# Existing Conditions Report 

Moving South Cook County
January 2022

## MOVING SOUTH

 COOK COUNTYTRUCK ROUTING AND COMMUNITIES STUDY

## Existing Truck Routes and Restrictions

Material in this section is intended to provide an overview of the highway network in South Cook County, showing locations designated as truck routes or truck restrictions, as well as the jurisdiction of facilities. During the next phase of the project in Winter 2022, the project team will review these existing designations and restrictions at specific locations to inform truck routing recommendation development.

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## National Highway Freight Network

The National Highway Freight Network (NHFN) was established in the Fixing America's Surface Transportation (FAST) Act in 2015. It includes: a Primary Highway Freight System (PHFS), which is designated based on criteria defined in the FAST Act, all remaining Interstate highways not included in the PHFS, and critical urban and rural freight corridors. The latter are defined by state departments of transportation and metropolitan planning organizations, subject to total mileage caps defined in the FAST Act. Designation on the Primary Highway Freight System or as a Critical Urban/Rural Freight Corridor makes a facility eligible for funding programs established in the FAST Act. Per a recent update to the Infrastructure Investment and Jobs Act (IIJA) state DOTs and MPOs can now designate 150 miles of Critical Urban Freight Corridors (previously 75) and 300 miles of Critical Rural Freight Corridors (previously 150).
Table 1: Number of Miles of Highway by Designation

| NHFN Designation | Study Area | N. of l-80 | S. of l-80 | Cook <br> County | Illinois |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Total | 40.0 | 39.3 | 9.7 | 338.7 | $2,494.0$ |
| Primary Highway Freight <br> System (PHFS) | $31.0^{*}$ | 30.3 | 9.7 | 267.4 | $1,700.5$ |
| Other Interstates not on <br> the PHFS | 6.8 | 6.8 | - | 23.1 | 301.7 |
| Interstate Non-PHFS <br> Designated Critical <br> Corridor | - | - | - | - | 289.4 |
| Non-Interstates Non- <br> PHFS Designated <br> Critical Corridor | 2.2 | 2.2 | - | 48.2 | 202.5 |
| Source: IDOT, USDOT, CMAP |  |  |  |  |  |

*Since part of the Illinois Tollway, a PHFS
roadway, aligns with the border between the roadway, aligns with the border between the
North and South study areas (1-80), the total for the full study area is less than the sum of the North and South mileages.


## National Highway Freight Network

Primary Highway Freight System (PHFS)
Other Interstates not on the PHFS
Non-Interstates Non-PHFS designated Critical Corridor

# Designated Truck Routes and Restrictions 

This map shows both designated truck routes and local truck restrictions Truck routes include the formal Class I and Class II designations pursuant to state law. The study area contains relatively few designated Class II truck route and all are on state-jurisdiction facilities. In particular, there are few north-south Class II routing options.
Various truck restrictions are located within the study area and the broader transportation network to consider, however, they vary from municipality to municipality. Most municipalities in the study area have no restrictions identified in their ordinance and if they do, the local restrictions tend to be weight-based, rather than length-based. Of the municipalities with ordinances, some have a blanket prohibition while others identify specific roadways.

Other Restrictions

- Country Club Hills: 3 tons only applied to construction vehicles - Glenwood: Restricted between 11 pm to 6 am
- Midlothian: Some exceptions including municipal and farming vehicles
Richton Park: Allows the Police Chief to implement truck restrictions


Designated Truck Routes

## State Maintained <br> $\xrightarrow{\text { Class I }}$ <br> Locally Maintained <br> 

Truck Weight Restrictions


- $1-5$ tons


## Designated Truck Routes and Restrictions North of I-80

Relatively few non-Interstate designated truck routes in the North of I-80 study area.

- Two east-west corridors: 127th Street/Cal Sag Rd corridor and US 6 corridor
- IL 50/Cicero Avenue is a key north-south connection passing through the study area
- Portions of IL 83/Torrence Ave and Western Avenue also provide north-south connections for key subareas.

Select municipalities have adopted weight-based restrictions on their local roads, including Calumet City, Posen, and Riverdale.


## Other Restrictions

- Country Club Hills: 3 tons only applied to construction vehicles
- Midlothian: Some exceptions including municipal and farming vehicles


## Designated Truck Routes and Restrictions South of I-80

South of I-80, also relatively few designated truck routes off of the expressway system.

