

CHAPTER 3
Transportation Facilities

Section 3.1 Transportation Facility Inventory

A. Roads & Highways

The existing functional class system (see Appendix II Maps, Map 3.1 Functional Transportation Classification, Ogle County, Illinois) categorizes streets and highways according to their two primary purposes: 1) to move vehicles (traffic mobility), and 2) to serve adjacent land (land access). Arterials accommodate the movement of vehicles, while local road and streets provide a land access function (farms, residential areas, etc.). Collectors serve both local and through traffic by providing a connection between arterials and local roads. The Ogle County public road system, exclusive of municipal streets (unless considered a collector that is part of the County-wide transportation system), consists of a total of approximately 1,458.5 miles of public roadway within the unincorporated area of the County. State highways account for approximately 248.3 miles; County highways account for approximately 269.6 miles; and, township roads account for approximately 940.6 miles.

1. Arterials

IL Route 2, IL Route 26, Interstate Highway 39 and Interstate Highway 88 serve as principal arterial transportation routes both to and through the County. IL Route 38, IL Route 64, IL Route 72 and Steward Road serve as minor arterial routes to, through and within the County. The Illinois Department of Transportation (IDOT) periodically collects information on the average daily traffic volume (ADT) and average daily truck traffic volume (ADTT) for U.S. Highways and State Routes. Refer to Appendix II Maps, Map 3.2 Average Daily Traffic (ADT) on U.S. and State Routes and Map 3.3 Average Daily Truck Traffic (ADTT) on U.S. and State Routes. Traffic mobility is the major function of these highways, although land access is important for the farms, businesses and residences along them (with the exception of the interstate highways). There are approximately 151.6 miles of arterial highways in unincorporated Ogle County (53.2 miles principal arterial; 98.4 miles minor arterial).

2. Collectors

The following roads/highways (all or portions thereof) are considered major collectors within the County: Adeline Road, Baileyville Road, Center Road, Chana Road, Coffman Road, Daysville Road, Flagg Road, Freeport Road, German Church Road, IL Route 251, Kennedy Hill Road, Kishwaukee Road, Lowden Road, Lowell Park Road, Meridian Road, Milledgeville Road, Montague Road, Mt. Morris Road, Mud Creek Road, Mulford Road, Pecatonica Road, Pilgrim Road, Pines Road, Ridge Road, River Road, Rock City Road, Sterling Road, Stillman Road, Tower Road, Unity Road and U.S. Route 52. There are approximately 216.9 miles of major collector roads/highways in unincorporated Ogle County.

The following roads/highways (all or portions thereof) are considered minor collectors within the County: Bethel Road, Brick Road, Brookville Road, Center Road, Chana Road, Church Road, Coffman Road, Eagle Point Road, Galena Trail Road, Haldane Road, Holcomb Road, Kilbuck Road, Lanark Road, Leaf River Road, Lindenwood Road, Lynnville Road, Penn Corner Road, Pilgrim Road, Stillman Road, Union Road, West Grove Road, Woodlawn Road and Woosung Road. There are approximately 100.7 miles of minor collector roads/highways in unincorporated Ogle County.

Refer to Appendix II, Map 3.1 Functional Transportation Classification. As previously mentioned, portions of these “collector roads/highways” may lie within municipalities. Also, the entire length of a named road may not necessarily be classified as a collector.

3. Local Roads and Streets

The remaining roads are classified as local streets. Their primary function is land access.

4. Future Highway Improvements

The Illinois Department of Transportation (IDOT) is planning future highway improvement projects on U.S. Highways, State Routes and Interstate Highways. The following projects (Table 3.1 below) are planned for Fiscal Years 2012-20017:

