

Designation of Critical Rural Freight Corridors – Connecting Rural Illinois to the National Highway Freight Network

Critical Rural Freight Corridors (CRFU) and Critical Urban Freight Corridors (CUFC) provide important connections to the National Highway Freight Network (NFHN). States and Metropolitan Planning Agencies have been tasked with the identification of **Critical Rural Freight Corridors** within each state. These corridors will be included in the Illinois State Freight Plan. Illinois has been given a maximum of 337 miles to connect to the NFHN.

The National Highway Freight Network is eligible for direct federal resources to improve system performance and efficient freight movement. CRFU's included in the NFHN are eligible for expanded use of NHFP program funds and FASTLANE Grant Program funds for eligible projects that support the national highway and multimodal freight system goals.

Illinois Department of Transportation seeks your input in CRFU designation. Please help us identify freight nodes which connect to the Illinois Primary Highway Freight System, an interstate or an intermodal freight facility.

Critical Rural Freight Corridors	Critical Urban Freight Corridors
<p>Must be a public road within the borders of the state and <i>not in an urbanized area</i></p> <p>Meet one or more of the following:</p> <ol style="list-style-type: none"> 1. Rural principal arterial roadway with minimum 25% of annual average daily traffic (measured in passenger vehicle equivalent units) from trucks (FHWA vehicle class 8-13) (A) 2. Provides access to energy exploration, development, installation, or production areas (B) 3. Connects the PHFS or the Interstate System to facilities that handle more than 50k TEUs per year or 500k tons per year of bulk commodities (C) 4. Provides access to grain elevators, agricultural, mining, forestry, or intermodal facilities (D) 5. Connects to an international port of entry (E) 6. Provides access to significant air, rail, water, or other freight facilities in the state (F) 7. Determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State (G) <p>FHWA encourages states to consider first and last mile connector routes from high-volume freight corridors to key rural freight facilities, such as manufacturing centers, agricultural processing centers, farms, intermodal and military facilities</p> <p>State may designate Critical Rural Freight Corridors</p>	<p>Must be a public road <i>in an urbanized area</i></p> <p>Meet one or more of the following:</p> <ol style="list-style-type: none"> 1. Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility (H) 2. Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement (I) 3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land (J) 4. Important to the movement of freight within the region, as determined by the MPO or the State (K) <p>FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land</p> <p>Note: <i>MPOs in urbanized areas with population of 500,000 or more may designate Critical Urban Freight Corridors in coordination with the State. In urbanized areas with population under 500,000, the State, in consultation with MPOs, may designate CUFCs.</i></p>

FHWA code for each eligibility item is noted in parentheses and bold italics

Locations to Include:

1. Please identify any freight generators, on a public road, not in an urbanized area, which generates 500,000 tons of freight per year, which you feel should be included in the network. Please provide as much detail as you can to identify the facility.

CRITICAL ROUTES AND CONNECTIONS TO BE CONSIDERED					
Facility Name	Commodity	County	Route Number	Start Point	End Point

Criteria Considerations to Prioritize Designated CRFU Corridors:

1. What is the most important consideration to include a facility in Illinois CRFU network?

Please rank #1 is most important

- ☐ Safety consideration – as measured by fatalities
- ☐ Congestion mitigation – as measured by travel delay
- ☐ Number of facilities on a rural corridor (density of corridor)
- ☐ Designation essential to support potential new development or grant project
- ☐ Essential to support job creation or business retention – number of jobs at risk
- ☐ Environmental considerations – non-attainment areas
- ☐ Essential to support trade corridor – averaged daily truck traffic

2. Should decision criteria be weighted equally? What are your top 3 considerations and what percentage weight should be assigned to each factor?

Importance	Factor	Weight
1		
2		
3		

Questions: Please contact Libby Ogard, logard@new.rr.com 920-217-7222

Survey Link: https://osgisomg.com/map_survey/

3. These segments are not included on the Primary Highway Freight System. In your opinion should these be included. Please check the critical segments you use.

PRIORITIZE	INTERSTATE NOT ON THE PHFS					
Rank 1-25	State	Route No	Start Point	End Point	Length (Miles)	
	IL	I155	I55	I74	32	
	IL	I172	I72 (East)	U24	25.68	
	IL	I180	I80	S26	13.24	
	IL	I190	I90	O'Hare Terminal	1.94	
	IL	I255	S Main St, Dupo IL	I270	21.82	
	IL	I280	IA/IL Line	I74	8.21	
	IL	I355	I80	I55 (West)	12.66	
	IL	I355	I88	I290	11.68	
	IL	I474	I74 (West)	I74 (East)	14.22	
	IL	I57	I80	119th St, Chicago IL	9.46	
	IL	I70	0.84 Miles East of MO/IL Line	I55	2.77	
	IL	I72	MO/IL Line	I172	4.38	
	IL	I72	S57	I55 (South)	86.47	
	IL	I72	I55 (North)	I57	78.69	
	IL	I74	IA/IL Line	U150	95.08	
	IL	I74	I57	IL/IN Line	41.1	
	IL	I88	I80	2.00 Miles East of S31	118.96	
	IL	I90	I94	I90	0.91	
	IL	I90	I94	IL/IN Line	7.33	
	IL	I94	I94	I294	0.28	
	INTERSTATE NON-PHFS Total					586.89

4. Please suggest other considerations for the designation of 337 miles of Critical Rural Freight Corridors.