- US 30/Lincoln Highway is the primary east-west corridor
- IL 50/Cicero Avenue is the primary north-south corridor
- Portions of IL 83/Glenwood Dyer Road/Torrence Avenue corridors provide local connections to IL 394 and Indiana

Weight-based truck restrictions are in place on local roads in Ford Heights and select corridors in Chicago Heights.


Dala Suruces: IDOT, Local Ordianance
Truck Weight Restrictions

- 0 tons
- $1-5$ tons
- 6-10 tons


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## Other Restrictions

- Glenwood: Restricted between 11pm to 6am
- Richton Park: Allows the Police Chief to implement truck restrictions


## Changes in Laws for Designated Truck Routes

Illinois state statute allows local highway jurisdictions to define both truck routes and truck restrictions. The former defines lawful access for trucks based on length and allows for reasonable access from a designated truck route along undesignated roadways in certain cases. The latter allows jurisdictions to prohibit truck access from a roadway, either categorically or by a weight limit, but requires posting of that truck restriction for it to be valid.

The statute governing truck routes was recently amended, with new definitions in effect as of January 1, 2020. The effect is to simplify truck routing, reducing the number of categories from five to three. In addition, the changes generally allow a truck tractor-semitrailer combination up to 65 feet in length on all roadways, regardless of designation as a truck route. Prior to the new statutes, state law had allowed general access for trucks up to 55 feet in length on undesignated roadways. This change reduces the benefit of formal designation of a roadway as a Class I or II truck route. Table 2 depicts the mileage of Class I and Class II truck routes by jurisdiction in the study area and Cook County.

However, designation of Class I or II truck routes still has bearing on reasonable access for combination vehicles exceeding 65 feet in length. Those vehicles may travel from a Class I or Class II designated truck route onto any non-designated highway for a distance of 5 highway miles for the purpose of loading, unloading, food, fuel, repairs and rest if:
I. There is no sign prohibiting that access; and
II. The route is not being used as a thoroughfare between Class I or Class II highways.*

These large trucks are critical for the movement of freight for agriculture, energy, construction, and heavy manufacturing industries, all of which contribute to economic activity in Cook County and the Chicago metropolitan area.

Former categories were Class I, II, III, locally preferred truck routes, and undesignated. Current categories are Class I, II, and undesignated.
*Source: OPER 753, as of 2/5/2020

Table 2: Number of Miles by Class

| Class | Study Area | N. Of I-80 | S. Of l-80 | Cook County |
| :--- | :---: | :---: | :---: | :---: |
| IDOT or Tollway Class I | $41.3^{*}$ | 33.1 | 19.5 | 229.4 |
| IDOT Class II | 36.6 | 24.6 | 12.0 | 361.1 |
| Township Class II | 0.0 | 0.0 | 0.0 | 0.0 |
| Municipality Class II | 0.0 | 0.0 | 0.0 | 42.5 |
| County Class II | 0.0 | 0.0 | 0.0 | 0.0 |
| Source: IDOT, CMAP |  |  |  |  |

[^0] North and South mileages.

## Jurisdiction of Roadways

- IDOT: I-80 and I-94 provide regional and national north-south and east-west connections as well as other arterials, many of which connect to large industrial areas and railyards. In addition to expressways, IDOT also has jurisdiction over shorter, but critical roadways for goods movement, including $127^{\text {th }}$ St between I-294 and the Blue Island railyard, Cicero Ave through Alsip and Crestwood, Western Ave to the north of I-80, and Torrence Ave and Burnham Ave, two corridors that extend through both study areas. Major east-west connections to industrial areas across the study area are provided by $159^{\text {th }} \mathrm{St}$, Sibley Blvd, $127^{\text {th }} \mathrm{St}$, and $14^{\text {th }} \mathrm{St}$.
- IL Tollway: I-294 and I-80 corridor for north-south and east-west metro area connections. Cook County DOTH: The County controls segments of collector and arterial corridors throughout the study area. Arterial corridors include 119th St, 137 ${ }^{\text {th }} \mathrm{St}, 167^{\text {th }} \mathrm{St}$, GlenwoodLansing Rd, Joe Orr Rd, Kedzie Ave, Midlothian Turnpike, Pulaski Rd/Crawford Ave, Ridgeland Ave, Sauk Trail and Steger Rd. None of the County roads are designated truck routes but some connect to significant industrial areas, such as Pulaski/Crawford in Alsip and the collectors, Center St in Harvey and State St in Chicago Heights.
- Municipalities: There are quite a few local roads located in major industrial areas, such as Chicago Heights, Harvey and Alsip.

