



MOVING WILL COUNTY

TRUCK ROUTING + LAND USE

Memorandum

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Date: October 13, 2020

Subject: DRAFT Recommended Truck Routes and Restrictions

As identified in the Will County Community Friendly Freight Mobility Plan, the lack of a continuous system of designated truck routes in the region causes safety and quality of life concerns for local communities. By developing a truck routing plan in Will County in coordination across local and state agencies, these issues can be minimized. This memorandum includes the following:

- Presents proposed designated Class II truck routes in the study area, as well as locations where large trucks are not preferred to travel;
- Identifies which agencies have responsibility for designating the proposed new truck routes, as well as additional policy action that may be required by these agencies, such as update or removal of truck restriction ordinances; and
- Offers guidance for local agencies on how to designate truck routes and restrictions through the IDOT process.

The draft proposed truck route network and summary of policy actions by jurisdiction will need to be reviewed by local agency stakeholders. The GIS data that CDM Smith relied on to develop these draft recommendations has less reliable data on jurisdiction of local agency roadways. To confirm jurisdiction, CDM Smith shared a series of detailed maps and summary tables with local roadway agency in the study area for review in July 2020.

Proposed Designated Truck Routes

Figure 1 presents an overview of proposed designated truck routes in the study area. In addition to the overview map, **Appendix A** includes detailed maps for the north, south, and central portions of the study area. The intent of the proposed truck routes is to lay out a congruous, interconnected Class II network where major truck traffic generators, such as the intermodal facilities, are linked to the arterial network and interstates in the region.

Due to the need to provide lawful access for larger trucks exceeding 65 feet in length, Task 5 takes the approach of proactively identifying proposed Class II truck routes on facilities that are preferred for truck use. As of January 1, 2020, recent changes in legislation increased the maximum length for trucks from 55 feet to 65 feet on non-designated highways¹. However, larger trucks, such as the Class 7 and 8 trucks that move much of the economically significant freight across the region, exceed this 65-foot length when hauling a standard 53-foot long container. In addition, recent changes in legislation allow combination vehicles exceeding 65 feet in length to travel from Class I and Class II highways along any non-designated highway for five highway miles if there is no sign prohibiting that access and the route is not used as a “thoroughfare” between designated truck routes². IDOT staff interprets this “thoroughfare” provision to mean that trucks must use the first Class II truck route they encounter when traveling within this five-mile distance, even if the route is less direct for the truck driver.

The proposed Class II truck routes are divided into two groups, short term Class II and long-term Class II designated truck routes:

- **Short-Term Class II:** These facilities are currently undesignated or restricted to trucks and are *recommended* to be designated as Class II truck routes **within five years**. These facilities were primarily identified based on existing land use patterns and connectivity to existing Class I and Class II designated truck routes. The goal of this proposed network is to balance access to truck-intensive land uses and mobility for large trucks across the study area. As a result, this category includes both large arterial roadways and local roadways within industrial districts or providing connections to intermodal facilities. The majority of the proposed Class II designated truck routes fall into this category. In February 2020, the Will County Board approved a list of 12 new designated Class II truck routes through Resolution 20-44. The maps in Task 5 do not reflect these facilities as “existing” Class II truck routes, given that they have not yet been published on IDOT’s statewide truck route map on gettingaroundillinois.com. These newly approved Class II truck routes are captured as Short-Term Class II truck routes throughout Task 5.

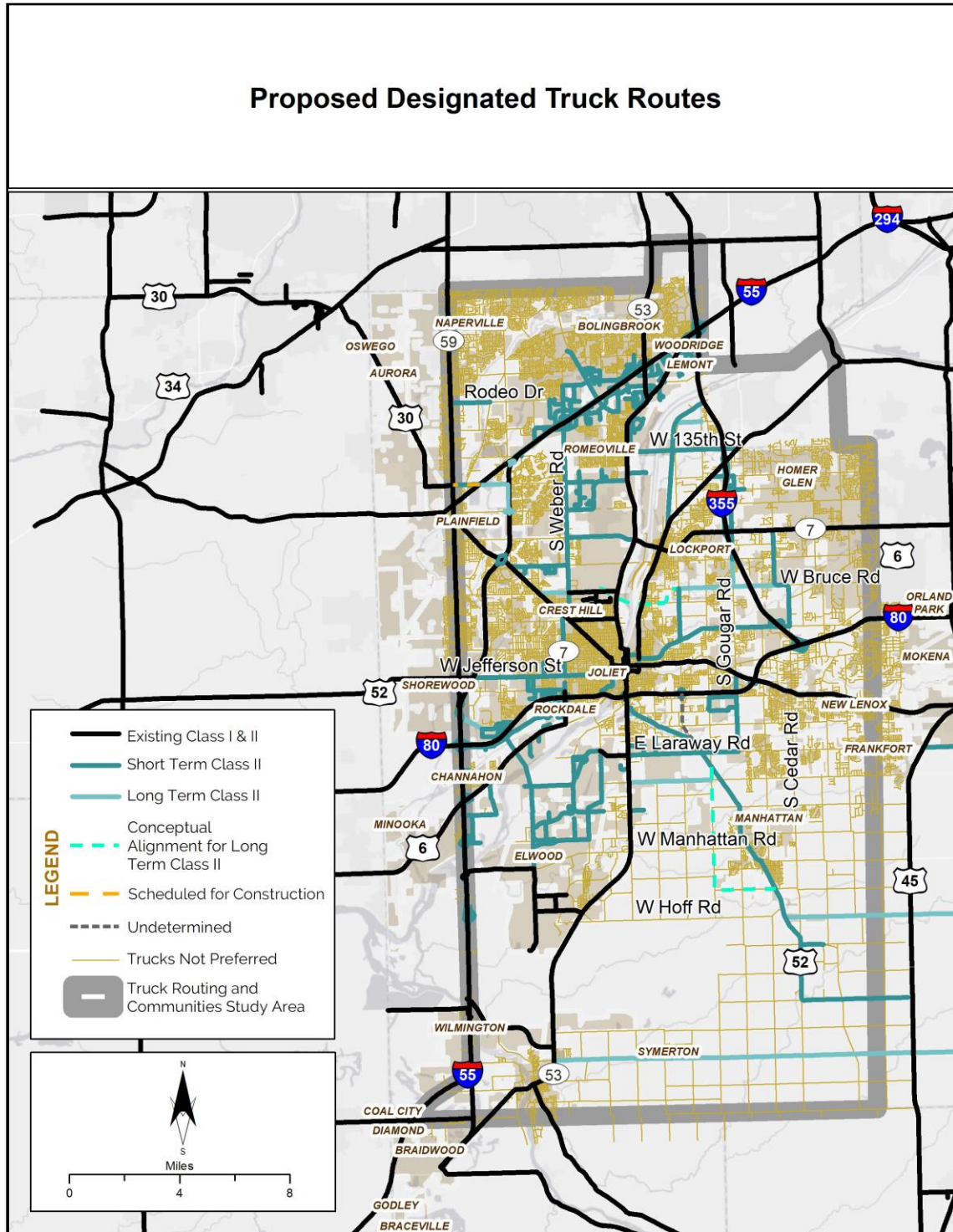
¹ Public Act 100-0343

² Public Act 101-0328

- **Long-Term Class II:** These facilities are also currently undesignated or restricted to trucks and are recommended to be designated as truck routes **beyond the next five years**. This category includes existing facilities that are not currently required to facilitate regional truck movement but are anticipated to play a key role in the future as industrial development and travel patterns change. It also includes facilities that are not yet built but in various stages of the project development process.

The map also includes a third category: trucks not preferred. This category includes facilities that would be either undesignated or restricted to trucks under the current state statutory framework. The majority of these facilities are local roads in residential subdivision streets or agricultural areas, both of which are sensitive land uses not expected to generate substantial levels of truck traffic. Others are collectors or arterials, but do not serve truck-generating land uses or play a key role in connectivity across the study area.

