

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

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.

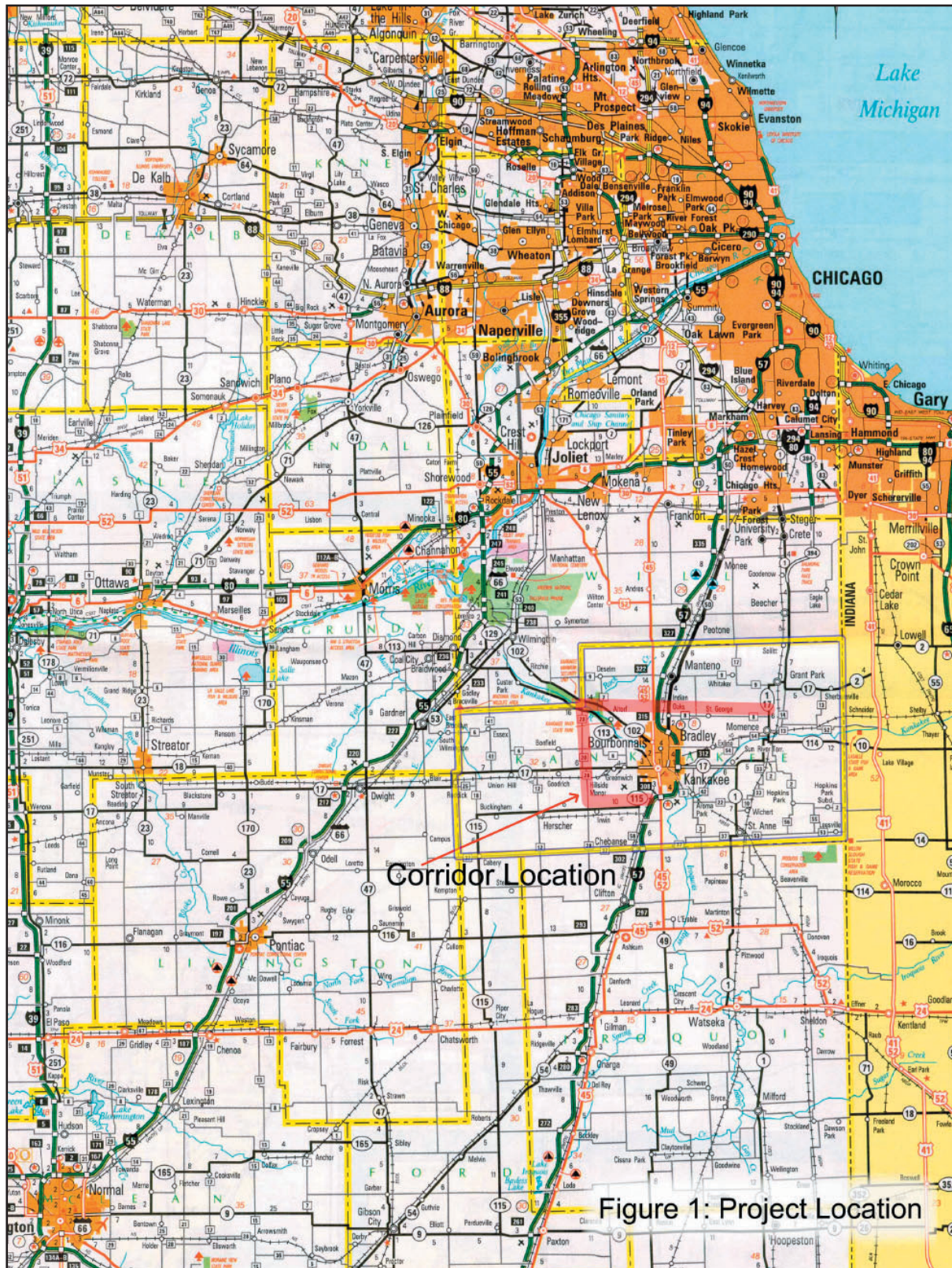


Figure ES-1