Table 3: Numbers of Miles by Jurisdiction

| Jurisdiction | Study Area | N. of l-80 | S. of l-80 | Cook County |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| IDOT | 198.2 | 126.6 | 71.6 | 444.9 |  |
| Illinois Tollway | $30.4^{*}$ | 27.3 | 8.0 | 173.6 |  |
| Other State Agency | 0.2 | 0.2 | - | 0.8 |  |
| County | 65.4 | 32.4 | 33.0 | 251.2 |  |
| Municipality | $1,000.0$ | 661.3 | 338.7 | $10,338.3$ |  |
| Township or Road District | 20.5 | 8.6 | 11.9 | 338.0 |  |
| 5 |  |  |  |  |  |

*Since part of the Illinois Tollway aligns with the
border between the North and South study areas border between the North and South study areas
$(1-80)$, the total for the full study area is less than (1-80), the total for the full study area is less
the sum of the North and South mileages.


Truck Routing \& Communities Study Areas
:. Transportation Network to Consider
County Boundaries
Freight Rail

## Jurisdictional Responsibility

—— Illinois Dept. of Transportaio (IDOT)

## Highway System Performance

This section provides a review of planning-level measures on the performance of the Cook County highway network. It identifies highway segments with high truck volumes or density of goods movement, asset conditions for bridges and roads, locations of truck-involved crashes, and congested highway segments and highwayrail crossings. This information can assist the Moving South Cook County project team in identifying and prioritizing design and initiative solutions in mitigating the impacts of truck traffic.

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TRUCK ROUTING AND COMMUNITIES STUDY

## Heavy Commercial Vehicle Counts

As shown on this map, heavy commercial vehicle counts vary greatly across the study area, ranging from as few as 405 heavy vehicles to as many as 48,900 average annual vehicles per day. The dataset does not reflect changes in traffic volumes since 2020.

Interstate highways have the highest counts. The highest-volume segments are along I-80, I-294, I-94, and a small section on IL 394 around Glenwood Dyer Rd. I-57 has lower counts compared to the other interstates, especially through the study area.


## MOVING SOUTH <br> COOK COUNTY <br> TRUCK ROUTING AND COMMUNITIES STUDY

| $\square$ Truck Routing \& Communities Study Areas | Heavy Commercial Vehicle Count |
| :--- | :---: |
| $10,000-14,999$  <br>  less than 1,000 <br> Cransportation Network to Consider $1,000-4,999$ <br> Freight Rail $5,000-9,999$ |  |

## Percent of Heavy Commercial Vehicle

Similar to the previous map and dataset, this map shows that the percent of total traffic that is heavy commercial vehicles also varies greatly across the study area. Locations that see a higher percent of traffic that is heavy commercial vehicles, especially $30 \%$ or more, tend to occur in areas near industrial land use clusters that naturally generate greater truck activity, with the heaviest percentage areas being the industrial cluster around Harvey in the middle of the study area and the cluster near Sauk Village on the southern side of the study area. The advantage of this dataset is that in conjunction with the trucks congestion data it can assist in identifying specific locations where truck bottlenecks could occur.


Freight Rail
\% of Total Traffic that is Heavy Vehicles

| - less than $10.0 \%$ |  |
| :--- | :--- |
| $10.0 \%$ to $19.9 \%$ | $30.0 \%$ to $39.9 \%$ |
| $40.0 \%$ to $50.0 \%$ |  |

- $10.0 \%$ to $19.9 \%$
$20.0 \%$ to $29.9 \%$


## Percent of Truck Traffic that is Multi-Unit Trucks

This map depicts the percentage of truck traffic that is multi-unit trucks (i.e., tractortrailer combinations) as opposed to single-unit trucks (i.e., single-frame trucks and buses), and serves as a proxy for larger truck travel that has more substantial impacts on communities and economic activity. This map shows similar patterns to the heavy commercial vehicle counts map. Interstate highways have a higher percentage of multi-unit trucks, above $75 \%$. Other routes with medium ( $50-75 \%$ ) percentages of multi-unit truck traffic include:

- IL 83, between I-294 and I-94
- US 6, between I-57 and I-94
- IL 394, between I-80 and Glenwood Dyer Rd
- US 30, between State St and IL-83
- IL 1, between I-80 and Joe Orr Rd
- IL 50 (Cicero Ave), between I-294 and $111^{\text {th }}$ St



## Truck Origins and Destinations

An analysis of American
Transportation Research Institute (ATRI) probe-based data illustrates trip generation for large commercial trucks at a fine level of geographia detail. Tranic analysis subzones that account for significant shares of truck origins are located along l-80 and -294 , Chicago Heights, Ford

The truck destinations analysis revealed a similar pattern as truck origins. This is expected, as a point of origin for one trip is often a destination for another.

