



Chicago Metropolitan Agency for Planning

Agenda Item No. 19.0

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 4, 2017

Re: Critical Urban Freight Corridors

CMAP staff is requesting designation of Critical Urban Freight Corridors by the MPO Policy Committee. Critical Urban Freight Corridors may be designated by the State or the MPO to be part of the National Highway Freight Network, thus being eligible for apportioned and discretionary freight funding programs established recently under the FAST Act. Designations are flexible, and can be changed as needed to reflect changes in funding priorities.

In 2016, CMAP staff developed a recommended Critical Urban Freight Corridors proposal in the Chicago region for stakeholder discussion. Over the past year, we have worked with the Illinois Department of Transportation to develop a joint recommendation. The recommendation below reflects that collaboration. The original 2016 CMAP staff recommendation will remain a planning network from which to draw future designations. An explanation of the network and a list of the recommended corridors follow.

National Highway Freight Network

The purpose of the Critical Urban Freight Corridor designation is to strategically direct federal resources and policies toward improved performance. CMAP staff expects that this designation may be useful for other regional planning purposes as well, to the extent that performance is a factor in the designation of the network.

The National Highway Freight Network is comprised of four elements:

- Primary Highway Freight System
- Other Interstate Highways
- Critical Rural Freight Corridors, and
- Critical Urban Freight Corridors.

The Primary Highway Freight System was developed under MAP-21. It is comprised of more than 41,000 miles of the “most significant” freight highways in the nation. In Illinois, 1,685 miles of highway were designated earlier in 2016 by FHWA as part of this network. Factors

used in identifying these highways included estimated tonnage (from FHWA's Freight Analysis Framework), estimated value, annual average daily truck traffic, international points of entry, National Highway System intermodal connectors, and system connectivity.

There are known issues with the Primary Highway Freight System. For example, the system includes intermodal connectors, but not necessarily the mainline routes these connectors connected to. In addition, the system was not forward-looking, and did not consider planned corridors or developments. Finally, the system did not consider freight bottlenecks. To address these deficiencies in a flexible way, the law established critical urban and critical rural freight corridors for states and metropolitan planning organizations.

Not all Interstate Highways were included in the Primary Highway Freight System, but are included in the National Highway Freight Network. "Other Interstate Highways" included in the National Highway Freight Network total 9,510 miles nationally, and 587 miles in Illinois.

Critical Urban and Critical Rural Freight Corridors are designated by the state and, in the case of the urban corridors, additionally by large metropolitan planning organizations. Critical rural freight corridor centerline mileage in Illinois is limited to 20% of the Primary Highway Freight System, or 337.08 miles. Urban corridors are limited to 168.54 centerline miles in Illinois, or 10% of the Primary Highway Freight System. In Illinois, the Chicago and East Saint Louis MPO may designate critical urban freight corridors, in addition to the state for other urbanized areas.

Critical urban freight corridors must:

(A) connect an intermodal facility to:

1. the Primary Highway Freight System;
2. the Interstate System; or
3. an intermodal freight facility;

(B) be located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;

(C) serve a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

(D) be important to the movement of freight within the region, as determined by the MPO or the State.¹

Critical Urban Freight Corridors: Staff-Recommended Designations

Owing to the concentration of Illinois's freight activity in the Chicago area, and in coordination with IDOT in addressing state-wide needs, CMAP staff has prepared a recommended list of Critical Urban Freight Corridors. This recommendation, totaling 89.61 miles, is based on the following factors:

- Addressing intermodal connectivity missed in FHWA's initial designation of the National Highway Freight Network;
- Addressing freight bottlenecks, where truck congestion typically extends to six or more hours per day.

¹ "Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors." FAST Act, Section 1116 National Highway Freight Program (NHFP) Guidance. April 26, 2016. Pp. 2-3.

- Looking ahead, addressing planned facilities that will address known truck bottlenecks.

Many of these overlap facilities for intermodal connectivity; the remaining facilities provide access to industrial land uses.

Recommendations from the 2016 proposal not included in the current proposed designation will remain in a planning network from which future designations may be made. Designations are flexible. Undesignated highway freight planning network routes are shown in the Appendix to this memo.

