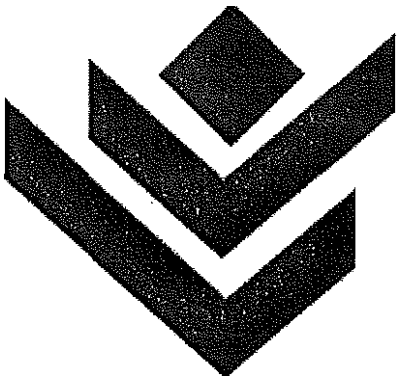
# CITY OF BLOOMINGTON COMMITTEE OF THE WHOLE MEETING FEBRUARY 20, 2017

# AGENDA



# City Logo Design Rationale

The symbol for the City of Bloomington is multifaceted in its visual and conceptual approach. Visually the symbol and the City's identity represent a modern progressive style which is consistent with the City's government. The symbol is based on three different concepts which combine to represent the City in a contemporary and appropriate way.

First and foremost is the chevron. The City government is a respected agency dedicated to serving the public. In this way, the chevron represents service, rank and authority.

The symbol may also be seen as a three dimensional building. This represents growth and diversity in our community.

Finally, the flower or plant derived from the original name "Blooming Grove," represents a community that is friendly and safe. Progress and growth are also associated with plant life as well as regeneration and renewal.

The symbol's positive upward movement is representative of the City's commitment to excellence!

**RESOLUTION NO. 2016 -29**

**A RESOLUTION ADOPTING A MISSION, VISION AND VALUES STATEMENT FOR THE CITY OF BLOOMINGTON**

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**WHEREAS**, the City of Bloomington ("City") is an Illinois home-rule municipality; and

**WHEREAS,** the City is known as the "Jewel of the Midwest;" and

**WHEREAS**, the City is a great place to live, work and play; and

**WHEREAS**, the City Council desires to adopt a statement expressing the Organizational Mission, Vision and Values of the City.

**NOW, THEREFORE, BE IT RESOLVED BY THE** City Council of the City of Bloomington, McLean County, Illinois, as follows:

**Section 1.** The above stated recitals are incorporated herein by reference.

**Section 2.** The City Council of the City of Bloomington hereby formally adopt the following as the City's Organizational Mission, Vision and Values:

Mission: To lead, serve and uplift the City of Bloomington

Vision: A Jewel of Midwest Cities

Values: Service-centered, results-driven, inclusive.

**Section 3.** All resolutions in conflict with this Resolution, as well as any previous statements adopted on the mission, vision and values of the City are hereby repealed.

**Section 4.** This Resolution shall be in full force and effect immediately after its passage and approval.

APPROVED by the City Council of the City of Bloomington, McLean County, Bloomington, Illinois, July 25, 2016, by a vote of 7 to 1. (Nay: Alderman Kevin Lower) (Absent: Alderman David Sage)

CITY OF BLOOMINGTON

Tari Renner, Mayor

ATTEST

Cherry L. Lawson, City Clerk

CITY OF BLOOMINGTON

# 2015 Strategic Plan Goals

| | | |
|---|---|---|
| **Goal** | **1.** | **Financially Sound City Providing Quality Basic Services** |
| Objective | a. | Budget with adequate resources to support defined services and level of services |
| | b. | Reserves consistent with city policies |
| | c. | Engaged residents that are well informed and involved in an open governance process |
| | d. | City services delivered in the most cost-effective, efficient manner |
| | e. | Partnering with others for the most cost-effective service delivery |
| **Goal** | **2.** | **Upgrade City Infrastructure and Facilities** |
| Objective | a. | Better quality roads and sidewalks |
| | b. | Quality water for the long term |
| | c. | Functional, well maintained sewer collection system |
| | d. | Well-designed, well maintained City facilities emphasizing productivity and customer service |
| | e. | Investing in the City's future through a realistic, funded capital improvement program |
| **Goal** | **3.** | **Grow the Local Economy** |
| Objective | a. | Retention and growth of current local businesses |
| | b. | Attraction of new targeted businesses that are the "right" fit for Bloomington |
| | c. | Revitalization of older commercial homes |
| | d. | Expanded retail businesses |
| | e. | Strong working relationship among the City, businesses, economic development organizations |
| **Goal** | **4.** | **Strong Neighborhoods** |
| Objective | a. | Residents feeling safe in their homes and neighborhoods |
| | b. | Upgraded quality of older housing stock |
| | c. | Preservation of property/home valuations |
| | d. | Improved neighborhood infrastructure |
| | e. | Strong partnership with residents and neighborhood associations |
| | f. | Residents increasingly sharing/taking responsibility for their homes and neighborhoods |
| **Goal** | **5.** | **Great Place – Livable, Sustainable City** |
| Objective | a. | Well-planned City with necessary services and infrastructure |
| | b. | City decisions consistent with plans and policies |
| | c. | Incorporation of "Green Sustainable" concepts into City's development and plans |
| | d. | Appropriate leisure and recreational opportunities responding to the needs of residents |
| | e. | More attractive city: commercial areas and neighborhoods |
| **Goal** | **6.** | **Prosperous Downtown Bloomington** |
| Objective | a. | More beautiful, clean Downtown area |
| | b. | Downtown Vision and Plan used to guide development, redevelopment and investments |
| | c. | Downtown becoming a community and regional destination |
| | d. | Healthy adjacent neighborhoods linked to Downtown |
| | e. | Preservation of historic buildings |

# CITY COUNCIL COMMITTEE OF THE WHOLE MEETING AGENDA
# CITY HALL COUNCIL CHAMBERS
# 109 E. OLIVE STREET, BLOOMINGTON, IL 61701
# MONDAY, FEBRUARY 20, 2017, 5:30 P.M.

1. Call to Order
2. Roll Call of Attendance
3. Public Comment

   *(Each regular City Council meeting shall have a public comment period not to exceed 30 minutes. Every speaker is entitled to speak for up to 3 minutes. To be considered for public comment, complete a public comment card at least 5 minutes prior to the start of the meeting. The Mayor will randomly draw from the cards submitted. Public comment is a time to give comment. It is not a question and answer period and the City Council does not respond to public comments. Speakers who engage in threatening or disorderly behavior will have their time ceased.)*

4. Consideration of approving the Committee of the Whole Meeting Minutes of January 17, 2017. *(Recommend that the reading of the minutes be dispensed with and approved as printed.)*
5. Presentation of a potential Local Truck Routes Policy. *(Recommend discussion and direction of the potential Citywide Truck Policy.) (Presentation by Jim Karch 15 minutes, Council discussion 20 minutes.)*
6. Adjournment *(approximately 6:10 PM)*

Note: No action will be taken on any matters at this meeting beyond approval of the minutes.

**COMMITTEE OF THE WHOLE MEETING**
**AGENDA ITEM NO. 4**

FOR COUNCIL: February 20, 2017

**SUBJECT:** Consideration of approving Committee of the Whole Meeting Minutes from January 17, 2017.

**RECOMMENDATION/MOTION:** that the reading of the minutes be dispensed with and the minutes approved as printed.

**STRATEGIC PLAN LINK:** Goal 1. Financially sound City providing quality basic services.

**STRATEGIC PLAN SIGNIFICANCE:** Objective 1d. City services delivered in the most cost-effective, efficient manner.

**BACKGROUND:**

In compliance with the Open Meetings Act, Committee Proceedings must be approved within thirty (30) days after the meeting or at the Committee's second subsequent regular meeting whichever is later.

In accordance with the Open Meetings Act, Committee Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Committee approval.

**COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:** Not applicable.

**FINANCIAL IMPACT:** Not applicable.

Respectfully submitted for Committee consideration.

Prepared by: Cherry L. Lawson, City Clerk

Recommended by:

David A. Hales
City Manager

**Attachments:**

- January 17, 2017 Committee of the Whole Meeting Minutes

**COMMITTEE OF THE WHOLE SESSION**
**PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL OF BLOOMINGTON, ILLINOIS**
**MONDAY, JANUARY 17, 2017; 5:30 P.M.**

## 1. Call to Order

The Council convened in Committee of the Whole Session in the Council Chambers, City Hall Building, at 5:30 p.m., Monday, January 17, 2017. Mayor Renner called the meeting to order and directed the City Clerk to call the roll.

## 2. Roll Call

**Aldermen Present:** Kevin Lower (arrived 5:31 p.m.), David Sage (arrived 5:39 p.pm.), Mboka Mwilambwe, Amelia Buragas, Joni Painter, Karen Schmidt, Scott Black, Diane Hauman, Jim Fruin, and Mayor Tari Renner.

**Staff Present:** David Hales, City Manager; Steve Rasmussen, Assistant City Manager; Cherry Lawson, City Clerk; Brendan Hefner, Chief of Police; Jim Karch, Director of Public Works; Scott Sprouls, Information Services Director; Bob Yehl, Water Director; and other City staff were present.

## 3. Public Comment

Mayor Renner opened the meeting to receive Public Comment. No individuals provided comment during the meeting.

## 4. Consideration of approving the Committee of the Whole Meeting Minutes of November 21, 2016

Motion by Karen Schmidt, second by Alderman Painter, that the minutes of the Committee of the Whole Meeting of November 21, 2016 be dispensed with and approved as printed.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

**Ayes:** Aldermen Sage, Mwilambwe, Buragas, Painter, Schmidt, Black, Hauman, and Fruin.

**Nays:** None.

Motion carried.

## 5. Presentation of FY 2017 Status and Year End Projection

*(Presentation by David Hales, City Manager and Patti-Lynn Silva, Finance Director; 15 minutes, and Council discussion 15 minutes)*

David Hales, City Manager stated that the presentation would examine finances as a whole, provide progress at mid-year (August 2016) and an update on year end projections.

Patti-Lynn Silva, Finance Director, noted that State Sales Tax Revenue and Home Rule had declined and was projected to lose $1.5 million in FY 2017 based on significantly low prices on certain commodities including milk, bread, eggs, beef and low gasoline prices. The average FY 2017 gasoline prices were approximately $0.28 per gallon less than the previous year. The City made a one-time, large (office) equipment purchase in FY 2017 estimated to boost City Sales Tax $600,000 ahead. The City's share of State Income Tax had declined and was estimated to be under budget by $500,000. One-time expenditures included land acquisition at $1.4 million, Public Works Satellite salt dome at $73,000, Coliseum Building and Safety at $303,000, and Coliseum Venue Operations at $860,000. Projected expenditures included Coliseum Venue Operations at $570,000 and the Abraham Lincoln Garage at $160,000. A revenue to expense analysis the City would break even. A surplus of $1.5 million was originally projected, but corrected due to the declining Sales Tax Revenue.

Alderman Schmidt questioned sales tax revenue trends from year to year. Ms. Silva stated sales tax data was obtained months after budget projections were made. She noted that Internet sales (Amazon.com, etc.) take away from sales tax revenue. Alderman Black questioned the City's flat $0.04 per gallon gasoline tax. Ms. Silva stated the gasoline tax was governed by both Sales Tax and Home Rule, and same did not necessarily trend together.

## 6. Presentation of the Police & Fire Pension Annual Financials

*(Presentation by Mr. Hales, City Manager and Patti-Lynn Silva, Finance Director; 15 minutes, and Council Discussion 15 minutes)*

David Hale, City Manager stated the Police and Fire Pension Funds presentation would recap the pension funding policy adopted by council several years ago, progress in the area of advance funding, and long term funding. Patti-Lynn Silva, Director of Finance, noted the Tax Levy Report. The report indicated what the City paid in addition to what the City was required to pay. Every year the funds were projected to 2040 and compared to the State plan. The funds were anticipated to be fully funded, with $80 million in savings while bringing down $117 million in liability.

There were three (3) components to funding year to year: City contribution, investment performance, and expenditures. Control of all three (3) could be difficult as they fluctuate over time.

