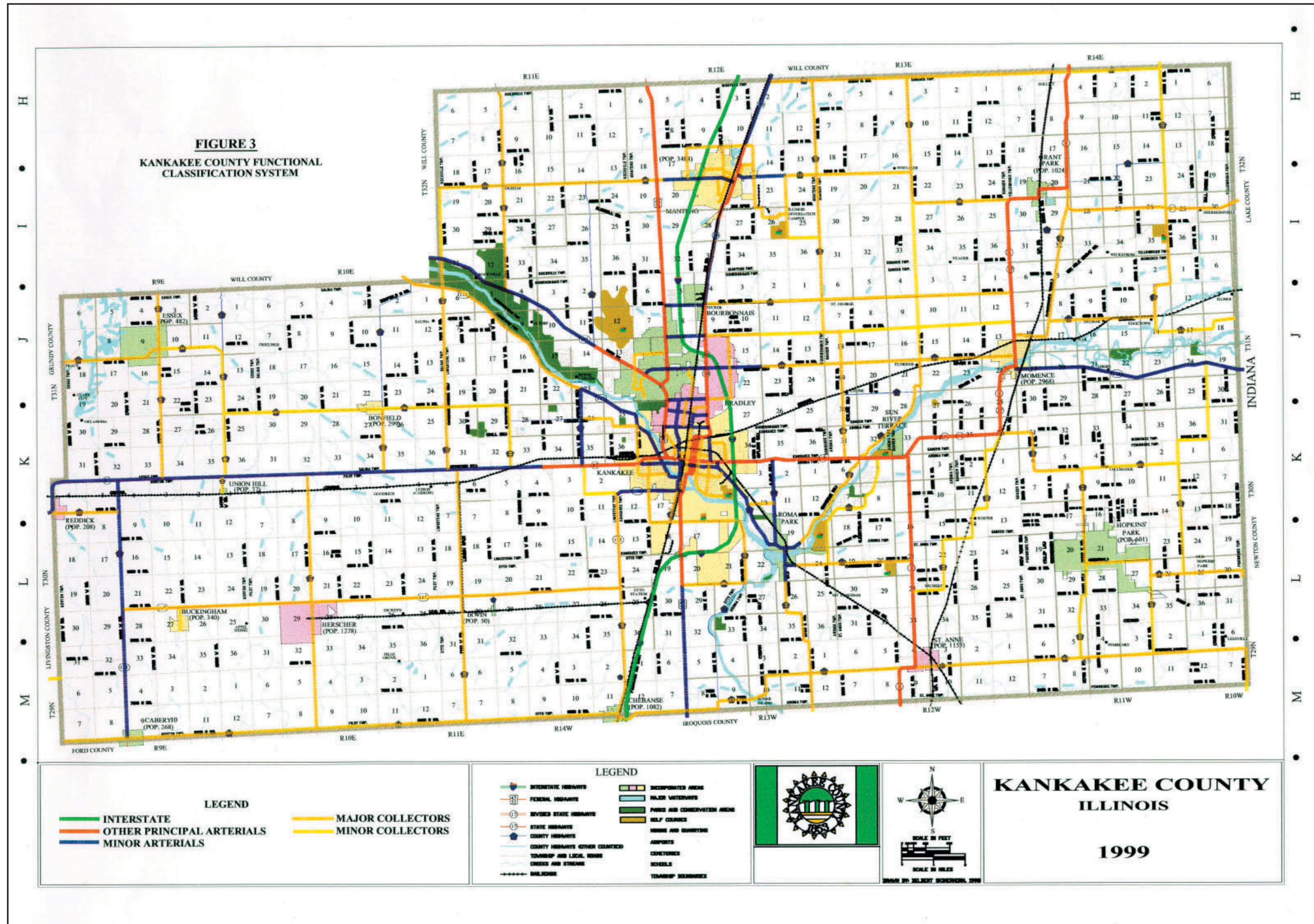


Figure 3 - Functional Classification System

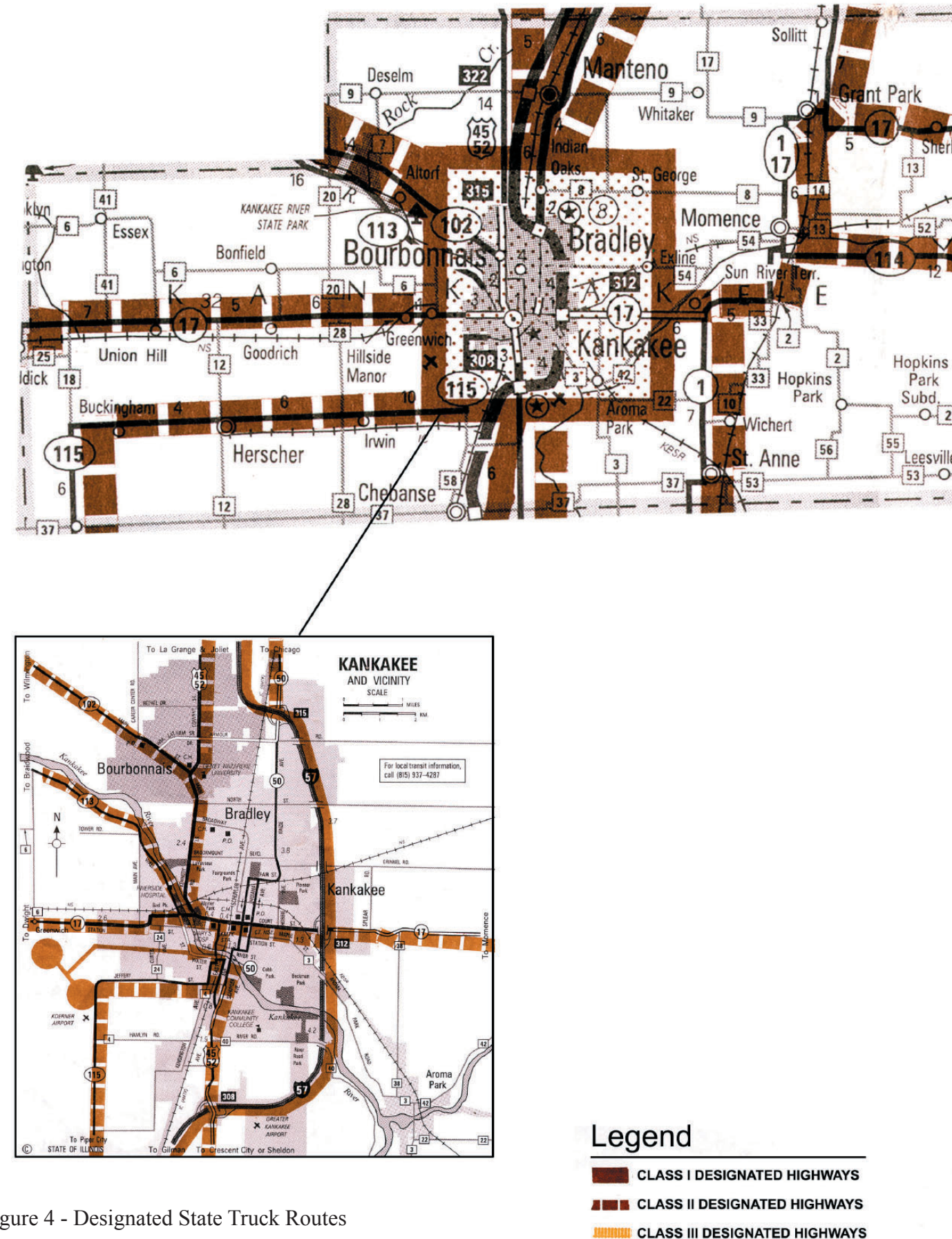


Figure 4 - Designated State Truck Routes

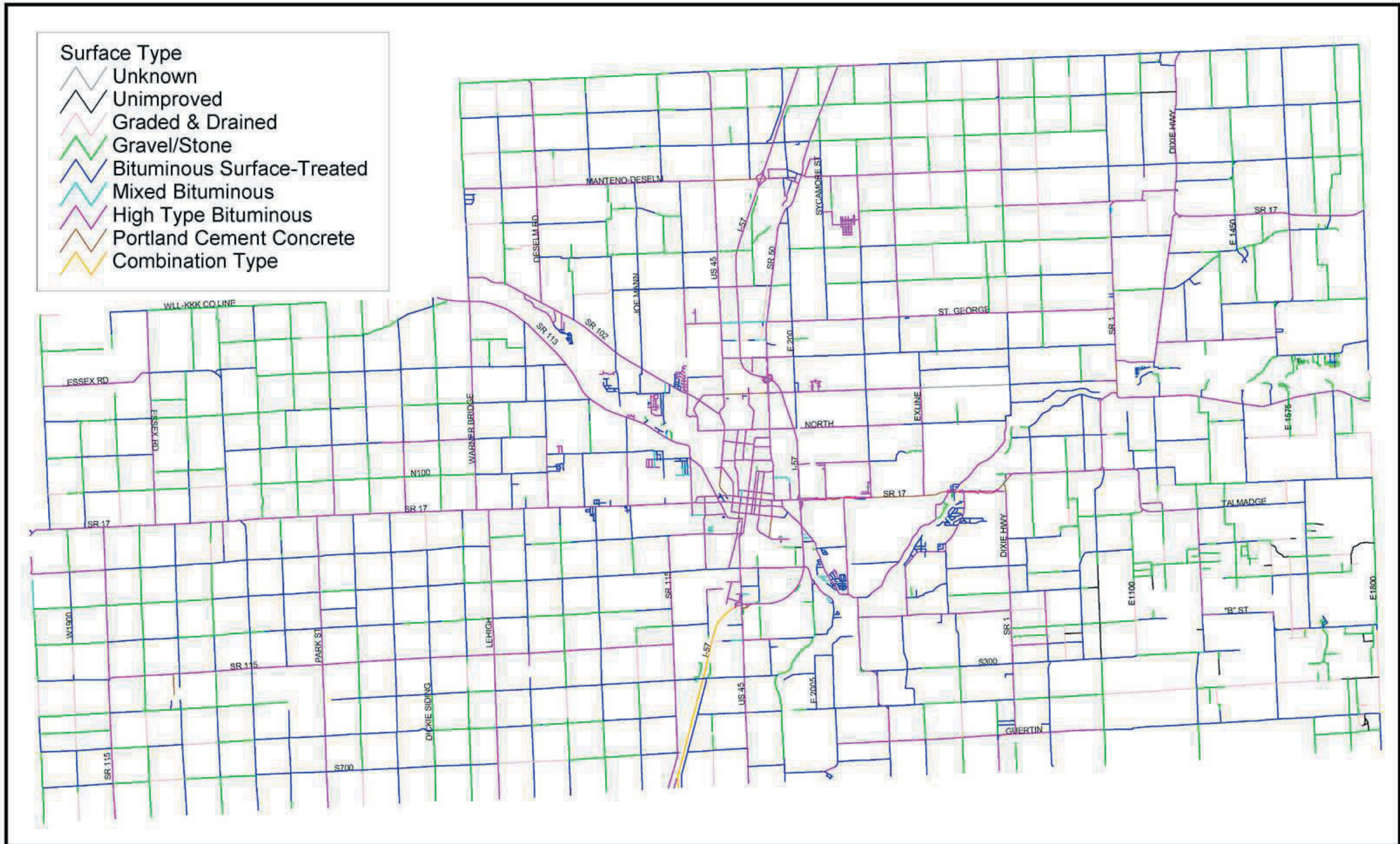


Figure 5

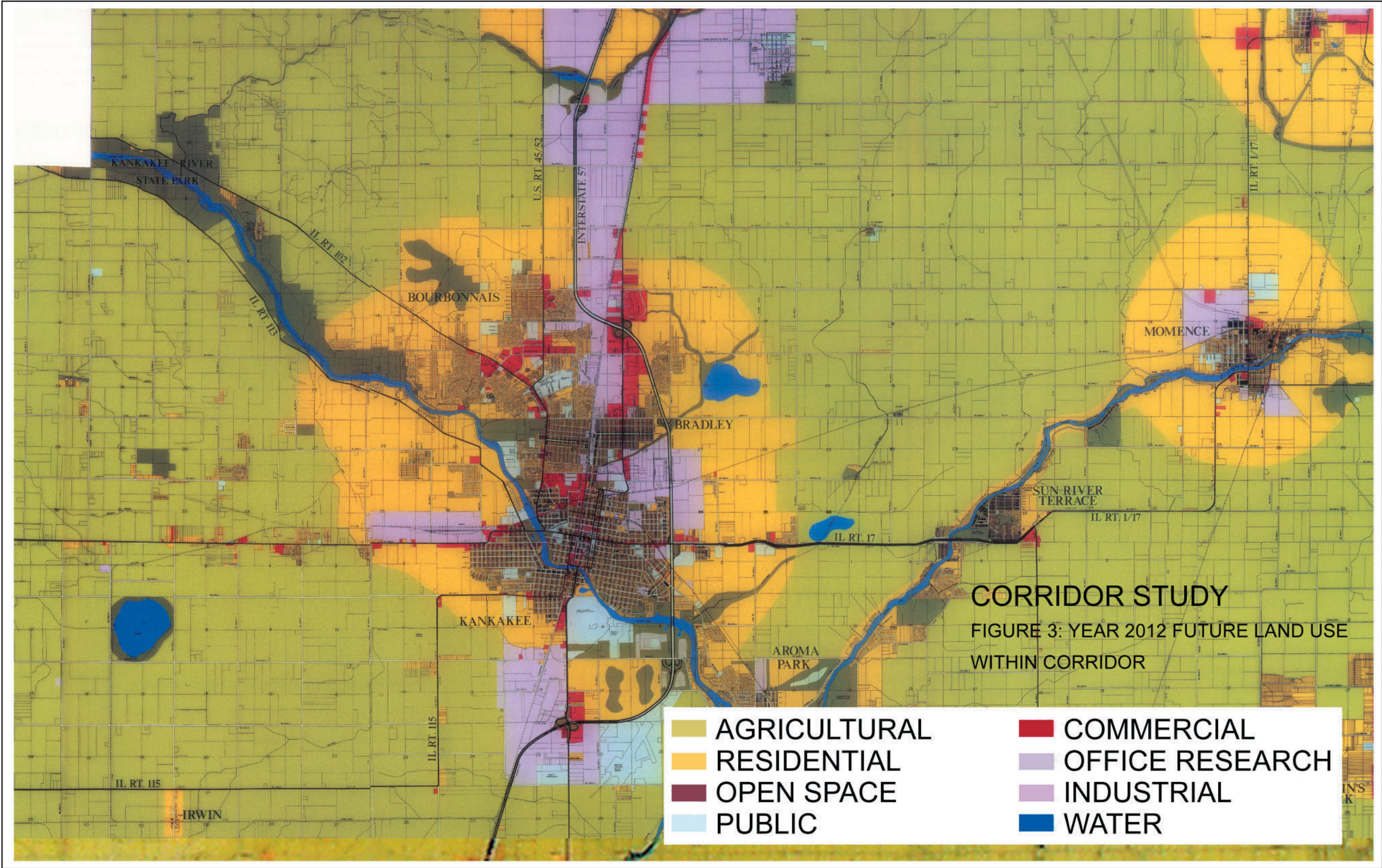


Figure 6 - 1992-2012 Land Use Map

