

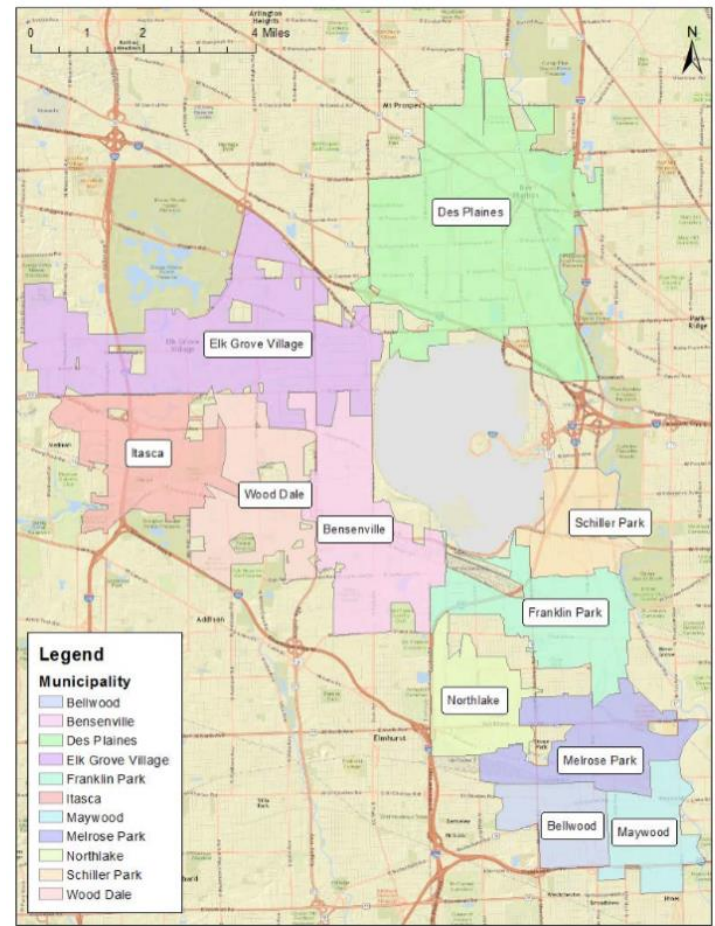
O'HARE SUBREGIONAL TRUCK ROUTING STUDY

Presentation to CMAP Freight Committee

May 15, 2017

What is the O'Hare subregional truck routing study?

- Multijurisdictional planning effort
- Identify prioritized corridors for trucks
- Recommendations to enable this network
- CMAP LTA project

