

CHAPTER 3
Transportation Facilities

Section 3.1 Transportation Facility Inventory

A. Roads & Highways

The existing functional class system (Figure 3.1) 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 streets provide a land access function (neighborhood streets that lead to homes, etc.). Collectors serve both local and through traffic by providing a connection between arterials and local roads. The Village of Forreston local road system consists of a total of 16.0 miles of public roadway within the Village. State highways (IL Routes 26 and 72) account for 2.1 miles; White Oak Road (County Highway 23) accounts for 0.4 mile; Baileyville Road (County Highway 30) accounts for less than one-tenth of a mile (203 feet) and Village streets equal 13.5 miles.

1. Arterials

IL Route 26 and IL Route 72 serve as arterial transportation routes both to and through the Village of Forreston. According to the Illinois Department of Transportation (IDOT), the average daily traffic volume (ADT) reported in 2003 for IL Route 26 north of IL Route 72 was 3,850 vehicles, and south of IL Route 72 ADT was 2,050 vehicles. 2003 ADT for IL Route 72 was 2,250 vehicles within the Village of Forreston. Also according to IDOT, the 2003 average daily truck traffic (ADTT) at the Village of Forreston on IL Route 26 north of IL Route 72 was 350 vehicles and south of IL Route 72 was 275 vehicles. ADTT on IL Route 72 within the Village was 175 vehicles. Traffic mobility is the major function of these highways, although land access is important for the businesses and residences along it.

IDOT is currently (Fiscal Year 2004) undertaking a highway improvement project on IL Route 26 from Willow St. in Forreston to IL Route 64 (West). Improvements include resurfacing, ditch cleaning, drainage, curve corrections, and utility adjustment on 4.91 miles of highway. Cost of project: \$3.2 million.

For Fiscal Year 2005 IDOT is planning highway improvements on IL Route 72 from Ash St. in Forreston to Mt. Morris Rd. Improvements include resurfacing, intersection improvement, turning lanes, culvert replacement, wire line adjustments and railroad protection improvement on 7.54 miles of highway. Cost of project: \$7.1 million.