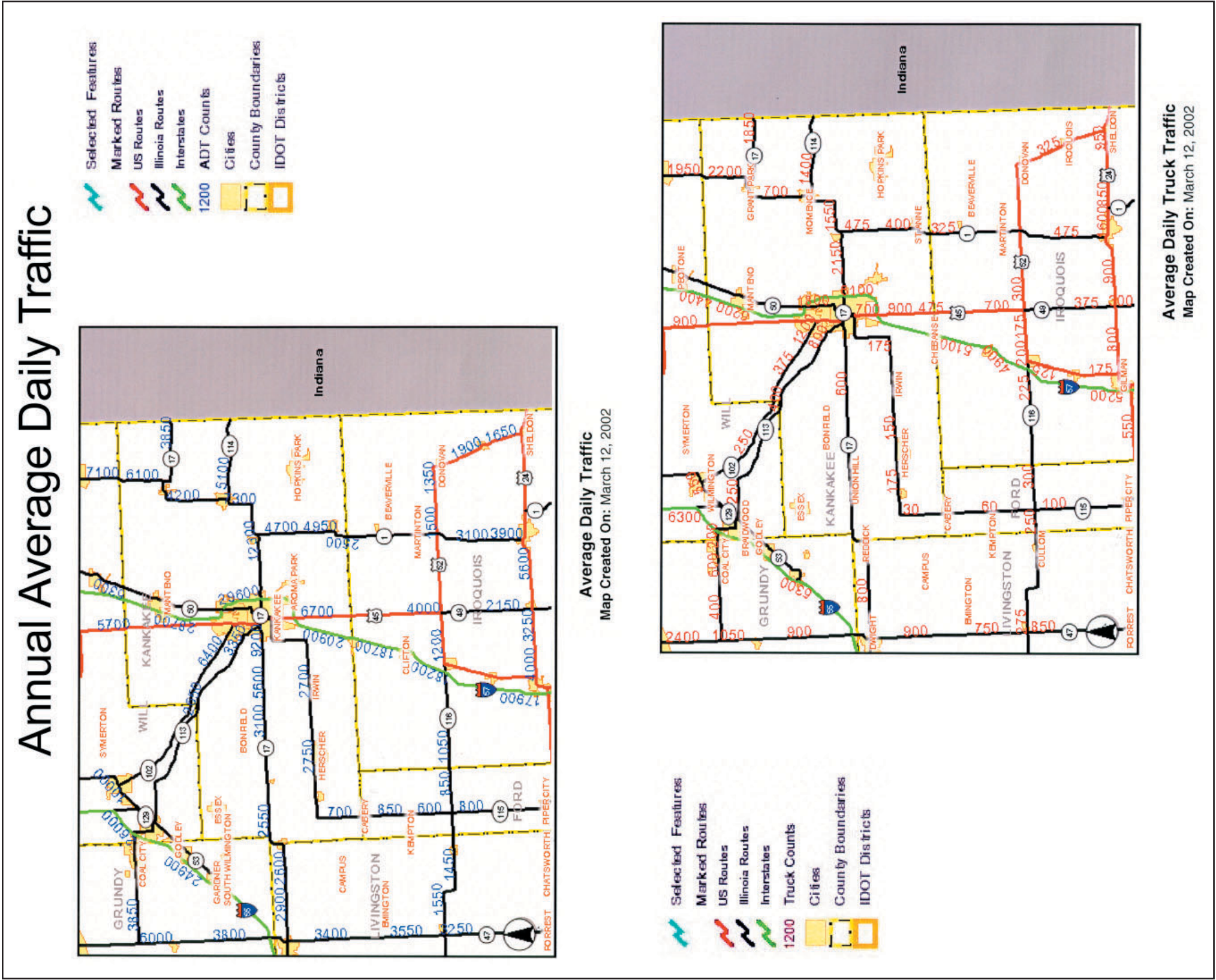


Figure 7 - Annual Average Daily Traffic

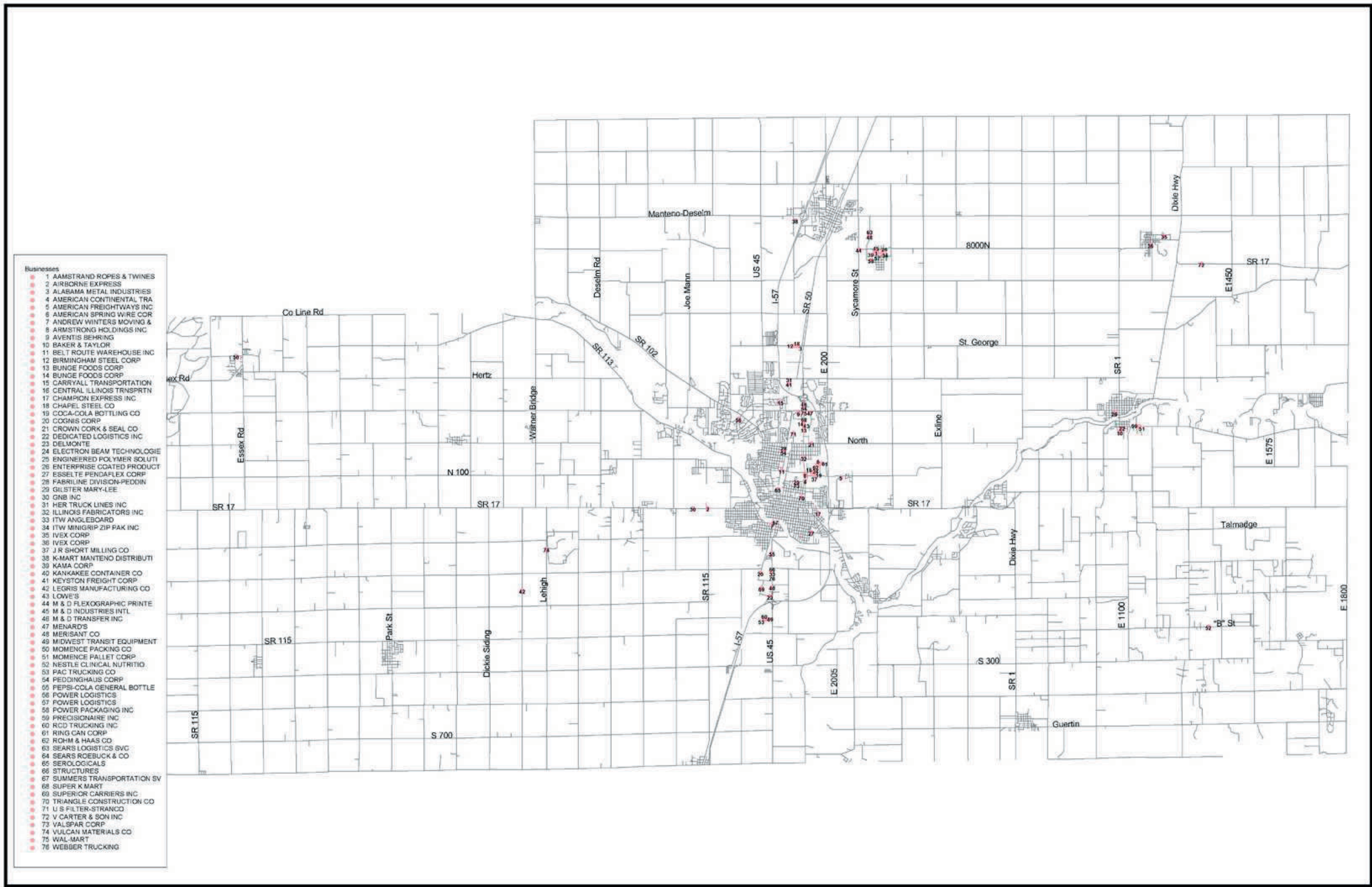


Figure 8 - Major Employers and Truck Facilities

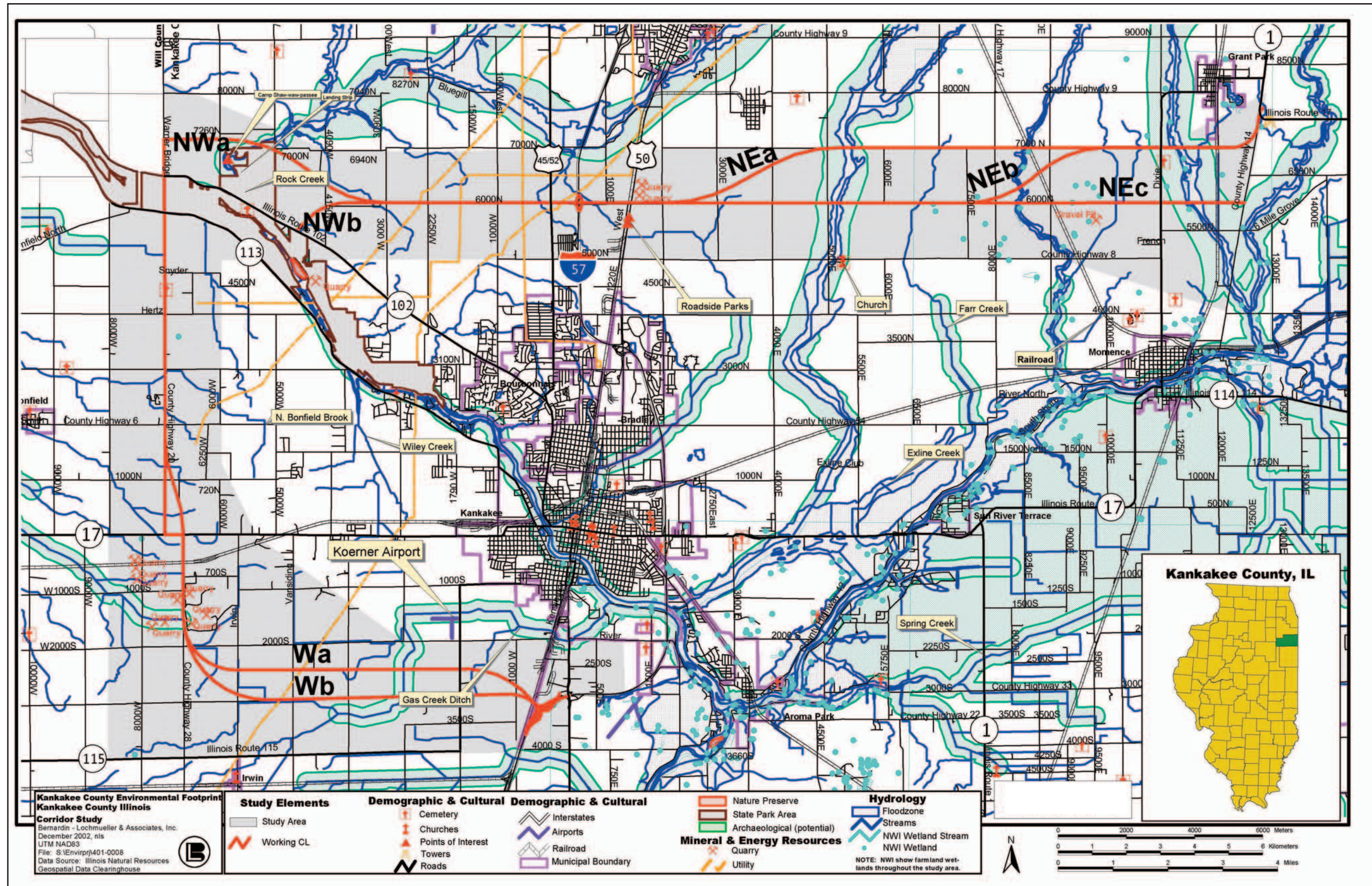


Figure 9 - Kankakee County Environmental Footprint