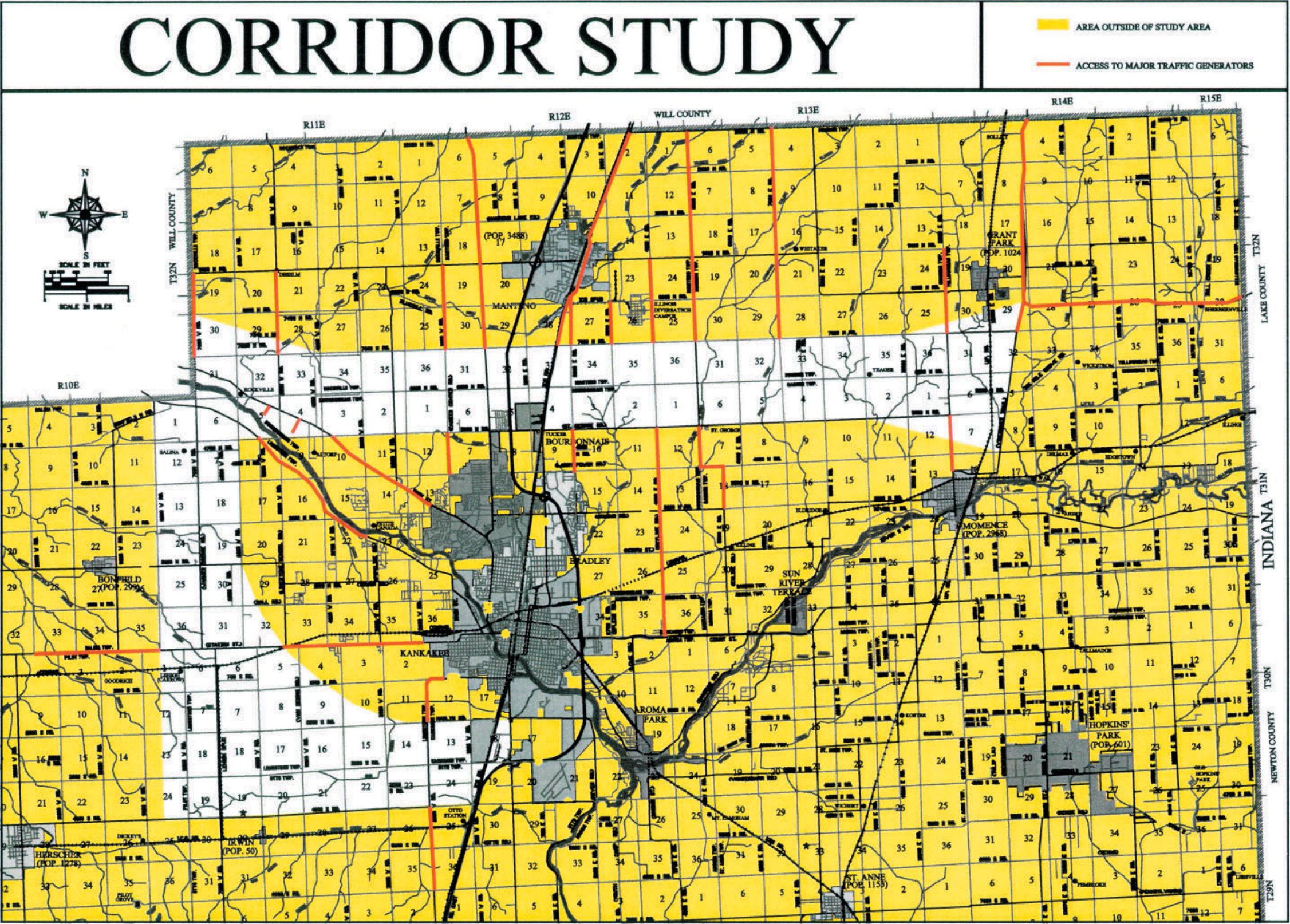
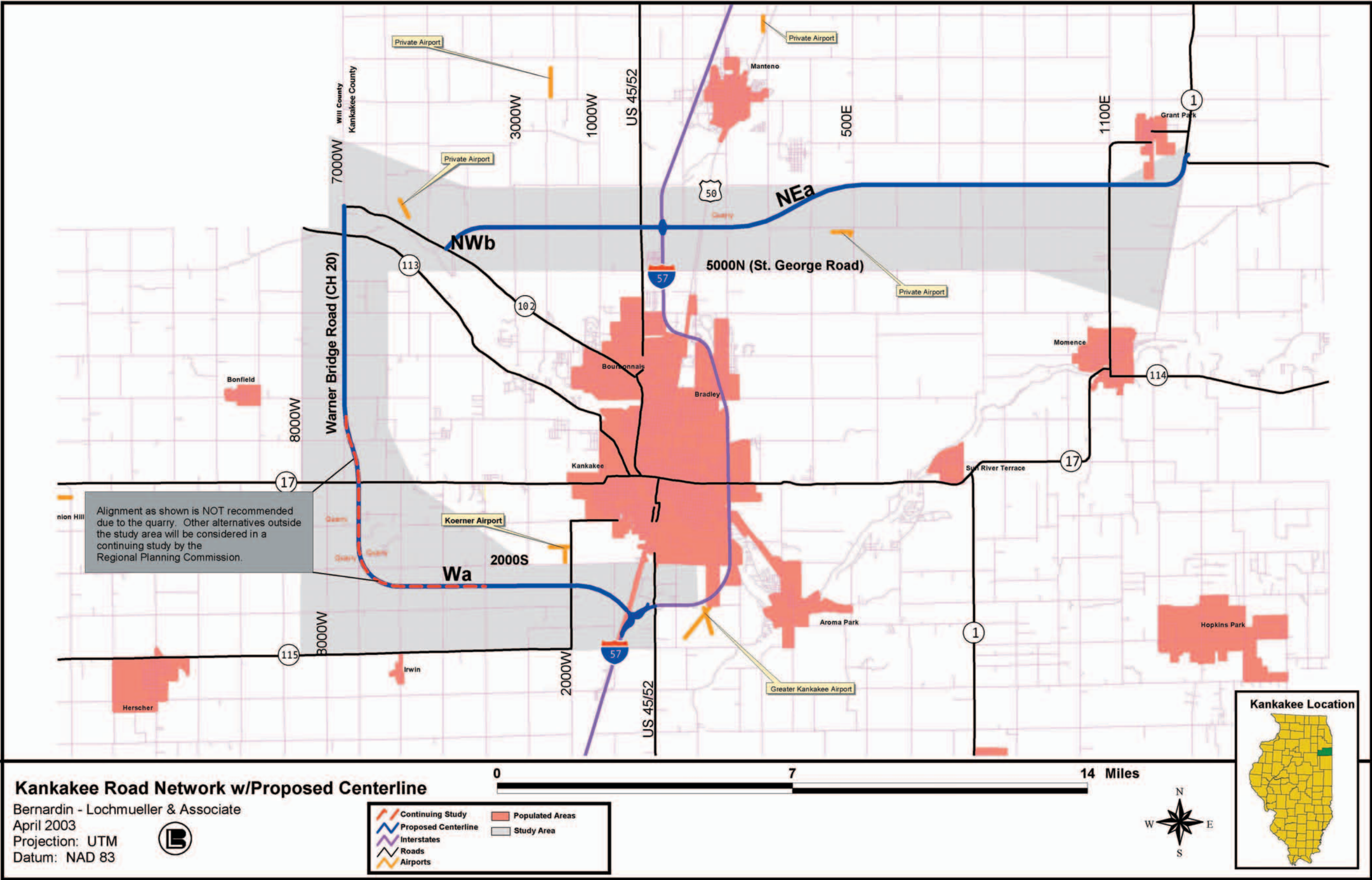