**Critical Urban Freight Corridors
Recommended Designations**

Corridor Number	Corridor	Limits	Notes
1	Western Avenue	I-290 to US 12/20 95 th Street	Connectivity to intermodal terminals
2	IL 43/Harlem Avenue	71 st Street to US 12/20 95 th Street	Connectivity to intermodal terminals
3	US 12/20 95 th Street	I-294 Tri-State Tollway to Stony Island Avenue	Heavily used truck route, connecting to above corridors
4	IL 50 Cicero Ave and 127 th Street	US 12/20 95 th Street to I-294	Connectivity to intermodal terminals.
5	Torrence Avenue	106 th Street to 130 th Street	Connectivity to port and manufacturing area
6	130 th Street	Torrence Avenue to I-94 Bishop Ford Freeway	Connectivity to port and manufacturing area
7	North Avenue	I-355 to IL 83 Kingery Highway	Serves manufacturing, warehouse, industrial land
8	Elgin-O'Hare Western Access	I-290 to Proposed Western Access and from Elgin-O'Hare south to I-294 Tri-State Tollway	Serves manufacturing, warehouse, industrial land.
9	IL 53	I-55 to Normantown Road	Serves manufacturing, warehouse, and industrial land
10	Central Avenue (Proposed)	70 th Place to 79 th Street	Provides new alternative to two very congested intermodal corridors

Corridor Number	Corridor	Limits	Notes
11	Elmhurst-Touhy-Lee-Higgins-Patton	I-90 Addams Tollway to O'Hare Northeast Cargo Area	Serves new airport cargo area. Includes new Lee Street exit off I-90 and new Elmhurst Road interchange
12	IL 64 North Avenue	I-294 Tri-State Tollway to IL 171 1 st Avenue.	Serves manufacturing, warehouse, and industrial land
13	US 12/20/45 Mannheim Road	Lake Street to I-290 Eisenhower Expressway	Serves manufacturing, warehouse, and industrial land
14	US 6 Eames Street and IL 7 Larkin Road	US 6 at I-55 to IL 7 at I-80	Serves manufacturing, warehouse, and industrial land
15	Weber Road	119 th Street to Taylor Road	Serves manufacturing, warehouse, and industrial land
16	IL 56/US 30/IL 47	I-88 Reagan Tollway to US 34	Serves manufacturing, warehouse, and industrial land
12	Columbus Avenue	Western Avenue to 79 th Street	Connectivity to intermodal terminal
17	River Road/Wilmington-Peotone Road	I-55 to Warner Bridge Road	Freight route across southern Will County. Adjacent section from Warner Bridge Road to I-57 will be a critical rural freight corridor, to be designated by IDOT.

Appendix
Undesignated Freight Corridors Remaining in CMAP Highway Freight Planning Network

Corridor Number	Corridor	Limits	Notes
1	Kingery Expressway/Busse Road	IL 72 to I-88	Serves manufacturing, warehouse, industrial land
2	North Avenue	Kirk Road to I-355	Serves manufacturing, warehouse, industrial land
3	Elgin-O'Hare Western Access	I-90 Jane Addams Tollway to IL 390 and to O'Hare Western Access	Serves manufacturing, warehouse, industrial land.
4	US 20 Lake Street	Shales Parkway to IL 390 Elgin-O'Hare Expressway	Serves manufacturing, warehouse, and industrial land
5	Kirk Road/Farnsworth Avenue	IL 64 North Avenue to I-88 Reagan Tollway	Serves manufacturing, warehouse, and industrial land
6	Houbolt Road Bridge (Proposed)	I-80 to UP Joliet Intermodal Terminal	Connectivity to intermodal terminals
7	Orchard Road	I-88 Reagan Tollway to US 30	Serves manufacturing, warehouse, and industrial land
8	US 30	Orchard Road to US 34	Serves manufacturing, warehouse, and industrial land
9	Central Avenue (Proposed)	I-55 Stevenson Expressway to 70 th Place	Provides new alternative to two very congested intermodal corridors
10	US 52/IL 53	I-80 to Laraway Road	Connectivity to intermodal terminals. Also serves manufacturing, warehouse, and industrial land.

Corridor Number	Corridor	Limits	Notes
11	Pulaski Rd	33 rd Street to I-55 Stevenson Expressway	Serves manufacturing, warehouse, and industrial land
13	Archer Avenue and Pulaski Road	IL 50 Cicero Avenue to 47 th Street	Connectivity between intermodal terminals
14	Wilmington-Peotone Rd	Warner Bridge Rd to I-57	Critical rural freight corridor to be designated by IDOT
15	IL 47	US 34 to Ament Rd	Part of route connecting manufacturing, warehouse, and industrial land to I-80
16	IL 47	Ament Rd to I-80 (Grundy County)	Connecting to I-80. Critical rural freight corridor to be designated by IDOT
17	Elgin-O'Hare Western Access	US 20 Lake Street to I-290	Serves manufacturing, warehouse, industrial land. Construction on this segment is largely finished.

ACTION REQUESTED: Approval

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