Ms. Silva introduce Todd Schroeder, the City's Actuary with Lauterbach and Amen. Mr. Schroeder stated there were four (4) main reports he produces: two (2) were specific to how pensions were reported in audits, the other two (2) related to funding recommendations and projections. Mr. Schroeder noted the Actuary has two (2) roles: setting the target (what were expected benefit payments to be paid in the future), and how were the benefit payments paid for. When creating payment policies, stability in the market and efficiency in policies were considered. Mr. Schroeder noted that the City's contribution was over the State minimum requirement by twenty-five percent (25%). Projections over the next twenty-five (25) years indicate a three percent (3%) to five percent (5%) increase in contributions depending on the fund.

Mr. Schroeder stated the Firefighter's Pension fund, by the end of this projection period, would translate to approximately $45 million in additional assets. The Police protection plan would yield approximately $42 million in additional assets. Mr. Schroeder presented a summary of results from this year's evaluations. Current contributions were calculated at $10,303,522 up from $9,620,880 the previous year translating to a Current Year Funded Percentage of 50.44%. There were $117,992,275 in unfunded liability. Mr. Schroeder stated that approximately $10 million was paid out on an annual basis for benefits payments. Expected benefit payments were projected to climb to approximately $14 million over five (5) years, and $18 million by year ten (10).

Mr. Schroeder stated market volatility affected returns with an additional $164,277 in contributions related to market performance. Figures presented were captured at the end of FY 2016, and updated figures would be captured at the end of FY 2017. There were expected to be four percent (4%) to five percent (5%) increase in contributions. Salary increases were less than expected. Demographic changes within the Police were greater than with the Firefighters. Bottom line increase in recommended contribution was $682,642 between the two pension funds.

Alderman Painter questioned types of investments funds are invested in. Mr. Schroeder stated the State had strict rules regarding types of investments these funds could be invested in. Investments could be standard mutual funds, individual common stock, and corporate and government bonds. The State had a sixty-five percent (65%) limit in equity investment.

Alderman Mwilambwe questioned at what point were adjustments made in the expected rate of return. Mr. Schroeder stated long term expectations and capital market expectations by asset class were focused on. Capital market expectations were reviewed annually with the investment advisors and their expectations in respect to rate of return. Alderman Mwilambwe questioned if the City would be expected to contribute more. Mr. Schroeder stated that if there was a reduction in return on assets same would be required. Alderman Mwilambwe questioned expectations in the next three (3) to five (5) years. Mr. Schroeder stated information from the investment community was obtained and reviewed annually.

Alderman Lower questioned the additional contribution and investments impact. Mr. Schroeder stated if returns were higher than expected same would be factored into the current year and the following four (4) years.

**7. Presentation of the U.S. Cellular Coliseum and VenuWorks Mid-Year Performance and Financial Report**

*(Presentation by Lyn Cannon, Executive Director, VenuWorks; 10 minutes, and Council discussion 10 minutes)*

Mr. Hales stated that transition periods do not generate peak revenue. VenuWorks was brought in on short notice and that FY 2017 was considered the "transition year." Tim Sullivan, Chief Financial Officer VenuWorks, introduced Russ Fergusson, Vice President, Terry Diedrich, Associate Director, and Lynn Cannon, Executive Director. Mr. Sullivan stated the financial update period was May 30, 2016 through November 2016. Mr. Sullivan stated the financial impact in the first seven (7) months was not unique to Bloomington. Gross revenues of U.S. arenas was down twenty percent (20%) between September and December. Mr. Sullivan noted that expenses were in line with projections and that VenuWorks was confident that moving forward an excess of $200,000 would be saved on full-time payroll, same was based on assessment of an organizational chart. Mr. Diedrich stated nine (9) suites were renewed guaranteeing revenue of $610, 000 over five years. In that same time frame ten (10) sponsorships were renewed guaranteeing $251,000. He noted naming rights were currently being negotiated.

Mr. Fergusson stated many safety issues were addressed. New food and beverage carts were purchased and installed. Technology upgrades allowed for credit card sales at all locations.

Mayor Renner stated anecdotal concerns were raised over the summer, and if they were addressed. Mr. Fergusson responded affirmatively.

Ms. Cannon provided recent event results and reviewed upcoming events. Ms. Cannon state future opportunities were being explored.

Alderman Black questioned marketing plans of events. Ms. Cannon stated print and radio advertising was used. The majority of advertising was done a couple weeks before each event. Marketing strategy was reviewed for each individual event. Social Networks were being explored as a marketing tool.

Alderman Lower questioned expected City contributions and the rate of return to be expected. Mr. Sullivan stated the goal is to reduce operating loss. Alderman Lower questioned if breaking even on operating expenses was a realistic goal. Mr. Hales stated a significant separation between operating expenses and capital expenses.

Alderman Fruin questioned community advisory group benefits. Ms. Cannon stated cross partnerships with other businesses would be beneficial. Mr. Sullivan stated the biggest deciding factor in the success of an advisory group was the amount of control said group would have over the venue.

Alderman Mwilambwe questioned if VenuWorks had a better understanding of the community in an effort to reach optimal operations. Mr. Sullivan noted the importance to

scrutinize individual events versus benchmarks such as number of events in a defined time frame. Mr. Sullivan stated diversity was also key.

**8. Presentation on creating a Traffic Advisory Committee**

*(Presentation by David Hales, City Manager; 5 minutes, and Council Discussion 15 minutes)*

David Hales, City Manager, noted that the most common citizen complaints on previous Traffic Advisory Commissions (TAC) was lack of opportunity for staff to engage the public and process transparency. Mr. Hales stated moving forward that transparency and more citizen engagement were key for transportation changes. Collaboration between said TAC and the Council was imperative.

Alderman Buragas believed more transparency and involvement was needed. The name Staff Traffic Advisory Committee was misleading because staff was not the sole participants. Mr. Karch, director of Public Works, noted that Mclean County Regional Planning, District 87, Unit 5, Connect Transit were involved. Other departments were included as needed.

Alderman Buragas stated that community stakeholders should continue to be part of the process. Most residents' complaints involved not being able to communicate with the decision makers resulting in lack of understanding. She believed if conversations were not being held publicly it meant Council was not involved. Decisions on transportation issues should involve Council. Formalizing committee structure was suggested.

Alderman Lower stated that TAC and suggested transportation changes were not community driven. Focus should be place on repairing streets.

Alderman Black stated support for more citizen involvement and collaboration.

Alderman Schmidt questioned if TAC was more open would it include citizens. Alderman Buragas responded yes, it would include one (1) or two (2) citizens.

Alderman Sage stated a phased-in approach may be appropriate to including citizens due to the technical expertise required in the subject matter. Mayor Renner clarified an open meeting with public comment should be considered. Mr. Hales suggested an ad hoc committees on specific policies as an option. Alderman Mwilambwe stated care should be taken not to overburden staff.

**9. Presentation on allocating resources to advertise, attract, and employ a Traffic Engineer for the Public Works Department**

*(Presentation by David Hales, City Manager; 5 minutes, and Council Discussion 10 minutes)*

David Hales, City Manager, stated Traffic Engineers traditionally were Civil Engineers who had chosen to specialize in traffic. Jim Karch, Director of Public Works, noted that according to national guidelines, traffic engineering in the City was lacking based on community size. Proper resourcing was key. One city employee was currently working an average of sixteen (16) hours per week addressing traffic complaints, requests, and concerns.

Alderman Lower questioned why this was not addressed at the time of growth. Mr. Karch stated that the City had employed a Traffic Supervisor and Traffic Technician who retired and were not replaced. Alderman Lower believed further community engagement is needed prior to moving forward.

Alderman Sage cited concern for rehiring justification. Alderman Schmidt questioned contracting opportunities. Mr. Karch stated that contractors were currently utilized and was at a point that a permanent employee was required. Alderman Hauman stated that transportation should be viewed in modern way. Safer biking opportunities and electronic charging stations would make the community more attractive to recent college graduates and businesses. Alderman Hauman questioned consultant fees. Mr. Karch stated a Traffic Engineer would accommodate part of the currently outsourced workload. Alderman Mwilambwe questioned if the Traffic Engineer position required additional assistance. Mr. Karch stated that a Traffic Engineer would be able to manage Council expectations.

**10. Adjournment**

Motion by Alderman Hauman, seconded by Alderman Black, to adjourn Committee as a Whole Session. Time: 7:30 p.m.

Motion carried. (Viva voce)

**CITY OF BLOOMINGTON** **ATTEST**

Tari Renner, Mayor Cherry L. Lawson, City Clerk

**COMMITTEE OF THE WHOLE MEETING**
**AGENDA ITEM NO. 5**

FOR COUNCIL: February 20, 2017

**SUBJECT:** Presentation of a potential Local Truck Routes Policy.

**RECOMMENDATION/MOTION:** Presentation and discussion of the potential Citywide Truck Policy.

**STRATEGIC PLAN LINK:** Goal 2. Upgrade City Infrastructure and Facilities

**STRATEGIC PLAN SIGNIFICANCE:** Objective 2a. Better quality roads and sidewalks.

**BACKGROUND:** The Public Works Department and Lochmueller Group will present work that has been done to study a Citywide Truck Routes Policy. This will include what brought this discussion to the Staff attention, a Citywide Truck Policy Memo completed by Lochmueller Group, and a staff recommendation regarding this policy.

**COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:** Not applicable.

**FINANCIAL IMPACT:** None at this time. For presentation purposes only.

**COMMUNITY DEVELOPMENT IMPACT:** Not applicable

**FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION**: Not applicable

Respectfully submitted for Council consideration.

| | |
|---|---|
| Prepared by: | Luke Thoele, Civil Engineer II |
| Reviewed by: | Jim Karch, Director of Public Works |
| Financial & budgetary review by: | Chris Tomerlin, Budget Analyst<br>Carla Murillo, Budget Manager |
| Legal review by: | Jeffrey R. Jurgens, Corporation Counsel |

Recommended by:

David A. Hales
City Manager

**Attachments:**

- Staff Recommendation Memo
- Police Department Memo
- PowerPoint Presentation

# CITYWIDE TRUCK POLICY

Jim Karch, PE CFM
Director of Public Works


# POLICY DEVELOPMENT

- Citizens complained about commercial trucks on Clinton Boulevard
- Staff responded by hiring Lochmueller Group for study
- Lochmueller developed a recommendation for local truck routes
- Based on the study results, Public Works staff created a draft local truck route map
- Meeting between Public Works staff, City Manager, and BPD concluded that it would be best to keep the current policy