Figure 1. Overview Map of Proposed Designated Truck Routes and Restrictions



Key Corridors

Several corridors within the study area play a particularly key role in goods movement, and as a result are important to designate as Class II truck routes. These corridors provide access to freight-generating land uses, and also connectivity to major arterials and the Interstate system. Unless otherwise noted, data on average annual daily heavy commercial vehicle traffic comes from the Highway Performance Monitoring System (HPMS) dataset, released in October 2018. Key proposed Class II designated truck routes include the following:

- **US 52** is a major IDOT jurisdiction arterial and runs diagonally from the northwestern to the southeastern parts of the study area. It provides regional access to Joliet and I-80 from more rural areas, as well as connecting to I-57 east of the study area. Volumes range from 270 to 1,025 heavy vehicles per day, with the highest volumes occurring just north of Laraway Road. US 52 is currently neither a designated truck route nor restricted for truck movements but would be suitable to be a designated Class II truck route. There are conceptual plans for a US 52 bypass of Manhattan, IL to prevent trucks from travelling through the central parts of the village.
- **Laraway Road** is another key corridor in the study area, running east-west in central Will County where it provides connections to IL 53, US 52, and US 45. It is, along with Arsenal Road, one of two access points to the intermodal district, which is a major truck trip generator in the study area. A small section just west of IL 53 is currently classified as a Class II truck route, but the segment of Laraway Road from IL 53 to Gougar Road is recommended to be designated as a Class II truck route. Laraway Road is a county highway east of US 52, while the section west of US 52 to IL 53 is under the City of Joliet's jurisdiction. According to the Illinois Roadway Information System, daily truck counts on Laraway Road were 1,350 west of US 52 and 525 east of US 52 in 2019.
- **Weber Road** is a major Will County highway and runs north-south from US 30 near Joliet to Boughton Road in Bolingbrook. It provides access to I-55 for many large industrial land uses in the central part of the study area, as well as an alternative route to I-80 via IL 7/Larkin Ave. Weber Road currently carries between 1,700 and 3,200 heavy vehicles per day, with the highest volumes occurring between Romeo Road/135th Street and I-55.
- **Jefferson Street (US 52)** provides access to I-55 from Joliet and gives access to IL 7. Jefferson Street serves older, smaller industrial land uses west of downtown Joliet, as well as regional retail uses and Joliet Regional Airport. A moderate amount of truck traffic uses this segment, approximately 400 heavy commercial vehicles per day east of IL 7 and around 1,200 west of IL 7. Along with IL 7/Larkin Avenue, Jefferson Street provides connectivity among Class II truck routes in the Joliet area.
- **Maple Road (US 6)** is another IDOT-jurisdiction highway that would benefit from a Class II designation from its intersection with IL 171 to I-355. This would provide additional connectivity among Class II truck routes in the Joliet area, providing a direct connection

between I-355 and downtown Joliet, and, along with US 30, providing a second arterial alternative to I-80. This segment serves smaller-scale legacy industrial uses just east of downtown Joliet, as well as the Canadian National's Joliet Intermodal Terminal and a major hospital complex at the I-355 interchange. According to the Illinois Roadway Information System, daily truck counts on Maple Road in 2019 were about 250-300 near downtown Joliet and about 100 near I-355.

- The **intermodal district** between Joliet and Elwood has several roads that are suitable for designation as Class II truck routes, given the major truck trip generators at the intermodal yards and associated distribution centers. Class II designation for these facilities will ensure lawful access for larger trucks for the critical first- or last-mile movement. Many of these roads are recently improved by CenterPoint Properties or planned for near-term improvements in conjunction with the new Houbolt Road extension and new Des Plaines River bridge. That project will provide an alternative access point to the intermodal district from I-80 to Schweitzer Road and Vetter Road, which will help alleviate congestion at the two existing access points. Local roads in this area are under the jurisdiction of the City of Joliet or Village of Elwood; there are also private roads in this area, which provide access to individual developments.
- The **Bolingbrook-Romeoville industrial district** generates high volumes of truck traffic travelling to and from the large industrial uses along I-55 and I-355. By designating these local facilities as Class II truck routes, lawful access for larger trucks is ensured for critical first- and last-mile movements. Most of these roadways are under Bolingbrook's jurisdiction north of I-55 and under Romeoville's jurisdiction south of I-55.
- **Schweitzer Road** is recommended to be designated as Class II truck routes in the longer term if large-scale industrial development in the southern portion of the study area warrants additional access. According to the GettingAroundIllinois.com website, truck counts on this segment of Schweitzer Road were a maximum of 60 trucks per day in 2012. Schweitzer Road would be an important access point for future development east of IL 53, and would provide connectivity to IL 53 and US 52, the only two north-south arterials in this area. It would also be most suitable as a future Class II designated truck route in conjunction with a new Class II truck route along a proposed US 52 bypass of the Village of Manhattan's downtown. That bypass is currently in a conceptual phase, and could follow an alignment that roughly follows Cherry Hill Road for the north-south segment and Hoff Road for the east-west segment. This southern portion of a potential future bypass will need to be designed to avoid and mitigate potential impacts on sensitive environmental areas, principally Midewin National Tallgrass Prairie, located to the south and west.

Briggs Street

Due to the volume of public comments regarding designating Briggs Street as a Class II truck route, it is considered "undetermined". Further contemplation about the designation of this corridor is

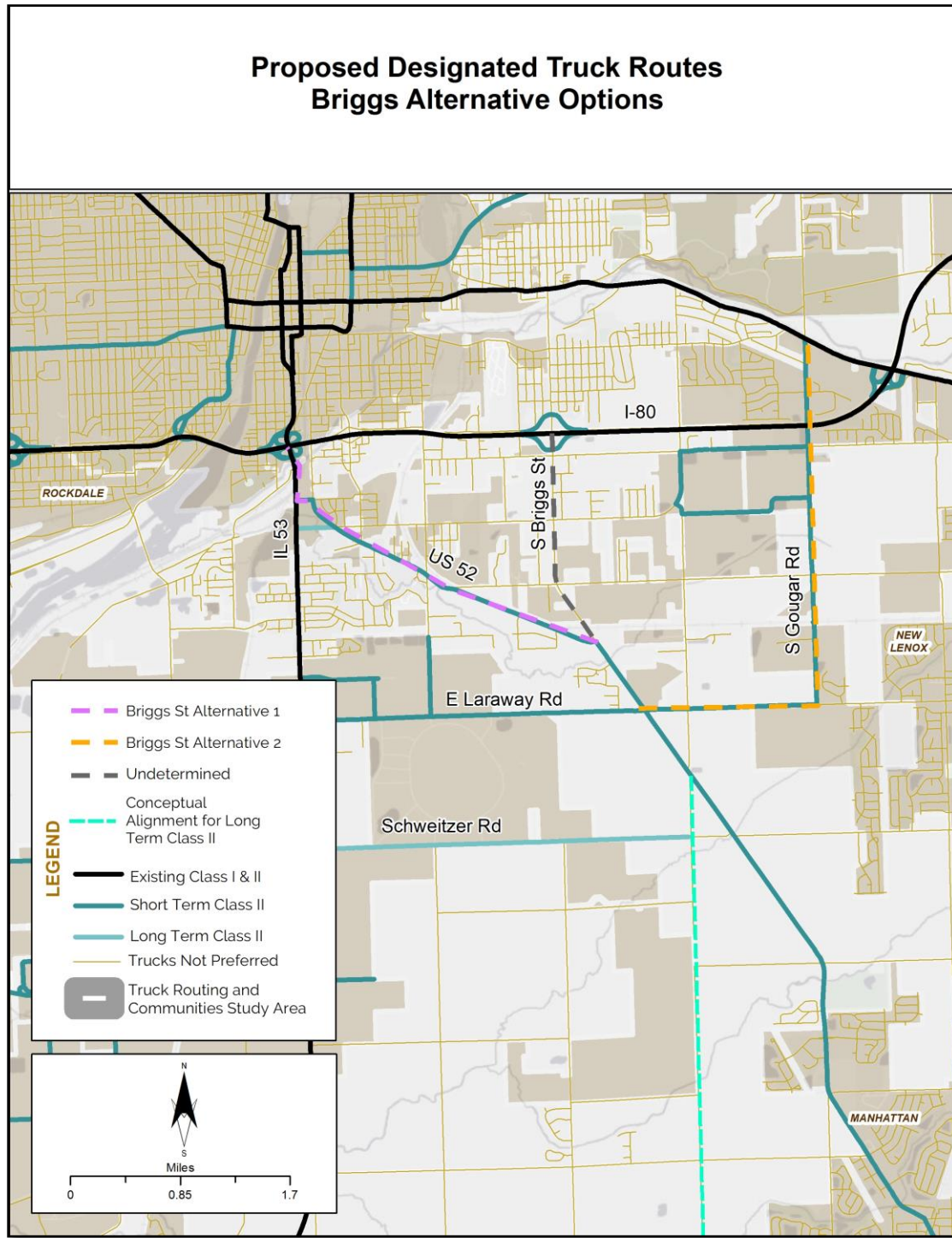
needed to assess the viability of alternative options with established traffic and land use patterns. A higher-volume of trucks **already use this corridor** and the alternatives are similarly constrained. Alternatives are shown in Figure 2 below. Further discussion with CMAP and Will County is recommended before making an ultimate decision on including or not including Briggs in the final truck route network map.

In the longer term, Briggs Street could be designated as a Class II truck route to provide additional access to I-80 for trucks accessing the intermodal district and associated industrial land uses, as well as agricultural movements using US 52, without having to rely on the congested IL 53/I-80 interchange. This segment of Briggs Street presents challenges to integrate truck volumes into the community due to several conflicting land uses. These include several places of worship, the Smith Family YMCA facility, a bank, an East Joliet Fire Protection District station, and residential areas. But alternative routes to access I-80 such as IL 53 to the west and US 30 to the east present similar challenges. In its current, undesignated classification, Briggs Street between I-80 and US 52 already carries substantial commercial traffic. According to an August 2019 traffic count, some 1,500-1,900 longer vehicles – those exceeding 39 feet, largely commercial trucks – legally used this corridor daily.

