

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