**Table 3.1
Planned IDOT Highway Improvement Projects 2012 through 2017
Ogle County, Illinois**

Route Street Name	Location / Improvement	Estimated Cost
I-39 / U.S. 51	Lee County line to 0.4 mile north of Baxter Road in Ogle and Winnebago Counties / Resurfacing; cold milling	\$26,000,000
IL Route 2	Over BNSF Railroad at south edge of Oregon / Bridge replacement	\$3,820,000
IL Route 2	Culverts between Beltline Road south of Rockford to north of River Road north of Byron / Culvert replacement	\$4,050,000
IL Route 26 / U.S. 52	Over BNSF Railroad 1 mile south of U.S. 52 junction / Bridge replacement	\$3,625,000
IL Route 72	South of IL Route 2 in Byron to Stillman Road in Stillman Valley (3.87 miles) / Resurfacing	\$1,225,000
IL Route 72	Stillman Road in Stillman Valley to west of I-39 (8.03 miles) / Resurfacing; patching	\$2,980,000
IL Route 251	Winnebago County line to 0.2 mile north of Flagg Road / Resurfacing	\$4,570,000
IL Route 251, IL Route 38 and Seventh Street in Rochelle	0.3 mile north of Flag Road to 0.2 mile south of IL Route 38 (E) in Rochelle (0.97 mile) / Reconstruction of bi-direction left turn land; curb and gutter; storm sewer (new); median barrier; bikeway; pavement marking	\$6,000,000
IL Route 251, IL Route 38 and Seventh Street in Rochelle	South of Flagg Road to 0.2 mile south of IL Route 38 (E) in Rochelle / Utility adjustment	\$100,000
IL Route 251, IL Route 38 and Seventh Street in Rochelle	South of Flagg Road to 0.2 mile south of IL Route 38 (E) in Rochelle / Land acquisition	\$815,000
IL Route 251	0.1 mile north of I-88 to Chicago Road (13.94 miles) in Ogle and Lee Counties / Resurfacing	\$5,190,000

Route Street Name	Location / Improvement	Estimated Cost
Freeport Road / FAS 189	Jordan Creek 0.4 mile north of Lee/Whiteside County line in Ogle and Whiteside Counties / Utility adjustment; land acquisition and culvert replacement	\$440,000
Flagg Road / FAS 2179	Daysville Road to Chana Road (4.74 miles) / Resurfacing	\$785,000
Flagg Road / FAS 2179	Chana Road to Center Road (4.78 miles) / Resurfacing	\$785,000

Source: Illinois Department of Transportation District 2, FY 2012-2017 Highway Improvement Program

B. Rail

Ogle County is served by three rail lines: the Union Pacific, Burlington Northern/Santa Fe and Canadian Pacific railroads. In addition, the City of Rochelle owns and operates a rail line that serves industrial properties in the Rochelle area.

The Union Pacific Railroad, headquartered in Omaha, Nebraska, is the largest railroad network in the United States. UP trackage covers most of the central and western United States west of Chicago and New Orleans. UP operates on 32,012 miles of track in covering 23 states across the western two-thirds of the United States and into Mexico. The UP operations link major West Coast and Gulf ports with major gateways to the east including Chicago, St. Louis, Memphis and New Orleans.

The Burlington Northern Santa Fe Railroad (BNSF) is one of the largest railroad networks in North America. Not including second, third and fourth main-line trackage, yard trackage, and siding trackage, BNSF directly owns and operates over 24,000 miles of track. When these additional tracks are counted, the length of track which the railway directly controls rises to more than 50,000 miles. Additionally, BNSF Railway has gained trackage rights on more than 8,000 miles of track throughout the United States and Canada. These rights allow the BNSF to operate its own trains with its own crews on competing railroads' main tracks. BNSF trackage covers 28 states and two Canadian provinces across the western two-thirds of the United States, stretching from major Pacific Northwest and Southern California ports to the Midwest, Southeast and Southwest, and from the Gulf of Mexico to Canada.

The Canadian Pacific Railway (CPR) is a Canadian railroad operated by Canadian Pacific Railway Limited. Headquartered in Calgary, Alberta, it owns approximately 14,000 miles (22,500 km) route miles of track all across Canada and into the United States, stretching from Montreal to Vancouver, and as far north as Edmonton. Its rail network also serves major cities in the United States, such as Minneapolis, Chicago, and New York City. CPR acquired the Iowa, Chicago & Eastern (ICE) trackage in 2009, along with the trackage of the Dakota, Minnesota and Eastern Railroad. The combined DME/ICE system spanned North Dakota, South Dakota, Nebraska, Wisconsin and Iowa, as well as two short stretches into two other states, which included a line to Kansas City, Missouri, and a line to Chicago, Illinois, and regulatory approval to build a line into the Powder River Basin of Wyoming. The Canadian Pacific Railway is a public company with over 15,000 employees and market capitalization of US \$7 billion in 2008.