A Class II truck route designation of this section of Briggs Street could alleviate the IL 53/I-80 interchange by absorbing some of the commercial traffic intended for I-80. According to March 2019 traffic counts, about 5,300 longer vehicles – i.e., those exceeding 39 feet in length, largely commercial trucks – used the portion of IL 53 between I-80 and Laraway Road. Over 150 truck crashes occurred on the approximately 1,500 foot section of IL 53 just south of the I-80 interchange between 2014 and 2018, 18 of which involved injuries. This section of IL 53 is also one of the most congested in the entire study area, with between 10 and 13 hours per day of truck congestion in 2018. The tight right-of-way conditions along IL 53 between I-80 and Mills Road, including two railroad viaducts, a bridge over Hickory Creek, and Nowell Park, result in relatively high costs for a potential capacity expansion project.

Other alternatives, like using Gougar Road and US 30 to access I-80, pose a different set of challenges. Commercial traffic would travel more than twice the distance, 4.9 miles compared to 2.3 miles, when accessing I-80 via US 30 compared to via Briggs Street, as measured from US 52 at Laraway Road. The Gougar Road/US 30 option therefore involves a more intense use of local roads. This route also includes several tight turns that may be difficult for long vehicles to perform. Additionally, there are several sensitive land uses along that corridor, including two high schools (Lincoln Way West High School and Providence Catholic High School), Will County government facilities (including the sheriff's office and division of transportation) and places of worship.

Figure 2. Briggs Street Alternatives Inset Map



Caton Farm/Bruce Road Corridor

In addition, the planned **Caton Farm Road/Bruce Road corridor** could have regional impacts on travel patterns. Although intended to largely serve passenger car traffic, the facility will be built to accommodate larger trucks. The corridor would provide a new east-west corridor in the northern portion of the study area, providing a critical additional Des Plaines River crossing. As a result, it could help mitigate traffic congestion on the existing 9th Street bridge in Lockport, which is an existing Class II truck route (IL 7).

The project is currently in the Phase I preliminary engineering phase led by the Will County DOT. In June 2019, the Will County Board approved the corridor alignment along Caton Farm Road, Oak Avenue, Bruce Road, and Gougar Avenue. As of January 2020, it is estimated that the completion of the Phase I study will take 2-3 years, including design development and review, public meetings, and other tasks. Parallel with the Phase I study, a federal environmental review process (Concurrent NEPA/404 Process) is underway.

Downtown Challenges

Often, IDOT-jurisdiction facilities serve as the main streets of a historic downtown. The heavy truck traffic on these facilities, especially those that are also designated Class II truck routes, raises safety and congestion concerns. In downtown Lockport, for example, right-turns are a major problem for large trucks, with trailers mounting the sidewalk or swinging out into oncoming traffic. The constrained right-of-way in the historic district makes it difficult to add capacity or reconfigure the geometrics of the intersection.

As a response to this issue, these communities are working on plans to reduce the impact of heavy traffic travelling through downtown areas while ensuring that commercial traffic can still flow through the region. In some cases, the communities seek to redesignate state-jurisdiction roadways, and the Class II truck route designations on them, to alternate routes. In other cases, the community is interested in developing new roadway segments for trucks to bypass downtown areas entirely.

- The Village of Manhattan is interested in removing the US 52 designation through its historic downtown and residential neighborhoods to a new bypass to be built south and west of the village. Today, US 52 runs adjacent to restaurants, banks, small businesses, two schools, and a church along a constrained right-of-way in downtown Manhattan. In the truck routing maps, the bypass is shown to roughly follow the Cherry Hill Road and Bruns Road alignments, but additional study and stakeholder engagement is needed to determine the most appropriate route. Local roadways in the area of the proposed bypass currently traverse sensitive natural areas along Jackson Creek, farms, and residential areas. These land uses could be affected by increased commercial traffic associated with the new alignment of US 52. In addition, existing roadways in that area have narrow lanes, no shoulders, and in some segments are unpaved.
- The City of Lockport is interested in rerouting trucks away from the historic downtown. Specifically, the City has studied the feasibility of removing the IL 7 and IL 171 designations

from State Street and 9th Street, respectively, and reassigning those designations along Gougar Road, Bruce Road, and other facilities, including the planned Caton Farm Road/Bruce Road corridor and potential new interchange of Bruce Road and I-355, to bypass downtown Lockport. As part of this redesignation, the former IL 7 and IL 171 segments in the downtown area would have their jurisdiction transferred from IDOT to the City, and the newly designated segments would be transferred from the City to IDOT.

- Plainfield prefers to direct truck traffic away from its historic downtown by extending 143rd Street, located approximately one mile north of the village core. A new segment of 143rd Street between IL 59 to IL 126 is funded and currently in Phase II design engineering, programmed for construction in 2022 and opening to traffic in 2023. Additional planning efforts are underway to further extend the 143rd Street corridor to a new interchange proposed at I-55 and Airport Road/Lockport Street. One alignment of that corridor would extend along the existing segment of 143rd Street from IL 126 to the frontage road just west of I-55, then along the frontage road to a new interchange. This connection from the new interchange to 143rd Street is required to avoid truck travel along Lockport Street through sensitive land uses, including natural areas, residential neighborhoods, and a school. These improvements complement new ramps planned at the existing I-55/IL 126 interchange to the north.

In the above examples, main streets through historic downtown areas are under IDOT jurisdiction, and some of those facilities are currently designated as Class II truck routes by the state. IDOT works with local communities on a case-by-case basis to address the potential realignment of state facilities, or designation of alternate corridors as state routes. Typically, a Class II truck route designation on a former state route would be transferred to the new alignment. Jurisdictional transfers, in which ownership of a roadway is transferred from one agency to another, are an option, and also determined on a case-by-case basis.

Key Corridors to Restrict from Truck Traffic

While the recommendations focus on proactively designating Class II truck routes and does not go into detail on corridors where trucks are not preferred, a few corridors have been identified by local stakeholders as important to restrict from truck traffic. These locations include the following:

- **Hoff Road.** Hoff Road runs east-west in the southern part of the study area just north of the Midewin National Tallgrass Prairie, which owns right-of-way under the facility. Due to the limited truck traffic, narrow pavement, lack of shoulders, and potential for impacts to sensitive natural areas, a truck restriction is recommended for the segment of Hoff Road between IL 53 and Gougar Road. Hoff Road is under WCDOT's jurisdiction from IL 53 until the Wauponsee Glacial Trail just west of Gougar Road.
- **Arsenal Road between Baseline Road/Elwood International Port Road and IL 53.** This segment is currently under a five-ton weight restriction to prevent heavy traffic near Elwood, IL. This part of roadway is narrow and of varying pavement quality and is under the

jurisdiction of WCDOT. It also serves residential land uses, which are unsuitable for the potentially high volume of truck traffic that might otherwise use this facility to access the intermodal yard from IL 53.

- **River Road between I-55 and IL 53.** Similar to that of Hoff Road, Midewin National Tallgrass Prairie owns right-of-way under River Road, and, due to the potential for impacts to sensitive environmental resources, this segment is recommended to be restricted to truck travel. It is under WCDOT's jurisdiction and currently classified as a Class II truck route but is also under a local 6-ton weigh limit. This section of River Road is the only example of Task 5 recommending the removal of an existing Class II truck route.

Policy Changes to Implement Recommended Network

Table 1, Table 2, Table 3 and **Appendix B** present the recommended changes in designation by jurisdiction required to implement the proposed Class II designated truck network in the study area. **Table 1** summarizes facilities under IDOT jurisdiction, **Table 2** presents recommended changes on Will County jurisdiction facilities, **Table 3** presents recommended changes on local facilities, and **Appendix B** summarizes municipal jurisdiction roadways. Information on restrictions comes from local ordinances and other sources from municipalities in the study area.

Table 1. Changes in Designation, IDOT Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	State/IDOT	IL 171	E Jackson St/ US 6/ Maple Rd	US 30/ E Class St	Restriction to Class II
Short	State/IDOT	N Larkin Ave/ IL 7/ US 52	US 30	US 52/ W Jefferson St	Restriction to Class II
Short	State/IDOT	New Ave	I-355	W 127th St	Restriction to Class II
Short	State/IDOT	US 52	IL 53 In Joliet	US 45	Restriction to Class II
Short	State/IDOT	US 52	IL 7	N Orleans St	Restriction to Class II
Short	State/IDOT	US 52/ Manhattan Rd	IL 53	US 45	Restriction to Class II
Short	State/IDOT	US 6	N Cedar Road	Cedar Crossing Drive	Restriction to Class II
Short	State/IDOT	US 6	Cedar Crossing Drive	N Collins St	Restriction to Class II
Short	State/IDOT	IL 7	I-80 on/off ramps	W Allen St	Restriction to Class II
Short	State/IDOT	US 52/Jefferson St	I-55	S Larkin Ave	Restriction to Class II
Long	State/IDOT	Ramps to the I-55/IL 126 interchange	I-55	IL-126	New Facility
Long	IDOT/WCDOT	Caton Farm/ Bruce Rd.	US 30	S Cedar Road	New/Improved Facility