TRUCK ROUTING AND COMMUNITIES STUDY

Truck Trip Origins


$\square$ Truck Routing \& Communities Study Areas
:. . : Transportation Network to Consider

- County Boundaries


## Structures

Bridges within Cook County play an important role in freight movement. Limiting factors such as load limited bridges, vertical clearance, and bridge condition can affect routing for heavy commercial vehicles.
Data on load limited bridges and vertical clearances comes from the IDOT structures file and is shown on the map to the right. Within the study area, there are three load limited bridges. One is located on Dixie Highway near 151 st Street one on Chicago Heights Road over Thorn Creek, and one on 189th Street just west of Burnham Avenue.
Low vertical clearances exist along US 30 in downtown Chicago Heights, where the posted clearance is $13^{\prime} 6^{\prime \prime}$. Outside of the study, there are low vertical clearances along the Canadian National corridor at Vollmer Road, Flossmoor Road, and Dixie Highway.


## Bridge Condition

Numerous bridges in poor condition exist within the study area. These are located on major interstate corridors, particularly I-94 and I-80, as well as on various arterial roadways. The latter include crossings of the Cal-Sag Channel, as well as various other crossings throughout the study area.
How condition was calculated: A variation of the current federal performance measure was used, including the lowest value among four condition evaluation fields: deck condition, substructure condition, superstructure condition, and culvert condition. The federal performance measure evaluates conditions as:

- Poor: 0-4
- Fair: 5-6
- Good: 7 - 9

Table 4 depicts the number of structures and percentage of structures within the study area that are subject to vertical clearance, weight restrictions, or poor condition. In some cases, bridges may be classified in multiple categories (i.e. a bridge may be both load limited and in poor condition).

Table 4: Structures with Potentially Limiting Factors for Trucks

|  | Count | \% of Total Structures <br> in Study Area |
| :--- | :---: | :---: |
| Structures with Vertical Clearance <br> under $13^{\prime} \mathbf{6}^{\prime \prime}$ | 0 | $0.0 \%$ |
| Load Limited Structures | 3 | $1.2 \%$ |
| In Poor Condition | 26 | $10.4 \%$ |
| Total Structures in Study Area | $\mathbf{2 4 9}$ | $\mathbf{1 0 0 . 0 \%}$ |
| Source: IDOT |  |  |



Truck Routing \& Communities Study Areas
$\because:$. : Transportation Network to Consider
Bridge Condition

- County Boundaries

Freight Rail

## Pavement Conditions by PCI and CRS

Pavement conditions data was provided using two metrics, the Pavement Conditions Index (PCI) and the Condition Rating Survey (CRS). PCI is broadly used within the to 100 rating scale in which is based on a 0 failed roadway condition and 100 represent an excellent roadway condition. Recently CMAP collected PCI data for federal-aid eligible local jurisdiction facilities in northeastern Illinois, and has been working with several municipalities in developing Pavement Management Programs using PCl data. Participating municipalities in the study area include Alsip, Blue Island, Calumet Park, Chicago Heights, Dixmoor, Dolton, Glenwood, Hazel Crest, Lansing, Lynwood, Posen, Riverdale, and Robbins. The PCI data is a supplement to CRS data. CRS is a longstanding measure of pavement condition used by IDOT, and as a result, there is good CRS data coverage of state jurisdiction routes and larger arterials in IDOT's files. This measure indicates the presence and severity of defects 0 considered poor, 4.6-6.0 considered fair considered poor, 4.6-6.0 considered fair
6.1-7.5 considered good, and 7.6-9.0 considered excellent

The PCI data includes an inventory of all roadways in a community whereas the CRS data excludes roads outside state jurisdiction.


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Pavement Condition

[^1]
## Pavement Conditions by PCI and CRS

CRS is a longstanding measure of pavement condition used by IDOT, and indicates the presence and severity of defects. CRS is rated on a 1 to 9 scale, with scores between 1.0-4.5 considered poor, 4.6-6.0 considered fair, 6.1-7.5 considered good, and 7.6-9.0 considered excellent. PCI is the preferred metric but is not available for the entire road network within the study area. As a result, CRS is presented as a supplement for locations where PCI data was not available. Of the over 1,300 of total miles of road in the study area, there are 783 miles of PCI data available and 201 miles of CRS data available, covering respectively $60 \%$ and $15 \%$ of the study area.

