

## **K. CONCLUSIONS AND RECOMMENDATIONS**

### **1. Preferred Corridor Alignment**

Alternates NEa, NWb, and Wa are recommended as the preferred alignment (see Figure B-1, Appendix B). This alignment was selected because it best fulfills the project goals and considered the comments received at the public meetings. Relative to environmental considerations, all alternatives rated about equal in all environmental categories; therefore the environmental considerations have minimal impact in the selection of the alignment. The main environmental impact is farmland, which has about the same consideration in each alignment. The selected alignment has the minimal loss of farmland. In the next step of Preliminary Engineering I (PE I) serious attention will be placed on maintaining, preserving, and improving the existing drainage systems. Special attention should be placed on using the existing roadways and right of way wherever possible. During PE I it is suggested that a single government agency have oversight of the preliminary engineering with the assistance of a committee composed of affected agencies. Jurisdiction of the various roadways in the corridor can be addressed in Phase I with the selected alignment potentially becoming jurisdiction of the state or county due to the type of facility and cost. Jurisdictional transfers will likely be required. The cost of each separate alignment is shown in Table 8.

At the final public meeting alignment segment NEc was noted as preferred over alignment NEa by respondents to the questionnaires, but by a small margin. Alternate NEa was selected because it better serves the traffic (especially truck traffic) wanting to get from Diversatech and the Manteno industrial complexes to the proposed 6000N Road interchange with I-57 to the west and to IL 1 and IL 17 to the east. This will help keep trucks out of Manteno and Grant Park, and will discourage them from using the local road system which was not designed to carry a large volume of vehicle and truck traffic. This was one of the major goals of the study.

Alternate NWb was selected over Alternate NWa because Alternate NWa around the north side of Kankakee State Park is a longer and less direct route and may hamper future northern expansion of the State Park. A field review disclosed that the state park was actually located farther north than originally thought. Accordingly, the alignment would have to be moved even farther north to miss the state park, and would require the taking of more homes in the area. Finally, Alternate NWa would create an awkward alignment for connection to the Warner Bridge Road and to Illinois Route 102. Alignment NWb was preferred by the public attending the public meeting by a 3 to 1 margin over alignment NWa.

Alternate Wa was selected because it would reduce residential and outbuilding impacts over Alternate Wb, avoid the maintenance of property access problems associated with remaining on 3000S Road under Alternate Wb, and would leave township road 3000S for slow moving traffic such as farm equipment and school buses. If Wb were selected, township road 3000S would become a high-speed roadway. The public also preferred alignment Wa over Alignment Wb at the public meeting.

**2. Project Implementation and Funding**

The key factor for the success of this County highway plan is the unified support of the local communities and County Board, followed by the acceptance of the project by the Illinois Department of Transportation. Funding is the next major factor. The magnitude of the project cost limits the funding sources, and would likely require primarily federal funding along with state funds and some local funding. Again due to the size of the project, it would be a good candidate for a “High Priority Project” in the Federal Transportation Funding Act.

The estimated funding requirements for the improvement include:

- Construction .....\$ 107,800,000
- Right of Way..... \$ 15,800,000
- Utilities..... \$ 8,000,000
- Engineering Services .....\$ 15,800,000
- TOTAL \$147,400,000

These cost are in today’s dollars and will constantly go up with time. This amount does not include the \$55,500,000 for the proposed 6000N Road interchange with I-57 and improvement of 6000N Road between US 45/52 and IL 50.

A strategy for funding would be to start a concentrated effort now to secure funding for PE I engineering services. When nearing completion of PE I, and as issues of jurisdiction and phases of construction are developed efforts for the remaining funding can be undertaken. PE I activities can reasonably be expected to be completed in two to three years after funding is secured. The funding for PE II, ROW, utilities, and construction could then sought in the subsequent federal program.

**3. Criteria for Implementation of the Next Project Phase**

The next steps in sequence following this corridor study would include:

- 1) Perform a location study, including necessary environmental approvals and FHWA approval of the additional interchange on I-57 at the south edge of Kankakee.
- 2) Prepare construction plans with possibly three or more sections (based on funding availability). Logical construction sections could include: 1) The interchange area from US 45/50 to IL 50, 2) Warner Bridge Road to US 45/52, 3) IL 17 to Il 115, 4) IL 115 to Exit 308, 5) IL 50 to Vincennes Road, and 6) Il 102 to IL 17. The construction sections can vary and are best determined after the PE I is complete, and could be influenced by development along the corridor, and the most need at the time and place.
- 3) Prepare Right of Way documents and acquire property as needed for construction.
- 4) Relocate all utilities needed prior to construction.
- 5) Construct all or a portion of the improvement as funding becomes available.

The time from initiating a project of this type (beginning with a location study) to completion of construction is generally 7 to 10 years assuming funding is available.

At the present time, only this corridor planning grant study and the IDOT interchange feasibility study at 6000N have been funded. PE I for the I-57 interchange at 6000N is in the IDOT FY 2004 to 2008 program.

**4. Supplemental Study**

*A supplemental study to establish a suitable connection between Exit 308 and the intersection of Warner Bridge Road and Illinois Route 17 was done by the Kankakee County Planning Department pursuant to the completion of the Corridor Plan Grant Study. The conclusion of the supplemental study is shown in Appendix C.*