# LOCHMUELLER STUDY

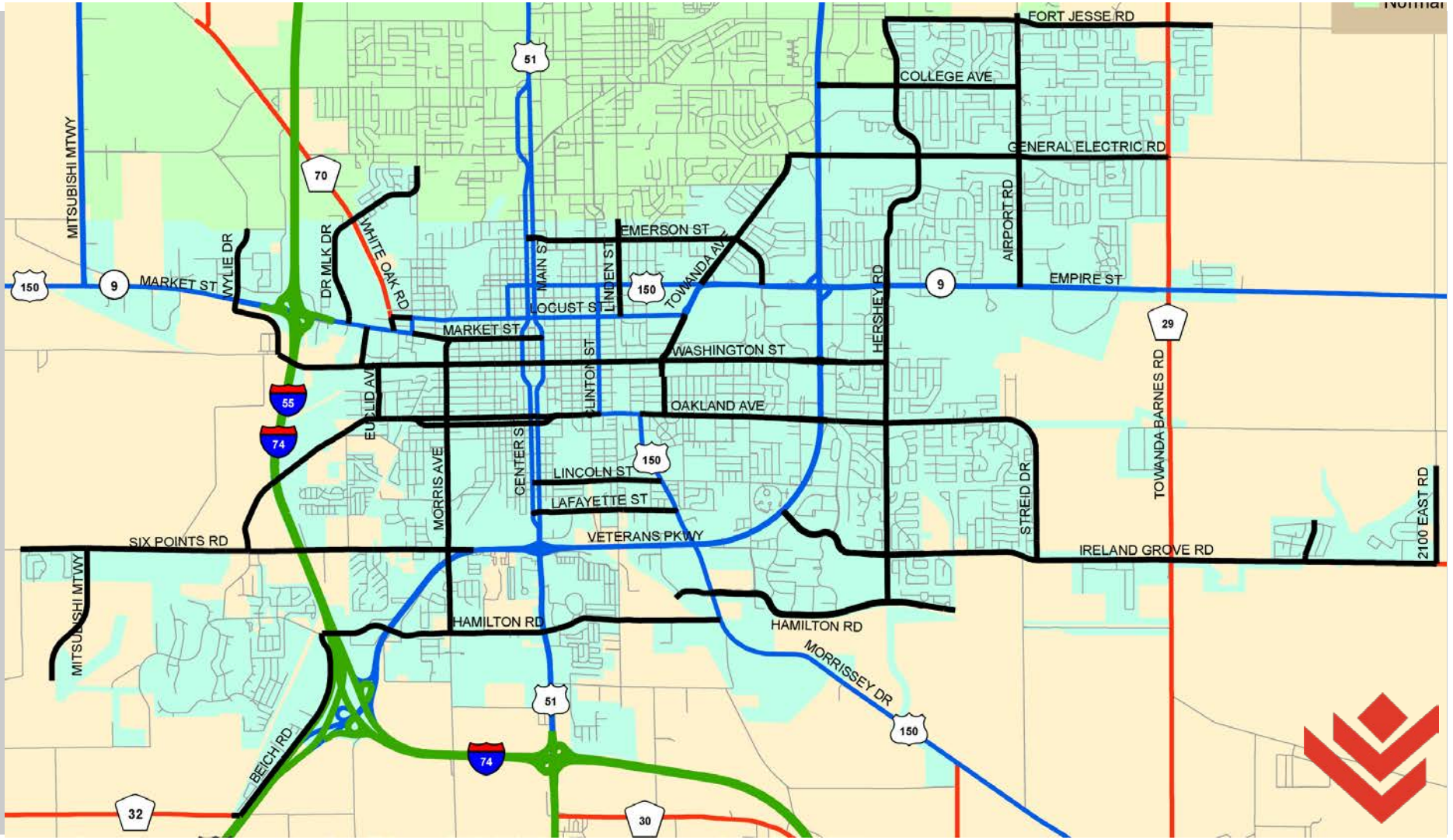
- Objective:
  - Balance the needs of resident's quality of life and truck access to support economic development
- Current policy:
  - The City restricts trucks from local streets by setting restrictions on a case-by-case basis
- Lochmueller's recommendation:
  - Require trucks 8,000lbs to 80,000lbs to use designated routes when possible
    - Designated Routes should typically be Major and Minor Arterials. Major Collectors could also be designated based on local conditions.
    - These vehicles could only use other streets if the destination requires it
    - Route selection is a public process.
    - Similar to policy used by Springfield, IL

# DISADVANTAGES OF RECOMMENDED POLICY

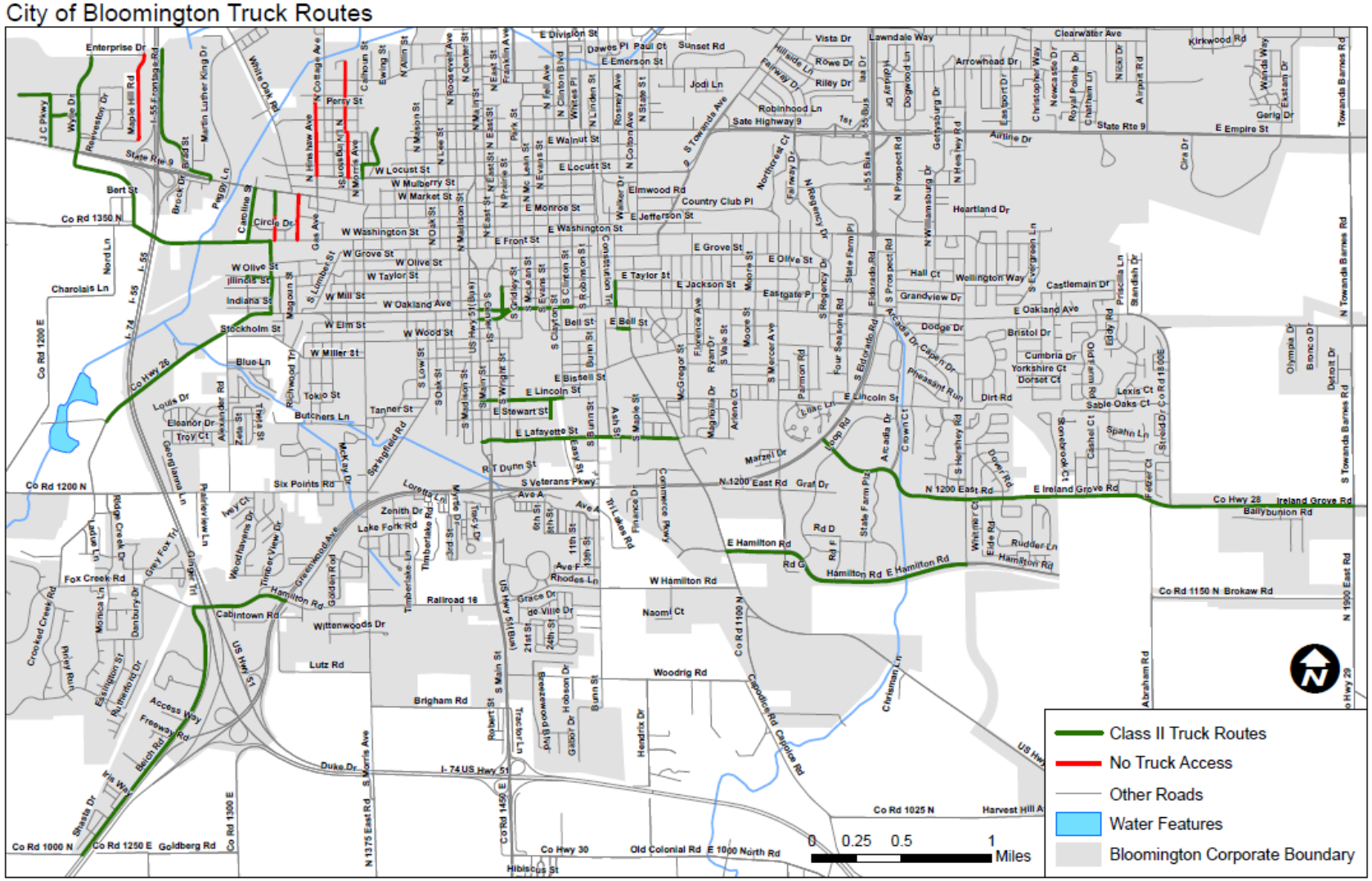
- Difficult to enforce because police would have to determine the origin and destination of a truck.
- BPD does not have the staff to enforce the recommendation
- Would cost $40,000 for signage with additional costs for staff time, installation, education of roadway users, and possible increased enforcement
- Confusion between IDOT's "Truck Routes", City's "Truck Routes", and City's "Local Truck Routes"

# ADVANTAGES OF RECOMMENDED POLICY

- The policy would be a comprehensive solution to minimize truck traffic on roads that are not meant to accommodate trucks



# FINAL RECOMMENDATION




- The City should continue to restrict trucks from local streets by setting restrictions on a case-by-case basis

Mayor and City Council:

Based on a citizens' complaints of "small" trucks on Clinton Boulevard, the city commissioned Lochmueller to suggest a comprehensive solution to the problem of these types of trucks using local streets when an alternate route would be preferred. The referenced "small" trucks are trucks smaller than 80,000 pounds such as dump trucks and box trucks and the like. 80,000 pound trucks are already restricted from local streets and must get a permit to use any local streets.

Staff thought that seeking a comprehensive solution could be beneficial in the long run. Currently, these situations are handled by restricting trucks on a case-by-case basis. Lochmueller's comprehensive solution was to implement a Local Truck Route policy which would require commercial trucks from 8,000 pounds to 80,000 pounds to use designated routes to the extent possible. These trucks could go off of the designated routes only if their destination required them to. This is similar to a policy used in Springfield, IL. The Public Works department took this recommendation and developed a draft Local Truck Route map. This map was then discussed with the Police Department and the City Manager. Through these discussions some major downfalls of this policy became apparent, including difficulty of enforcement and confusion that it might cause. Because of this, staff recommends that this policy not be implemented.

Disadvantages to Local Truck Route policy

- It would be difficult to enforce the policy because police would have to determine the origin and destination of the truck.
- Police do not have the staff to enforce such a policy.
- Initial cost of about $40,000 worth of signage. Additional cost would include staff time, installation of the signage, education of roadway users, and potentially more police enforcement.
- Confusion between IDOT's "Truck Routes", City's "Truck Routes", and City's "Local Truck Routes" would be introduced.

Advantages to Local Truck Route policy

- The policy would be a comprehensive solution to minimize truck traffic on roads that are not meant to accommodate trucks.

Respectfully,
Jim Karch, P.E. CFM
Director of Public Works

This study was requested by the City of Bloomington, Illinois to provide background information and recommendations for the creation of a policy to establish truck routes on City streets. A good policy will balance the needs of residents' quality of life and truck access to support economic development. The efficient movement of goods is necessary to keep the cost of living down and to increase economic activity that allows cities to prosper.

This report examines existing policies in the State of Illinois, McLean County, and the City of Bloomington, as well as municipal truck ordinances from other communities in Illinois and across the Midwest. A list of recommendations is presented as best management practices for consideration during the creation of a new truck route policy. Guidance is also provided regarding appropriate weight limits and seasonal weight restrictions.

## Existing Policies

### State of Illinois

In Illinois, the maximum gross weight for vehicles on all highways (unless otherwise posted) is based on the federal bridge formula. The maximum legal dimensions and weights on state, federal, and local routes are set forth in Section 15-111 of the Illinois Vehicle Code[1], and are shown in **Appendix 1**.

Generally, the maximum gross vehicle weight limit on all roadways is 80,000 pounds, the maximum width is 8'-6", and the maximum height is 13'-6". The maximum length for Class I highways is not specified, while the other types of roadways have progressively more prohibitive maximum length restrictions. A typical urban roadway could be designated as Class II, and a more restrictive Class III designation could be used for historic or downtown areas where shorter trucks should be used to navigate smaller turning radii. Applicable statutes from the Illinois Vehicle Code are provided below:

Section 1-126.1 of the Illinois Vehicle Code defines the different classes of highways:

> *Sec. 1-126.1. Highway Designations. The Department of Transportation may designate streets or highways in the system of State highways as follows:*
>
> *(a) Class I highways include interstate highways, expressways, tollways, and other highways deemed appropriate by the department.*
>
> *(b) Class II highways include major arterials not built to interstate highway standards that have at least 11 foot lane widths.*
>
> *(c) Class III highways include those State highways that have lane widths of less than 11 feet.*
>
> *(d) Non-designated highways are highways in the system of State highways not designated as Class I, II, or III, or local highways which are part of any county, township, municipal, or district road system. Local authorities also may designate Class II or Class III highways within their systems of highways.*

[1] Illinois Vehicle Code: http://www.ilga.gov/legislation/ILCS/ilcs3.asp?ActID=1815&ChapterID=49

Section 15-116 of the Illinois Vehicle Code defines the designated truck route system:

> *Sec. 15-116: Designated Truck Route System.*
> *The Department of Transportation shall maintain and provide a listing of all Class I, Class II, and Class III designated streets and highways as defined in Chapter 1 of this Code. The Department shall also maintain and provide a listing of all local streets or highways that have been designated Class II or Class III by local agencies. Local agencies shall be responsible for reporting to the Department all streets and highways under their jurisdiction designated Class II and Class III. Local agencies shall also provide to the Department reference contact names and telephone numbers. The Department shall also maintain and provide an official map of the Designated State Truck Route System that includes State and local streets and highways that have been designated Class I, Class II, or Class III.*

Municipalities are allowed to designate Class II and Class III truck routes within their jurisdiction, but it is the responsibility of the municipality to report those routes to be included in the official map:

> *Illinois Vehicle Code Sec 11-214: Local Government Reporting.*
> *(a) Local units of government shall report to the Illinois Department of Transportation and the Department shall post on its official website (i) all preferred truck routes under the local unit of government's jurisdiction which are not classified as Class II or Class III truck routes; and (ii) the unit of local government's designated truck route network.*
> *(b) If a local unit of government has no designated truck routes or preferred truck routes described by subsection (a) above, the local unit of government shall affirm to the Department that it has no such truck routes.*

During the course of this study, it has become apparent that many counties and municipalities do not report truck routes to the state, resulting in truck route information being stored in many different locations rather than one cohesive map maintained by IDOT. Having this information in one location makes it easier for out of town truckers to identify alternate routes to avoid delays when their original route is congested.