Of local jurisdiction facilities for which PCI data is available, approximately 389.4 miles of roadway, or about half of the mileage, are in poor, very poor, serious, or failed condition within the Study Area. Table 5 shows the number of miles of roadway in each condition.

Table 5: Number of Miles by Roadway Condition (PCI)

| Condition Rating (PCI) | Study Area | \% of Mileage in <br> Study Area |
| :--- | :---: | :---: |
| Failed | 14.0 | $1.8 \%$ |
| Serious | 64.6 | $8.2 \%$ |
| Very Poor | 141.2 | $18.0 \%$ |
| Poor | 169.6 | $21.7 \%$ |
| Fair | 145.8 | $18.6 \%$ |
| Satisfactory | 128.6 | $16.4 \%$ |
| Good | 119.6 | $15.3 \%$ |
| Total | $\mathbf{7 8 3 . 4}$ | $\mathbf{1 0 0 . 0 \%}$ |
| Source: CMAP |  |  |

Of facilities for which only CRS data is available, approximately 3.4 miles of roadway are in poor condition within the Study Area. A plurality of the mileage, almost 39 percent, is in satisfactory condition, and approximately 30 percent each is in fair or excellent condition. Table 6 depicts the number of miles of facilities within each category of CRS.

Table 6: Number of Miles by Roadway Condition (CRS)

| Condition Rating (CRS) | Study Area | \% of Mileage in <br> Study Area |
| :--- | :---: | :---: |
| Poor | 3.4 | $1.7 \%$ |
| Fair | 55.9 | $27.8 \%$ |
| Satisfactory | 77.7 | $38.7 \%$ |
| Excellent | 63.8 | $31.8 \%$ |
| Total | $\mathbf{2 0 0 . 8}$ | $\mathbf{1 0 0 . 0 \%}$ |
| Source: IDOT |  |  |

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## Safety: Truck Crash Hot Spots (2016-2020)

This map shows hot spots of truckinvolved crashes, which is based on a cluster analysis performed in GIS on the full set of 5,183 truck-involved crashes over a 5-year period.
Truck crash hot spots generally exist on and along Interstate highways where heavy commercial vehicle traffic is highest. Major interstate hot spots include I-294 and I-80, I-80 and Torrence, I-80 and Burnham, I94 and IL 83, I-94 and US 6, and I57 and IL 83. Looking beyond the Interstates, the crash problem-spots on non-interstate roads are
concentrated at major intersections, IL 50/Cicero at I-294, 127th at I294, Pulaski and I-57, IL 83 at Halsted, State and I-94, US 6 at Kedzie, Western and State, Halsted at 167th, and US 30 and I-57. Most severe crashes (fatalities or Ainjuries) occurred on highways or arterials and/or near freight or transportation land use clusters.

Note: Truck crash data was provided by the IDOT annual crash file for 2016 2020. During this time, there were 5,183 truck crashes recorded in the study area.
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TRUCK ROUTING AND COMMUNITIES STUDY


## Truck Routing \& Communities Study Areas <br> . . : Transportation Network to Consider <br> County Boundaries

## 


$\square$ Truck Routing \& Communities Study Areas Truck-Involved Crash Hot Spots
$\therefore$ :- Transporation Network to Consider
More Crashes

## Truck Congested Hours per Day

Truck congestion data was analyzed using 2018 National Performance Management Research Dataset (NPMRDS) speed data and is only available for the National Highway System. This data shows that the Interstates, which have the highest truck counts, are not associated with the longest duration of daily congestion for trucks. Rather, arterial corridors experience the longest durations of congestion:

- US 6 has medium-to-high levels of congestion along most of the corridor.
- Halsted Street/IL 1 has medium-to-high levels of congestion, both north and south of the l-80/294 interchange.
- IL 50/Cicero Avenue experiences high levels of congestion north of the I-294 interchange, as does 127th Street east of the interchange.
- US 30/Lincoln Highway experiences low-to-medium levels of congestion throughout the study area.


| - Truck Routing \& Communities Study Areas | Truck Congested Hours per Day |
| :--- | :--- |
| up to 4 hours | to 10 hours <br> County Boundaries |
| to to 6 hours | to 17 hours |
| Fransportation Network to Consider | to 8 hours |

## Motorist Delay at Grade Crossings

Delay at highway-rail grade crossings is a contributing cause to congestion in some locations. This map shows that more than half of the crossings in the full study area (57\%) experience an average delay per motorists that is about or greater than one minute (Table 7). Two-thirds of these crossings are located in the North of I-80 study area.
Two crossings experience more than three and a half minutes of average delay per motorist. These are located at Cottage Grove Ave and the CSX rail line in Dolton, and at $138^{\text {th }}$ St and Indiana Ave (Norfolk Southern and CSX rail lines) which converge at the border of three municipalities (Dolton, Riverdale, and Chicago).

