

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.