The Bloomington portion of the map of the Designated State Truck Route System that the Illinois Department of Transportation maintains is shown in **Appendix 2**.

Illinois Vehicle Code allows local authority to restrict the right to use highways for a period of up to 90 days per calendar year to limit damage due to rain, snow, and other climate conditions:

> *Sec. 15-316. When the Department or local authority may restrict right to use highways.*
> *(a) Except as provided in subsection (g), local authorities with respect to highways under their jurisdiction may by ordinance or resolution prohibit the operation of vehicles upon any such highway or impose restrictions as to the weight of vehicles to be operated upon any such highway, for a total period of not to exceed 90 days in any one calendar year, whenever any said highway by reason of deterioration, rain, snow, or other climate conditions will be seriously damaged or destroyed unless the use of vehicles thereon is prohibited or the permissible weights thereof reduced.*

> *(b) The local authority enacting any such ordinance or resolution shall erect or cause to be erected and maintained signs designating the provision of the ordinance or resolution at each end of that portion of any highway affected thereby, and the ordinance or resolution shall not be effective unless and until such signs are erected and maintained.*
>
> *(c) Local authorities with respect to highways under their jurisdiction may also, by ordinance or resolution, prohibit the operation of trucks or other commercial vehicles, or may impose limitations as the weight thereof, on designated highways, which prohibitions and limitations shall be designated by appropriate signs placed on such highways.*

### McLean County[2]

McLean County takes advantage of Section 15-316 of the Illinois Vehicle Code with Chapter 300, Article I of the McLean County Code by imposing restrictions on Class A, Class B, and Class C highways from January 15 to April 15 of each year.

McLean County also utilizes Section 15-116 of the Illinois Vehicle Code, which allows local agencies to designate roads as Class II and Class III highways. They maintain a list of highways designated as Class III highways, have reported them to IDOT, and they are shown on the official Designated State Truck Route System map.

### City of Bloomington

The City of Bloomington Municipal Code[3] regulates size, weight and load:

> *Chapter 29, Section 87: Size, Weight and Load.*
> *No motor vehicle, unladen, or with load, shall exceed the limitations prescribed by Article XV of the Illinois Vehicle Code without an Overweight Permit issued by the City of Bloomington Engineering Department.*

The ordinance also includes a listing of designated Class II truck routes, and a listing of streets with no truck access. The designated Class II truck routes and routes with no truck access are shown on the map in **Appendix 3.** While there is some connectivity between the State/County designated truck routes and the City's, many of the City's routes do not directly connect to each other or to the State system. This disconnectedness can make it difficult for trucks to route properly through the city, resulting in some trucks using inappropriate routes to access their final destinations. These truck routes seem to provide adequate "last mile" delivery routes; however, the routes by which a driver would access those routes are undefined.

## Peer City Truck Ordinance Case Studies

Municipal truck ordinances were reviewed from other communities in Illinois and across the Midwest in order to gain an understanding of how other municipalities are handling heavy vehicular traffic on routes under their jurisdiction. The cities that were reviewed include the fifteen largest cities in Illinois;

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[2] McLean County Code: http://www.ecode360.com/MC2883
[3] Existing Bloomington City Code: http://www.cityblm.org/index.aspx?page=262

Normal, IL; Cedar Rapids, IA; Columbia, MO; Evansville, IN; Longmont, CO; and Springfield, MO. Since Bloomington is the 12th largest city in Illinois, the total number of peer cities reviewed was 20.

Of the 20 cities reviewed, 19 of them have some sort of weight limit ordinance. Thirteen of the cities offer clear guidance and maintain a map of the designated routes for trucks. The following ordinances are highlighted to show the range in municipal truck route ordinances.

## Naperville, Illinois

The City of Naperville is a suburb of Chicago and is the fifth largest city in Illinois.

Naperville Municipal Code[4] restricts vehicles over 8,000 pounds to designated truck routes, with exceptions for vehicles making pickups, deliveries, or to provide services. Exempt vehicles include those owned and operated by governmental agencies, private utilities, buses, garbage trucks, snow removal vehicles, recreational vehicles, tow trucks, implements of husbandry, and owner operated vehicles between the truck route and the owner operator's residence.

Naperville posts signs on all designated truck routes and maintains a truck route map[5]. Vehicles up to a gross weight of 80,000 pounds may travel on City designated truck routes.

## Normal, Illinois

The town of Normal is directly adjacent to Bloomington and is the smaller of the two principal municipalities which make up the Bloomington-Normal Metropolitan Area.

The Town of Normal Municipal Code[6] has permissive weight limits for garbage and refuse disposal trucks and limit their speed to 45 miles per hour. For all other trucks, weight limits are set by the per-axle weight. Single axles are limited to 22,000 pounds and tandem axles are limited to 40,000 pounds. It is noted in the municipal code that this ordinance is intended to be permissive and not prohibitory in nature. Illinois Vehicle Code limits single axles to 20,000 pounds and tandem axles to 34,000 pounds. Normal and the State of Illinois both limit trucks of this type to a gross weight of 54,000 pounds.

Normal also prohibits vehicles over 16,000 pounds from certain roadways between January 15 and April 15 of each year, but only enforces the weight limits if signs are present. The three listed roads are unimproved roads at the edge of town with poor quality pavement and are shown on the map in **Appendix 4**.

## Springfield, Illinois

Springfield is the capital of Illinois and the sixth largest city in the state. Springfield's transportation system and freight requirements are similar to Bloomington's with railroads cutting through town and the need to serve older industrial areas that are located near the railway within residential areas.

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[4] Naperville Municipal Code: https://www.municode.com/library/il/naperville/codes/code_of_ordinances

[5] Naperville, IL Truck Route Map: https://www.naperville.il.us/contentassets/30cd72d27e1145818779033c9b084232/truckroutemap.pdf

[6] Normal, IL Municipal Code: https://www.normal.org/101/Municipal-Code

The City of Springfield Municipal Code[7] has designated certain numbered state highways as through truck routes. The ordinance restricts all through truck traffic to these and other routes posted as through truck routes within the corporate limits of the city.

Springfield has also established a system of "local delivery routes" which serve the same purpose as truck routes in other cities. Commercial vehicles may use the local delivery routes unless they exceed the posted weight limit. They may enter local streets for pickups and deliveries, or to perform services for residents or businesses, only by entering the streets from the nearest local delivery route. Exempted from these requirements are licensed commercial vehicles with state classifications "A" or "B" (8,000 pounds or less), or other licensed classification whose gross weight is less than 8,000 pounds, and emergency vehicles exhibiting normal emergency markings, lights, or sirens.

### Cedar Rapids, Iowa

The City of Cedar Rapids sits on both banks of the Cedar River and is the second largest city in Iowa.

The City of Cedar Rapids Municipal Code[8] defers to Chapter 321 of the Code of Iowa regarding size and weight limits for any vehicle on any street, with exceptions for fire trucks, road machinery, and implements of husbandry. The City does post load limits on certain bridges under their jurisdiction.

Cedar Rapids maintains a map and list of designated routes where vehicles weighing in excess of 20,000 pounds shall travel. These vehicles may make a definite stop within the city by proceeding upon the designated routes to the nearest point of its scheduled stop and proceed thereto. After loading or unloading, they must return by the most direct route to its point of departure from said designated route.

### Columbia, Missouri

The City of Columbia is a rapidly growing city that recently surpassed the City of Independence to claim the spot as the fourth largest city in Missouri.

The City of Columbia Municipal Code[9] gives authority to the Director of Public Works, with the approval of the City Manager, to establish weight limits on City roads and bridges that are in such a condition that use will endanger the road or bridge, or the users thereof.

Columbia has a list of five streets designated as prohibited to commercial vehicles, and a separate list of 18 streets where through truck traffic is prohibited. These prohibitions do not apply to pickup trucks, or any truck en route to a location which can only be reached by travelling on a street on which through truck traffic is prohibited.

### Evansville, Indiana

The City of Evansville is the third largest city in Indiana and has a comparable population density to Bloomington.

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[7] Springfield, IL Municipal Code: https://www.municode.com/library/il/springfield/codes/code_of_ordinances
[8] Cedar Rapids, IA Municipal Code: https://www.municode.com/library/ia/cedar_rapids/codes/code_of_ordinances
[9] Columbia, MO Municipal Code: https://www.municode.com/library/mo/columbia/codes/code_of_ordinances

The office of the Evansville City Clerk[10] maintains copies of the designated truck routes, which are established by the Board of Public Safety. Vehicles that are limited to operating on the designated truck routes are any truck with three or more axles, including axles on an attached trailer, unless the gross weight of the vehicle, including the trailer, is 15,000 pounds or less. Trucks may leave the designated truck routes to travel to a location which is not on a truck route, for business purposes, so long as the driver is taking the shortest safe route between the closest established truck route and said location.

The Evansville Municipal Code gives authority to the Board of Public Safety to prohibit, limit, or restrict vehicular traffic from or on any street when the structural integrity of the roadway or subsurface may be threatened, for purposes of public safety, to preserve or protect surrounding property, or to promote the general welfare of the public.

## Best Management Practices

When developing a truck route plan, it is important to have the mindset of being willing to accommodate trucks in an urban environment. The efficient movement of goods will help keep down the cost of those goods. The greatest economic impact will result from reduced maintenance costs from the extended life of pavements throughout the City. Enforcement of the policy is crucial as well, and additional investments in enforcement are often worth the cost.

### What is a Truck?

To accommodate trucks, it is important to first define what a truck is. It should be noted that there are many different definitions of trucks from different municipalities. Trucks are typically defined by size, weight, or use, with exclusions as necessary. Section 1-211 of the Illinois Vehicle Code defines a truck as, “Every motor vehicle designed, used, or maintained primarily for the transportation of property.”

A typical 5-axle tractor-semi-trailer has a gross vehicle weight capacity of 80,000 pounds and is used for long-haul operations from manufacturing facilities and suppliers to distribution facilities. Two, three, or four-axle trucks are typically used for last mile deliveries due to their shorter lengths and maneuverability in urban environments.

Ordinances that limit through-trucks and freight haulers to designated roadways typically exclude garbage trucks, emergency vehicles, delivery trucks that operate on pre-determined routes, large pickups, recreational vehicles, buses, and utility vehicles.

A recommended best practice for defining trucks would be similar to the policy in the City of Springfield, IL. While Springfield does not technically define what a truck is, they also get around the need to produce a definition by using the nomenclature “local delivery routes” instead of “truck routes”. The policy restricts access to commercial vehicles with licensed classification weighing more than 8,000 pounds, except emergency vehicles, on local, non-designated truck routes. Large, heavy vehicles come in an overwhelming number of shapes and sizes, and with many different uses, making it difficult to construct ordinance language that clearly defines the parameters without leaving loopholes. The Springfield policy is simple and difficult to misinterpret.

Restricting access to commercial vehicles with licensed classification weighing more than 8,000 pounds makes it easy for police to identify offenders based on their registration classification and omits the

[10] Evansville, IN Municipal Code: http://www.codepublishing.com/IN/Evansville/

need for weighing vehicles to determine if they exceed the weight limit for local streets. This also allows commercial vehicles that weigh less than 8,000 pounds to use non-truck routes, as well as eliminates the need to provide exclusions to the restrictions for non-commercial vehicles that weigh more than 8,000 pounds, like large pick-up trucks, SUVs and RVs.