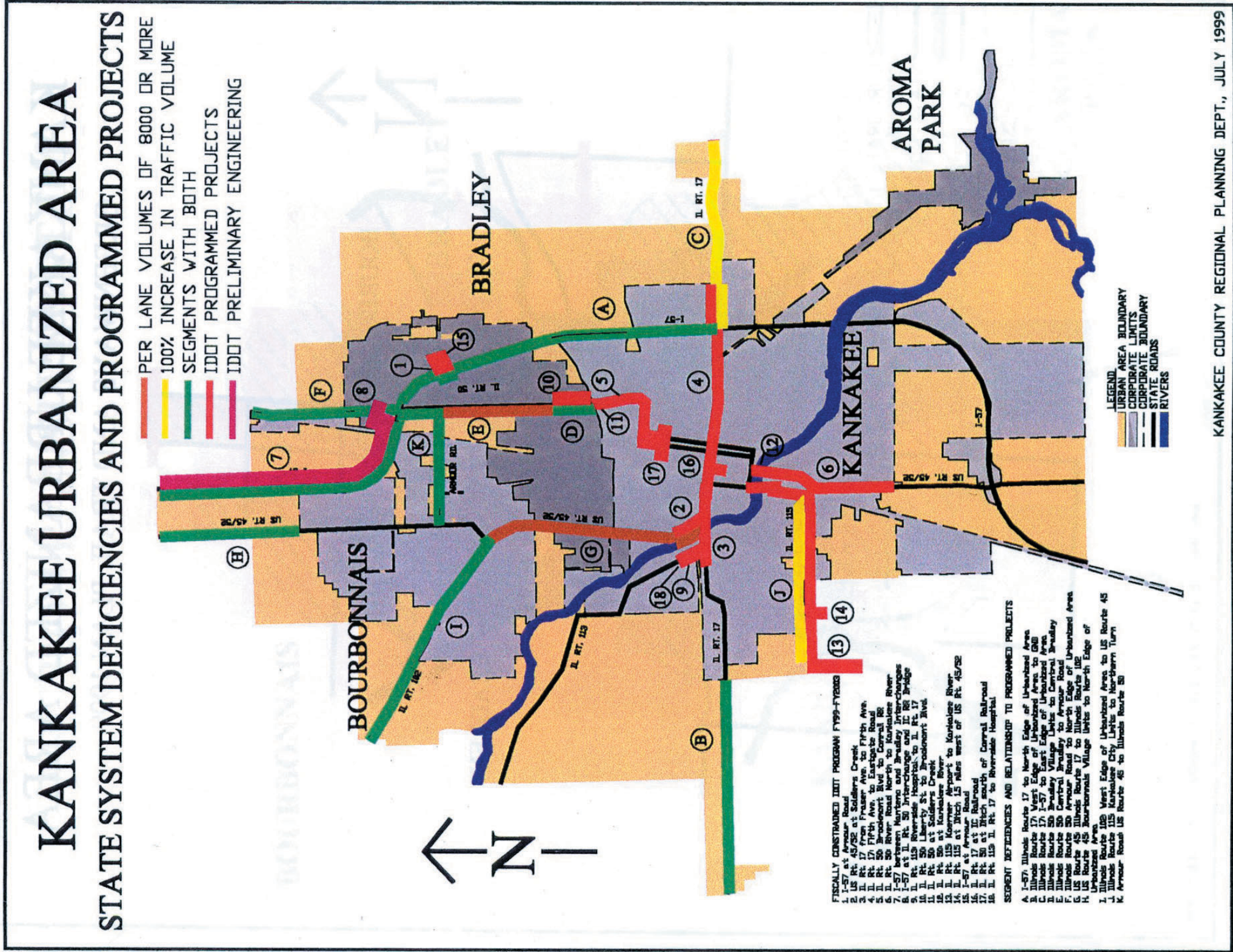


Figure 10 - State System Deficiencies and Programmed Projects

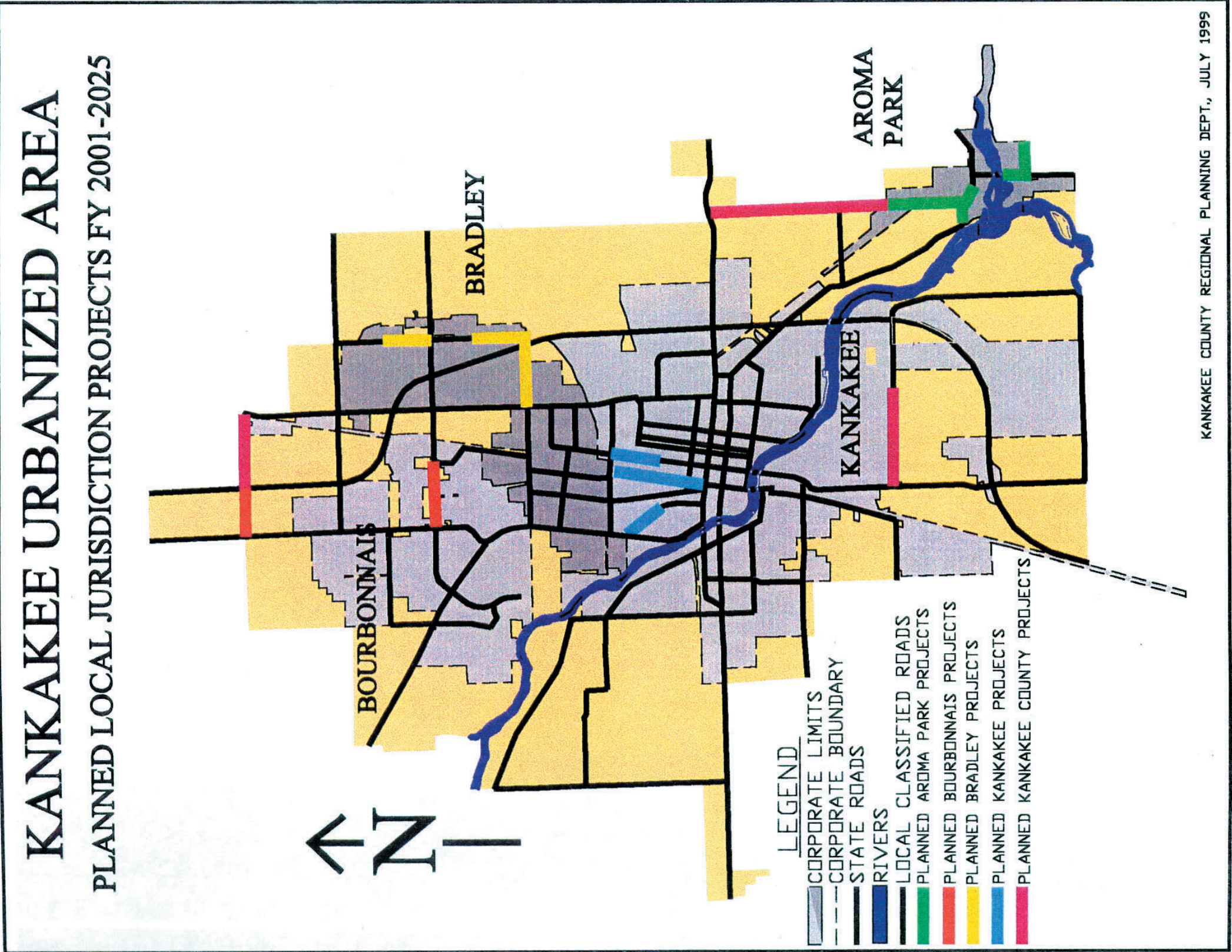


Figure 11 - Planned Local Jurisdiction Projects FY 2001 - 2025

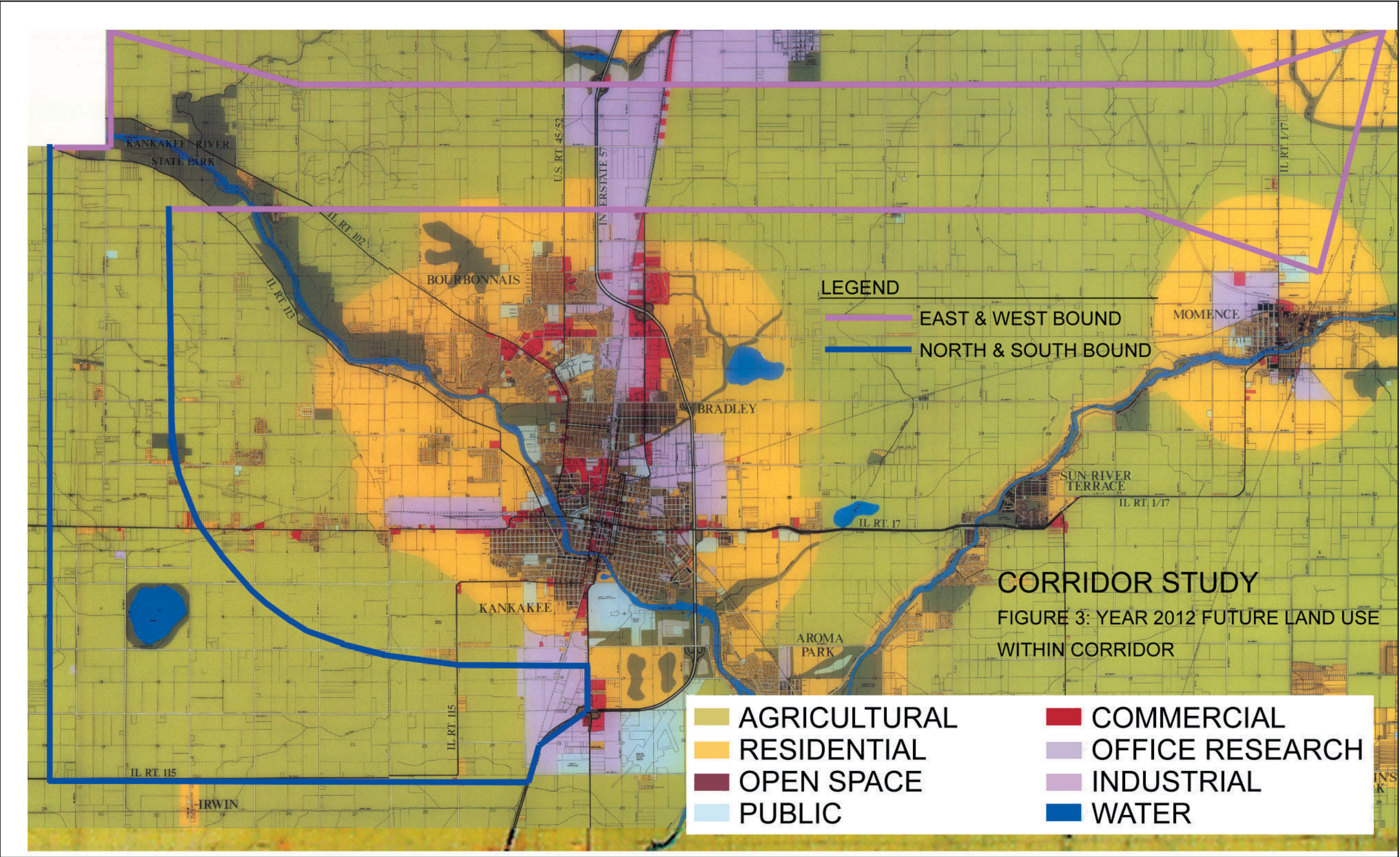
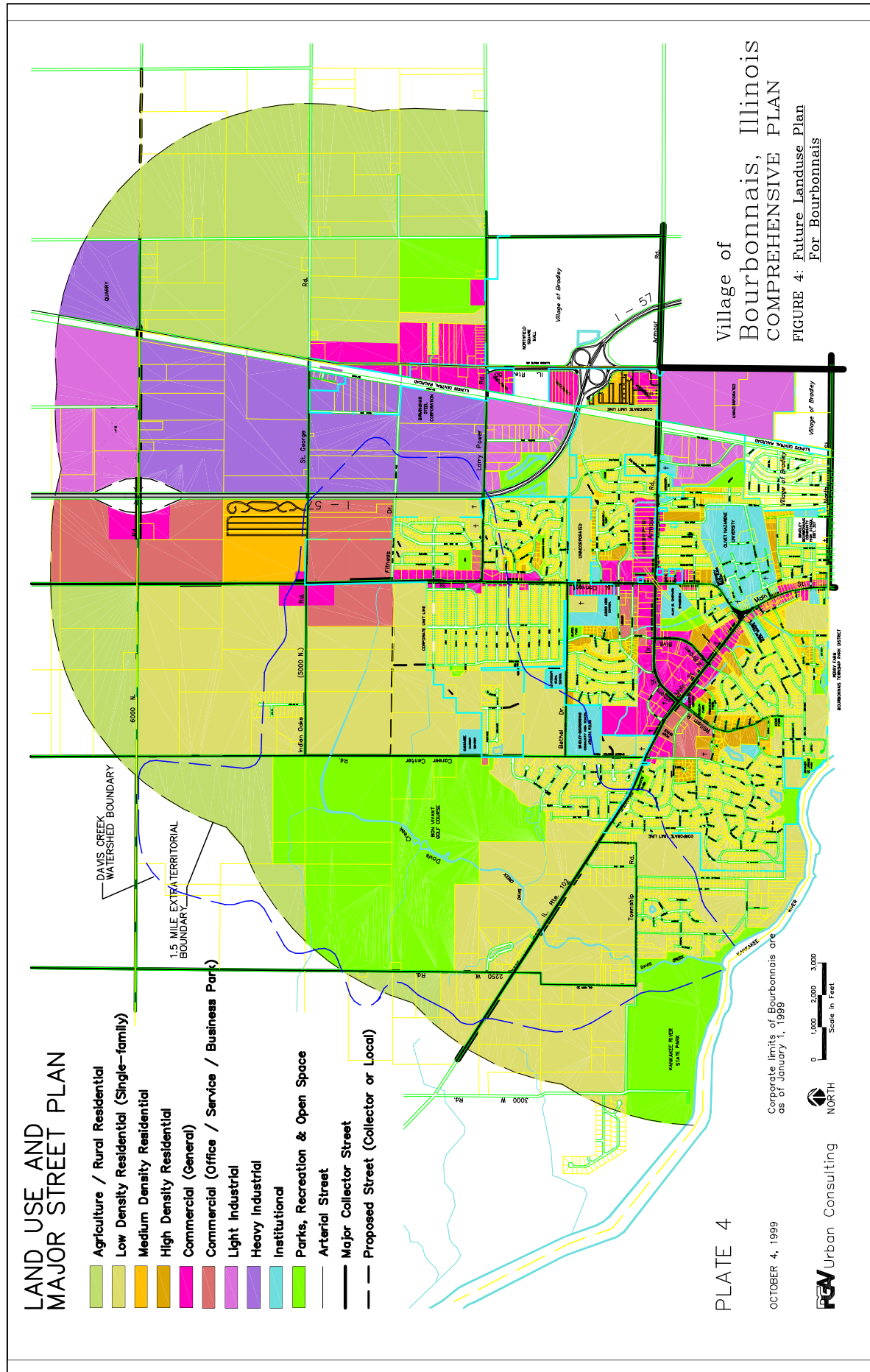


