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Memorandum

To: Transportation Committee

From: Tom Murtha

Subject: Proposed Additions to National Highway System Intermodal Connectors

Date: January 9, 2008

CMAP is proposing to designate certain routes as intermodal connectors to the National Highway System (NHS), and proposes to include the proposed additions in a forthcoming update of the 2030 Regional Transportation Plan (RTP). These proposed designated intermodal connectors will connect the Burlington Northern Santa Fe Railway's *Logistics Park Chicago*, on the site of the former Joliet Arsenal, both to I-55 at a relocated Arsenal Road interchange and to I-80 via IL 53.

Staff requests that the Transportation Committee recommend MPO Policy Committee release of this staff recommendation in the form of a proposed RTP update for public comment at its March meeting. Staff will also bring this recommendation to the Intermodal Advisory Task Force. The additions to the National Highway System will need successive approval by IDOT and USDOT. Procedures adopted by USDOT call for proposed additions to be included in either the state or metropolitan plan or program.

CMAP has worked over a period of many years with our partner agencies to identify intermodal connectors to the NHS. The connectors were last updated in 1999. IDOT staff recently alerted us to the fact that intermodal connectors were not identified for Logistics Park Chicago. Thus, we are proposing to add the routes at this time. The primary advantage of NHS designation is eligibility for NHS funding, though that doesn't appear to be an issue for these facilities at this time.

The specific routes we are proposing to add include:

- BNSF Logistics Park Terminal to I-55 at relocated Arsenal Road interchange via Baseline Road, Arsenal Road, and Arsenal Road (extended).
- BNSF Logistics Park Terminal to I-80 at Illinois Route 53 interchange via Walter Strawn Drive and Illinois Route 53.

Additional background and supporting information is included on the attached sheets.

Staff plans to complete a more thorough review of the connector system in FY 2009.

Proposed Additions to National Highway System Intermodal Connectors

Location:

- BNSF Logistics Park, Elwood, Illinois

Terminal Statistics and Description:

- Lifts: 727,000 per year (source: BNSF 2006 Annual Report)
- TEUs: At Least 727,000 per year (Range 727,000 to 1,454,000)
- Truck Volumes: At Least 1000 per day (Range 1000 -1,500 each way/daily 7 day week)

Background:

BNSF Logistics Park-Chicago meets FHWA criteria as a major intermodal facility. In its *2006 Annual Report,* the Burlington Northern Santa Fe Railway reported 727,000 intermodal lift volumes for the year. This translates to at least 1,000 trucks per day. Annual volume was projected to exceed 1,000,000 lifts in 2007. There is additional activity related to the auto transloader facility on the west side of the property.

This 320 acre facility is located in Deer Run Industrial Park, and was built on the site of the former Joliet Arsenal in Elwood. The industrial park was developed by CenterPoint Properties under the oversight of the Joliet Arsenal Development Authority (JADA). The facility opened in October 2002, so it was not included in the 1999 Intermodal Connectors Version 3 Report.

Deer Run Industrial Park houses other freight operations, including DSC Logistics, Maersk Sealand, and major distribution centers for Wal-Mart and Georgia-Pacific.

Proposed Connector Route:

Current primary ingress and egress for the Logistics Park intermodal facility is as follows:

- Baseline Road to Arsenal Road to I-55,
- Walter Strawn Drive to IL 53 north to I-80.

There is an additional connecting route targeted for investment involving the relocation of the I-55/ Arsenal Road interchange approximately 2.0 miles south:

- Arsenal Road Extension/Frontage Road to new Interchange.

Potential connector for future study

- IL 53 south from Walter Strawn Drive to IL 53 south to New River/Wilmington-Peotone Rd. Some intermodal traffic continuing south on State routes.

Detail Connector Descriptions

Recommended Connectors:

Baseline Road: Entrance to Arsenal Road (1.6 miles) [#LP.1] IL LP R 1a

Arsenal Road: Baseline Rd to Existing I-55 SB on Ramp (2.7 miles) [#LP.2] IL LP R 1b

Arsenal Road Extension to Programmed Interchange Relocation (2.0 miles) [#LP.3] IL LP R 1c

Walter Strawn Drive: Entrance to IL-53 (1.7 miles) [#LP.4] IL LP R 2a

IL 53: Walter Strawn Drive to I-80 WB off Ramp (8.6 miles)[#LP.5] IL LP R 2b

Potential Connector for future review

IL 53 South Approach: : Walter Strawn Drive to New River Road (5.1 miles)[#LP.6] IL LP R 3