Table 7: Number of Grade Crossings by Average Motorist Delay in 2017

| Average Delay per <br> Motorist in Minutes | Study Area | N. of I-80 | S. of I-80 | Cook County |
| :--- | :---: | :---: | :---: | :---: |
| $<0.50$ | 40 | 20 | 20 | 124 |
| $0.51-\mathbf{0 . 8 0}$ | 20 | 12 | 8 | 221 |
| $0.81-1.60$ | 49 | 34 | 15 | 294 |
| $1.61-3.60$ | 30 | 26 | 4 | 76 |
| $3.61-7.20$ | 2 | 2 | 0 | 6 |
| Total | 141 | 94 | 47 | 721 |
| Source: Illinois Commerce Commission |  |  |  |  |


$\square$ Truck Routing \& Communities Study Areas
... Transportation Network to Consider
$\longrightarrow$ County Boundaries

Average Delay per Motorist in Minutes

Freight Rail

- $0.00-0.50$
1.61-3.60
- 0.51-0.80
$3.61-7.20$


## Land Uses \& Community Context Maps

This section provides an overview of freight-related land uses in Cook County and gives context for other community considerations in the truck routing study area beyond industrial and freight related land uses and transportation. For the purposes of the Existing Conditions Report, freight-related land uses primarily include industrial land uses and transportation facilities, such as intermodal railyards. Commercial land uses are considered to be secondarily freight-related. Together, these land uses act as the primary origin and destination points for goods movement and require adequate access for trucks.
Additionally, understanding non-industrial or -transportation land uses can be one component to assist in identifying and understanding how potential and existing truck routes could impact communities and cultural resources.

## Truck Generating Land Uses

There are roughly three main industrial clusters that generate significant truck traffic, including:

- A cluster in the middle of the study area (Harvey, Markham, South Holland and Thornton), which is intersected by I-80 and connected to I-94 and I-294 via US 6 Otherwise, there are not designated truck routes for circulating within this cluster.
- A cluster in the northwest of the study area (Alsip, Blue Island, Crestwood, Robbins), which is near the intersection of I-294 and two major designated class II truck routes Cicero Ave and $127^{\text {th }} \mathrm{St}$ ). The IAIS Blue Island rail yard is nearby to the east.
A cluster in the south of the study area (mostly Chicago Heights and slightly in Sauk Village), which is connected to 394 via US 30. Otherwise, there are not designated Vilage), which is connected to 394 via US 30 . Otherwise, there are not designated of US 30.

All of these industrial clusters are connected to the interstate system via designated truck routes, however there are few designated truck routes for traveling within the clusters Additionally, there is a direct designated truck route connection between the northwestern and middle cluster, but there is not a direct designated truck route connection between the middle and southern cluster. The shortest route between the two clusters would be on undesignated roads or for truck drivers that want to remain on a designated truck route, they would have to head east to 394 . These distinctions are of note as it is important to provide connections to industrial areas not just from the interstates, but also to other industrial areas due to commerce, supply chain logistics, resource sharing, and other benefits of industrial agglomeration economies.

Table 8: Acres of Freight Related Land Uses

| Land Use | Study Area | N. of I-80 | S. of I-80 | Cook County |
| :--- | :---: | :---: | :---: | :---: |
| Industrial | 8,035 | 4,897 | 3,138 | 39,605 |
| Transportation-related | 1,609 | 882 | 727 | 16,912 |
| Commercial | 3,669 | 2,505 | 1,164 | 38,203 |
| Source: CMAP |  |  |  |  |


$\square$ Truck Routing \& Communities Study Areas Transportation Network to Consider

Truck Generating Land Uses
$\square$ Industrial

- Transpotation Failtie

Commercial Uses (secondary generator)