Figure 12 - Year 2012 Future Land Use within Study Corridor

Figure 13 - Future Land Use Plan for Bourbonnais



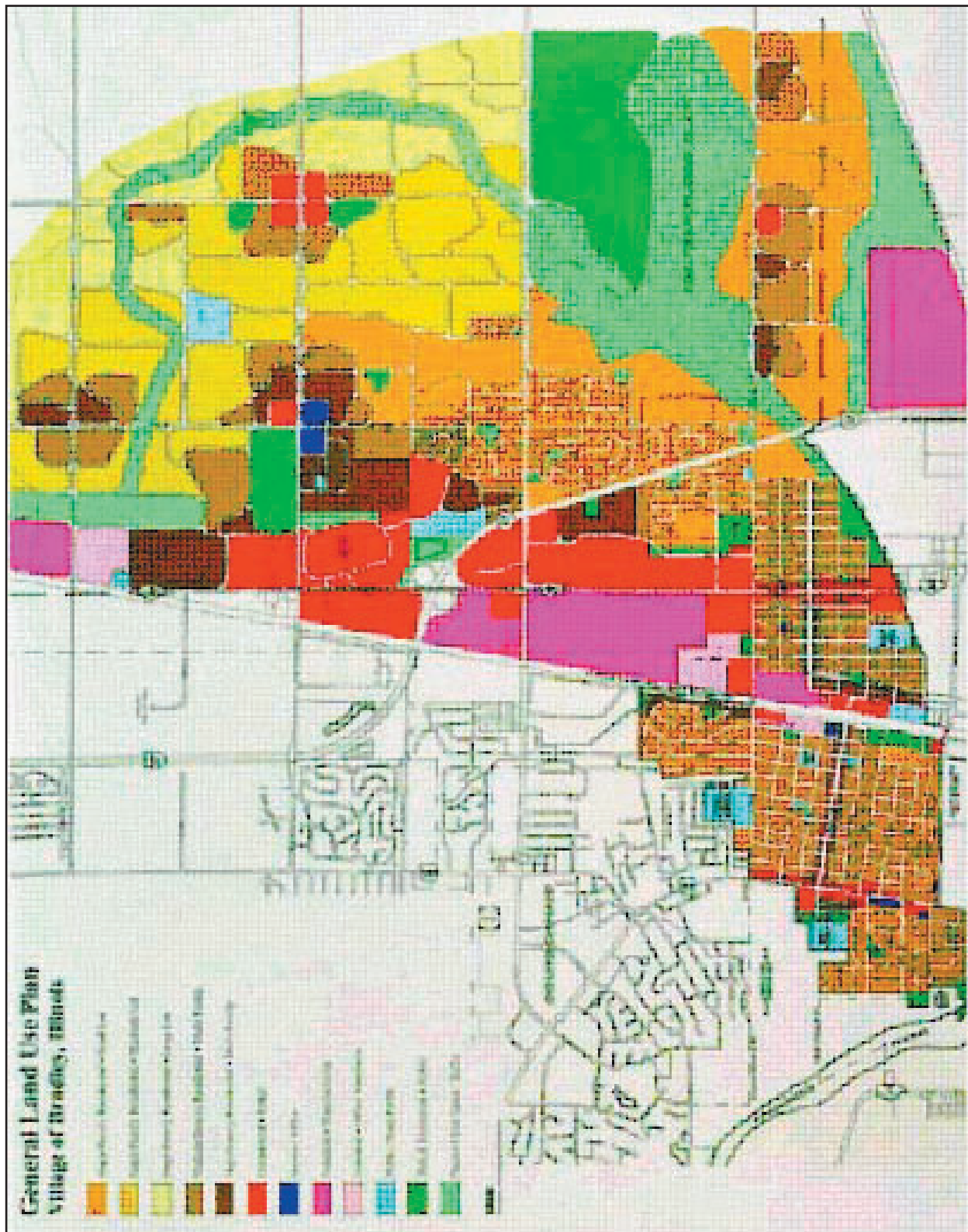


Figure 14 - Village of Bradley Land Use Plan

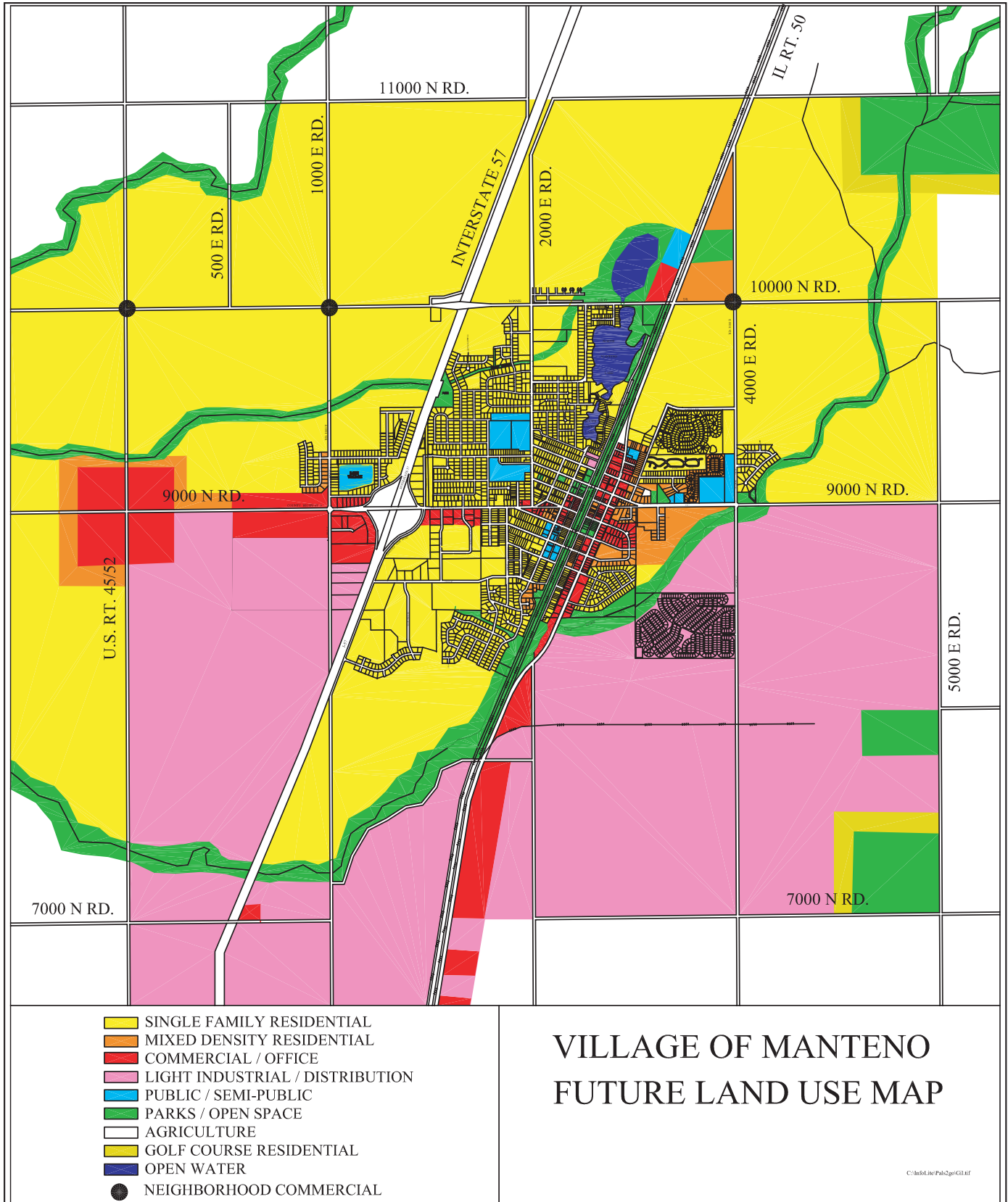
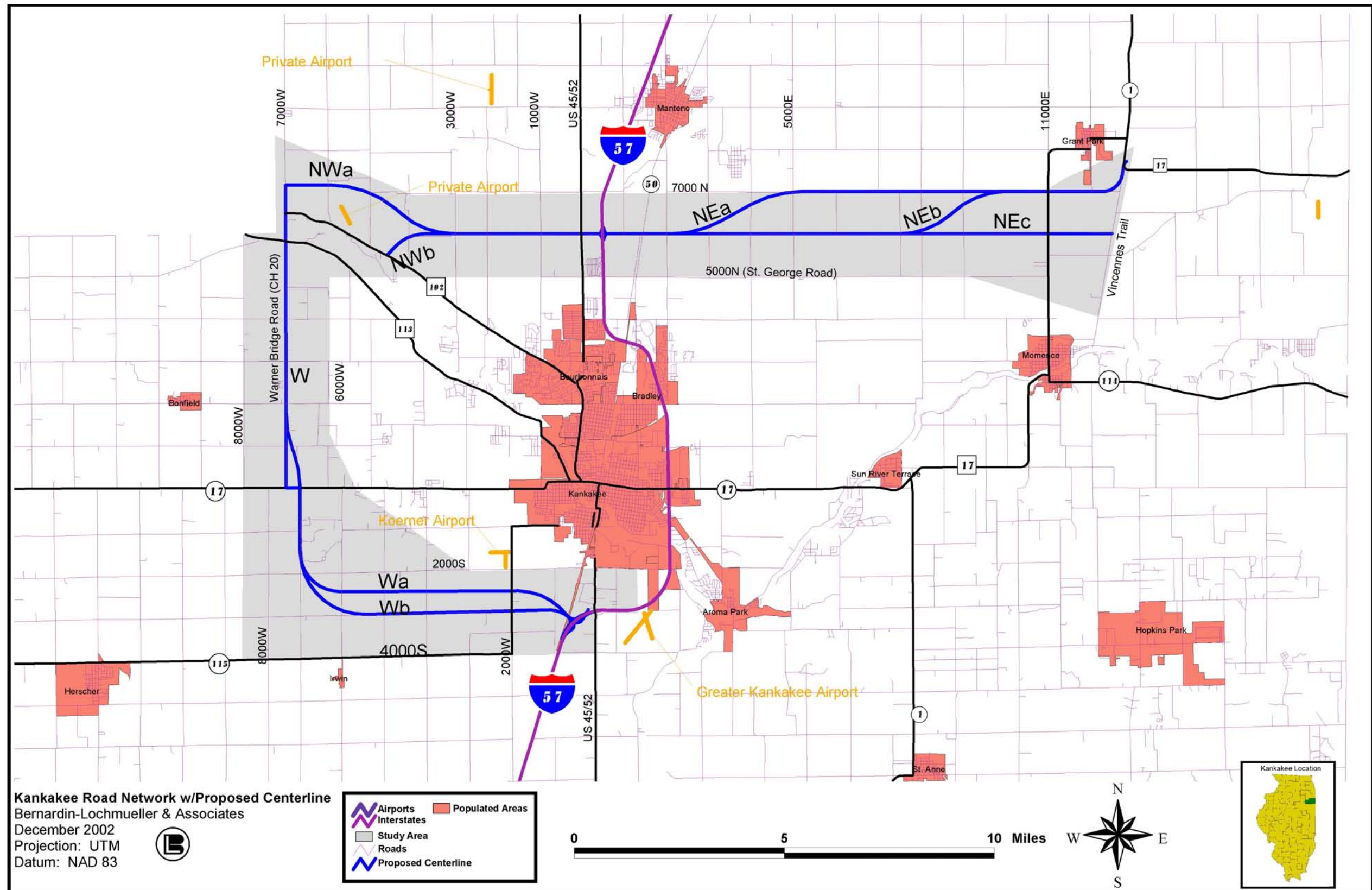


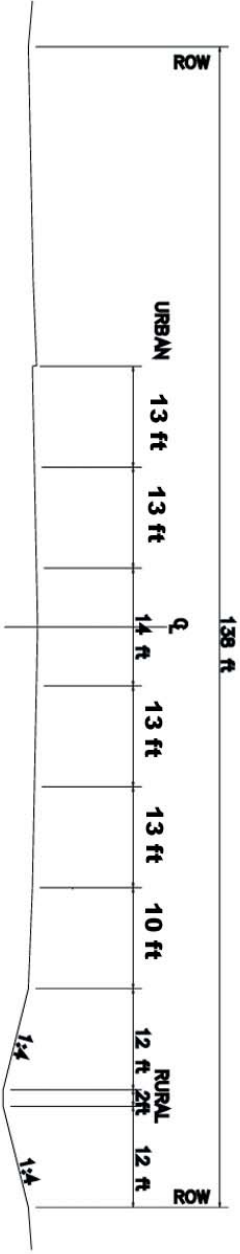
Figure 15 - Village of Manteno Future Land Use Plan