The UP began construction in November 2001 and officially commenced operations in Fall 2003 of the state-of-the-art "Global III" intermodal facility in Rochelle. An intermodal facility is a facility that is designed for the loading and unloading of standardized cargo containers and trailers to and from flat railroad cars for movement on the railroad and subsequent movement on the public roadway system to market destinations.

Global III, covering 843 acres, includes a large switching yard to expedite the re-segmenting of trains and blocking of cars, and the intermodal terminal with 720,000 lift capability, a 10-lane automated gate system (AGS) entrance and a 7,200 unit container yard at full build-out.

The Union Pacific Railroad says the following about its “Global III” intermodal facility:

Global III is strategically located on the edge of Chicago’s westward commercial frontier. A short distance outside the city, this in-demand area is experiencing enormous growth as industries locate warehouse and distribution facilities outside of Chicago’s traffic congestion and capacity-constrained downtown area. This new facility offers customers multiple ease-of-doing-business advantages, including direct interstate highway routes with easy access to major east-west and north-south markets.

This... facility provides the capacity necessary to improve the efficient interchange of shipments to and from rail connections, and expedite the operations of over 25 trains and 3,000 containers daily. The consolidation of operational functions between the Global III Intermodal Facility and Union Pacific’s other Chicago-area intermodal facilities will allow us to greatly improve transit times and create competitive new services for customers, designed to better meet their international and domestic intermodal requirements.

The Rochelle intermodal facility has proven to be a catalyst for economic development in the area and region, and is expected to continue to attract business and industry. According to the Midwest Regional Intermodal Feasibility Study, Rochelle, Ogle County and the surrounding area should expect to see the following types of development due to the intermodal facility:

1. Public and private warehouse and distribution centers. Close proximity to an intermodal rail facility minimizes the cargo dray distance.
2. Origin and destination drayage companies. Very dependent on the core railroad system, these firms play a key link between shippers and retailers.
3. Equipment maintenance companies. These firms provide repair service to truck, terminal and rail industries.
4. Manufacturing companies. Close proximity to rail facilities helps to reduce the cost of shipping their products to retailers and receiving raw materials.
5. Processing companies. Close proximity helps to reduce shipping costs.

The City of Rochelle railroad (City Industrial Rail) provides switching service over two and half miles of industrial track in Rochelle, IL. Interchange is made with the UP and the BNSF. Traffic includes lumber, steel and frozen foods.

While passenger service was provided in the past, the existing lines currently accommodate freight transport only. Additionally, these routes are, in general, not providing a significant amount of service to local industrial producers because of decreased reliance on rail transportation with the exception of the Rochelle area (see above). While the decreases in the use of the rail lines coincide with national trends, the existing rail lines do provide an in-place infrastructure available to certain industrial users.

C. Truck Transportation

Semi-truck shipments in Ogle County are most prevalent along the arterial (U.S., State and Interstate) highways. Several highways that are under the jurisdiction of Ogle County (Ogle County Highway Department) are designated truck routes, and townships, cities and villages in the County may have designated truck routes to guide truck traffic from the major highways into industrial and business areas (see Table 3.1 below). Map 3.2 (Appendix III Maps) details the average daily truck traffic on the County’s highways.