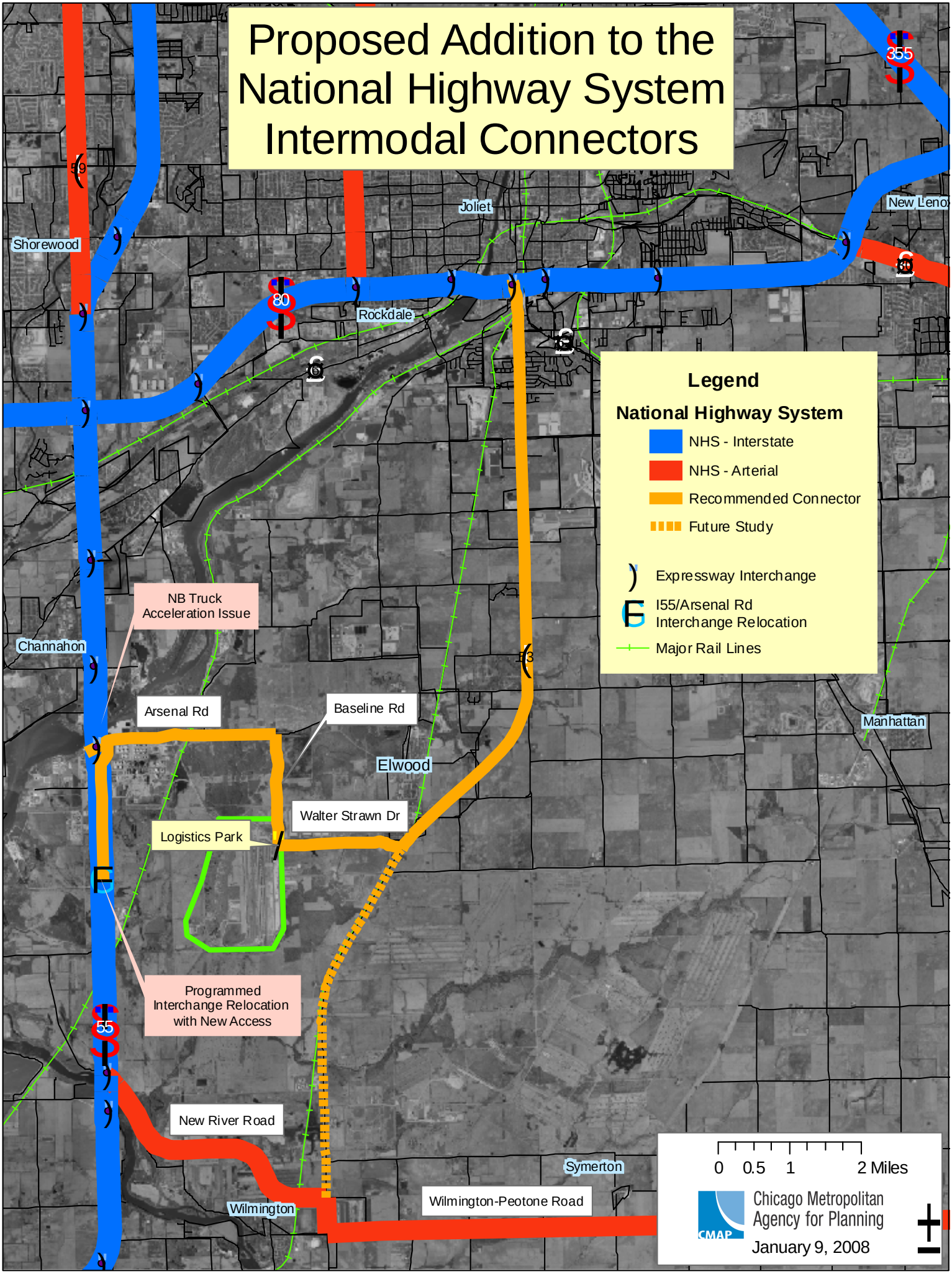
Bibliography:

National Highway System Site: http://www.fhwa.dot.gov/hep10/nhs/

Current Official NHS Intermodal Connector Listing for Illinois: http://www.fhwa.dot.gov/hep10/nhs/intermodalconnectors/illinois.html

2030 Regional Transportation Plan Strategic Freight System Map, including freight connectors: http://www.sp2030.com/strategic_freight_map.pdf

CATS, *Proposed Intermodal Connectors to the National Highway System for Northeastern Illinois, Version 3*, June 1999 [includes an updated freight system]

CATS, *Proposed Intermodal Connectors to the National Highway System for Northeastern Illinois, Version 2,* March 1996 [includes freight and passenger connections].

Proposed Addition to the National Highway System Intermodal Connectors