Table 2. Changes in Designation, Will County Facilities³

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Will County	80th Ave	183rd St	W 191st St	LCO to Class II
Short	Will County	E Laraway Rd	US 52/ Manhattan Rd	S Gougar Rd	LCO to Class II
Short	Will County	Elevator Rd	US 52	Wilton Rd	LCO to Class II
Short	Will County	Hassert Blvd/ 111th St	IL 59	Plainfield/Naperville Rd	Restriction to Class II
Long	Will County	Mills Rd	IL 53	US 52	Restriction to Class II
Short	Will County	Monee-Manhattan Rd	IL 50/ S Governors Hwy	S Willow Creek Lane	LCO to Class II
Short	Will County	Renwick Rd	IL 53/ S Broadway St	Weber Rd	LCO to Class II
Short	Will County	S Gougar Rd	W Laraway Rd	US 30	LCO to Class II
Short	Will County	S Weber Rd	US 30/ Plainfield Rd	115th St	LCO to Class II
Short	Will County	W 143rd St	IL 171/ Archer Ave	S Gougar Rd	LCO to Class II
Short	Will County	W 191st St	US 45	IL 43	LCO to Class II
Short	Will County	W 135th St	New Ave	IL 171	Restriction to Class II
Undetermined	Will County	W Briggs St	US 52/ Manhattan Rd	I-80	Undetermined
Short	Will County	W Laraway Rd	US 45/ S La Grange Rd	S Center Rd	LCO to Class II
Short	Will County	Wilmington-Peotone Rd	IL 50/ S Governors Hwy	I-57	LCO to Class II
Long	Will County	Wilmington-Peotone Rd	IL 53	I-57	Restriction to Class II

Table 3. Changes in Designation, Local Facilities⁴

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Local	Cherry Hill Rd	New Lenox Rd	Ellis Rd	LCO to Class II
Short	Local	119th St	IL 59	S Naperville Rd	Restriction to Class II
Conceptual Long	Local	Cherry Hill Rd (approximate)	W Bruns Rd	US 52	Restriction to Class II
Long	Local	Pauling Rd	US 52	IL 50	Restriction to Class II

³ Limited Continuous Operations (LCO) routes are not officially designated truck routes but provide an indication of the routes where WCDOT prefers agricultural movements to go.

⁴ Although not under WCDOT jurisdiction, these facilities are longer corridors that pass through mostly unincorporated areas and are included in this table for reference.

Term	Jurisdiction	Street Name	From	To	Change in Designation
Conceptual Long	Local	Bruns Rd (approximate)	US 52	Cherry Hill Rd	Restriction to Class II

Guidance on Designating Truck Routes and Vehicle Restrictions

During stakeholder focus groups with municipalities, it became clear that many agencies do not go through the IDOT process to officially designate a truck route, despite having taken action to define truck routes. As a result, these locally defined truck routes do not define lawful access for trucks per state statute, nor are they reflected on IDOT's GettingAroundIllinois.com website⁵, which is used by commercial routing software. Similarly, many locally defined vehicle restrictions do not follow state statute and as a result are not enforceable.

Providing clear guidance on how to designate official truck routes and restrictions is a critical component of the Truck Routing and Community Plan and Implementation Strategy. Much of the information has already been documented in the Will County Community Friendly Freight Mobility Plan and the O'Hare Subregion Truck Routing and Infrastructure Plan, both of which were published in 2017. CDM Smith reviewed and updated that information, and summarized the key points in this section of the memo.

Designated Truck Routes

Highway agencies with jurisdiction over a roadway have the authority to designate it as a Class II truck route. Agencies should follow the Illinois legal framework for a designated truck route to be included in state databases and mapping products. Specifically, roadways identified by local authorities to be designated a Class II truck route must be established via an ordinance or resolution and submitted to IDOT for it to be effective⁶. After adoption by local ordinance or resolution and submission to IDOT, there are no signage requirements in order for a Class II truck route to be effective.

It is the local agency's responsibility to coordinate the truck route designation with IDOT. To ensure consistency with state law, IDOT staff recommend that proposed Class II truck routes connect to existing Class II truck routes. A network of connected Class II truck routes allows trucks to lawfully travel from origin to destination without having to rely on the "reasonable access" regulations⁷. If a proposed Class II truck route does not connect to an existing Class II truck route, IDOT staff recommends that the local agency first coordinate with the appropriate jurisdiction to ensure that the connecting roadway is classified as a Class II truck route. If the connecting roadway is an IDOT

⁵ Designated truck routes and restrictions are available in IDOT's interactive map: <https://www.gettingaroundillinois.com/>

⁶ 625 ILCS 5/15-316(b)

⁷ Public Act 101-0328 allows combination vehicles >65' to travel from Class I & Class II highways onto any non-designated highway for a distance of five highway miles if there is no sign prohibiting that access and the route is not used as a thoroughfare between Class I/II highways. <http://www.ilga.gov/legislation/publicacts/fulltext.asp?Name=101-0328&GA=101>

jurisdiction facility, the local agency can make a request to IDOT, either formally or informally, to designate the connecting roadway as a Class II truck route.

The submission process for local agencies in IDOT District 1, which covers Will County, is briefly summarized below:

1. Pass a local ordinance or resolution to establish a Class II truck route. The ordinance or resolution should clearly state the facility to be designated, beginning and ending termini, and the proposed designation as a Class II truck route.
2. Submit a written request using Form BLR 03210: Resolution Establishing a Class II or Prohibited Truck Route, shown in **Figure 1**. This form is available from IDOT's website as a fillable PDF⁸. A minimum of **three** certified signed originals of the ordinance or resolution must be submitted in addition to the form. The form and signed originals should be sent to the IDOT District Regional Engineer: IDOT District 1, 201 West Center Court, Schaumburg, IL 60196-1096
- Electronic copies can be submitted via email to: DOT.LocalPolicy@illinois.gov
3. IDOT will review the request and may reach out to the local agency with any clarification questions.
4. Once reviewed, IDOT will publish the designate truck routes on GettingAroundIllinois.com⁹. The website is an important communication tool for private mapping and routing applications as well as the trucking industry.

Designate Restrictions

Local agencies with jurisdiction over highways may, in addition to designating truck routes, also identify restrictions. The restrictions can be either categorical by prohibiting all trucks or commercial vehicles, or by imposing limitations specific parameters on vehicle weight, length and height. Per Illinois law, such restrictions must be identified in an ordinance or resolution and be designated by appropriate signs on the highway¹⁰. A municipality may only designate vehicle restrictions on roadways it has jurisdiction of, and any attempt to do otherwise is invalid.

Recent changes in state legislation create a new reporting mechanism for local agencies to communicate restrictions to IDOT for publication on GettingAroundIllinois.com. The process is the same as communicating designated Class II trucks routes listed previously, with the exception that no IDOT review or approval is required for locally adopted restrictions.

⁸ Illinois Department of Transportation, Resources, Forms, "L", Local Roads, BLR 03210: Resolution Establishing a Class II or Prohibited Truck Route. <http://idot.illinois.gov/Assets/uploads/files/IDOT-Forms/BLR/BLR%2003210.pdf>

⁹ <https://www.gettingaroundillinois.com/MapView/?config=DTRconfig.json>.

¹⁰ 625 ILCS 5/15-316(c)


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IDOT staff offers some recommendations to local agencies in designating vehicle restrictions. Eight-ton weight restrictions are not recommended since they restrict school buses, garbage trucks and other traffic not associated with commercial trucks. IDOT staff recommends an 18-ton weight restriction to allow school buses to legally access local roads, or a 27-ton weight limit to allow for garbage trucks.

Figure 1. Resolution Establishing a Class II or Prohibited Truck Route Page 1

**Illinois Department of Transportation**

Resolution Establishing a Class II or Prohibited Truck Route

Resolution Number

WHEREAS, the State of Illinois by its General Assembly has enacted the Illinois Vehicle Code, and
WHEREAS, 625 ILCS 5/1-126.1 provides that local authorities may designate Class II or Prohibited Truck Route highways within their jurisdiction, and its accordance with 625 ILCS 5/15-111(f), weight limitations shall be designated by appropriate signs placed on such highways; and
WHEREAS, of is desirous of designating
Local Public Agency Type Local Public Agency
truck routes under their jurisdiction as follows:

NOW THEREFORE, BE IT RESOLVED, that the portion of roadways as listed below will be designated as shown.

Route/Street Name(s)	Beginning Termini	Ending Termini	Length	Designation
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="button" value="Add Row"/>				

BE IT FURTHER RESOLVED, that of
Local Public Agency Type Local Public Agency
in accordance with 625 ILCS 5/15-116 which requires local public agencies to provide the Department of Transportation with reference contact names and telephone numbers provides contact information as follows:

Name	Title	Phone Number
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit three (3) certified originals of this resolution to the district office of the Department of Transportation along with a location map indicating the roadways being classified.

I, Clerk in and for said
Name of Clerk Local Public Agency Type Local Public Agency Type
of in the State aforesaid, and keeper of the records and files thereof,
Local Public Agency
as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by
 of at a meeting held on
Local Public Agency Type Local Public Agency Date
IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this day of .
Day Month/Year

(SEAL)

Signature

Date

Figure 1. Resolution Establishing a Class II or Prohibited Truck Route Page 2

Instructions for BLR 03210

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) designates a roadway as a Class II or Prohibited Truck Route. For more information see Chapter 3 of the Bureau of Local Roads and Streets Manual (BLRS Manual). For signature requirements, refer to Chapter 2, Section 3.05(b) of the BLRS Manual. For information concerning current designated truck routes:

For forms completed electronically once a field is completed, fields requiring the same information will be automatically completed.

