

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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Kankakee County Regional Planning Commission

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 Dvision-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	Legris 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.