A-1 - Kankakee Road Netowrk w/ Proposed Centerline Alternates

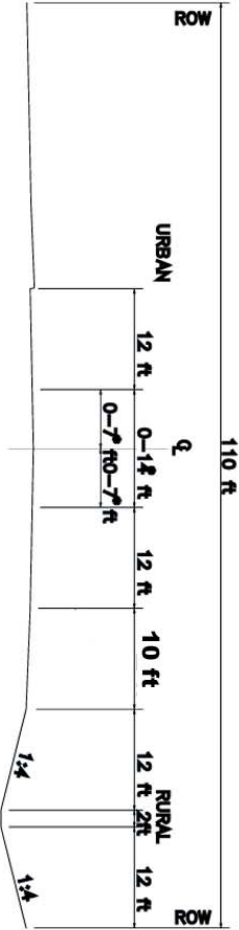
Kankakee, IL Corridor Study

Typical Sections



4-LANE SECTION WITH 14' MEDIAN

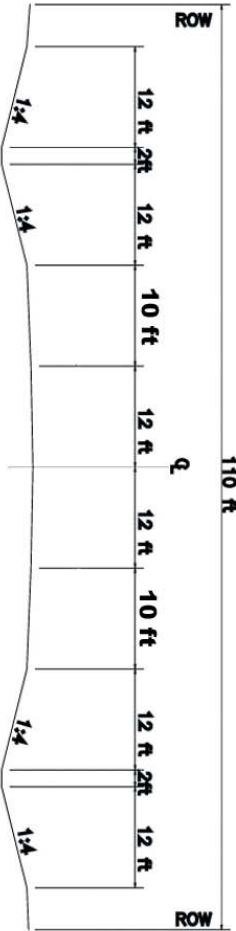
TIER 1



2-LANE SECTION

* WITH LEFT-TURN LANES AT INTERSECTIONS

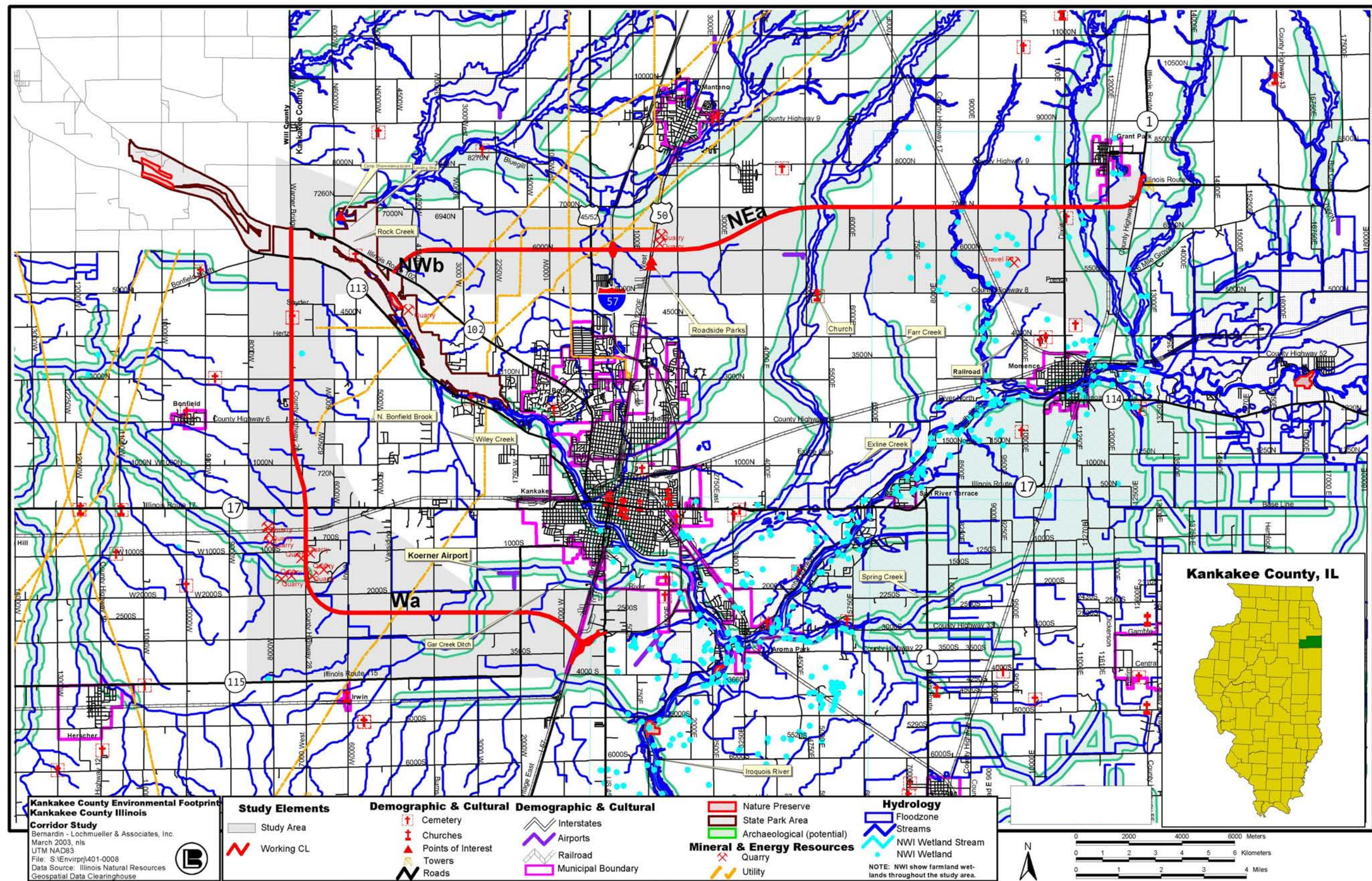
TIER 2



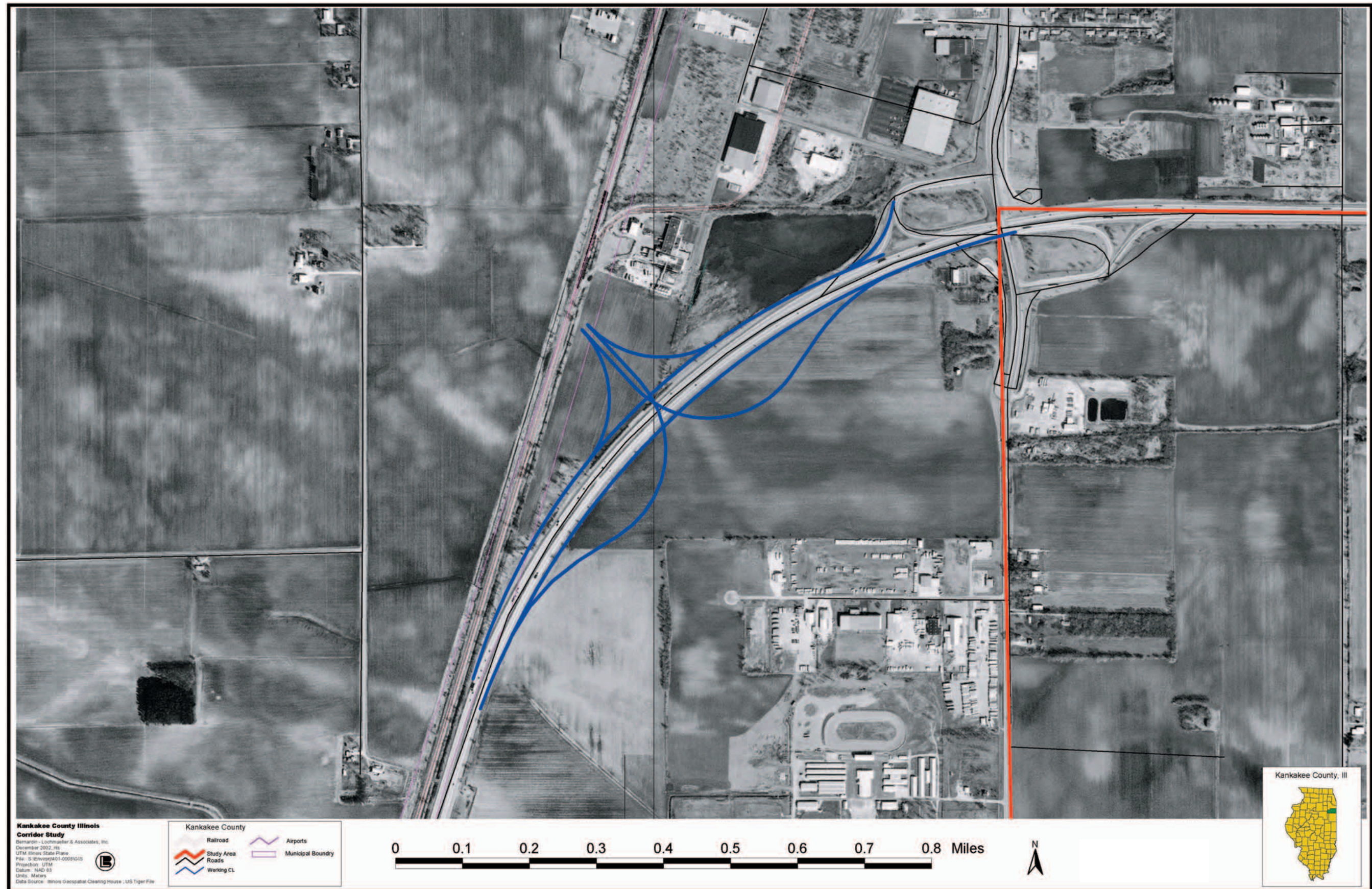
2-LANE SECTION

TIER 2

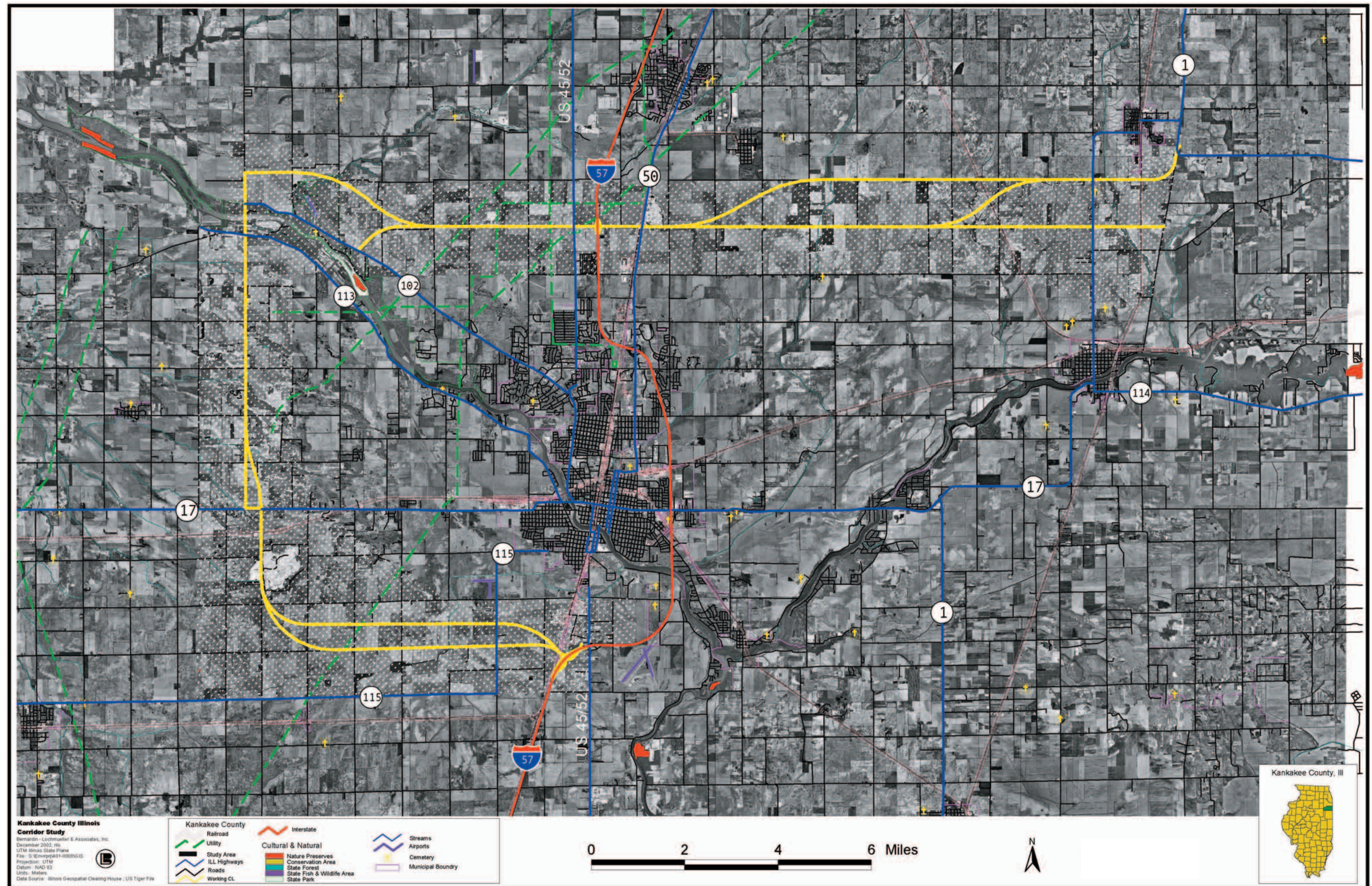
Note:
A single governmental agency with jurisdiction of the selected roadway within the corridors is anticipated. This will require jurisdictional transfers of various roadways in the county. Access to the selected roadways in the corridors is anticipated to be limited, with access provided from public roads spaced at 1/8 to 1/4 mile intervals.