**Table 3.2
Designated (Class III) Truck Routes on Non-State Streets, Roads and Highways**

Road Name (Jurisdiction)	Location
Baileyville (Ogle County)	IL Route 26 / IL Route 72 to the Stephenson
Chana Road (Ogle County)	IL Route 38 to IL Route 64
Daysville Road (Ogle County)	BNSF Railroad bridge to IL Route 64
Flagg Road (Ogle County)	20th Street to IL Route 251
German Church Road (Ogle County)	Byron Nuclear Station to IL Route 72 / River
Lynnville Road (Ogle County)	IL Route 64 to First Street (Swenson Spreader in
Montague Road (Ogle County)	IL Route 26 to Baileyville Road
Pines Road (Ogle County)	Forest Road to IL Route 2
Sterling Road (Ogle County)	Freeport Road to IL Route 26 / US Route 52
Steward Road (Ogle County)	IL Route 251 to the Lee County line
Grange Road (Flagg Township)	IL Route 38 to UP Railroad
Limestone Road (Monroe Township)	IL Route 72 to 0.12 mile north of IL Route 72
Caron Road (City of Rochelle)	Steward Road to Flagg Road
Creston Road (City of Rochelle)	Caron Road to Dement Road
Dement Road (City of Rochelle)	Creston Road to 988' north of IL Route 38
Flagg Road (City of Rochelle)	IL Route 251 to Caron Road
Intermodal Drive (City of Rochelle)	UP Global III entrance to IL Route 251
Petro Road (City of Rochelle)	West terminus (west of Dement Rd.) To east
Timber Lane (City of Rochelle)	Caron Road to east terminus
Wiscold Road (City of Rochelle)	Caron Road to Americold Road
Maple Street (Village of Stillman Valley)	Washington Street to IL Route 72
Milwaukee Lane (Village of Stillman Valley)	Walnut Street to Stillman Road
S. Hickory Street (Village of Stillman Valley)	Lincoln Street to IL Route 72
S. Pine Street (Village of Stillman Valley)	Pershing Street to IL Route 72
Walnut Street (Village of Stillman Valley)	IL Route 72 to Milwaukee Lane
Washington Street (Village of Stillman Valley)	Walnut Street to Maple Street

Source: Illinois Department of Transportation

*Maximum Gross Vehicle Weight: 80,000 lb (Class III Truck Route); Maximum Axle Weight: 20,000 lb; Maximum Width: 8'-6"; Maximum Length: 65'-0"; Maximum Height: 13'-6"

D. Air Transportation Facilities

The Rochelle Municipal Airport (Koritz Field) is the only publicly-owned airport in the County that offers a paved runway. The Ogle County Airport in Mt. Morris is a privately-owned, public-use airport with a well-maintained grass runway. The remaining airports in the County are what could be considered private or semi-private turf strips. These fields have limited potential for providing any kind of service other than presenting individuals with commuting options or personal recreational opportunities.

Other nearby public-use airports include Albertus Airport in Freeport, IL; DeKalb Taylor Municipal Airport in DeKalb, IL; Dixon Municipal Airport-Charles R. Walgreen Field in Dixon, IL; and, Whiteside County Airport-Jos H Bittorf Field in Rock Falls, IL. The nearest regional airport is the Chicago/Rockford International Airport in Rockford, IL.

1. Rochelle Municipal Airport-Koritz Field

Rochelle Municipal Airport (FAA identifier "RPJ") is located west of IL Route 251, south of Interstate 39, and north of Gurler Road. RPJ consists of approximately 130 acres. RPJ has one runway (7/25) that is 4,225' long by 75' wide with a surface consisting of asphalt/porous friction courses in good condition. There are 26 aircraft based at RPJ (24 being single-engine aircraft and 2 multi-engine aircraft). Aircraft operations average 33 per day (67% local general aviation and 33% transient general aviation).

2. Ogle County Airport

Ogle County Airport (FAA identifier "C55") is located approximately 1.5 miles southeast of Mt. Morris on W. IL Route 64 and consists of approximately 42 acres. Ogle County Airport has one runway (9/27) that is 2,640' long by 200' wide with a grass turf surface in good condition. There are 14 aircraft based at the facility (13 being single-engine aircraft and 1 ultralight). Aircraft operations average 125 per week (92% local general aviation and 8% transient general aviation).

