

## **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.<sup>8</sup> 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 21<sup>st</sup> 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.

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<sup>8</sup> Illinois Travel Statistics 2000; Illinois Department of Transportation, Office of Planning and Programming.

**CORRIDOR PLANNING GRANT STUDY**  
**Kankakee County Regional Planning Commission**

**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			
<b>Interstate</b>									
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
<b>Freeway &amp; Expressway</b>									
Urban	.00	.00	.00	.00	.00	.00	.00	.00	.00
<b>Other Principal Arterial</b>									
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
<b>Minor Arterial</b>									
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
<b>Major Collector</b>									
Non-Urban	31.97	10.33	42.30	152.55	2.56	.84	198.25	2.50	200.75
<b>Minor Collector</b>									
Non-Urban	.00	.00	.00	52.14	22.25	.00	74.39	.00	74.39
<b>Collector</b>									
Urban	.65	.00	.65	8.88	13.26	25.53	48.32	2.56	50.98
<b>Local</b>									
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
<b>Total All Systems</b>									
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.<sup>9</sup>

**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.**

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<sup>9</sup> Illinois Department of Transportation – District 3: Bureau of Local Roads