

## **I. PROPOSED IMPROVEMENTS**

### **1. Proposed Design Details**

- a. **Typical Cross Sections (See Figure A-2, Appendix A for typical):** This project is consistent with the right-of-way and typical cross-sections proposed for thoroughfares in the *Kankakee County Corridor Preservation Study* that is currently in the public involvement phase. Being prepared by the Kankakee County Planning Department, the *Corridor Preservation Study* establishes a mechanism for the preservation of transportation corridors deemed important to the future transportation network of Kankakee County. The general concept sets forth a hierarchy of importance of roadways, both existing and contemplated in the future, based on the roadway's relative importance to the transportation system, both existing and the future.

In coordination with the *Corridor Preservation Study*, all proposed alignments in this Corridor Planning Grant Study have been designated as "Discretionary Tier 2" with the exception of the portion of 6000 N. Road between U. S. 45/52 and Illinois Route 50 which is designated as "Discretionary Tier 1". The Discretionary Tier 1 roadways consist of a 14' median with a 12' left-turn lane, four 13' through lanes, 10' shoulders and 3' deep ditches with 4 to 1 side slopes.

The Discretionary Tier 2 roadways will consist of two 12' through lanes, 10' shoulders, 3' deep ditches with 4 to 1 side slopes. At intersections, a 14-foot left turn will be added between the through lanes.

- b. **Right-Of-Way:** The right-of-way width for the Discretionary Tier 1 roadways will be a minimum 138 feet (69' each side of the centerline). The right-of- width on a Discretionary Tier 2 roadway will be a minimum of 110' (55' each side of the centerline). An additional 8' of right- of-way will be needed on each side of both Tier 1 and Tier 2 roads for every foot of vertical profile differential due to cuts and fills in the roadway.
- c. **Access Management:** Improved traffic service is a primary objective of access management. A functional highway system such as the one in this study must provide both traffic service and land access. Achieving maximum efficiency and safety in traffic operations requires restriction of access and, conversely, increased access may result in a degradation of safety and capacity. Implementing access management techniques on this roadway can reduce conflicts, which disrupt the transportation system. When successfully implemented, the application of an access management plan to this roadway will yield several benefits, including enhanced mobility, improved safety, property owner benefits, and preservation of highway investment. One disadvantage is that individual road user and property owners may object to the inconvenience associated with the elimination or denial of a specific access point.

An effective access management program on a particular roadway must involve not only the engineering aspects of highway design and traffic operation but also the broader issues of land-use planning and zoning, public involvement, and enforcement powers.

Highway agencies have some authority to regulate access; however, local governments control land use and zoning. The IDOT handbook for *Policy on Permits for Access Driveways to State Highways* provides criteria and discusses details related to driveway location, spacing and design. Unless there is coordination between the highway agency and land-use planners, attempts by the highway agency alone to manage access are not likely to succeed. A comprehensive and rational access management plan, developed in cooperation with local agencies in charge of planning and zoning has a much greater chance of success. The following administrative processes are usually included in individual access management programs: zoning regulations, sub-division approval (Plat Act), site plan development (Access Agreement), driveway permits, and roadway design and construction.

In general, access management techniques are intended to minimize the frequency and severity of traffic conflicts, particularly at commercial driveway entrances. There are four major objectives for minimizing conflicts and increasing efficiency: limit the number of conflict points, separate basic conflict areas, reduce deceleration requirements, and remove turning vehicles from through lanes. Good access management for this corridor would suggest access points should be spaced at one eighth to one quarter miles with secondary access roads provided where necessary. An Access Management Plan for this roadway should be developed during Phase I Preliminary Engineering of this project.

- d. **I-57 Interchanges**: One aspect of the study was to identify a possible configuration of a new interchange to tie the southern alignment into Interstate 57 west of the US 45/52 (Exit 308) interchange. A plan of this trumpet type interchange is shown as Figure A-4, Appendix A.

The proposed interchange at the 6000N location is in the process of being studied by the Illinois Department of Transportation. It is in the "Access Justification Report" stage with 6000N Road as its location. Information about this report can be obtained by contacting the Illinois Department of Transportation, Division of Highways/District 3, 700 East Norris Drive/Ottawa, Illinois 61350-0697/Telephone 815-434-6131. Although it is not part of this report, it is included for design and location purposes.