A-3 - Kankakee County Environmental Footprint w/ Alternates



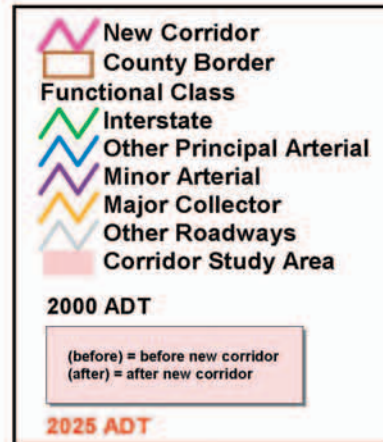
A-4 - Aerial w/Proposed I-57 / US 45 - 52 Interchange Configuration



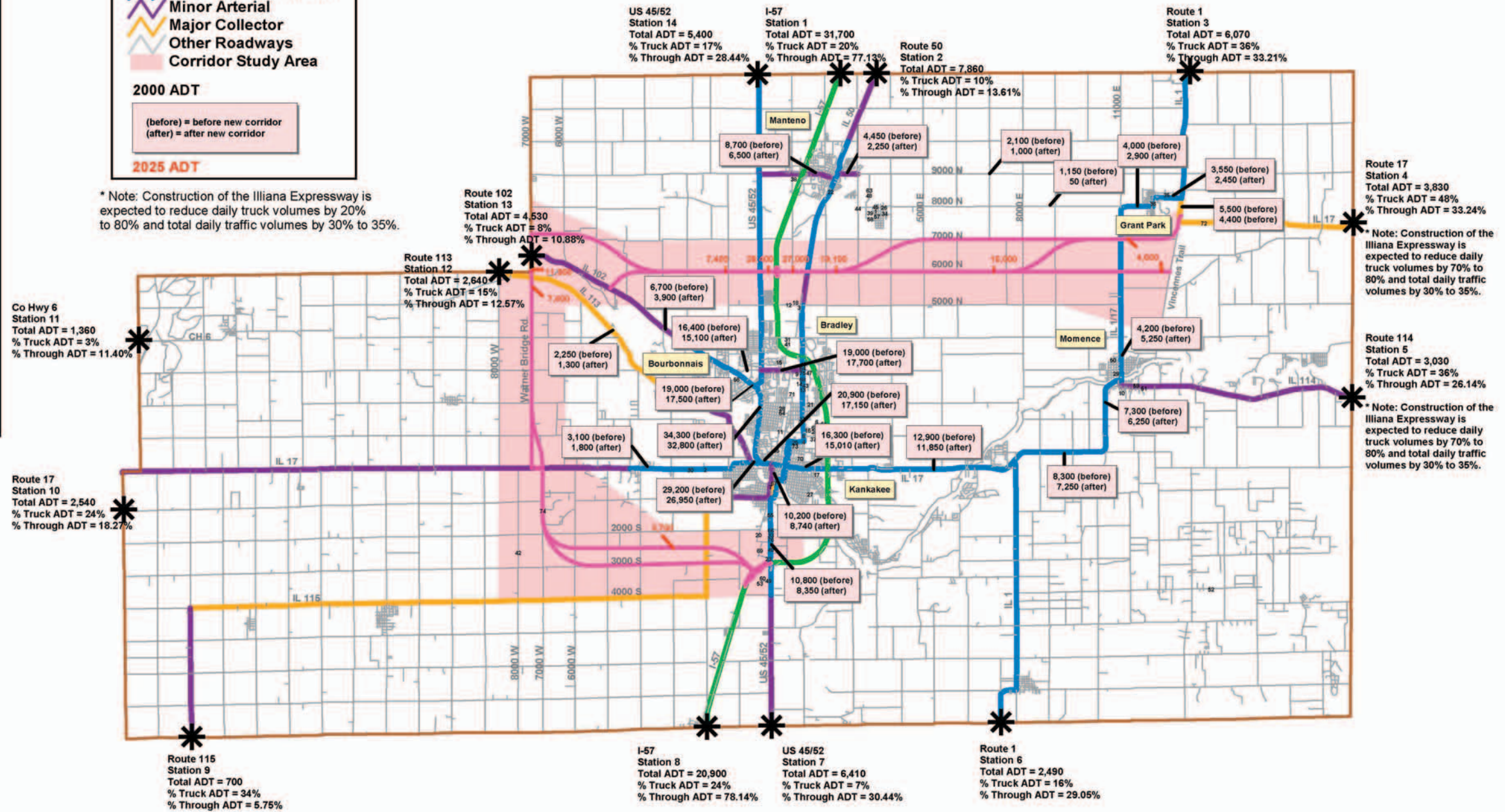
A-5 - Aerial of Corridor w/Alternates

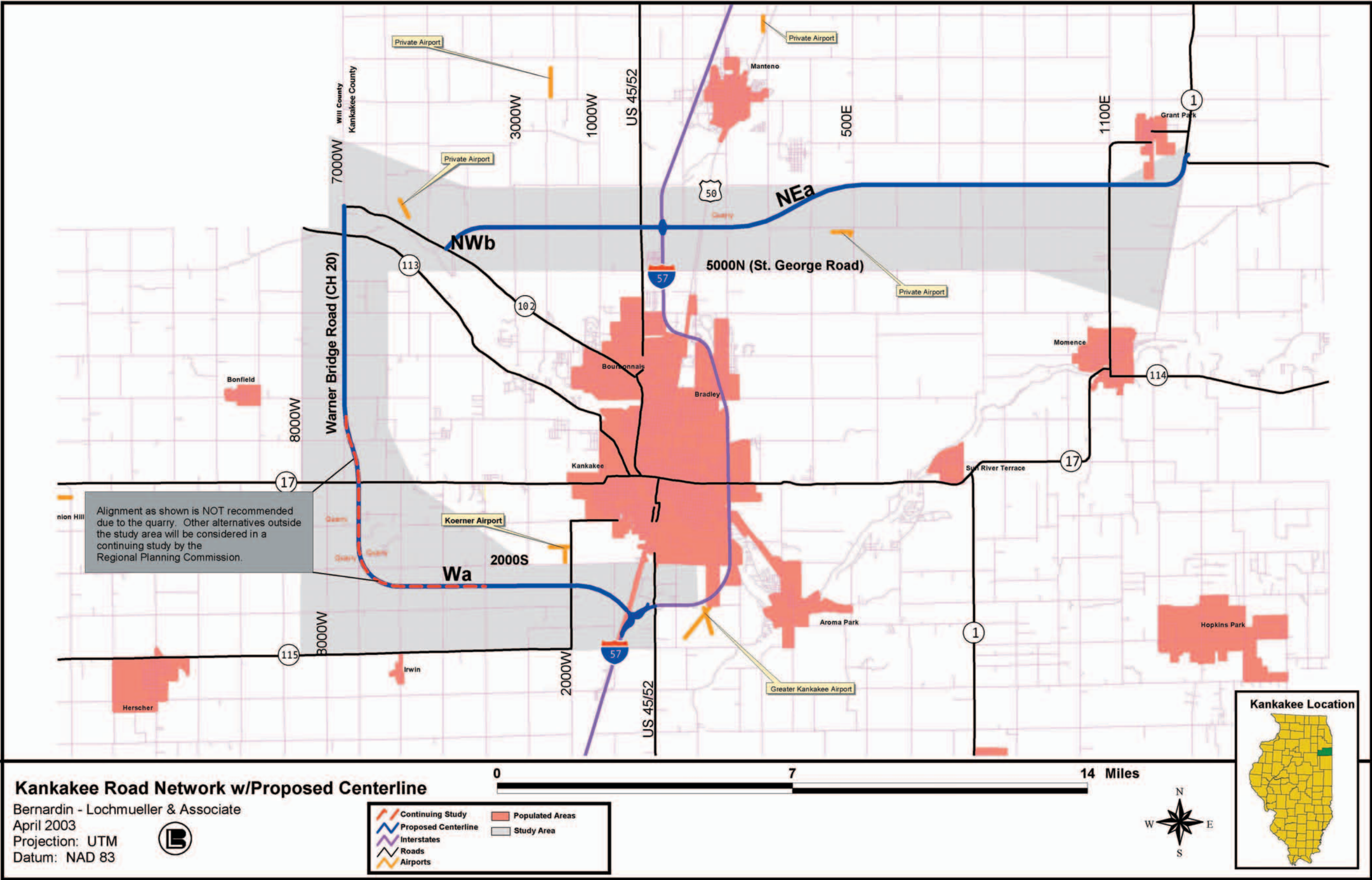
Kankakee County Existing/Future Traffic Forecasts for Corridors

- BUSINESSES**
1. AAMSTRAND ROPES & TWINES
 2. AIRBORNE EXPRESS
 3. ALABAMA METAL INDUSTRIES
 4. AMERICAN CONTINENTAL TRADING
 5. AMERICAN FREIGHTWAYS INC
 6. AMERICAN SPRING WIRE CORP
 7. ANDREW WINTERS MOVING & STORAGE
 8. ARMSTRONG HOLDINGS INC
 9. AVENTIS BEHRING
 10. BAKER & TAYLOR
 11. BELT ROUTE WAREHOUSE INC
 12. BIRMINGHAM STEEL CORP
 13. BUNGE FOODS CORP
 14. BUNGE FOODS CORP
 15. CARRYALL TRANSPORTATION
 16. CENTRAL ILLINOIS TRANSPORTATION
 17. CHAMPION EXPRESS INC
 18. CHAPPEL STEEL CO
 19. COCA-COLA BOTTLING CO
 20. COGNIS CORP
 21. CROWN CORK & SEAL CO
 22. DEDICATED LOGISTICS INC
 23. DELMONT
 24. ELECTRON BEAM TECHNOLOGIES
 25. ENGINEERED POLYMER SOLUTIONS
 26. ENTERPRISE COATED PRODUCTS
 27. ESSELTE PEXAPLEX CORP
 28. FABRI LINE DIVISION-PECCON
 29. GILSTER MARY-LEE
 30. GNB INC
 31. HER TRUCK LINES INC
 32. ILLINOIS FABRICATORS INC
 33. ITW ANGLEBOARD
 34. ITW MINIGRIP ZIP PAK INC
 35. IVEX CORP
 36. IVEX CORP
 37. J.R. SHORT BILLING CO
 38. K-MART MANTENO DISTRIBUTION
 39. KAMA CORP
 40. KANKAKEE CONTAINER CO
 41. KEYSTONE FREIGHT CORP
 42. LEGROS MANUFACTURING CO
 43. LOWE'S
 44. M & D FLEXOGRAPHIC PRINTING
 45. M & D INDUSTRIES INTL
 46. M & D TRANSFER INC
 47. MERIANT CO
 48. MERIANT CO
 49. MIDWEST TRANSIT EQUIPMENT
 50. MOMENCE PACKING CO
 51. MOMENCE PALLET CORP
 52. NESTLE CLINICAL NUTRITION
 53. PAC TRUCKING CO
 54. PEDDINGHAUS CORP
 55. PEPSI-COLA GENERAL BOTTLING
 56. POWER LOGISTICS
 57. POWER LOGISTICS
 58. POWER PACKAGING INC
 59. PRECISIONAIRE INC
 60. RCD TRUCKING INC
 61. RING CAN CORP
 62. ROHR & HAAS CO
 63. SEARS LOGISTICS SVC
 64. SEARS ROEBUCK & CO
 65. SEROLOGICALS
 66. STRUCTURES
 67. SUMMERS TRANSPORTATION SV
 68. SUPER K MART
 69. SUPERIOR CARRIERS INC
 70. TRIANGLE CONSTRUCTION CO
 71. U.S. FILTER-STRANCO
 72. V. CARTER & SON INC
 73. VALPAR CORP
 74. VULCAN MATERIALS CO
 75. WAL-MART
 76. WEBBER TRUCKING



* Note: Construction of the Illiana Expressway is expected to reduce daily truck volumes by 20% to 80% and total daily traffic volumes by 30% to 35%.

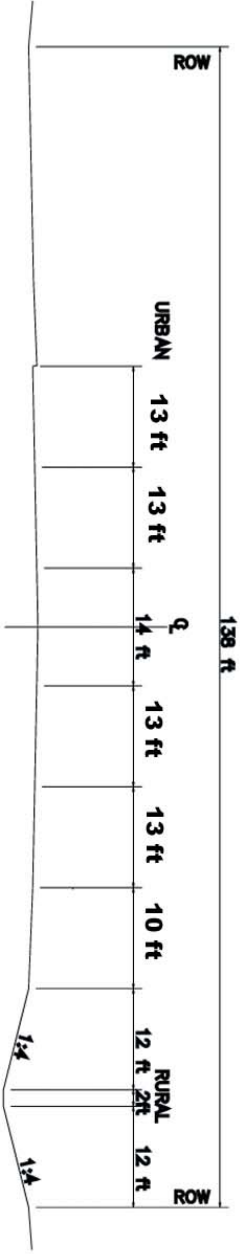




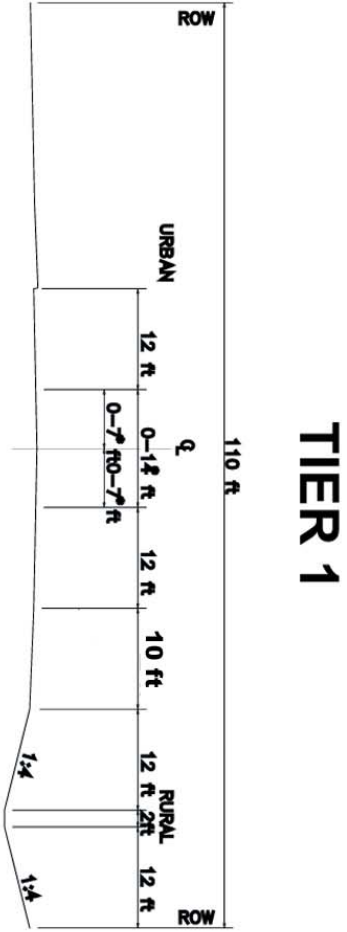
B-1 - Kankakee Road Network w/ Proposed Centerline