3. Albertus Airport

Albertus Airport (FAA identifier "FEP") is located approximately 3 miles southeast of Freeport, IL and is owned by the City of Freeport. It has three runways (6/24, 18/36 and 13/31). Runway 6/24 is 5,504' x 100' and consists of asphalt/grooved in good condition. Runway 18/36 is 2,496' x 150' consisting of grass turf in good condition. Runway 13/31 is 2,285' x 150' consisting of grass turf in good condition. There are 62 aircraft based at the facility (53 being single-engine aircraft, 4 multi-engine and 1 glider). Aircraft operations average 55 per day (60% local general aviation and 40% transient general aviation).

4. DeKalb Taylor Municipal Airport

DeKalb Taylor Municipal Airport (FAA identifier "DKB") is located approximately 2 miles east of DeKalb, IL and is owned by the City of DeKalb. It has two runways (2/20 and 9/27). Runway 2/20 is 7,026' x 100' and consists of asphalt/grooved in good condition. Runway 9/27 is 4,201' x 75' and consists of asphalt/grooved in good condition. There are 44 aircraft based at the facility (37 being single-engine aircraft, 5 multi-engine and 2 helicopters). Aircraft operations average 74 per day (73% transient general aviation, 23% local general aviation and 4% air taxi).

5. Dixon Municipal Airport

Dixon Municipal Airport (FAA identifier "C73") is located approximately 1 mile east of Dixon, IL on IL Route 38, and is owned by the City of Dixon. It has two runways (8/26 and 12/30). Runway 8/26 is 3,897' x 75', and consists of asphalt in good condition. Runway 12/30 is 2,803' x

75' and consists of asphalt in good condition. There are 26 aircraft based at the facility (22 being single-engine aircraft, 1 helicopter and 3 ultralights). Aircraft operations average 110 per day (70% transient general aviation and 30% local general aviation).

6. Whiteside County Airport-Jos H Bittorf Field

Whiteside County Airport-Jos H Bittorf Field (FAA identifier "SQI") is located south of Rock Falls, IL on Hoover Road at the southeast corner of the intersection of Hoover Road and Interstate 88. It is owned by Whiteside County. Whiteside County Airport has two runways (7/25 and 18/36). Runway 7/25 is 6,498' x 150' and consists of asphalt/porous friction courses in good condition. Runway 18/36 is 3,900' x 100' and consists of asphalt/grooved in good condition. There are 34 aircraft based at the facility (33 being single-engine aircraft and 1 multi-engine aircraft). Aircraft operations average 90 per day (69% local general aviation, 29% transient general aviation, 2% air taxi and less than 1% military).

7. Chicago/Rockford International Airport (FAA identifier "RFD")

Chicago/Rockford International Airport (RFD) currently encompasses 3,000 acres of land in Winnebago County and is located on the southwestern edge of the City of Rockford. The airport is generally bound by IL Route 251 to the east, the Kishwaukee River to the south, the Rock River to the west and U.S. 20 Bypass to the north. RFD is publicly owned and operated by the Greater Rockford Airport Authority.

RFD is home to 30 industrial tenants and the largest regional parcel-sorting facility in the UPS system - the only facility of its type that handles coast-to-coast cargo. The airport has progressively evolved from a general aviation facility to a dynamic commercial service airport.

RFD is presently ranked as the 22nd largest cargo airport in the nation and the 220th largest passenger airport. Currently, Allegiant Air offers non-stop flights to Orlando, Las Vegas, and Clearwater/St. Pete (Tampa Bay Area) with flights to Fort Lauderdale and Phoenix/Mesa scheduled to start in November and December; United Airlines flies non-stop to Denver and to over 100 connecting destinations and Apple Vacations offers seasonal service to Cancun. RFD averages between 21-25 flights a week.

RFD is an international airport capable of landing aircraft in Category III conditions. These state-of-the-art facilities, when coupled with runway lengths of 10,000 ft. and 8,200 feet, allow RFD to land any jet aircraft operating in the world today - even under the most adverse conditions.

RFD is a United States Customs Port of Entry, home to 30 industrial tenants and the Authority is grantee for Foreign Trade Zone #176. The diverse activities at RFD cause it to have a greater economic impact on the region it serves than any other commercial service airport in the State of Illinois, excluding the city of Chicago's system of airports.