## Freight Facilities

- Expressways: north-south I-94, I-57, and I-294 corridors and east-west I-80 corridor
- Navigable Rivers: Little Calumet River
- Freight Rail Operators: Canadian National (CN), BNSF, Union Pacific (UP), and CSX Transportation (CSX)
Intermodal railyard facilities: All intermodal railyard facilities are located in the North of I-80 portion of the study area. The largest facility in the study area is Canadian National's Chicago Intermodal Terminal in Harvey with over 600,000 lifts in 2020. It's located just north of I-80/I-294 and has a gate entrance on Center St which is a NHS intermodal connector. The UP Yard Center Intermodal in Dolton connects to I-94, I-57, and I-294 via IL 83/Sibley Blvd. Gate entrance is on Indiana Ave which is also designated a NHS intermodal connector for a short length. Just west of l-57 and by 127th St, the Blue Island Intermodal Terminal (BLU) is a smaller intermodal facility in Blue Island that is primarily used for cross-town freight connections, where containers are delivered from one railroad to another to continue moving the freight onward. Gate entrance for this facility is on 119th St.



## $\square$ Truck Routing \& Communities Study Area <br> . . Transportation Network to Consider <br> -County Boundaries

Freight Rail

Freight-related Facilities
$\qquad$
$\longrightarrow$ Principal Arterial Other Major Roads Intermodal Connector
 Intermod
Railyard Railyard
1-249,999 Lifts $500,000+$ Lifts


Weigh Station Navigable Waterway Dock
Bridge

## Sensitive Land Uses

## Residential \& Community-Oriented

Based on data from CMAP's 2015 Land Use Inventory, southern Cook County contains a large number of residential land use and community-oriented spaces Below are the land use classifications used for community-oriented spaces:

- Cultural / Entertainment
- Religious Facilities
- Cemeteries
- Service Organizations / Other Institutional
- Open Space (Primarily Recreation)

Parks and open spaces are also scattered throughout the study area. The below lists some of the larger County forest preserves in southern Cook County:

- Whistler Woods
- Calumet Woods
- Kickapoo Meadows
- Brownell Woods
- Joe Orr Woods
- Sauk Trail Woods



## Sensitive Land Uses

## Environmental \& Conservation

There are a significant number of natural resources in the South of I-80 study area. When developing a truck route network, the team will keep these environmental areas in consideration, including

- Floodways and floodplains
- Wetlands
- Prairie, savanna, woodlands
- Lakes and streams
- Forest preserves
- Agricultural uses
- CMAP-designated conservation areas

There are floodways and floodplains in the previously mentioned southern industrial cluster in Chicago Heights. There is also land designated for agricultural use in this area. Just due east of the Thornton industrial cluster in the middle of the study area is a forest preserve with land designated by CMAP as core prairie/savannas and core wetlands conservation areas.
The northern portion of the study area has a designated floodway and floodplain area in the vicinity of the Robbins and Dixmoor industrial cluster.


## Environmental / Conservation

$\qquad$ Core Prairies/Savannas Core Wetlands Forest Preserve Agricultural Use

## Connectivity and Transit

Pace operates a variety of routes within the study area. These 22 routes include both local, fixed services, limited-stop services, and express services. The COVID19 pandemic has caused several routes to be suspended until further notice which include: Route 355 (Wentworth Limited), Route 372 (Dixie Highway), Route 773 (Markham/Tinley Park - Guaranteed Rate Field Express), Route 877 (Harvey Downers Grove Limited), and Route 888 (Homewood - Naperville Limited).
Metra also serves several different communities within the study area providing rail connection across the region via the Rock Island District (RI) and Metra Electric District - and Blue Island branch - (ME) lines. A small portion of the Northern Indiana Commuter Transportation District's (NICTD) South Shore line operates in the northeast corner of the study area. Communities with a rail station in the study area include: Blue Island, Calumet Park, East Hazel Crest, Harvey, Hazel Crest, Riverdale, and Robbins. These stations are all within the North of I-80 study area.
Besides transit, southern Cook County also has a network of regional bicycle trails with plans to expand the network in the future. The study area has 33 miles of existing bicycle trails with 63 miles of proposed trails to connect more of the region. Some of the more extensive trails in southern South County include: Burnham Greenway, Cal-Sag Trail, Old Plank Road Trail, and Thorn Creek Trail.


