



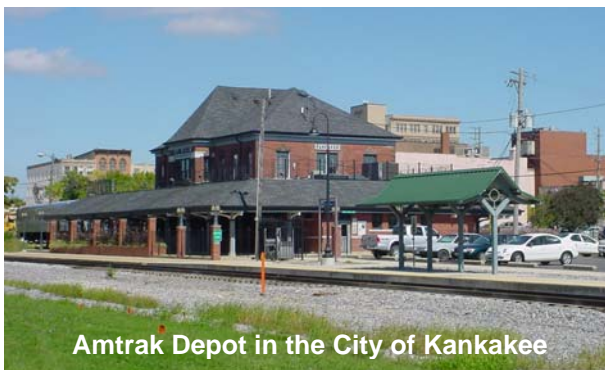
KANKAKEE COUNTY COMMUTER RAIL FEASIBILITY STUDY OVERVIEW

In February 2004, Kankakee County awarded a contract to Parsons Brinckerhoff to perform a feasibility study for providing commuter rail service to the County of Kankakee. The proposed service would either extend or link to the existing Metra Electric District (MED) service at University Park.

The oversight group for the study is the Commuter Rail Task Force, consisting of members from:

- Aroma Park
- Bourbonnais
- Bradley
- Kankakee
- Manteno
- Monee
- Peotone
- Kankakee County
- Will County
- Illinois Department of Transportation

This study is now complete and a report has been issued that concludes that providing commuter rail service to Kankakee County is indeed feasible and would benefit the growth and development of the Will and Kankakee County Region.



Amtrak Depot in the City of Kankakee

The Proposed Service Description

The proposed new service would run on the Canadian National Railway (CN) line that continues south from Metra's University Park Station through the City of Kankakee. The line would be upgraded with a continuous second track to provide additional capacity for the new commuter rail service.

New commuter rail passenger stations would be located approximately every four miles to provide convenient service to the communities along the route. A map in this brochure shows the track alignment and preliminary station locations (shown as red dots).



CN Railway Crossing in Downtown Peotone

To provide funding and construction flexibility, the study has defined two alternatives for the southern end-of-line station. Both options are viable.

A *Minimum Operable Segment (MOS)* would provide for commuter service between Metra's University Park Station and Manteno, a 14.3 mile commuter rail extension.

The *Full Build-Out (FBO)* option would provide for 27.9 miles of new commuter rail service from Metra's University Park Station to a new station south of Kankakee, near I-57 Interchange 308.

Trains of diesel multiple units (DMUs) are proposed to provide a shuttle service between the current Metra University Park Station and the new Kankakee County terminus. A DMU is a self propelled railcar that includes passenger seating in each car.



Typical Diesel Multiple Unit Railcar

Preliminary ridership estimates indicate that by 2030, daily ridership on the new service would be 3200 for the MOS and 5800 for the FBO scenarios. This ridership would support an initial service plan of five inbound and five outbound trips per day on either the MOS or FBO commuter rail segment.

Initial Capital Costs for the new commuter rail service have been estimated to be \$190.3 million for the MOS and \$298.5 million for the FBO. Annual Operating and Maintenance (O&M) Costs for the MOS are estimated at \$2.29 million, while the FBO O&M Costs are estimated at \$4.61 million.

Next Steps for the Project

The next step in advancing the implementation of commuter rail service into Kankakee County is to perform more detail studies to further validate the assumptions and projections. This would include computer based system modeling for railroad capacity analysis and ridership, additional studies to refine cost estimates and the assessment of community and environmental issues and impacts.



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OVERVIEW

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