

## CHAPTER 3 Transportation Facilities

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### Section 3.1 Transportation Facility Inventory

#### A. Roads & Highways

The existing functional class system (Figures 3.1 and 3.2) categorizes streets, roads 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 Franklin Grove road system consists of a total of approximately 6.9 miles of public roadway within the Village. State highway IL Route 38 accounts for approximately 0.9 mile; Village collector streets account for approximately 1.7 miles; and, local Village streets account for approximately 4.4 miles.

The regional road system (roads outside the Village and within the 1.5 mile planning area) consists of approximately 22.1 miles of public roadway. Interstate Highway 88 accounts for approximately 3.6 miles; IL Route 38 accounts for approximately 3.5 miles; regional collector roads account for approximately 7.1 miles; and, local roads account for approximately 7.9 miles of public roadway.

The Illinois Department of Transportation 2005 Average Daily Traffic (ADT) counts on various roads and streets within the Village of Franklin Grove are depicted on Figure 3.1. IDOT 2005 ADT and Average Daily Truck Traffic (ADTT) counts for roads and highways within the Village of Franklin Grove 1.5 mile planning area are depicted on Figure 3.2.

#### 1. Arterials

IL Route 38 serves as an arterial transportation route both to and through the Village of Franklin Grove. Traffic mobility is the major function of this highway, although land access is important for the businesses and residences along it.

IDOT has no plans for highway improvement projects on IL Route 38 in the next five years.

#### 2. Collectors

Within the Village, the following streets are classified as collector streets:

- N. State Street (north of IL Route 38)
- S. State Street (south of W. Lahman Street)
- W. Lahman Street (west of S. Elm Street)
- E. Hughes Street (east of S. Elm Street)
- N. Elm Street and S. Elm Street (between IL Route 38 and E. Hughes Street)

Within the Village 1.5 mile planning area, Franklin Road, Gap Road, Reynolds Road, Whitney Road and Daysville Road are classified as collector roads.

#### 3. Local Streets

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

Figure 3.1: Village of Franklin Grove Transportation Facilities and Average Daily Traffic (ADT) Volume