Resolution Number The LPA can insert their resolution number assigned to this resolution if applicable.

Local Public Agency Type Insert the type of LPA. Choose from: City, County, Town, or Village.

Local Public Agency Insert the name of the LPA.

For each roadway insert the following:

Route/Street Name(s) Insert the name of the roadway/street begin designated as a Class II or Prohibited Truck Route

Beginning Termini Insert the beginning termini of the roadway being designated.

Ending Termini Insert the ending termini of the roadway being designated.

Class Type Insert the type of designation, a Class II or Prohibited Truck Route.

Enter additional locations
by clicking the "Add" button.

Local Public Agency Type Insert the type of LPA type: Choose from City, County, Town, or Village.

Local Public Agency Insert the name of the LPA.

Name Insert the name of the contact. As changes occur, this information shall be updated and the Department
of Transportation notified via letter

Title Insert the title of the contact listed to the left.

Phone Number Insert the phone number for the contact listed to the left.

Name of Clerk Insert the name of the LPA clerk.

Clerk Type Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town, or Village.

Governing Body Type Insert the type of administrative body. Choose Board for County, Council for a City or Town, choose
President and Board of Trustees for a Village.

Name of LPA Insert the name of the LPA.

Date Insert the date of the meeting

Day Insert the day the Clerk is signing the document.

Month/Year Insert the month and year of the clerk's signature.

Seal The Clerk shall seal the document here.

Clerk Clerk shall sign here.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District Office. Following the Regional Engineer's approval, distribution will be as follows:

Local Public Agency Clerk

Engineer (Municipal, Consultant or County)

District

Upon processing of the form by the District, the District is also responsible to email a PDF of the form to the following:

Bureau of Operations

Bureau of Local Roads, Central Office

Roadway Inventory, Central Office

Appendix A – Detailed Maps of Recommended Designated Truck Routes

Figure 3. Map of Proposed Designated Truck Routes and Restrictions – North Portion

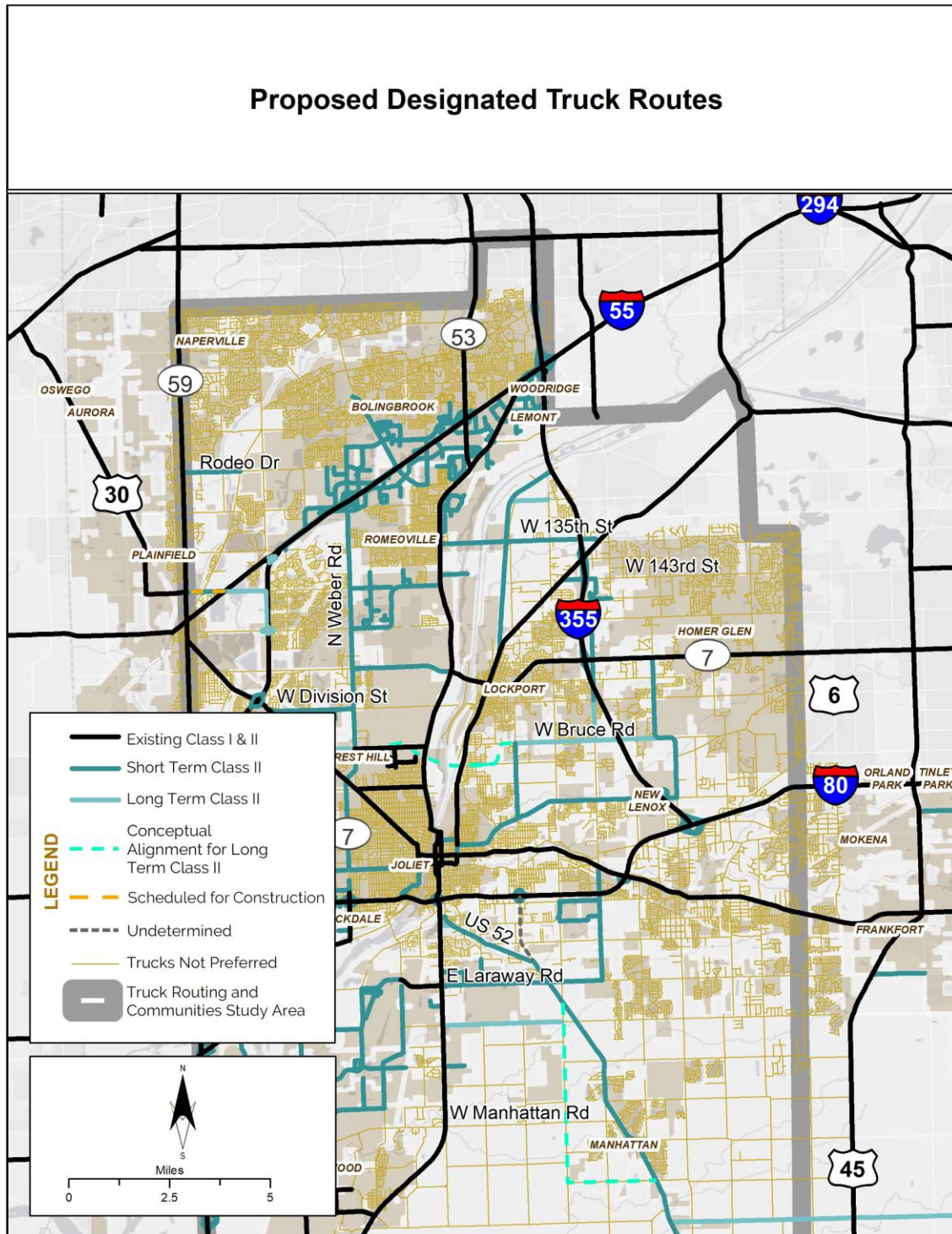


Figure 4. Map of Proposed Designated Truck Routes and Restrictions – Central Portion