## Purpose of Truck Routes

Designating a road as a truck route should be deliberate and meet a specific purpose. Understanding why truck routes are needed is important in order to strike a balance between efficient movement of goods and the quality of life of residents. The Transportation Research Board's National Cooperative Freight Research Program (NCFRP) Report 14 - Guidebook for Understanding Urban Goods Movement provides guidance on establishing appropriate truck routes:

> *Historically, many urban areas in the United States have designated truck routes as a means of keeping trucks out of residential neighborhoods. However, from the perspective of facilitating freight movements, truck routes should be designated, designed, operated, and maintained to accommodate trucks. The designation of local truck routes should serve the following purposes:*
> *• Increase freight transit reliability,*
> *• Reduce congestion and provide congestion relief from incidents on major arterials,*
> *• Improve safety, and*
> *• Reduce truck emissions.*
>
> *Traffic design issues often contribute to a less reliable freight network. By developing a defined truck route network and understanding the specific roles played by key "last mile" routes, highway improvement strategies are likely to be successful. From a design standpoint, designated truck routes should have adequate turning radii at intersections and adequate horizontal and vertical clearances, as well as bridge and pavement integrity to handle heavy loads. Operationally, signal timing plans on truck routes should account for trucks' slower acceleration speeds to prevent repeated stopping once up to speed.*
>
> *Failing to designate truck routes, or providing inadequate signage, may result in:*
> *• Trucks on residential streets: Many designated truck routes have been instituted to keep trucks out of residential neighborhoods. If regulations or signs are not adequate, or if roadway sections where trucks are permitted do not connect to each other, this can increase circuitry and may result in trucks inadvertently winding through streets that are primarily residential.*
> *• Increased environmental impacts: Restrictions on what roadways trucks may use could result in additional miles traveled and increases in fuel use, noise, and air pollution. In some cases, these inefficiencies are increased by a lack of good signage directing truckers to permitted routes. In some jurisdictions, only non-truck roadways are designated and the lack of a clear and direct route that a truck may use to get from one point to another results in additional miles traveled and increases in fuel use, noise, and air pollution.*

When designating truck routes, it is important to publish a list of routes and make maps available to truck drivers. The information should be easily accessible for truck drivers mapping out their route

before they leave, as well as when they are looking for alternative routes after encountering traffic congestion due to peak hour traffic, road construction, or other traffic incidents. A network of connected truck routes is necessary for on-time deliveries when roads are congested or closed.

A recommended best management practice is to require that a map be maintained of the local truck route system, and that the system and any changes thereto be reported to IDOT for inclusion in the Designated State Truck Route System. These maps are used in truck-specific GPS units that are commonly utilized by long-haul truckers.

## Truck Route Selection and Designation

Truck route selection should involve input from affected users to evaluate the routes and potential alternatives. Factors that should be considered include street type, street condition, number of lanes, lane width, truck volume, traffic accident histories, vehicle speeds, trucking terminal locations, railroad grade crossings, connectivity, the existing and planned roadway network, and engineering judgement. The environment should also be considered if the route is next to a river or reservoir that could be easily polluted by a tanker spill.

A good place to start when designating truck routes is to utilize roadway functional classifications. Functional classifications are a way to group roadways with similar purposes and design characteristics into discrete categories. In McLean County, these categories are created and maintained by the McLean County Regional Planning Commission (RPC), which was formed in 1966 to coordinate planning and development activity within the county. The RPC maintains a map of the functional classifications of urban streets and roads. The Bloomington-Normal Urbanized Area portion of the map is shown in **Appendix 5**.

The number of roads selected as truck routes should remain limited; however, enough alternate routes should be provided for trucks to divert around traffic incidents. Major and minor arterials should typically be designated as truck routes as they are normally larger roadways with adequate operating space for trucks. They also generally have connections to interstates and other major highways, which is necessary for the movement of long-haul freight. Major Collectors may also be designated truck routes in limited instances based on local conditions and the factors cited above.

Each roadway under consideration should be assessed for condition and ability to handle the suggested weight limits. If a roadway in poor condition or with unsuitable geometrics is desirable as a truck route, an application could be submitted for IDOT's Truck Access Route Program (TARP). Every fall, IDOT solicits local projects for the purpose of helping local governments upgrade roads to accommodate 80,000 pound truck loads. The program will provide $45,000 per lane mile and $22,000 per eligible intersection for selected projects. State participation will not exceed 50 percent of the total construction costs or $900,000, whichever is less.

Truck route designations should be consistent with Illinois Vehicle Code (section 1-126.1). Arterials selected as truck routes should be designated Class II truck routes in IDOT's system. Roadways that have been selected as truck routes in older parts of the city, such as the Bloomington Central Business District, should be designated as Class III truck routes in IDOT's system. A Class III designation allows access for shorter trucks with the maneuverability to navigate on roadways built according to the City's historical design standards.

## Signage

The largest cost of implementing a truck route policy will be installing and maintaining the signage. The total cost will depend on how many streets are designated as truck routes and how many times the routes intersect each other. The initial cost will be around $150 per sign; however, this is an investment that should pay for itself over time with reduced maintenance costs on non-truck route streets.

At the City limits on State truck routes, signs should be placed to alert truck drivers of the local truck route policy. This could be accomplished with 24 inch by 36 inch signs that say, “Trucks Over 4 Tons Use Truck Routes.” A network of Truck Route (R14-1) signs should be installed along designated truck routes so truck drivers know which routes to follow.


R14-1 “Truck Route”


R12-1 “Weight Limit”

R5-2 “No Trucks”

For routes that include bridges that require lower weight limits, Weight Limit (R12-1) signs may be used to indicate vehicle weight restrictions including load. These signs should be placed in advance of the bridge at approach road intersections or other points where prohibited vehicles can detour or turn around. All signage should meet the requirements of the Manual on Uniform Traffic Control Devices (MUTCD).

Due to the nature of a policy that designates truck routes while restricting truck access to all other local streets, installing signs where trucks are not allowed would require installation of signs on every street within the City. This would require a high up-front cost, create visual clutter, and create a maintenance burden. The signs would also create false expectations that trucks should never use those streets because trucks would still be allowed on local residential streets to make deliveries, collect garbage, and repair utilities. Therefore, signs should be installed where trucks are allowed, as opposed to where they are not allowed.

It would be appropriate to grant authority to the Director of Public Works to erect No Trucks (R5-2) signs in locations where trucks are repeatedly violating the truck route policy, where there has been evidence of trucks causing damage to the roadway, or due to physical characteristics such as low bridges or tree canopies.

## Guidance for Weight Limits and Seasonal Weight Restrictions

### Weight Limits on Truck Routes and Structures

The Illinois Vehicle Code sets the maximum gross vehicle weight on all roadways at 80,000 pounds. Roads with bridges that require lower weight limits can have weight limits equal to the weight limit of the bridge for the section of the roadway located between points where it is convenient for prohibited vehicles to detour or turn around.

According to section 15-317 of the Illinois Vehicle Code, IDOT shall inspect bridges and determine appropriate weight limits upon request from any local authority:

> *Sec. 15-317. Special weight limitation on elevated structures.*
> *(a) No person shall operate a vehicle or combination of vehicles over a bridge or other elevated structure constituting a part of a highway with a gross weight which is greater than the maximum weight permitted by the Department, when such structure is sign posted as provided in this Section.*
> *(b) The Department upon request from any local authority shall, or upon its own initiative may, conduct an investigation of any bridge or other elevated structure constituting a part of a highway, and if it finds that such structure cannot with safety to itself withstand the weight of vehicles otherwise permissible under this Chapter the Department shall determine and declare the maximum weight of vehicles which such structure can withstand, and shall cause or permit suitable signs stating maximum weight to be erected and maintained before each end of such structure.*
> *(c) Upon the trial of any person charged with a violation of this Section proof of the determination of the maximum allowable weight by the Department and the existence of the signs, constitutes conclusive evidence of the maximum weight which can be maintained with safety to such bridge or structure.*

The Illinois Department of Transportation is an excellent resource for determining weight limits on bridges and should be utilized on a regular basis to assess the structural integrity of local bridges.

### Seasonal Weight Restrictions

Section 15-316 of the Illinois Vehicle Code allows local jurisdictions to impose restrictions as to the weight of vehicles to be operated upon any highway for a total period not to exceed 90 days in any one calendar year to avoid serious damage and destruction of the roadway.

If seasonal restrictions are being considered on selected roadways, it is recommended that the chosen dates be January 15 to April 15 of each year in order to be consistent with policies in place by McLean County and the Town of Normal. These restrictions should be used sparingly, and only on roadways where the pavement is in poor condition with no plans to rebuild the roadway in the near future. The unimproved roadways with seasonal restrictions in the Town of Normal are good examples of how this authority should be exercised.

## Summary

The State of Illinois has very comprehensive policies regarding truck routes as well as maximum vehicle size and weight limits. A municipal policy is still important to maintain the integrity of the roadways under local jurisdiction, while maintaining a balance of quality of life of residents with the efficient movement of goods in the urban environment. A network of signed truck routes will assist out of town truck drivers with finding alternative routes and let them know where they are allowed to go when their original route is congested or closed.

Historically, it appears that Bloomington has designated Class II truck routes and truck restricted routes based on local conditions without a clear policy to guide those decisions. It is recommended that the system be reassessed to clarify a policy for designating truck routes and establishing truck restrictions. If a truck route policy is pursued by the City of Bloomington, recommendations for developing the policy include:

- Define a truck as a commercial vehicle with a state licensed classification weighing more than 8,000 pounds (Class B or higher), and excluding emergency vehicles, buses and snow plows.
- Trucks should be allowed to use non-truck routes to access their destination, utilizing the shortest path from the nearest truck route, with the exception of vehicles operating on a pre-determined route such as buses, garbage trucks, and certain delivery trucks.
- Major and minor arterials should typically be designated as truck routes as they are normally larger roadways with adequate operating space for trucks. Major Collectors may also be designated truck routes in limited instances based on local conditions.

  Truck route selection should be based on many factors including, but not limited to, street type, street condition, number of lanes, lane width, truck volume, traffic accident histories, vehicle speeds, trucking terminal locations, railroad grade crossings, connectivity, the existing and planned roadway network, engineering judgement, and the environment.
- Truck route selection should be a public process. Public discussion should focus on specific Collectors that should be designated truck routes as well as specific Arterials that should not be designated truck routes.
- Set weight limits for routes equal to weight limits of the bridges on those routes so that prohibited vehicles have the opportunity to detour or turn around before reaching a weight-restricted bridge.
- Maintain a truck route system map and report designated routes to IDOT for inclusion in the Designated State Truck Route System.
- Seasonal restrictions should be used sparingly from January 15 to April 15 for consistency with other policies in the region.
- Sign where trucks are allowed, as opposed to where they are not allowed. Always sign special weight restrictions on routes and bridges.