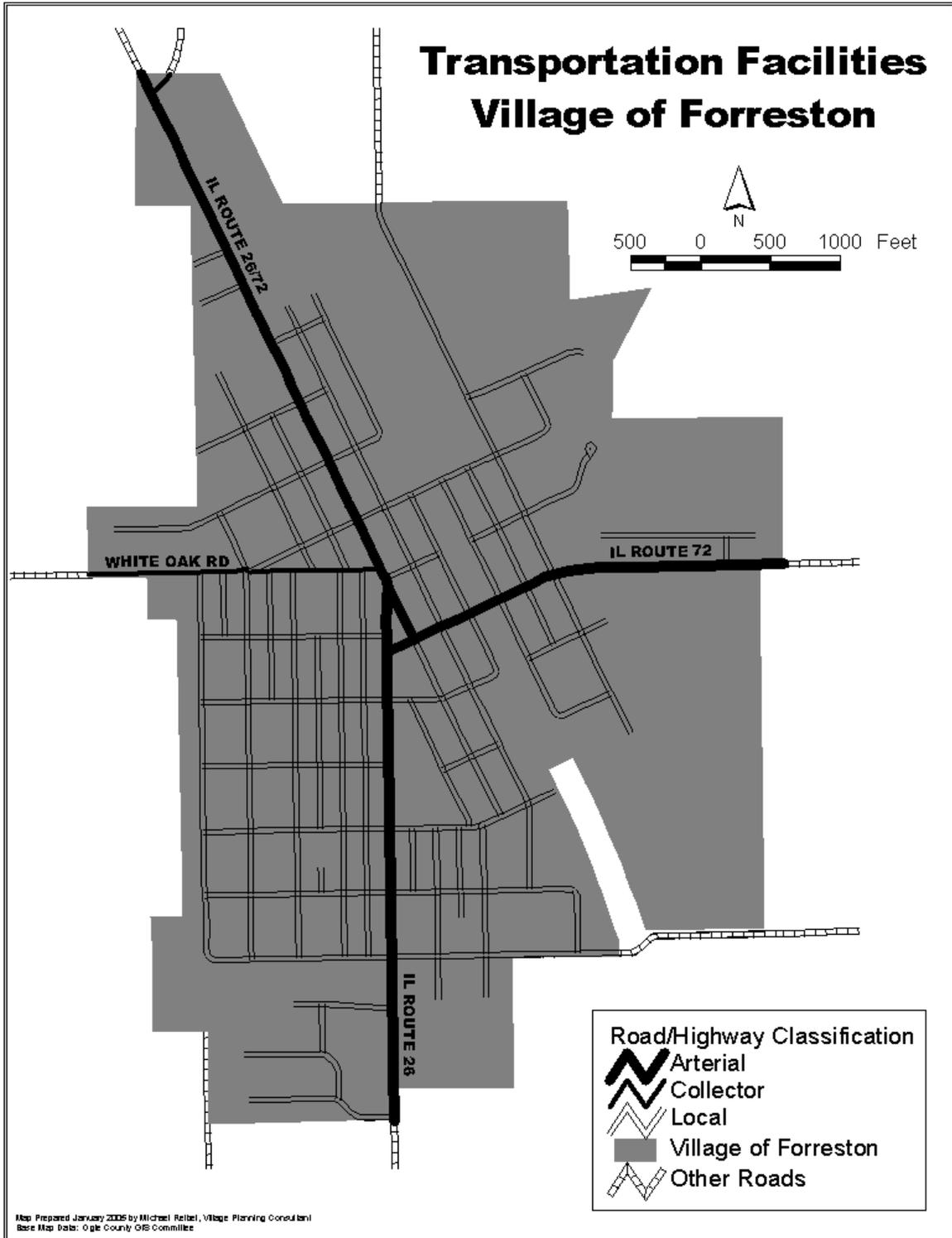
2. Collectors

White Oak Road (County Highway 23) and Baileyville Road (County Highway 30) are considered collectors in and near the Village.

3. Local Streets

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

Figure 3.1: Transportation Facilities Map



B. Pedestrian & Bicycle Facilities

The Ogle County Greenways and Trails Plan denotes the former Illinois Central Railroad right-of-way as a potential recreation trail, and Locust Street/North Road/White Eagle Road as a potential secondary recreation trail.

C. Rail

There are no rail lines within the Village of Forreston. The Illinois, Chicago & Eastern (IC&E) Railroad is located approximately 1 mile north of the Village. The IC&E, formerly the I&M Rail Link (IMRL), operates 1,393 miles of track from Minneapolis to Chicago and Kansas City. Operations also include a line across northern Iowa and southern Minnesota. The IC&E serves intermodal facilities located in Chicago, Kansas City, Minneapolis and the Quad Cities.

D. Trucking

Semi-trailer truck traffic in the Village generally consists of through-traffic on IL Routes 26 and 72.

E. Air Transportation Facilities

The two main airports that serve the Village of Forreston are the Greater Rockford Airport and Albertus Airport in Freeport.

Private and corporate aircraft use Freeport's Albertus Airport, located approximately ten miles north of the Village of Forreston. The airport accommodates small jets with a 5,500-foot-long paved and lighted runway. In addition, it has two grass runways, 2,700 and 2,800 feet in length that are used by small privately owned planes. The airport offers training and charter service.

The Greater Rockford Airport (a/k/a Northwest Chicagoland Regional Airport at Rockford [RFD]) currently encompasses 3,000 acres of land in Winnebago County and is located on the southwestern edge of the City of Rockford approximately 10 miles from the intersection of IL Route 72 and Kishwaukee Road via Kishwaukee Road. 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. Primary access to the airport is via IL Route 2. Local access to the airport includes Blackhawk and Belt Line Roads via IL Route 251. RFD is a publicly-owned air carrier airport operated by the Greater Rockford Airport Authority (GRAA). The airport is currently served by three cargo carriers (Airborne/DHL, BAX Global and UPS) and three passenger carriers.

Air cargo operations and airfreight services were introduced at RFD by Emery Worldwide and Airborne Express in 1989; however, Emery Worldwide discontinued flight operations in 1995 and discontinued freight services at RFD in 2002. Airborne/DHL began operations in 1993 and those operations continue today. In 1994 UPS began cargo service into RFD and by 1998 was operating 48 flights per night, becoming the second largest UPS hub after Louisville, KY and it remains so today. BAX Global began operating air cargo operations in 2000 and continues to do so today. Corporate general aviation facilities developed by Emery Air Charter provide a full range of services to general aviation and corporate business aircraft. Several key industries in the RFD area, including Newell Rubbermaid, Inc. and CLARCOR, Inc. use the airport to base corporate aircraft fleets. In 2003, TransMeridian Airlines initiated passenger service at RFD. Transmeridian Airlines currently provides scheduled passenger service out of RFD to Orlando, FL, Las Vegas, NV and San Juan, Puerto Rico. The GRA is actively seeking additional scheduled passenger service carriers.

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.

RFD has progressively evolved from a general aviation facility to a dynamic commercial service airport. RFD is presently ranked as the twenty-third largest cargo airport in the nation when measured by landed weight. Over the past few years more than \$170 million has been invested in infrastructure improvements and facilities at RFD and the airport is in the midst of a \$13 million airport improvement program aimed at making the user/customer experience safe, efficient and hassle-free. RFD is a United States Customs Port of Entry, home to thirty industrial tenants and the Greater Rockford Airport 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.

Section 3.2 Transportation Issues Identified by the Planning Commission

- Increased use of Village streets and increased vehicle weights are causing maintenance concerns.
- There is a lack of industrial-class roads to serve new industrial development in the Village.

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 Village 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 Village 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. Develop, implement, and periodically update a Capital Improvements Program outlining transportation facilities improvements.