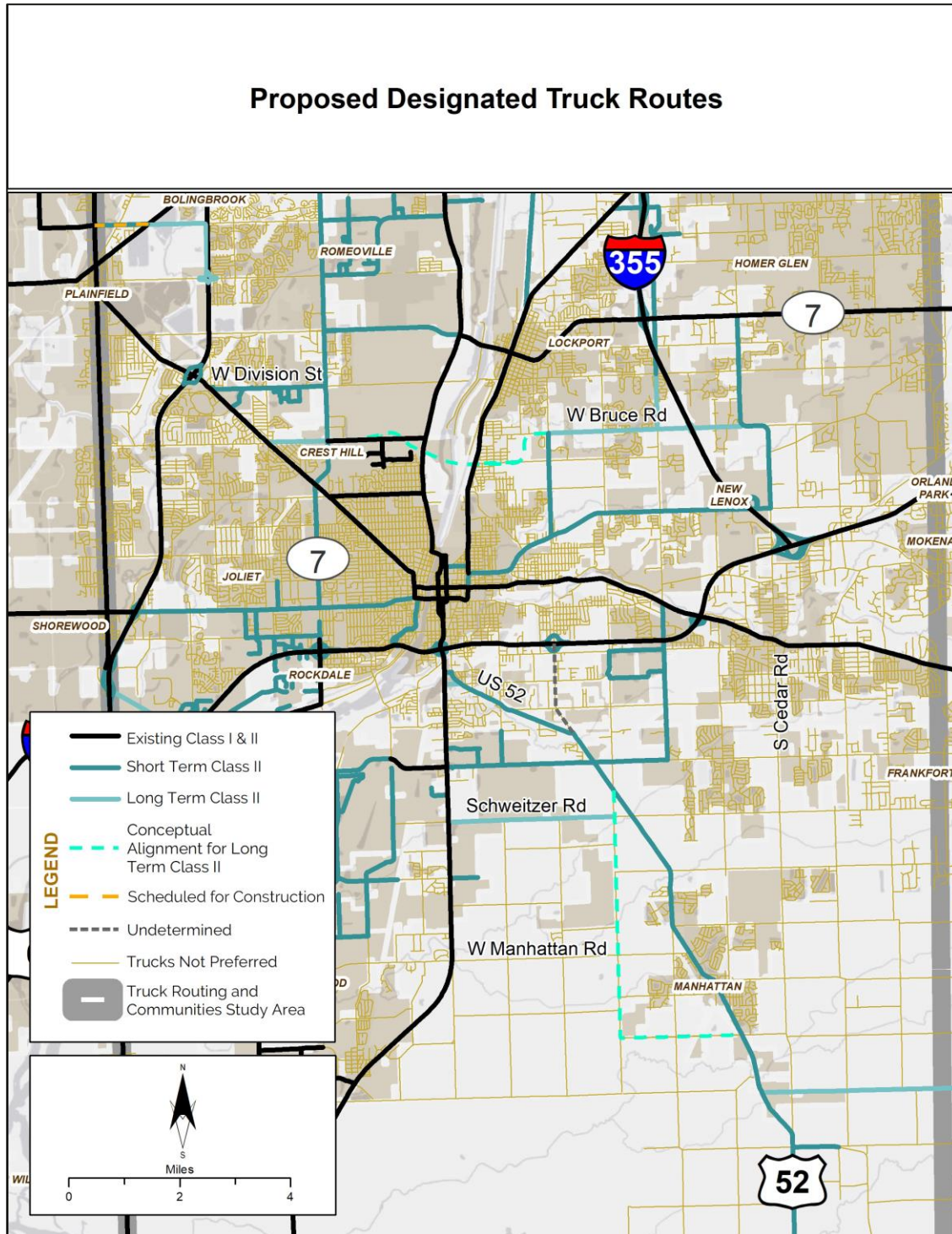
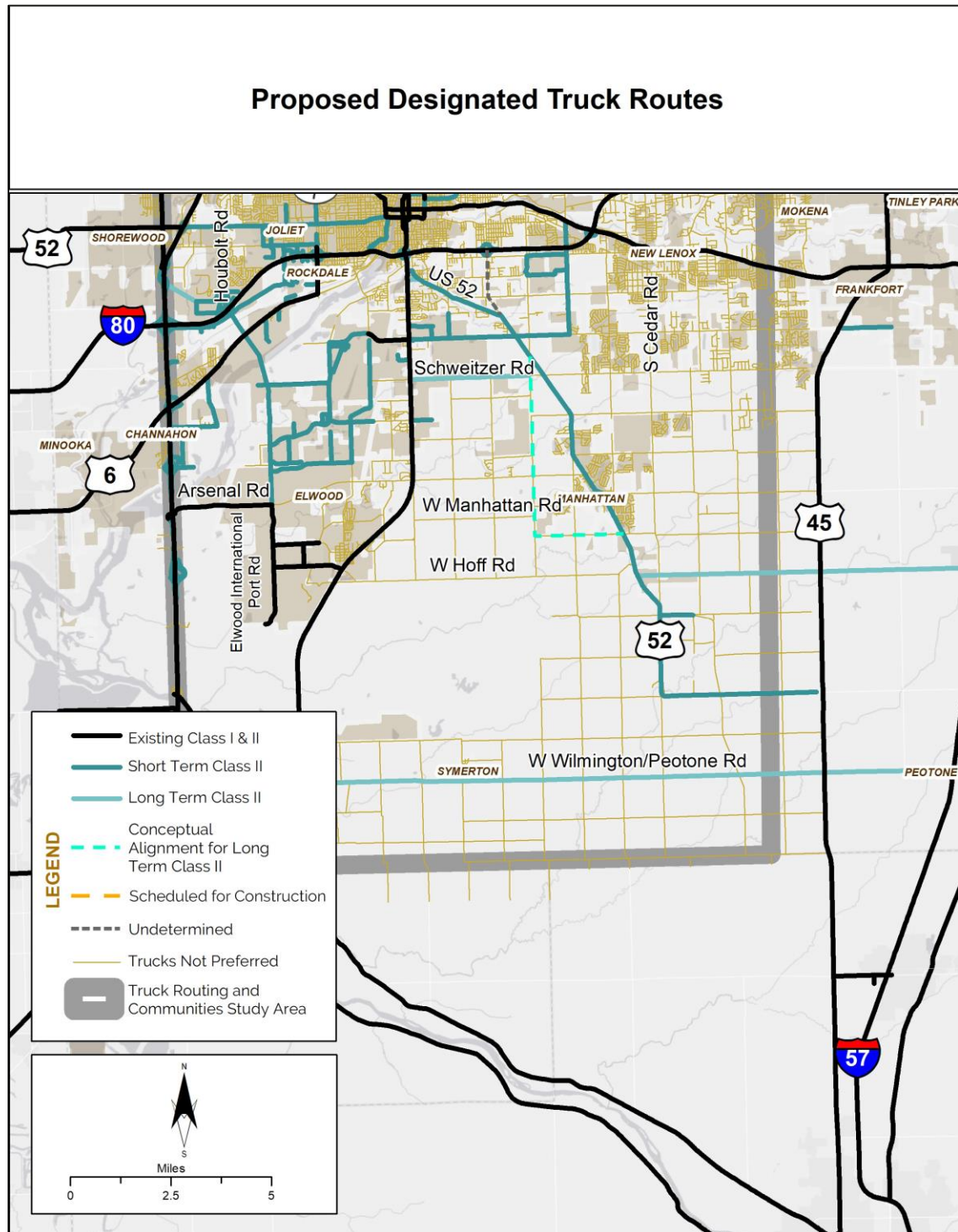


Figure 5. Map of Proposed Designated Truck Routes and Restrictions – South Portion



Appendix B – Changes in Designation, Municipal Roadways

Table 4. Changes in Designation, Bolingbrook Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Bolingbrook	Dalton Ln	Rodeo Dr	127th/Remington Blvd/Windham Pkwy	Restriction to Class II
Short	Bolingbrook	Carlow Dr	Rodeo Dr	N Weber Rd	Restriction to Class II
Short	Bolingbrook	Lakeview Dr	Remington Blvd	SW Frontage Rd	Restriction to Class II
Short	Bolingbrook	115th St	Weber Rd	Remington Blvd	Restriction to Class II
Short	Bolingbrook	Territorial Dr	Veterans Pkwy	Just south of Remington Lakes Sports Complex	Restriction to Class II
Short	Bolingbrook	Sammons Ct/ Business Center Dr	Cul-de-sac	Building	Restriction to Class II
Short	Bolingbrook	Northpoint Ct & Roadways surrounding buildings	Territorial Dr	-	Restriction to Class II
Short	Bolingbrook	S Schmidt Rd	Remington Blvd	Frontage Rd	Restriction to Class II
Short	Bolingbrook	Woodcreek Dr/WeatherTech Way	Frontage Rd	Timber Ct	Restriction to Class II
Short	Bolingbrook	Timber Ct	Weathertech Way	East to serve industrial buildings/ south to Remington Blvd	Restriction to Class II
Short	Bolingbrook	Quadrangle Dr	Remington Blvd	Lily Cache Lane	Restriction to Class II
Short	Bolingbrook	Bolingbrook Commons Roadway Access	IL 53	End of complex	Restriction to Class II
Short	Bolingbrook	Frontage Rd	Manor Ct	End of road	Restriction to Class II
Short	Bolingbrook	Veterans Pkwy	S Weber Rd	I-55	Restriction to Class II
Short	Bolingbrook	Veterans Pkwy	S Weber Rd	Territorial Dr	Restriction to Class II
Short	Bolingbrook	Gateway Dr	W Crossroads Pkwy	Frontage Rd	Restriction to Class II
Short	Bolingbrook	Gateway Ct	W Crossroads Pkwy	South to end of road	Restriction to Class II
Short	Bolingbrook	Old Chicago Dr	Frontage Rd	St James Gate	Restriction to Class II
Short	Bolingbrook	Frontage Rd	Old Chicago Dr	Stevenson Dr	Restriction to Class II
Short	Bolingbrook	Stevenson Dr	Old Chicago Dr	Frontage Rd	Restriction to Class II
Short	Bolingbrook	St James Gate	S Joliet Rd	North to end of road	Restriction to Class II
Short	Bolingbrook	Crossing Rd	Gibraltar Dr	International Pkwy	Restriction to Class II

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Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Bolingbrook	E 107th St	S Joliet Rd	Beaudin Blvd	Restriction to Class II
Short	Bolingbrook	Wallace Way	Beaudin Blvd	Frontage Rd	Restriction to Class II
Short	Multiple (Romeoville, Bolingbrook)	W 127th/Remington Blvd/Windham Pkwy	W 135th St	Veterans Pkwy	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	Remington Blvd	Rodeo Dr	S Bolingbrook Dr	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	Hosler Dr	Crossroads Pkwy	North to end of road	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	S Frontage Rd/Disk Dr/Brunswick Ln	W Normantown Rd	End of Disk Dr	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	N Schmidt Rd	Veterans Pkwy/Naperville Dr	Frontage Rd	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	Enterprise Dr/Marquette Dr	Naperville Dr	E Crossroads Pkwy	Restriction to Class II
Short	Multiple (Woodridge, Lemont, Bolingbrook)	Gibraltar Dr/Davey Rd	Crossing Rd	International Pkwy	Restriction to Class II
Short	Multiple (Woodridge, Lemont, Bolingbrook)	International Pkwy	Frontage Rd	I-355	Restriction to Class II
Short	Multiple (Woodridge, Lemont, Bolingbrook)	Marmon Dr	Davey Rd	E 107th St	Restriction to Class II

Table 5. Changes in Designation, Channahon Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Channahon	W Bluff Rd	I-55	East to end of road	Restriction to Class II
Short	Channahon	S Exchange Blvd	W Bluff Rd	North to end of road	Restriction to Class II
Short	Channahon	W Amoco Rd	I-55	East to end of road	Restriction to Class II
Short	Multiple (Channahon, Joliet)	Young Rd/ S Young Rd	W Amoco Rd	US 6	Restriction to Class II
Short	Channahon	Thomas Dillon Drive	US 6	Winchester Drive	Restriction to Class II