# Appendix 1

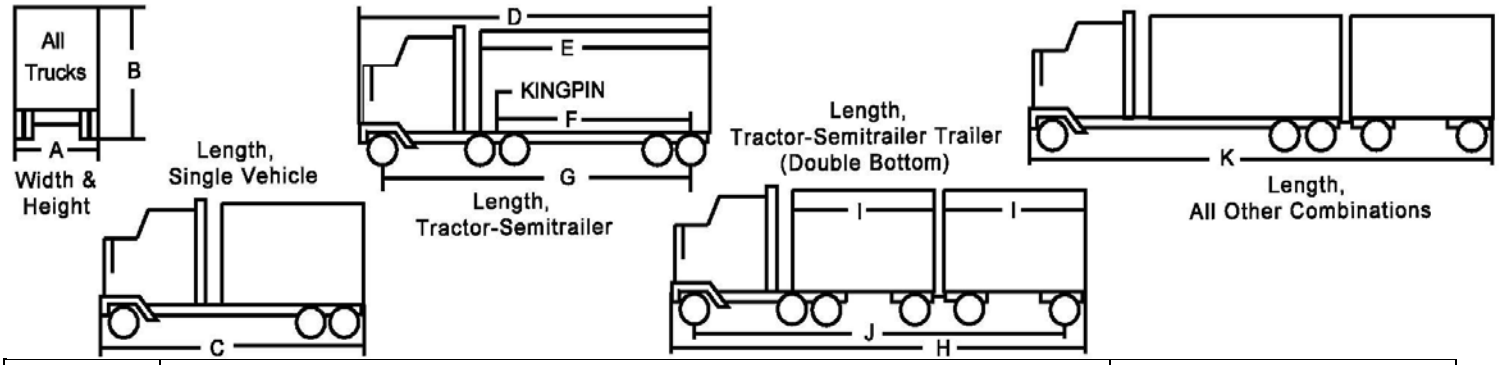
# IDOT Trucks - Maximum Dimensions & Weights

Illinois Department of Transportation

# Maximum Legal Dimensions & Weights

On State, Federal & Local Routes

## TABLE I: Maximum legal dimensions of motor vehicles




| TYPE OF HIGHWAY OR STREET | MAXIMUM LEGAL DIMENSIONS | | | | | | | | | | | MAXIMUM WEIGHTS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F ***4** | G | H | I | J | K | Single Axle | Tandem Axle ***2** | Gross ***3** |
| Class I | 8'-6" | 13'-6" | 42' | N.S. | 53' | 45'-6" | N.S. | N.S. | 28'-6" | N.S. | N.S. | 20,000 | 34,000 | II |
| Class II | 8'-6" | 13'-6" | 42' | N.S. | 53' | 45'-6" | N.S. | N.S. | 28'-6" | 65' | N.S. | 20,000 | 34,000 | II |
| Class III | 8'-6" | 13'-6" | 42' | 65' ***1** | 53' | 42'-6" | 55' ***1** | 60' | N.S. | N.S. | 60' | 20,000 | 34,000 | II |
| Other State Highway | 8'-6" | 13'-6" | 42' | 65' ***1** | 53' | 42'-6" | 55' ***1** | 60' | N.S. | N.S. | 60' | 20,000 | 34,000 | II |
| Local Roads & Streets | 8'-6" | 13'-6" | 42' | 55' | N.S. | N.S. | N.S. | 60' | N.S. | N.S. | 60' | 20,000 | 34,000 | II |
| Special Haul Vehicles on all Above Categories | 8- 6" | 13'-6" | 42' | N.S. ***5** | N.S. | N.S. | N.S. | N.S. | N.S. | N.S. | 60' | 20,000 | 34,000 | See ***6** |

N.S. indicates legal dimension not specified.

### Notes:

***1** 65 feet overall length (bumper to bumper) and/or 55 feet from center of front axle to center of rear axle.

***2** Tandem is defined as any 2 or more single axles whose centers are more than 40 inches and not more than 96 inches apart, measured to the nearest inch between extreme axles.

***3** See tables II and III.

***4** Applies on semitrailers longer than 48 feet.

***5** 55' on Local Roads and Streets, 65' from designated State Highway (5 mile access law).

***6** Gross weight is determined by measuring to the nearest foot between extreme axles. (See Table II)

### Exceptions to WIDTH requirements above:

- Does not include certain safety devices approved by Department.
- Width restrictions do not apply to vehicles transporting implements of husbandry operating in the daytime. Loads of hay, straw or other similar farm products are limited to a maximum of 12 feet.
- A recreational vehicle may exceed 8' 6" if the excess width is attributable to appurtenances that extend 6" or less beyond either side of the vehicle body.

### Exceptions to LENGTH requirements above:

- Length limits do not apply to vehicles operating in the daytime except on Saturdays, Sundays, or legal holidays when transporting poles, pipes, machinery, or other objects of a structural nature which cannot be readily dismembered, provided the length of the object being transported does not exceed 80 feet and the overall length of vehicle and load does not exceed 100 feet.
- Stinger-steered vehicles specifically designed to transport motor vehicles or boats may have an overall length of 80 feet plus overhang of 4 feet in front and 6 feet in the rear on Class I and II highways.
- Conventional auto transporters are vehicles designed to transport motor vehicles or boats may have an overall length of 65 feet plus overhang on these highways. The maximum overall length on all other streets and highways is 60 feet.

### General exceptions to above Table:

- All large vehicles operating on Class I highways shall have access for a distance of one mile on any street or highway to points of loading and unloading, and facilities for food, fuel, rest and repair provided there is no sign prohibiting that access.
- Large vehicles operating on designated state highways shall have access for a distance of 5 highway miles on any other state highway and on designated local streets and highways, to points of loading and unloading, and facilities for food, fuel, rest and repair provided there is no sign prohibiting that access. (This applies only on local streets and highways specifically designated and posted by local officials.)
- Permits may be issued for overdimensional objects and vehicles if they have been reasonably disassembled. Multiple objects loaded side-by-side, end-to-end, or on top of each other may not cause the overdimension.
- Streets or highways are designated by the Department of Transportation or local officials having jurisdiction.

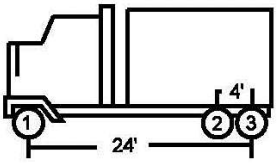
**Maps of the designated state truck route system are available at www.gettingaroundillinois.com**

**TABLE II: Maximum gross weight for vehicles on all highways (unless otherwise posted). Based on federal bridge formula. All special conditions and exceptions are not included on this form.**

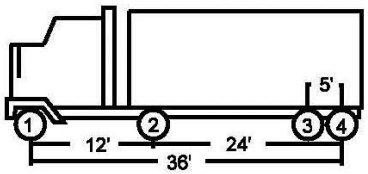
Maximum load in pounds on any 2 or more consecutive axles

| Distance (1) | 2 axles | 3 axles | 4 axles | 5 axles (2) | 6 axles (2) |
|---|---|---|---|---|---|
| 4 | 34,000 | | | | |
| 5 Tandem | 34,000 | | | | |
| 6 Axle | 34,000 | | | | |
| 7 Weight | 34,000 | | | | |
| 8 | 34,000 | 34,000 | | | |
| More than 8 less than 9 | 38,000 | 42,000 | | | |
| 9 | 39,000 | 42,500 | | | |
| 10 | 40,000 | 43,500 | | | |
| 11 | | 44,000 | | | |
| 12 | | 45,000 | 50,000 | | |
| 13 | | 45,500 | 50,500 | | |
| 14 | | 46,500 | 51,500 | | |
| 15 | | 47,000 | 52,000 | | |
| 16 | | 48,000 | 52,500 | 58,000 | |
| 17 | | 48,500 | 53,500 | 58,500 | |
| 18 | | 49,500 | 54,000 | 59,000 | |
| 19 | | 50,000 | 54,500 | 60,000 | |
| 20 | | 51,000 | 55,500 | 60,500 | 66,000 |
| 21 | | 51,500 | 56,000 | 61,000 | 66,500 |
| 22 | | 52,500 | 56,500 | 61,500 | 67,000 |
| 23 | | 53,000 | 57,500 | 62,500 | 68,000 |
| 24 | | 54,000 | 58,000 | 63,000 | 68,500 |
| 25 | | 54,500 | 58,500 | 63,500 | 69,000 |
| 26 | | 55,500 | 59,500 | 64,000 | 69,500 |
| 27 | | 56,000 | 60,000 | 65,000 | 70,000 |
| 28 | | 57,000 | 60,500 | 65,500 | 71,000 |
| 29 | | 57,500 | 61,500 | 66,000 | 71,500 |
| 30 | | 58,500 | 62,000 | 66,500 | 72,000 |
| 31 | | 59,000 | 62,500 | 67,500 | 72,500 |
| 32 | | 60,000 | 63,500 | 68,000 | 73,000 |
| 33 | | | 64,000 | 68,500 | 74,000 |
| 34 | | | 64,500 | 69,000 | 74,500 |
| 35 | | | 65,500 | 70,000 | 75,000 |
| 36 | | | 66,000 | 70,500 | 75,500 |
| 37 | | Exception | 66,500 | 71,000 | 76,000 |
| 38 | | (3) | 67,500 | 71,500 | 77,000 |
| 39 | | | 68,000 | 72,000 | 77,500 |
| 40 | | | 68,500 | 73,000 | 78,000 |
| 41 | | | 69,500 | 73,500 | 78,500 |
| 42 | | | 70,000 | 74,000 | 79,000 |
| 43 | | | 70,500 | 75,000 | 80,000 |
| 44 | | | 71,500 | 75,500 | |
| 45 | | | 72,000 | 76,000 | |
| 46 | | | 72,500 | 76,500 | |
| 47 | | | 73,500 | 77,500 | |
| 48 | | | 74,000 | 78,000 | |
| 49 | | | 74,500 | 78,500 | |
| 50 | | | 75,500 | 79,000 | |
| 51 | | | 76,000 | 80,000 | |
| 52 | | | 76,500 | | |
| 53 | | | 77,500 | | |
| 54 | | | 78,000 | | |
| 55 | | | 78,500 | | |
| 56 | | | 79,500 | | |
| 57 | | | 80,000 | | |

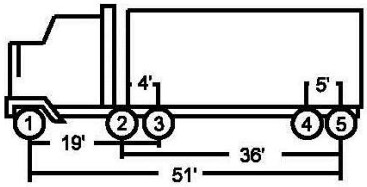
Maximum loading for typical vehicles
Vehicle or Combination Maximum Weight - Pounds



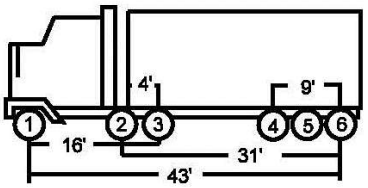

| | |
|---|---|
| Axle 1 | 20,000 |
| Axles 2,3 | 34,000 |
| Axles 1,2,3 | 54,000 |




| | |
|---|---|
| Axle 1 | 20,000 |
| Axle 2 | 20,000 |
| Axles 3,4 | 34,000 |
| Axles 1,2 | 40,000 |
| Axles 2,3,4 | 54,000 |
| Axles 1,2,3,4 | 66,000 |




| | |
|---|---|
| Axle 1 | 20,000 |
| Axles 2,3 | 34,000 |
| Axles 4,5 | 34,000 |
| Axles 1,2,3 | 50,000 |
| Axles 2,3,4,5 | 68,000 |
| Axles 1,2,3,4,5 | 80,000 |




| | |
|---|---|
| Axle 1 | 20,000 |
| Axles 2,3 | 34,000 |
| Axles 4,5,6 | 42,500 |
| Axles 1,2,3 | 48,000 |
| Axles 2,3,4,5,6 | 67,500 |
| Axles 1,2,3,4,5,6 | 80,000 |

See Table III for additional information on Special Haul Vehicles

**Notes:**

**1** Measured to the nearest foot between the extremes of any group of two or more consecutive axles.

**2** Gross weights for 5 and 6 axles applicable only to a combination of vehicles.

**3** Two consecutive sets of tandems may carry 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandems is 36 feet or more.

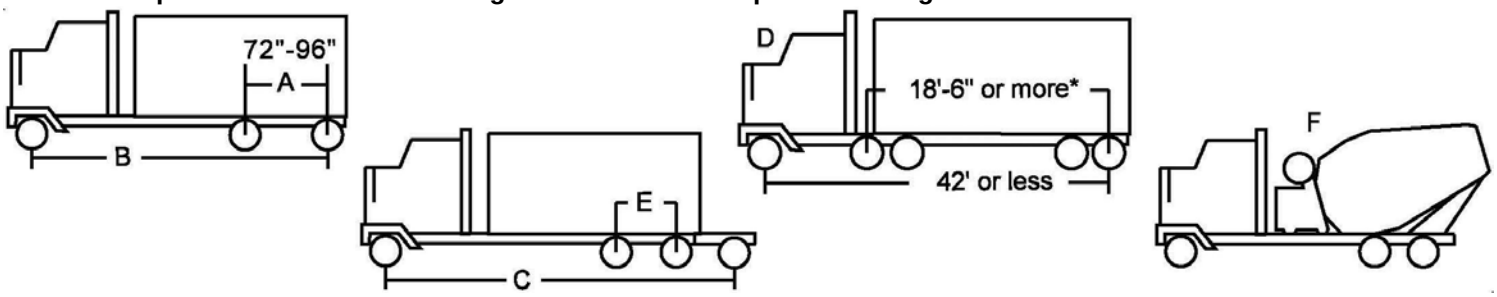
**4** If the distance between the centers of the first and third axles in a group of consecutive axles does not exceed 96 inches, the group is a tandem.