Kankakee, IL Corridor Study

Typical Sections

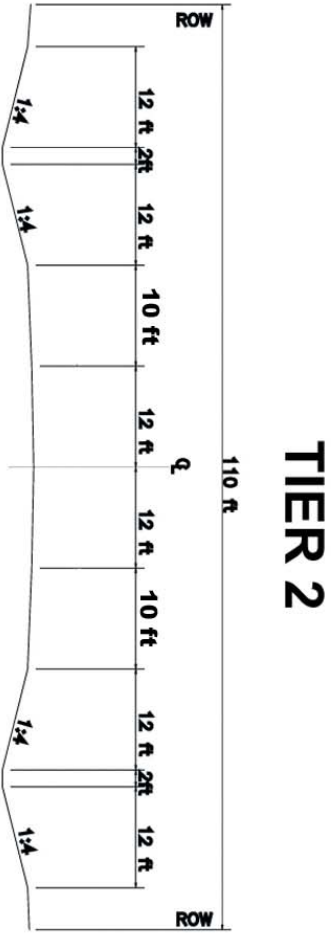


4-LANE SECTION WITH 14' MEDIAN



2-LANE SECTION

* WITH LEFT-TURN LANES AT INTERSECTIONS

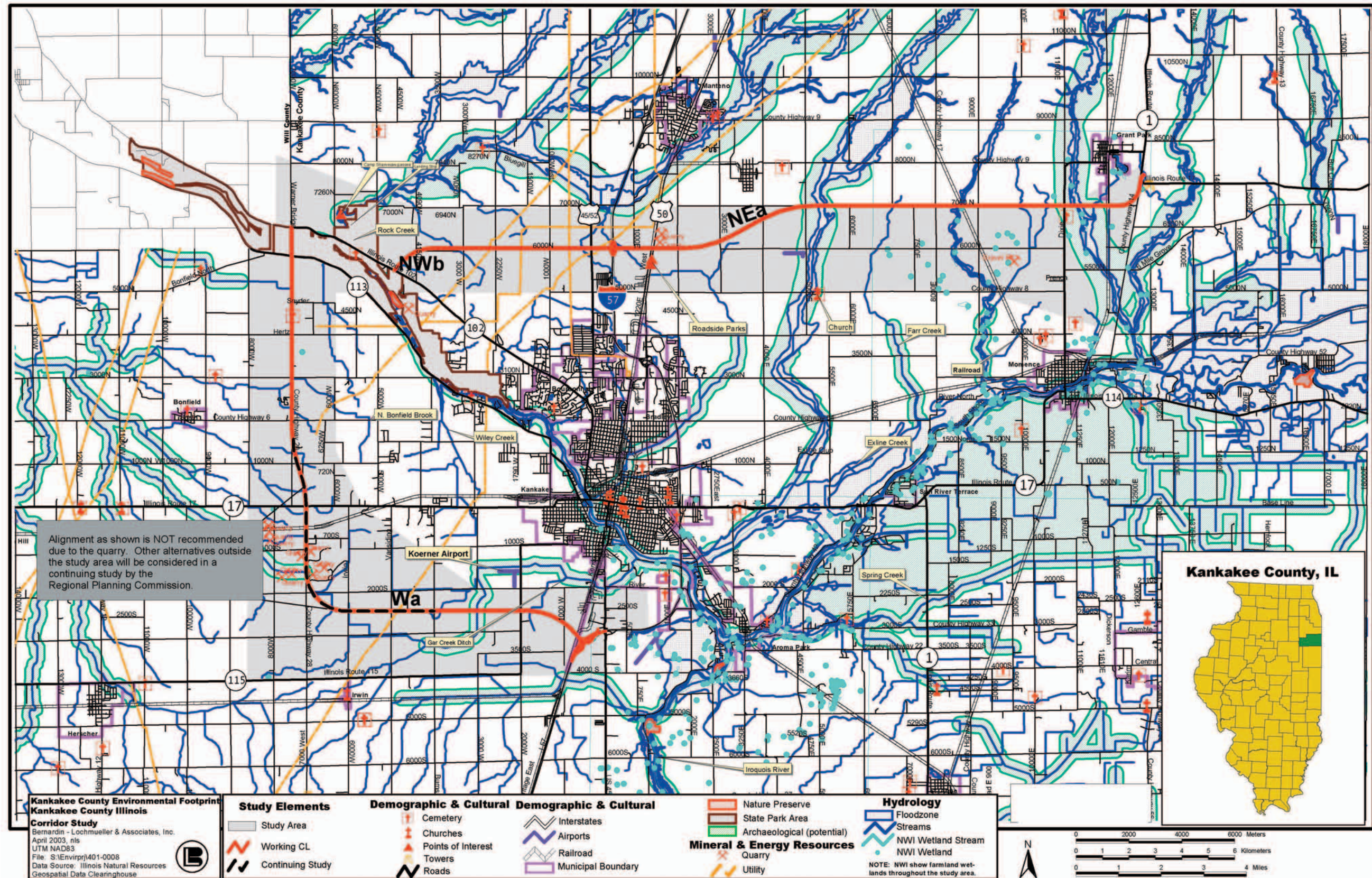


2-LANE SECTION

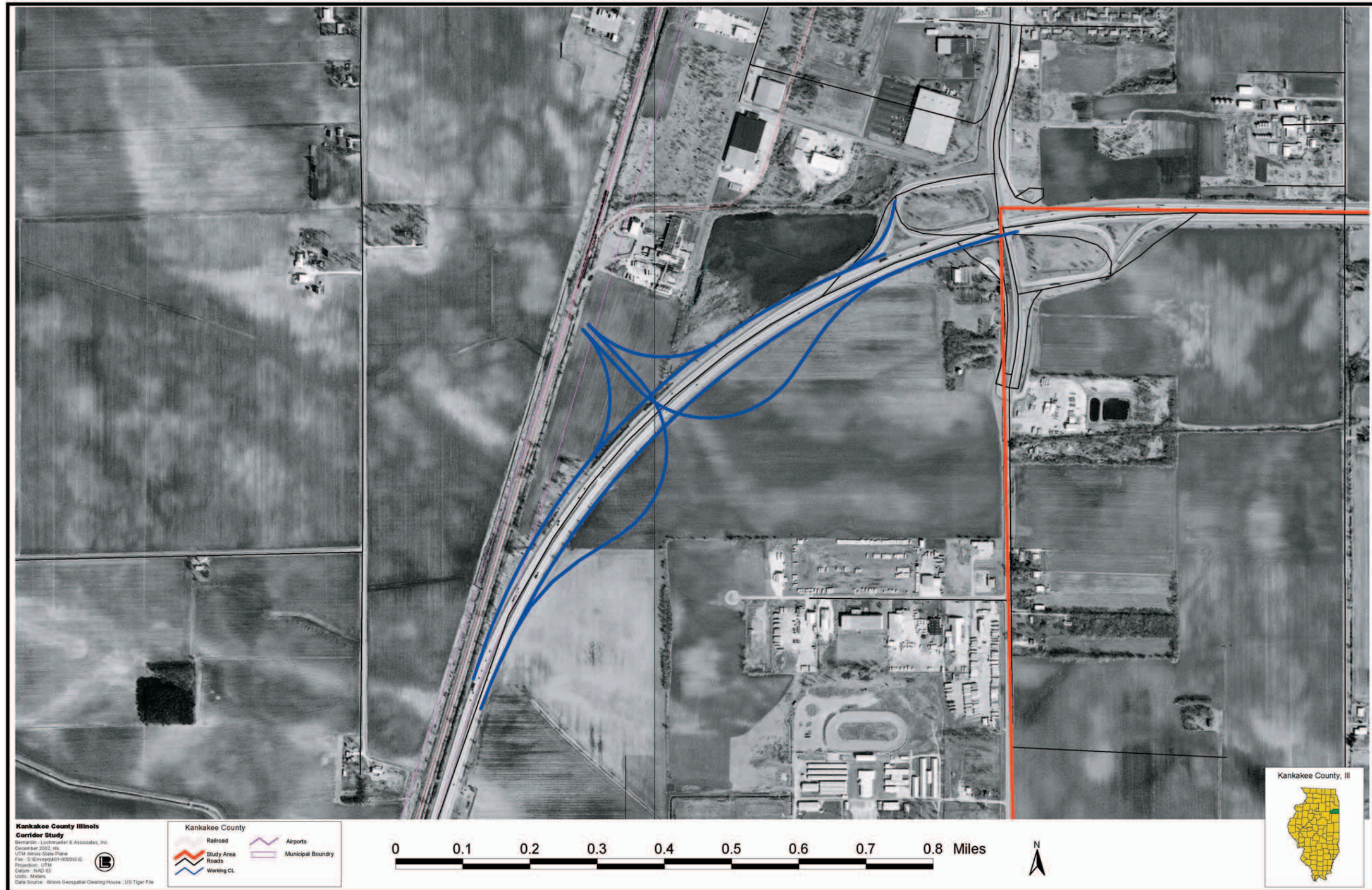
TIER 2

Note:

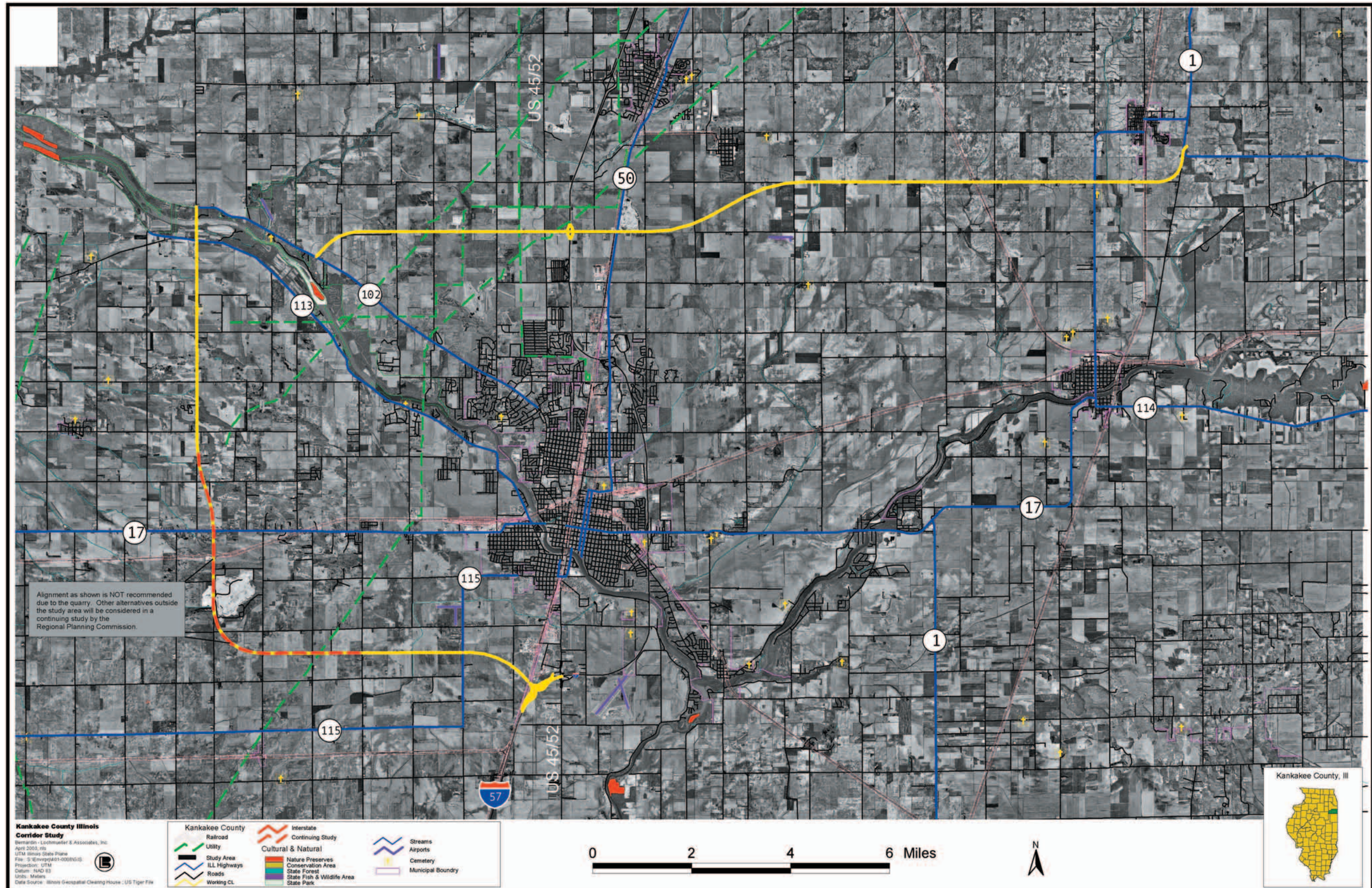
A single governmental agency with jurisdiction of the selected roadway within the corridors is anticipated. This will require jurisdictional transfers of various roadways in the county. Access to the selected roadways in the corridors is anticipated to be limited, with access provided from public roads spaced at 1/8 to 1/4 mile intervals.