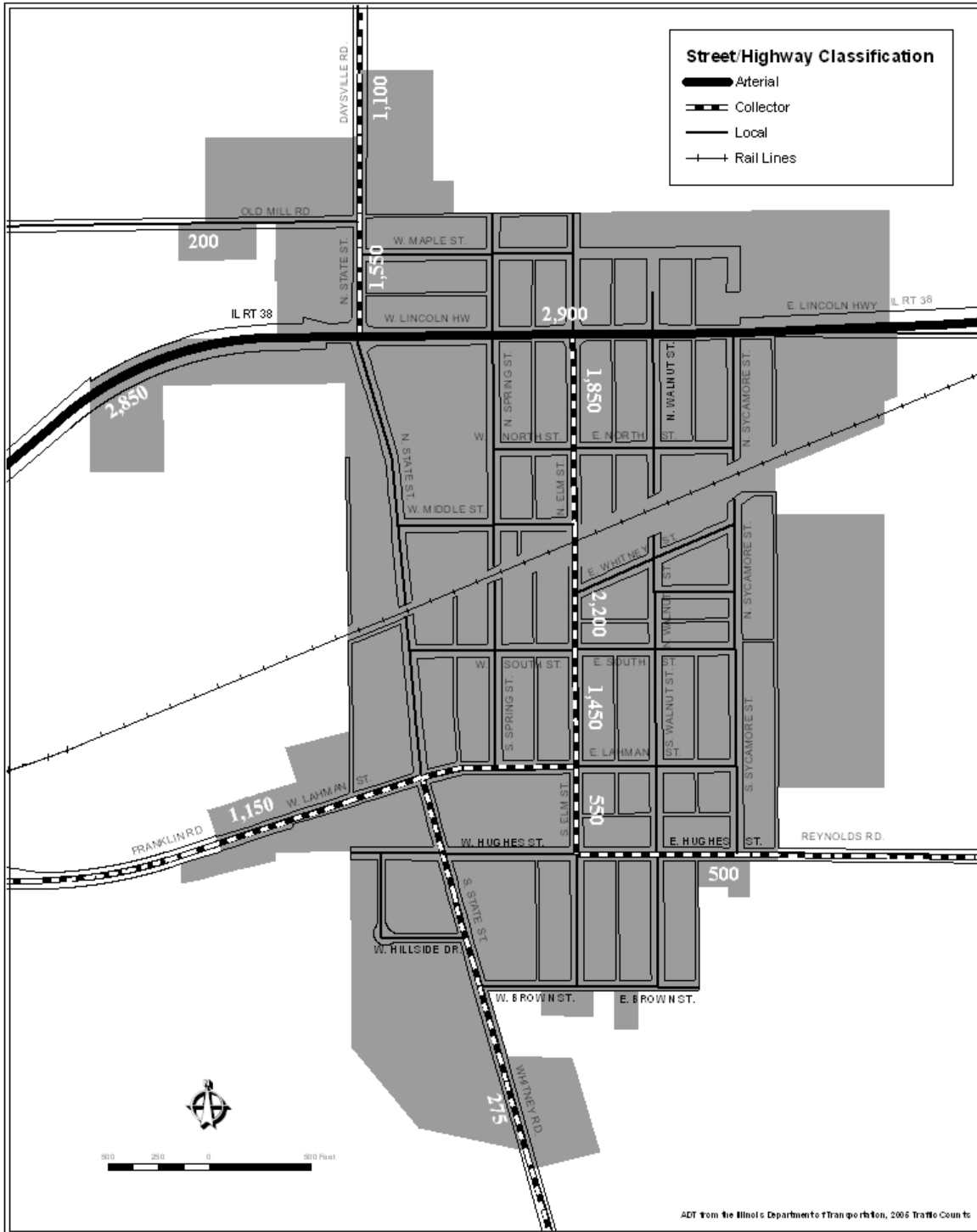
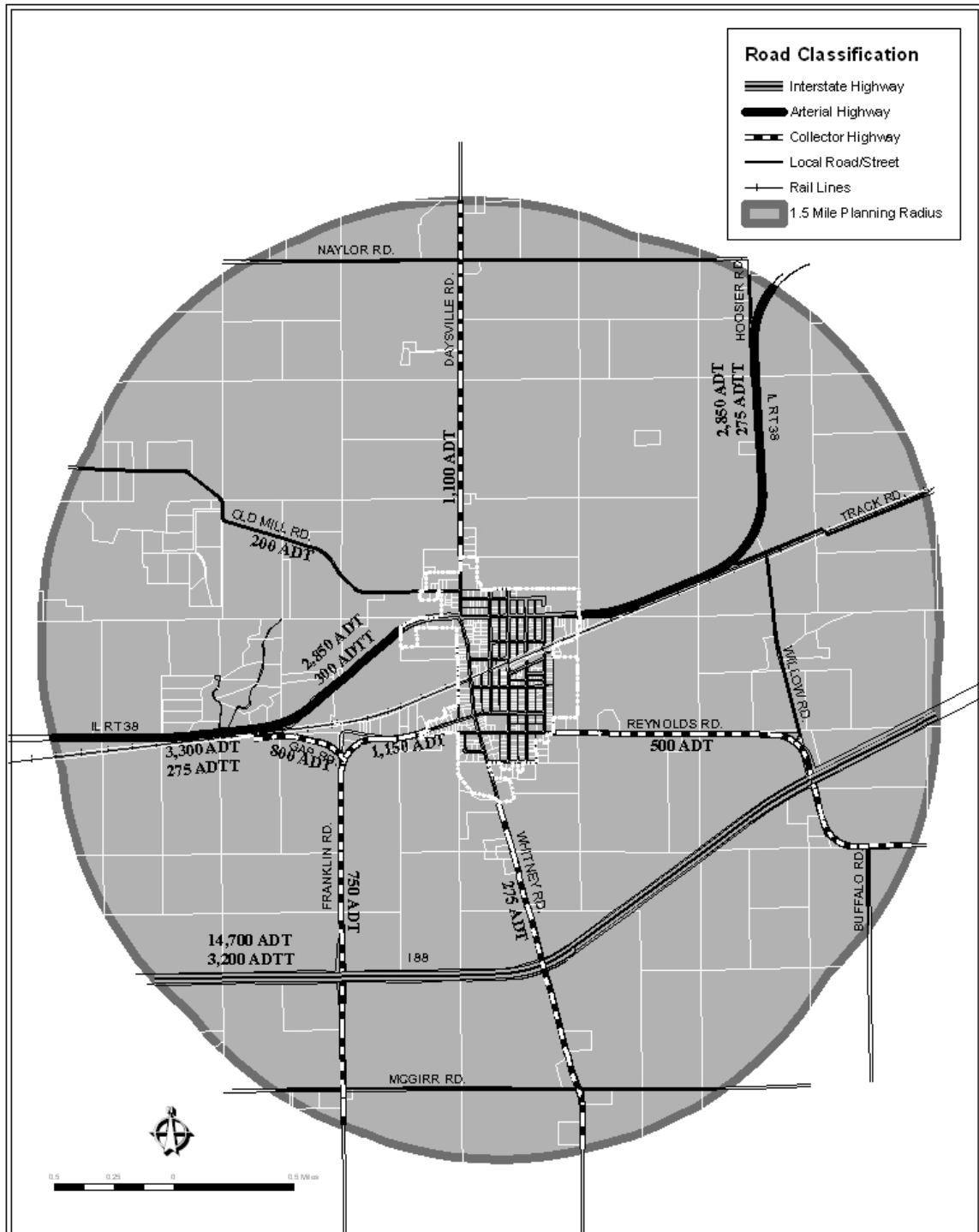