**5** Maximum single axle 20,000 pounds; maximum tandem 34,000 pounds.

**6** Combinations of vehicles designated as special haul vehicles which include a semitrailer manufactured prior to the model year 2014 and first registered in Illinois prior to January 1, 2015, having five axles with a distance of 42 feet or less between extreme may have a gross weight of 72,000 pounds provided the weight shall not exceed 20,000 pounds on a single axle or 34,000 pounds on a tandem. For such combinations manufactured subsequent to September 9, 1986, the minimum distance between the first and last axles of the two sets of tandems must be 18 feet 6 inches or more.

**7** Permits may be issued for an overweight load providing it consists of one object that cannot be reasonably dismantled or disassembled.

## TABLE III: Special Axle and Gross Weight Allowances for Special Hauling Vehicles




**Designated Truck Route System (Class I,II & III State Highways) and Other State Highways and Local Roads & Streets**

A. 20,000 lbs. on each axle - total of 36,000 lbs.
B. See Table II
C. See Table II
D. Gross weight of 72,000 lbs., provided the weight shall not exceed 20,000 lbs. on a single axle or 34,000 lbs. on a tandem.
E. See Table II
F. See Note 2 below.

* This requirement does not apply to semitrailers manufactured before September 9, 1986.

**Notes:**

1. Special Hauling Vehicles must meet width, height and length requirements as specified in Table I.
2. 3-axle rear discharge truck mixer registered as a Special Hauling Vehicle, used exclusively for the mixing and transportation of concrete in the plastic state, may, when laden, transmit upon the road surface, except when on part of the National System of Interstate and Defense Highways, the following maximum weights: 22,000 pounds on single axle; 40,000 pounds on a tandem axle; 54,000 pounds gross weight on a 3-axle vehicle. This vehicle is not subject to the bridge formula.
3. 4-axle concrete mixers are allowed the following maximum weights: 20,000 lbs. on any single axle; 36,000 lbs. on any series of 2 axles greater than 72 inches but not more than 96 inches; and 34,000 lbs. on any series of 2 axles greater than 40 inches but not more than 72 inches.
4. 3-axle combination sewer cleaning jetting vacuum trucks registered as a special hauling vehicle, used exclusively for the transportation of non-hazardous solid waste, manufactured before or in the model year of 2014, first registered in Illinois before January 1, 2015, may, when laden, transmit upon the road surface, except when on part of the National System of Interstate and Defense Highways, the following maximum weights: 22,000 pounds on a single axle; 40,000 pounds on a tandem axle; 54,000 pounds gross weight on a 3-axle vehicle. This vehicle is not subject to the bridge formula.

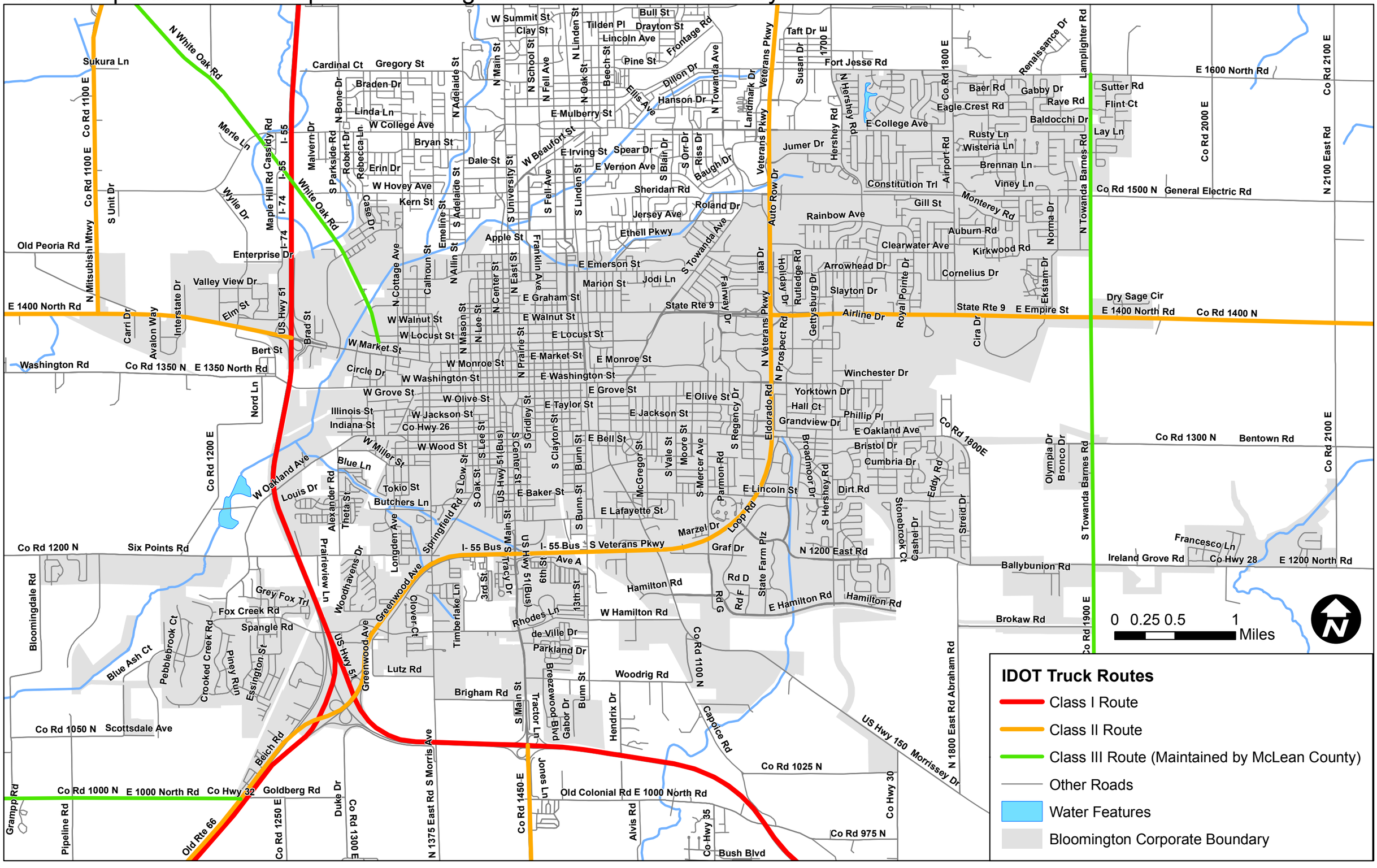
**Information on the National System of Interstate and Defense Highways is available at www.fhwa.dot.gov/programadmin/interstate.cfm.**

**Maps of the designated state truck route system are available at www.gettingaroundillinois.com.**

# Appendix 2

# IDOT Truck Route Map

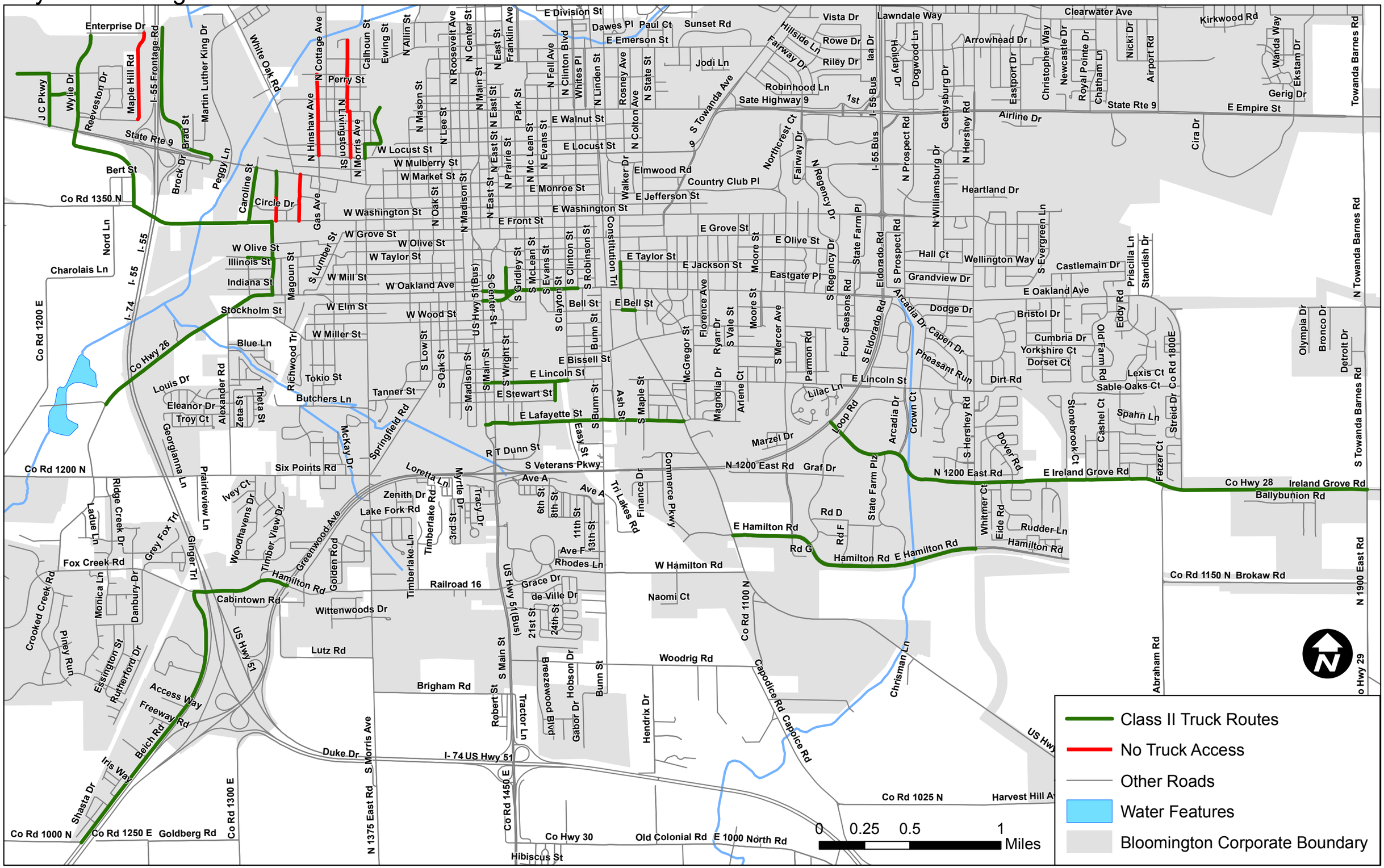
# Illinois Department of Transportation Designated State Truck Route System