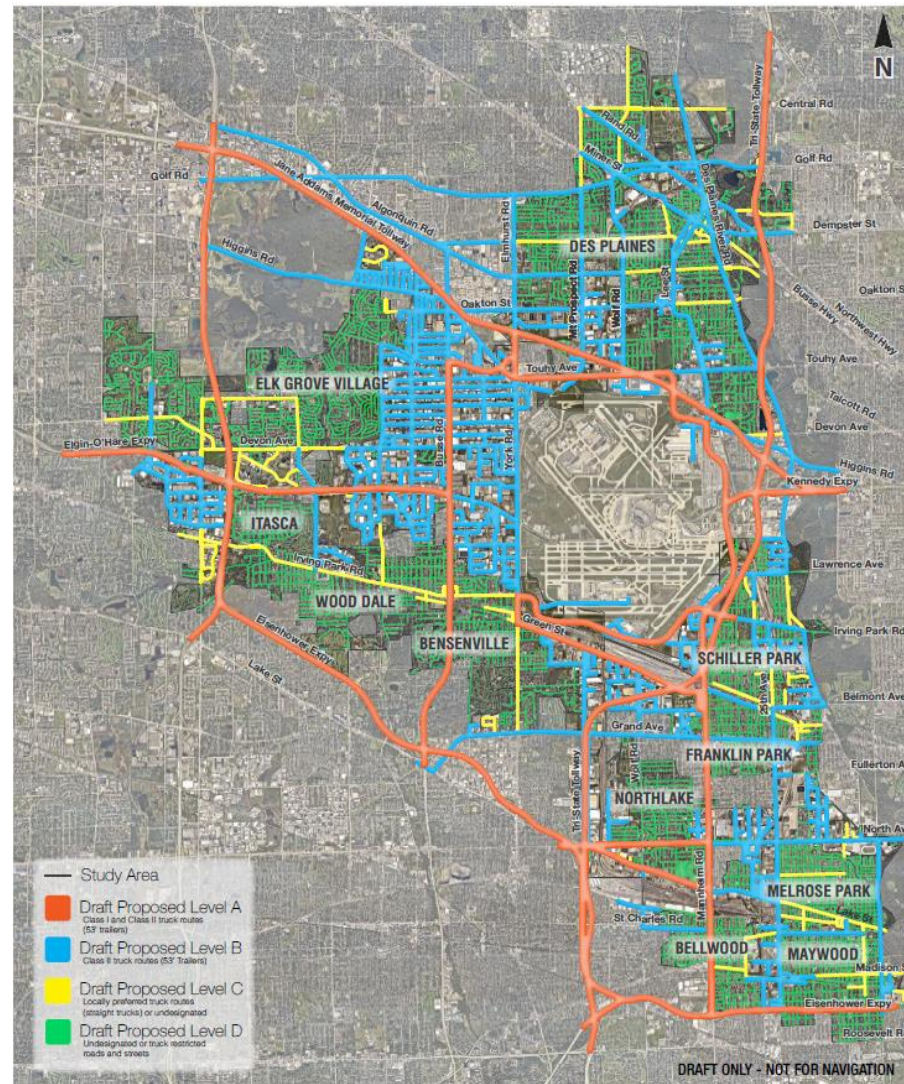


Source: <https://clearinghouse.isgs.illinois.edu/data/infrastructure/municipal-boundaries-incorporated-places-2000>

Conceptual framework

	Proposed Level A	Proposed Level B	Proposed Level C	Proposed Level D
Designate a Class I Truck Route?	Yes	No	No	No
Designate a Class II Truck Route?	Yes	Yes	No	No
Designate a Locally Preferred Truck Route?	No	No	Yes	No
Undesignated Roads and Streets?	No	No	Yes	Yes
Truck Route Sign?	Yes	Yes	Possibly	No
Truck Restriction?	No	No	Possibly (Reasonable Access OK)	Yes
Truck Investment?	Yes (Prioritized)	Yes (Balanced)	Possibly (focus on small trucks)	No
Primary Investment Guidelines	AASHTO	AASHTO	AASHTO/NACTO	NACTO / AASHTO
Included in a Truck Route map?	Yes	Yes	Maybe (at the local level)	No

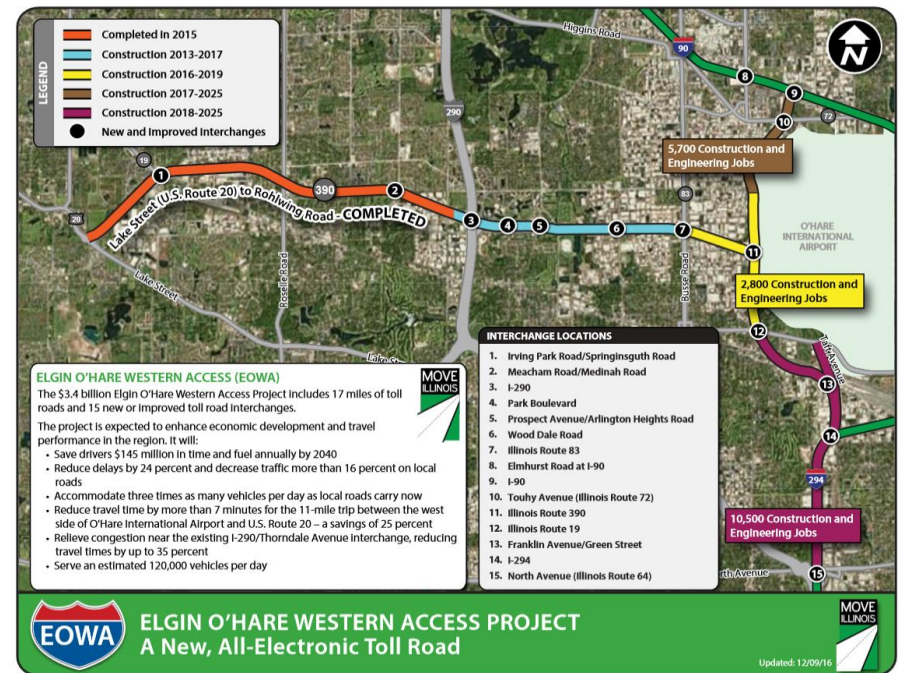
Draft proposed truck route network



Impact of infrastructure projects

□ EOWA

- IL 390 to reach IL 83 in 2017
- New SB ramp from I-294 to County Line Rd/reconfiguration of IL 64/US 20 intersection
- I-490 to connect I-90 and I-294 in early 2020s



Next steps



- Completing the final report
- Final meeting of the Policy and Technical Committees on *May 24*
- Implementation activities
 - ▣ Develop materials specific to each municipality
 - ▣ Follow-up LTA staff activity
- Anticipated completion: June 2017