Figure 3.2: Planning Area Transportation Facilities, Average Daily Traffic (ADT) and Average Daily Truck Traffic (ADTT)



## B. Pedestrian & Bicycle Facilities

The Lee County Greenways and Trails Plan denotes potential open space and trails throughout the County. Several potential “greenspace” areas and trails are designated within the Village of Franklin Grove and its 1.5 mile planning area (see “Lee County Greenways and Trails Plan map located in Appendix I).

## C. Rail

The Union Pacific Railroad main line runs east-west through the Village. The Union Pacific Railroad is the largest railroad network in the United States, with 32,400 route miles in 23 states in the central and western United States west of Chicago and New Orleans. It has achieved its size through the acquisition of other railroads including the Chicago and Northwestern Railroad, which formerly owned the line running through the Village of Franklin Grove. The UP owns and operates the Global III intermodal facility in Rochelle, IL, which is approximately 16 miles from Franklin Grove. Global III is designed to serve as a critical interchange hub and loading/unloading terminal for rail intermodal shipments moving through the western Iowa and Wisconsin.

## D. Trucking

Semi-trailer truck traffic in the Village generally consists of through-traffic on IL Route 38.

## E. Air Transportation Facilities

The Northwest Chicagoland Regional Airport at Rockford (RFD) serves the region including the Village of Franklin Grove.

RFD currently encompasses 3,000 acres of land in Winnebago County and is located on the southwestern edge of the City of Rockford approximately 30 miles from the Village of Franklin Grove. 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 (Allegiant Air, Apple Vacations, and United Airlines).

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 is presently ranked as the twenty-fourth largest cargo airport in the nation when measured by landed weight, and the 226<sup>th</sup> largest passenger airport. Over the past few years more than \$183 million has been

invested in infrastructure improvements and facilities at RFD. 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.

Other local public general aviation airports serving the Franklin Grove area are Rochelle Municipal Airport-Koritz Field and Dixon Municipal Airport-Charles R. Walgreen Field.

Koritz Field has one runway. Runway 7/25 is 4,226' long by 75' wide, with a surface consisting of asphalt/porous friction courses in good condition. There are 31 aircraft based at Koritz Field (28 single-engine airplanes, 3 multi-engine airplanes). Aircraft operations average 33 per day (67% local general aviation, 33% transient general aviation).

Walgreen Field has two runways. Runway 8/26 is 3,899' long by 75' wide, with a surface consisting of asphalt in good condition. Runway 12/30 is 2,803' long by 75' wide, with a surface consisting of asphalt in fair condition. There are 38 aircraft based at Walgreen Field (34 single-engine airplanes, 3 multi-engine airplanes, 1 helicopter). Aircraft operation average 110 per day (70% transient general aviation, 30% local general aviation).

### **Section 3.2 Transportation Issues Identified by the Planning Commission**

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- ???
- ???

### **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 Lee County Greenways and Trails Plan when making decisions regarding the pedestrian and bicycle network.
2. Leverage the presence of the Union Pacific Railroad's Global III intermodal facility, RFD, Interstate 88, IL Route 38 and the existing rail line to the advantage of the Village.
3. Develop, implement, and periodically update a Capital Improvements Program outlining transportation facilities improvements.