Figure ES-2



ES-3 - Kankakee Road Network w/ Proposed Centerline

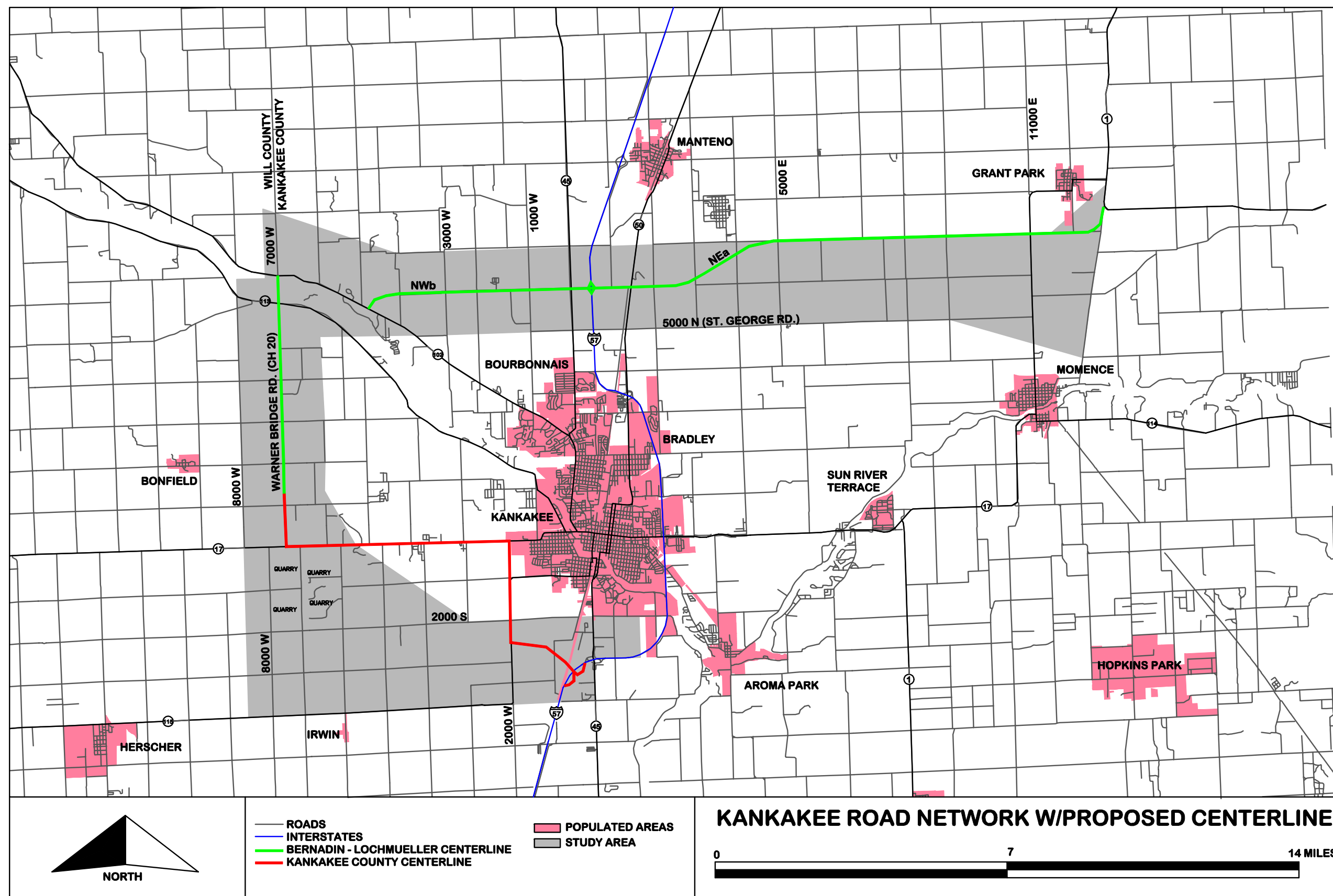


Figure ES-4 - Kankakee Road Network with Proposed Centerline