B-3 - Kankakee County Environmental Footprint w/ Proposed Centerline



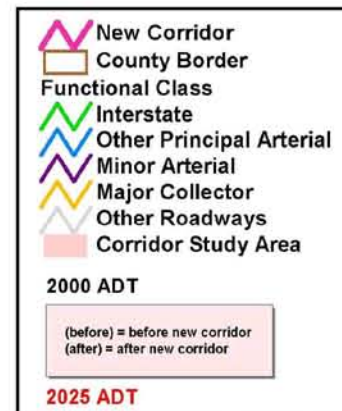
B-4 - Aerial w/ Proposed 1-57 / US45-52 Interchange Configuration



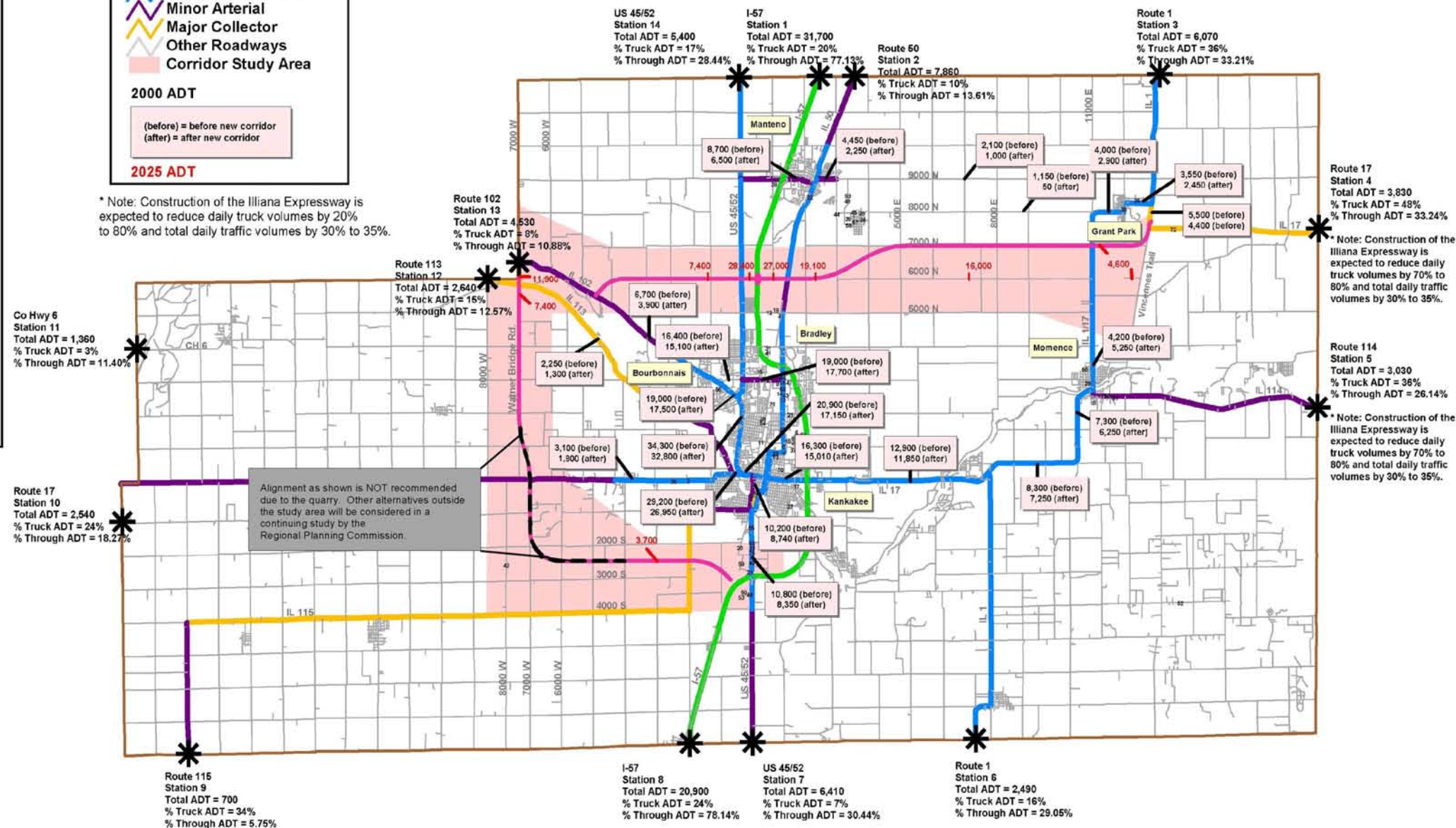
B-5 - Aerial of Corridor w/ Proposed Centerline

Kankakee County Existing/Future Traffic Forecasts for Corridors

- BUSINESSES**
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 6. AMERICAN SPRING WIRE COR
 7. ANDREW WATERS MOVING &
 8. ARMSTRONG HOLDINGS INC
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 14. BUNGE FOODS CORP
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 17. CHAMPION EXPRESS INC
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 26. ENTERPRISE COATED PRODUCT
 27. ESSELTE PENDAPLEX CORP
 28. FABRIKLINE DIVISION PEDDIN
 29. GILSTER MARY LEE
 30. GIBB INC
 31. HER TRUCK LINES INC
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 33. ITW ANGLEBOARD
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 50. MOMENCE PACKING CO
 51. MOMENCE PALLET CORP
 52. NESTLE CLINICAL NUTRITIO
 53. PAC TRUCKING CO
 54. PEDDINGHAUS CORP
 55. PEPSI-COLA GENERAL BOTTLE
 56. POWER LOGISTICS
 57. POWER LOGISTICS
 58. POWER PACKAGING INC
 59. PRECISIONARE INC
 60. RCO TRUCKING INC
 61. RING CAR CORP
 62. ROHM & HAAS CO
 63. SEARS LOGISTICS SVC
 64. SEARS ROEBUCK & CO
 65. SEROLOGICALS
 66. STRUCTURES
 67. SUMMERS TRANSPORTATION SV
 68. SUPER K MART
 69. SUPERIOR CARRIERS INC
 70. TRIANGLE CONSTRUCTION CO
 71. U S FILTER-STRANCO
 72. V CARTER & SON INC
 73. VALSPAR CORP
 74. VULCAN MATERIALS CO
 75. WAL-MART
 76. WEBBER TRUCKING



* Note: Construction of the Iliana Expressway is expected to reduce daily truck volumes by 20% to 80% and total daily traffic volumes by 30% to 35%.





County of Kankakee

Planning Department

Michael J. Van Mill, AICP
Planning Director

189 East Court Street • Kankakee, IL 60901 • 815-937-2940 • Fax 815-937-2974

July 10, 2003

MEMO TO: Members, Transportation Subcommittee
FROM: Staff
SUBJECT: Southern Alternative – Corridor Planning Study – 6000 R Road/Warner Bridge Road Study

At our May 15, 2003 Transportation Subcommittee meeting, staff stated that the portion of the Corridor Planning Study which connected Illinois Route 17 and Exit 308 would not be the responsibility of Bernardin–Lochmueller & Associates, but that staff would bring a recommendation to the Transportation Subcommittee for action at the July 17, 2003 Subcommittee meeting.

Issue

The quarry operations south of Illinois Route 17 in the vicinity of 8000 W Road will prevent any future roadway through the operations with a 55 miles per hour speed limit, which has been the goal of the Corridor Planning Study from the beginning. This fact makes a connection between the intersection of Warner Bridge Road and Illinois Route 17 and Exit 308 impossible in the study area given to the consultant for study. Since this issue came up so late in the time period allotted for the Corridor Planning Study, the potential solution for the problem will have to be the responsibility of the staff of the Kankakee County Planning Department.

The issue is finding a connection between Exit 308 and the intersection of Warner Bridge Road and Illinois Route 17 which allows for a smooth flow of traffic, at a planned speed limit of 55 miles per hour.

Alternatives

There are two basic alternatives, avoiding the quarry operations to the west or to the east on Illinois Route 17, and connecting to a new road at 2500 S to connect with Exit 308. These alternatives will be discussed as the west and east alternatives, below.

West Alternative

The west alternative has two primary drawbacks: (1) indirect travel for traffic from the north to the southeast; and (2) an enormous length of new roadway at 2500 S Road, disrupting existing farmland.

Indirect Travel

Any traffic which wanted to cross Illinois Route 17 and travel either north or southeast along the new corridor would face indirect routing to or from 8000 W Road or 9000 W Road (whichever is deemed the most likely alternative between Illinois Route 17 and 2500 S Road), to the extent that a great deal of traffic would be tempted to use shortcuts, through either 3000 W Road, 4000 W Road, or 5000 W Road. As one of the goals of this exercise in the first place was to provide a route that would entice traffic to stay on the roadway provided, this indirect travel seems to be a serious drawback to the western alternative.

New Roadway at 2500 South

The public hearings held on this issue in both December of 2002, and April of 2003 seemed to indicate that a new roadway at 2500 South would provide the connection with Exit 308, and would allow farm access to existing property from either 2000 S Road or 3000 S Road. The connection of a new 2500 S Road with either 8000 W Road or 9000 W Road would create about nine miles of new roadway, with no funding source for right-of-way purchase or for construction. This would appear to be a cost that no public body could consider in the next twenty years, which would also seem to be a serious drawback to the western alternative.

East Alternative

Going around the eastern end of the quarry operations to connect with a 2500 S Road connection with Exit 308 also has two primary drawbacks: (1) what north-south connection with 2500 S Road could be used that does not negatively impact existing residential areas; and (2) new roadway which would have to be constructed.

North-South Connection

Going east around the quarry operations could use Illinois Route 17 connect with either 3000 W Road, 4000 W Road, or 5000 W Road, all existing roadways with significant residential development. Using any of these roadways as the north-south connection with 2500 S Road would surely create some significant issues with those residential areas.

Another possibility is the construction of one additional mile of 2000 W Road, between Illinois Route 17 and the current Illinois Route 115 (shown in the attached Exhibit). This possibility would minimize the amount of indirect travel for the entire section, and would resolve some existing problems of trucks trying to find their own pathways from Illinois Route 115 to Illinois Route 17.

New Roadways at 2500 South and 2000 West

If a new section of roadway on 2000 W Road, from Illinois Route 17 to Illinois Route 115 were to be constructed and connect to a new section of roadway at 2500 S Road connecting with Exit 308, the two new sections would total around three miles of new construction, a large total, but far less than the western alternative.

Conclusion

It is the staff conclusion that the alternative which allows for a continuous flow of traffic at 55 miles per hour, involves the less indirect routing of traffic, and required the least amount of new construction would be the following:

- Using existing Illinois Route 17 from Warner Bridge Road to 2000 W Road
- Construction of 2000 W Road from Illinois Route 17 to Illinois Route 115
- Using existing Illinois Route 115 from 1000 S Road to 2500 S Road
- Construction of 2500 S Road from Illinois Route 115 to Exit 308

This alternative is shown in red on the attached Exhibit.

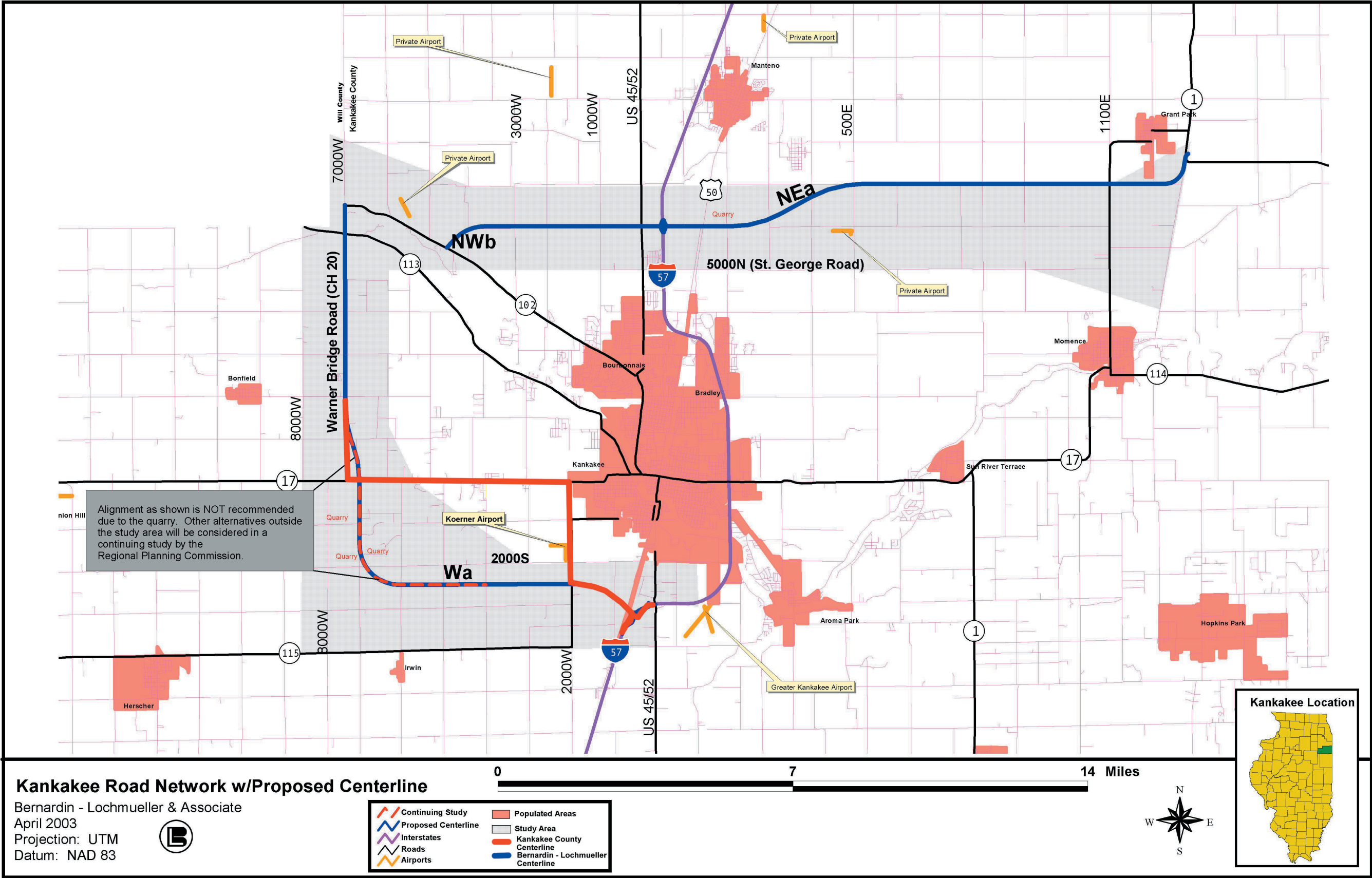


Figure C-1 - Kankakee Road Network w/ Kankakee County and Bernardin- Lochmueller & Associates Proposed Centerline