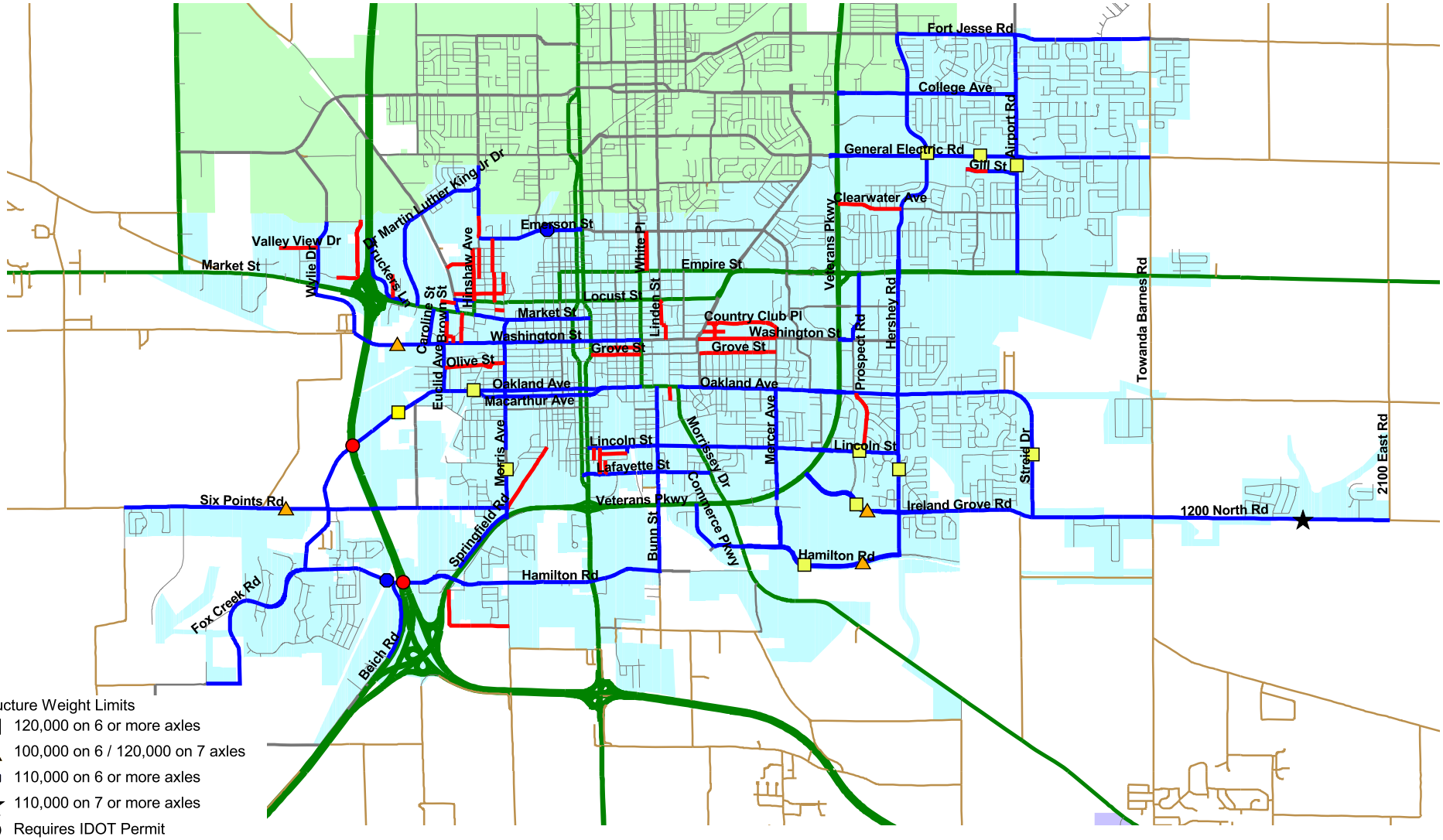
# Appendix 3

# Bloomington Truck Routes

# City of Bloomington Truck Routes



# BLOOMINGTON, ILLINOIS
# STREET WEIGHT LIMIT MAP
# EXTENDED TERM PERMITS




Structure Weight Limits
- 120,000 on 6 or more axles
- 100,000 on 6 / 120,000 on 7 axles
- 110,000 on 6 or more axles
- 110,000 on 7 or more axles
- Requires IDOT Permit

Street Weight Limits (Extended Term Permits)
- 110,000
- Restricted - No Trucks*

Streets
- City Arterial
- City Collector
- City Street
- County / Twp Road Paved
- County / Twp Road unpaved
- Interstate - IDOT
- State Hwy - IDOT
- US Hwy - IDOT

1 0 1 2 Miles

Weight Distribution Limits
Front Tandem - 44,000 no axle exceeds 23,000
Rear Tandem - 54,000 no axle exceeds 20,000

No axle load in excess of 23,000 lbs
will be allowed on any City Street.

g:\projects\engineer.ing\weightlimit.apr

*Restricted routes may be used when allowed by a single or round trip permit, but are not to be used under an extended term permit.

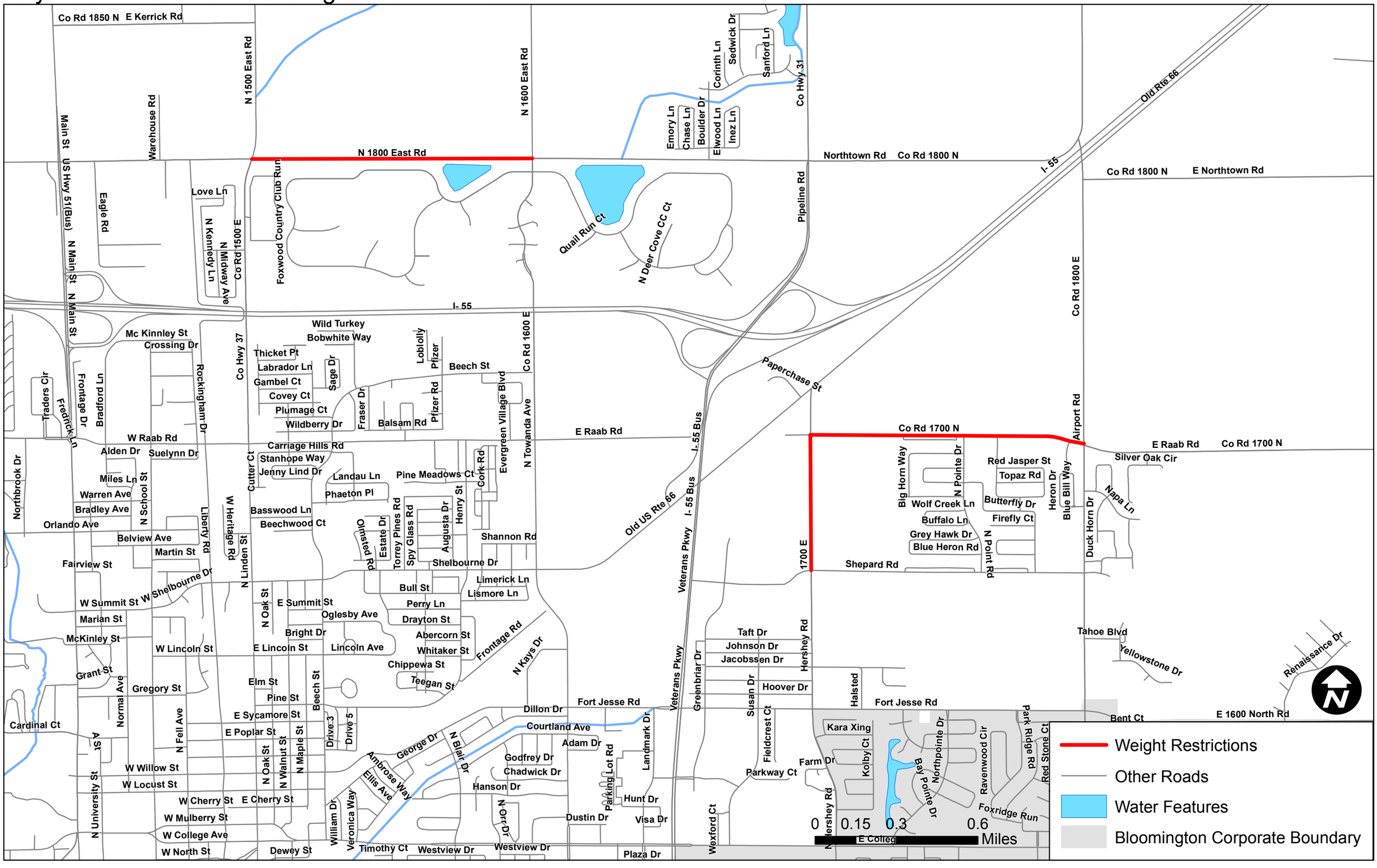
Original Map is Color
Printed 9/16/2013
City of Bloomington
Engineering Department
with data from
McLean County GIS

*Go to www.cityblm.org for latest update.*
Look under Departments->Engineering

# Appendix 4

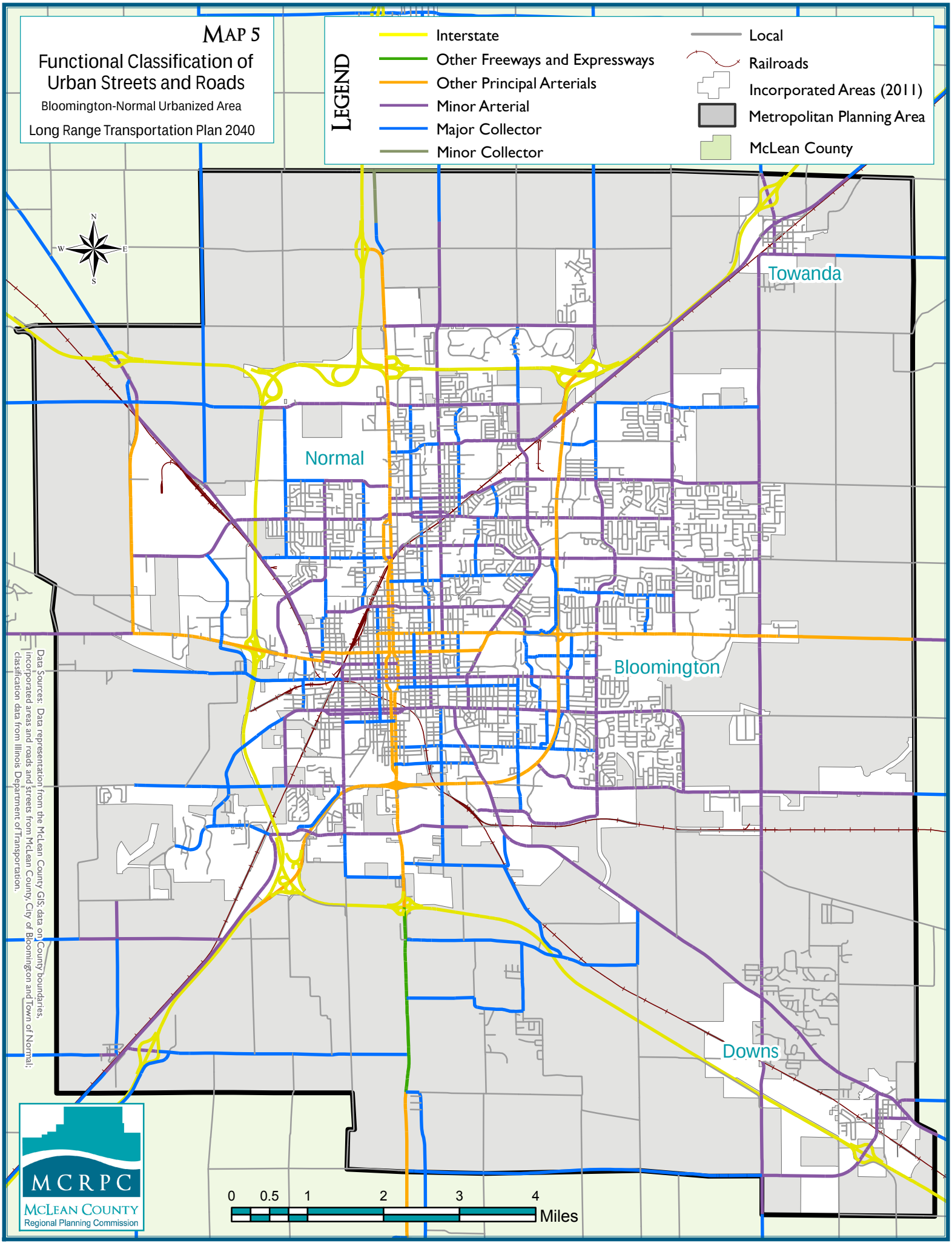
# City of Normal Seasonal Weight Restrictions Map

# City of Normal Seasonal Weight Restrictions



# Appendix 5

# McClean RPC Functional Classification Map


MAP 5
Functional Classification of Urban Streets and Roads
Bloomington-Normal Urbanized Area
Long Range Transportation Plan 2040
LEGEND
Interstate
Other Freeways and Expressways
Other Principal Arterials
Minor Arterial
Major Collector
Minor Collector
Local
Railroads
Incorporated Areas (2011)
Metropolitan Planning Area
McLean County
N
W
E
S
Towanda
Normal
Bloomington
Downs
Data Sources: Data representation from the McLean County GIS; data on County boundaries, incorporated areas and roads and streets from McLean County, City of Bloomington and Town of Normal; classification data from Illinois Department of Transportation.
MCRPC
McLean County
Regional Planning Commission
0 0.5 1 2 3 4
Miles