## Transit and Bike Trails

H14 Metra Train Route and Station Existing Trail

## Economic Focus Areas

The majority of the developed parts of the study area fall into equity focus areas, including an Economically Disconnected Area, Disinvested Area, or both. These are areas in the region as defined by CMAP as being the least connected to prosperity. EDAs are areas with concentrations of both low-income households and minority or limited English proficiency populations. Disinvested areas are predominantly nonresidential places with struggling local economies. The communities that contain overlaps with both Economically Disconnected and Disinvested areas include:

- Blue Island
- Ford Heights
- Riverdale
- Calumet City
- Hazel Crest
- Phoenix
- Calumet Park
- Harvey
- Sauk Village
- Chicago Heights
- Lansing
- South Chicago Heights
- Dixmoor
- Lynwood
- Markham
- South Holland


EDAs and Disinvested Areas
$\square$ Economically Disconnected Area

## Major Roadway and Freight-Related Projects

Several in-progress or planned major roadway or freight-related projects are located in the study area, with the majority occurring in the North of I-80 study area. Projects seen on the map to the right have the potential to impact future freight and truck operations.
These projects are either listed in Cook County's 2021-2025 Five-Year Proposed Transportation Improvement Program or funded by Cook County's Invest in Cook County program or the CREATE Program, a public-private partnership in the surrounding region. The funded projects can be in several different phases, anywhere from the planning/feasibility study stages to the construction phase. Some of the major projects from the County's five-year plan include:

- Joe Orr Road expansion, including new construction, reconstruction and widening between Torrence Ave and Burnham Ave (2022) and roadway extension from Burnham to the Indiana state line.
- Riverside Drive reconstruction and extension (2023) from Burnham Ave to Lincoln Ave.
- Sauk Trail roadway and bridge reconstruction from Western Ave to Ashland Ave.
Major freight-related projects that were awarded in the Invest in Cook 2021 grant cycle include:
- CSX Railroad Quiet Zone Study (City of Harvey)
- Western Avenue Grade Separation Planning and Environmental Linkages (PEL) Study (Village of Posen)

$\square$ Truck Routing \& Communities Study Areas
$\begin{array}{ll}-:-: & \text { Transportation Network to Consider }\end{array}$ -County Boundaries
- Freight Rail


## Major Roadway and Freight-Related Projects

## - Multi-Year Plan: Modernization <br> - Invest in Cook County (2017-2021) - Multi-Year Plan: Expansion CREATE

## Field Observations North of I-80

- $159^{\text {th }}$ in Harvey: There are safety issues at intersection of Center and $159^{\text {th }}$ as there are heavy truck turning movements coming from the CN railyard but no signal. This corridor is also known as having one of the highest child pedestrian crash rates in the region.
- Amazon (Markham): This is a major logistics center and employer that generates freight. Good example of walkability in large parking lots.
- $138^{\text {th }}$ and Indiana: Location of a CREATE project, including a connection to the Burnham Greenway. Riverdale and Dolton have a lot of truck traffic as there are three rail hubs.
- Burnham Multimodal Connector: There are plans to connect the Hegewisch commuter rail station to the Cal Sag Trail.
- Grade Crossings: There are a multitude of grade crossings that present safety issues and delays throughout the study area, such as Burnham/Chippewa, Park/Lincoln and 144 ${ }^{\text {th }}$ just west of Jackson near the ECHO AFL Academy for Learning.

1 \& 2) $138^{\text {th }}$ and Indiana CREATE site Looking north on Indiana Ave 3) ECHO AFL Academy for Learning on $144^{\text {th }}$, west of a grade crossing


## Field Observations South of I-80

- Margaret St and Williams St Intersection in Thornton: There was a steady flow of truck traffic from all directions near the
Thornton Illinois Quarry. There is unsafe walking or biking
conditions to the nearby elementary school. When a train passes through, traffic (including many trucks) backs up into intersection
- US 30 in Chicago Heights: This area has a lot of industrial uses mixed with residential homes. There is a potential grade issue for trucks at a railroad underpass (just east of Halsted St).
- Chicago Heights/Ford Heights/Sauk Village: This area has many warehouses or logistical centers (e.g., FedEx facilities) and other industrial uses (e.g., Ford Stamping Plant, Marko Transport) The UP Railyard in Chicago Heights had a bit of activity stopping traffic on State St
- Other: There is more green space (e.g., Forest Preserves) in this area with quite a bit of industrial or less environmentally-friendly land uses surrounding the green spaces.

1\&2) Thornton: Looking east on Margaret St at Williams St intersection 3) Chicago Heights: Looking southwest on US 30 at Center Ave intersection
4) Chicago Heights: Looking east on US 30 at Center Ave intersection



[^0]:    *Since part of the llinois Tollway, a Class I roadway, aligns with the border between the North and South study areas ( (1-80), the total for e fur sludy area is less than the sum of the

[^1]:    $\square$ Truck Routing \& Communities Study Areas