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Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Channahon	Winchester Drive	Thomas Dillon Drive	Just west of Remington Dr	Restriction to Class II
Short	Channahon	Frontage Road	Bluff Road	US 6	Restriction to Class II

Table 6. Changes in Designation, Crest Hill Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Crest Hill	Advantage Ave	W Division St	South to end of road	Restriction to Class II
Short	Crest Hill	Churnovic Ln/Lidice Pkwy	W Division St	Enterprise Blvd	Restriction to Class II
Short	Crest Hill	Enterprise Blvd	W Division St	Lidice Pkwy	Restriction to Class II

Table 7. Changes in Designation, Elwood Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Elwood	W Noel Rd	S Baseline Rd	S Brandon Rd	Restriction to Class II
Short	Elwood	S Patterson Rd	W Noel Rd	North to Elwood Boundary	Restriction to Class II
Short	Multiple (Joliet, Elwood)	Centerpoint Way*	S Baseline Rd	W Laraway Rd	Restriction to Class II
Short	Multiple (Joliet, Elwood)	S Brandon Rd	W Noel Rd	W Laraway Rd	Restriction to Class II
Short	Multiple (Joliet, Elwood)	S Vetter Rd/S Elwood International Port Rd	Arsenal Rd/W Manhattan Rd	Schweitzer Rd	Restriction to Class II
Short	Multiple (Joliet, Elwood)	Schweitzer Rd	Just west of S Vetter Rd	Centerpoint Way	Restriction to Class II
*Portions of Centerpoint way are privately owned and operated. Should these roadways transition to being public, they would require a change in designation to Class II.					

Table 8. Changes in Designation, Joliet Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Joliet	Houbolt Rd Bridge	Intersection of Joliet Rd & S Vetter Rd	Intersection of US 6 & Hollywood/Houbolt Rd	New Class II
Short	Joliet	Republic Ave	US 52/ W Jefferson St	W Glenwood Ave	Restriction to Class II
Short	Joliet	Dollar Tree Ln	IL 53	West to end of road	Restriction to Class II
Short	Joliet	Emerald Dr	IL 53/ S Chicago St	Just east of Cashel Ln	Restriction to Class II
Short	Joliet	Cashel Ln	Emerald Dr	E Laraway Rd	Restriction to Class II

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Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Joliet	W Laraway Rd*	US 52	West to end of road	Restriction to Class II
Short	Joliet	Hollywood Blvd/Houbolt Rd	US 6	South to end of road	Restriction to Class II
Short	Joliet	Terry Dr	US 6	South to end of road	Restriction to Class II
Short	Joliet	S 129th Infantry Dr	McDonough St	US 52	Restriction to Class II
Short	Joliet	Caterpillar Dr	US 52	South of McDonough St	Restriction to Class II
Short	Joliet	Joyce Rd	McDonough	South to end of road	Restriction to Class II
Short	Joliet	McDonough St	S 129th Infantry Dr	IL 7	Restriction to Class II
Short	Joliet	Oakleaf St	Joyce Rd	East to end of road	Restriction to Class II
Short	Joliet	Vera Ct	Oakleaf St	South to end of road	Restriction to Class II
Short	Joliet	S Hammes Ave	McDonough St	Oakleaf St	Restriction to Class II
Short	Joliet	Hollywood Rd	Channahon Rd/US 6	I-80	Restriction to Class II
Short	Joliet	Rock Creek Blvd	Houbolt Rd	West to end of road	Restriction to Class II
Short	Joliet	Crossroads Dr	Rock Creek Blvd	Olympic Blvd	Restriction to Class II
Short	Joliet	Olympic Blvd	Riverboat Center Dr	Crossroads Dr	Restriction to Class II
Short	Joliet	Houbolt Rd	I-80	Olympic Blvd	Restriction to Class II
Short	Joliet	Corporate Dr	Houbolt Rd	East to end of road	Restriction to Class II
Short	Joliet	Riverboat Center Dr	Corporate Dr	South to end of road	Restriction to Class II
Short	Joliet	Logistics Dr Loop*	S Baseline Rd	S Centerpoint Way	Restriction to Class II
Short	Joliet	W Millsdale Rd	Centerpoint Way	Railroad tracks	Restriction to Class II
Short	Joliet	W Millsdale Rd	IL 53	East to end of road	Restriction to Class II
Short	Joliet	W Laraway Rd	Centerpoint Way	Railroad tracks west of S Chicago St	Restriction to Class II
Short	Joliet	Young Rd/ S Young Rd	W Amoco Rd	US 6	Restriction to Class II
Short	Joliet	S Rowell Ave	E Laraway Rd	Eunice Ave	Restriction to Class II
Short	Joliet	E Laraway Rd	US 52	IL 53	Restriction to Class II

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Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Joliet	Centerpoint Way*	S Baseline Rd	W Laraway Rd	Restriction to Class II
Short	Multiple (Joliet, Elwood)	S Brandon Rd	W Noel Rd	W Laraway Rd	Restriction to Class II
Short	Multiple (New Lenox, Joliet,)	Haven Ave	Cherry Hill Rd	S Gougar Rd	Restriction to Class II
Short	Multiple (New Lenox, Joliet)	Ellis Rd	Cherry Hill Rd	S Gougar Rd	Restriction to Class II
Short	Multiple (Joliet, Rockdale)	W Mound Rd	I-55	IL 7	Restriction to Class II
Short	Multiple (Joliet, Elwood)	S Vetter Rd/Baseline Rd	Arsenal Rd/W Manhattan Rd	Schweitzer Rd	Restriction to Class II
Short	Multiple (Joliet, Elwood)	Schweitzer Rd	Just west of S Vetter Rd	Centerpoint Way	Restriction to Class II
Long	Multiple (Joliet/Manhattan)	Schweitzer Rd	IL 53	Cherry Hill Rd	Restriction to Class II
Short	Joliet	Center Street	I-80	Marion Street	Restriction to Class II
Short	Joliet	Hickory Street	Marion Street	Jefferson Street	Restriction to Class II
Short	Joliet	Jefferson Street	Raynor Avenue	Center Street	Restriction to Class II
Short	Joliet	Ohio Street	Scott Street	Collins Street	Restriction to Class II
Short	Joliet	Hennepin Drive	US 30	Division Street	Restriction to Class II
Short	Joliet	Division Street	Gaylord Road	Essington Road	Restriction to Class II
Short	Joliet	Essington Road	Division Street	US 30	Restriction to Class II
Short	Joliet	Millsdale Road	IL 53	E. End	Restriction to Class II
*Some portions of these roadways may currently be private. In the case that they are acquired by the City, it is recommended that they are designated as truck routes.					

Table 9. Changes in Designation, Lemont Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Long	Lemont	W 127th St	New Ave	Smith Rd	Restriction to Class II
Short	Multiple (Romeoville, Lemont, Will County)	W 135th St	New Ave	IL 171	Restriction to Class II
Short	Multiple (Lockport, Lemont, Romeoville)	E Romeo Rd	IL 53	New Ave	Restriction to Class II
Short	Multiple (Woodridge,	Gibraltar Dr/Davey Rd	Crossing Rd	International Pkwy	Restriction to Class II

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Term	Jurisdiction	Street Name	From	To	Change in Designation
	Lemont, Bolingbrook)				
Short	Multiple (Woodridge, Lemont, Bolingbrook)	International Pkwy	Frontage Rd	I-355	Restriction to Class II
Short	Multiple (Woodridge, Lemont, Bolingbrook)	Marmon Dr	Davey Rd	E 107th St	Restriction to Class II
<i>*Centerpoint way and Logistics Dr are privately owned and operated. Should these roadways transition to being public, they would require a change in designation to Class II.</i>					

Table 10. Changes in Designation, Lockport Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Lockport	S Gougar Rd	167 th St	W 143 rd St	Restriction to Class II
Long	Lockport	S Gougar Rd	167 th St	W Bruce Rd	
Short	Lockport	W 147th St	Lemont Rd	End of road	Restriction to Class II
Short	Lockport	S Briggs St	US 6	W Bruce Rd	Restriction to Class II
Short	Lockport	S Cedar Rd	IL 7	US 6	Restriction to Class II
Short	Lockport	New Ave	IL 171	135 th St	Restriction to Class II
Long	Lockport	Bruce Rd	S Briggs St	S Cedar Rd	Restriction to Class II
Long	Lockport	I-355 On/Off Ramps	Bruce Rd	NA	New Facility

Table 11. Changes in Designation, New Lenox Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Multiple (New Lenox, Joliet,)	Haven Ave	Cherry Hill Rd	S Gougar Rd	Restriction to Class II
Short	Multiple (New Lenox, Joliet)	Ellis Rd	Cherry Hill Rd	S Gougar Rd	Restriction to Class II

Table 12. Changes in Designation, Plainfield Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Plainfield	143 rd St	IL 59	IL 126	New Facility
Long	Plainfield	143 rd St	IL 126	Frontage Rd west of I-55	Restriction to Class II