Over the past few years more than \$183 million has been invested in infrastructure improvements and facilities at RFD. A majority of dollars spent on these projects were funded through local, state, and federal grants. The completion of these projects has allowed RFD to be in the position to accommodate the tremendous growth in passenger and cargo services.

The airport has two general purpose runways and a variety of terminal facilities, including a passenger terminal, corporate and general aviation hangars, fixed base operator offices and facilities, an Air Traffic Control Tower (attended continuously), airport maintenance facilities, air freight and air cargo facilities, and a UPS cargo sortation facility. Although classified as an air carrier airport, RFD also serves as an important general aviation facility for the Rockford and surrounding area.

RFD Runway 1/19, oriented north/south, is 8,199 feet long and 150 feet wide with a dual-double tandem pavement strength of 850,000 pounds. Runway 1/19 is served with a Category I Instrument Landing System. Runway 7/25, oriented to the northeast/southwest, is 10,000 feet long and 150 feet wide with a dual-double tandem pavement strength of 850,000 pounds. Runway 7/25 is served with a Category III Instrument Landing System.

Runway 7/25, the primary runway on the airfield, is principally used for departures in west flow and arrivals in east flow during the night-time hours, winds permitting. This is done in an effort to keep traffic away from a majority of Rockford's population located north of the airport. Runway 1/19 is principally used by light general aviation and commuter aircraft during calm wind patterns. The flight patterns for aircraft touch-and-go training (including that of the military) occurs either to the south of the airport (on Runway 7/25) or to the west of the airport (on Runway 1/19). Military aircraft use both runways for training purposes.

There are 114 aircraft based at RFD (78 single-engine aircraft, 18 multi-engine aircraft, 15 jet aircraft, and 3 helicopter). Aircraft operation average 127 per day (45% transient general aviation, 23% commercial, 22% local general aviation, 5% air taxi and 5% military).

E. Greenways and Trails

The *Ogle County Greenways and Trails Plan* was produced with funding from the Illinois Department of Natural Resources. Input and assistance was provided from many organizations including Ogle County, townships, municipalities, business partners and volunteers.

A "greenway" is a corridor of open land that is managed for conservation and/or recreation. Greenways may follow natural land or water features such as rivers, shorelines or ridges, or human landscape features such as abandoned railroad corridors, trails or canals. Greenways may form connections between communities, parks, historic and cultural sites, and nature preserves. Greenways differ in their location and function, but overall, a greenway will provide recreational benefits, protect natural areas, enhance natural beauty and quality of life in neighborhoods and communities, or stimulate economic development opportunities.

A "trail" or "path" is a type of greenway that is separated from vehicular traffic and is dedicated to the use of pedestrians, bicyclists, roller skaters, wheelchair users, etc. Trails can be used for recreational purposes as well as to connect different land uses and facilities.

The *Ogle County Greenways and Trails Plan* provides information about the County; an inventory of natural and cultural resources; an inventory of existing parks, greenways and trails; and identifies opportunities for future greenways and trails.

The *Ogle County Greenways and Trails Plan* is hereby incorporated in the this Comprehensive Plan by reference.

Section 3.2 Transportation Issues Identified by the Planning Commission

- There is a lack of hard-surfaced roads throughout the County.
- There is a lack of adequate road name signage in rural areas.

Section 3.3 Goals, Objectives, Policies

A. Goal

Develop an area-wide transportation planning and funding approach that maximizes efficiency and minimizes conflicts between modes of transportation.

B. Objectives

1. Provide a viable public transportation network for all County residents.
2. Provide for safe and efficient movement of all modes of transportation (vehicles, pedestrians and bicycle traffic, etc.).
3. Plan for the timely and efficient maintenance of County transportation facilities.

C. Policies

1. Consider recommendations within the Ogle County Greenways and Trails Plan when making decisions regarding the pedestrian and bicycle network.
2. Promote the use of the existing rail lines in the County.
3. Promote/encourage the development of commuter/passenger rail service in the region.
4. Maintain an active Ogle County presence in Chicago/Rockford International Airport activities.