Table 13. Changes in Designation, Rockdale Facilities

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Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Rockdale	Moen Ave	Mound Rd	IL 7	Restriction to Class II
Short	Rockdale	Gould Ct	Moen Ave	South to end of road	Restriction to Class II
Short	Rockdale	Maxin Dr	Moen Ave	South to end of road	Restriction to Class II
Short	Rockdale	S Harris Dr	Moen Ave	South to end of road	Restriction to Class II
Short	Rockdale	Crescent Way	Moen Ave	Moen Ave	Restriction to Class II
Short	Multiple (Joliet, Rockdale)	W Mound Rd	I-55	IL 7	Restriction to Class II
Short	Rockdale	Terminal Ct	Channahon Rd/US 6	North of Illinois & Michigan Channel	Restriction to Class II
Short	Rockdale	SE Frontage Rd	IL 7	West to end of road	Restriction to Class II
Short	Rockdale	Walnut Ct	SE Frontage Rd	South to end of road	Restriction to Class II
Short	Rockdale	Oakwood Ct	SE Frontage Rd	South to end of road	Restriction to Class II
Short	Rockdale	Elm Ct	SE Frontage Rd	South to end of road	Restriction to Class II

Table 14. Changes in Designation, Romeoville Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Romeoville	Arbor Dr	Lakeview Dr	End of Road	Restriction to Class II
Short	Romeoville	W Airport Road/ Southcreek Pkwy	S Weber Rd	Taylor Rd	Restriction to Class II
Short	Romeoville	Taylor Rd	S Weber Rd	IL 53	Restriction to Class II
Short	Romeoville	W Chicago Tube Dr	Southcreek Pkwy	West to end of road	Restriction to Class II
Short	Romeoville	S Ohare Dr	W Airport Rd	S Pinnacle Dr	Restriction to Class II
Short	Romeoville	Midway Dr	W Airport Rd	S Ohare Dr	Restriction to Class II
Short	Romeoville	S Pinnacle Dr	Just north of S Ohare Dr	Taylor Rd	Restriction to Class II
Short	Romeoville	Joliet Community College Trail	Taylor Rd	Just south of Hammon Trail	Restriction to Class II
Short	Romeoville	Belmont Dr	Taylor Rd	Just south of Hammon Trail	Restriction to Class II
Short	Romeoville	N Paragon Dr	Taylor Rd	Belmont Dr	Restriction to Class II
Short	Romeoville	E Montrose Dr	IL 53	Anderson Dr	Restriction to Class II
Short	Romeoville	E Belmont Dr	IL 53	Anderson Dr	Restriction to Class II

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Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Romeoville	Bull Run Dr	IL 53	Anderson Dr	Restriction to Class II
Short	Romeoville	Greenwood Dr/Forestwood Dr	IL 53	North to end of road	Restriction to Class II
Short	Romeoville	Phelps Ave	IL 53	Devonwood Ave	Restriction to Class II
Short	Romeoville	Devonwood Ave	IL 53	Parkwood Ave	Restriction to Class II
Short	Romeoville	Parkwood Ave	IL 53	Ridgewood Ave	Restriction to Class II
Short	Romeoville	Ridgewood Ave/Rochbaar Dr	IL 53	Forestwood Dr	Restriction to Class II
Short	Romeoville	Oakridge Dr	Ridgewood Ave	North to end of road	Restriction to Class II
Short	Romeoville	Normantown Rd	W 135th St	Split in road for W Normantown & W Crossroads Pkwy	Restriction to Class II
Short	Romeoville	N Center Blvd	N Normantown Rd	Just before N Center Blvd curves to the east	Restriction to Class II
Short	Romeoville	W/E Crossroads Pkwy	N Normantown Rd	IL 53	Restriction to Class II
Short	Romeoville	Theodore Ct	W Crossroads Pkwy	South to end of road	Restriction to Class II
Short	Romeoville	N Prologis Pkwy	W Crossroads Pkwy	South to end of road	Restriction to Class II
Short	Romeoville	Veterans Pkwy	W Crossroads Pkwy	I-55	Restriction to Class II
Short	Romeoville	W South Frontage Rd	Veterans Pkwy	Northeast to end of road	Restriction to Class II
Short	Romeoville	Naperville Dr	Enterprise Dr	Marquette Dr	Restriction to Class II
Short	Romeoville	Lakeside Dr	Enterprise Dr/Marquette Dr	Naperville Dr	Restriction to Class II
Short	Romeoville	Chambers Dr	Naperville Dr	IL 53	Restriction to Class II
Short	Romeoville	Sherman Rd	S Joliet Rd	Bluff Rd	Restriction to Class II
Short	Romeoville	Bluff Rd	S Joliet Rd	Northwest to end of road	Restriction to Class II
Short	Multiple (Romeoville, Bolingbrook)	W 127th/Remington Blvd/Windham Pkwy	W 135th St	Veterans Pkwy	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	Remington Blvd	Rodeo Dr	S Bolingbrook Dr	Restriction to Class II
Short	Romeoville	W Division St	US 30	Weber Rd	Restriction to Class II

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Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Romeoville	E Romeo Rd	IL 53	New Ave	Restriction to Class II
Short	Multiple (Romeoville, Lemont, Will County)	W 135th St	New Ave	IL 171	Restriction to Class II
Short	Multiple (Lockport, Lemont, Romeoville)	E Romeo Rd	IL 53	New Ave	Restriction to Class II
Short	Romeoville	S Material Rd	IL 53	Just east of Des Plains River	Restriction to Class II
Short	Romeoville	Anderson Dr	E Montrose Dr	North to end of road	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	Hosler Dr	Crossroads Pkwy	North to end of road	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	S Frontage Rd/Disk Dr/Brunswick Ln	W Normantown Rd	End of Disk Dr	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	N Schmidt Rd	Veterans Pkwy/Naperville Dr	Frontage Rd	Restriction to Class II
Short	Multiple (Bolingbrook, Romeoville)	Enterprise Dr/Marquette Dr	Naperville Dr	E Crossroads Pkwy	Restriction to Class II

Table 15. Changes in Designation, Woodridge Facilities

Term	Jurisdiction	Street Name	From	To	Change in Designation
Short	Woodridge	Katherines Crossing	Davey Rd	South to end of road	Restriction to Class II
Short	Woodridge	Beaudin Blvd	International Pkwy	Wallace Way	Restriction to Class II
Short	Multiple (Woodridge, Lemont, Bolingbrook)	Gibraltar Dr/Davey Rd	Crossing Rd	International Pkwy	Restriction to Class II
Short	Multiple (Woodridge, Lemont, Bolingbrook)	International Pkwy	Frontage Rd	I-355	Restriction to Class II
Short	Multiple (Woodridge, Lemont, Bolingbrook)	Marmon Dr	Davey Rd	E 107th St	Restriction to Class II

Appendix C – Updates Made Based on August through September 2020 Public Commenting Period

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	Initial Recommendation	Revised Recommendation	Rationale
Manhattan Road from IL 53 to Cherry Hill Road (Joliet-Manhattan area)	Long-term Class II	Trucks Not Preferred	Majority of participants at August 13 public meeting opposed a truck route designation for this segment; similar feedback subsequently received from Wikimaps
Briggs Street from Bruce Road to Division Street (Lockport)	Short-term Class II	Trucks Not Preferred	Comment from Mayor of Lockport
Briggs Street from US 52 to I-80	Long-Term Class II	Undetermined	Requires additional discussion with CMAP, Will County and Steering Committee on final determination due to volume of public comment and limited alternatives
Division Street/167 th Street from Briggs Street to Cedar Road (Lockport)	Short-term Class II	Trucks Not Preferred	Comment from Mayor of Lockport
143 rd Street from IL 59 to IL 126 (Plainfield)	Long-term Class II	Short-term Class II	Technical correction to reflect anticipated opening date of 2023 for this segment, according to CMAP TIP
New ramps at I-55 and Airport Rd/Lockport Street (Plainfield)	N/A	Long-term Class II	Technical correction to reflect anticipated new interchange programmed in CMAP TIP. Same symbol used as proposed

			new ramps at IL 126/I-55 interchange to the north.
US 52 bypass of Village of Manhattan along Cherry Hill Rd and Bruns Rd (Manhattan)	Long-term Class II	New category and symbol: “Conceptual Alignment for Long-Term Class II”	Feedback from August 13 public meeting and subsequent Wikimaps public comments, which expressed concern for impacts of new bypass. Additional study needed to finalize alignment; changing the symbol and label will underscore the conceptual nature of the alignment at this point.
Caton Farm Road – Bruce Road Corridor Phase I Engineering Study	Excluded from map	New category and symbol: “Conceptual Alignment for Long-Term Class II”	Comment from Mayor of Lockport and WikiMap

In addition, the study team received a number of comments opposing truck route designations for Briggs Street between I-80 and US 52, as well as for US 52 through the Village of Manhattan, primarily due to concerns related to sensitive land uses along those corridors. While we acknowledge the challenges posed by those land uses, we recommend retaining the long-term Class II designation for US 52 and Briggs Streets is undetermined at this point. Both facilities carry substantial volumes of truck traffic today, which is not expected to change with Class II designation, and alternative routing options for these trucks are limited and also pose safety, environmental, and other concerns. However, the recommendation to designate these corridors as truck routes in the long term allows IDOT, WCDOT, and communities to coordination on capital improvements, design solutions, and polices to mitigate the negative externalities of truck traffic.