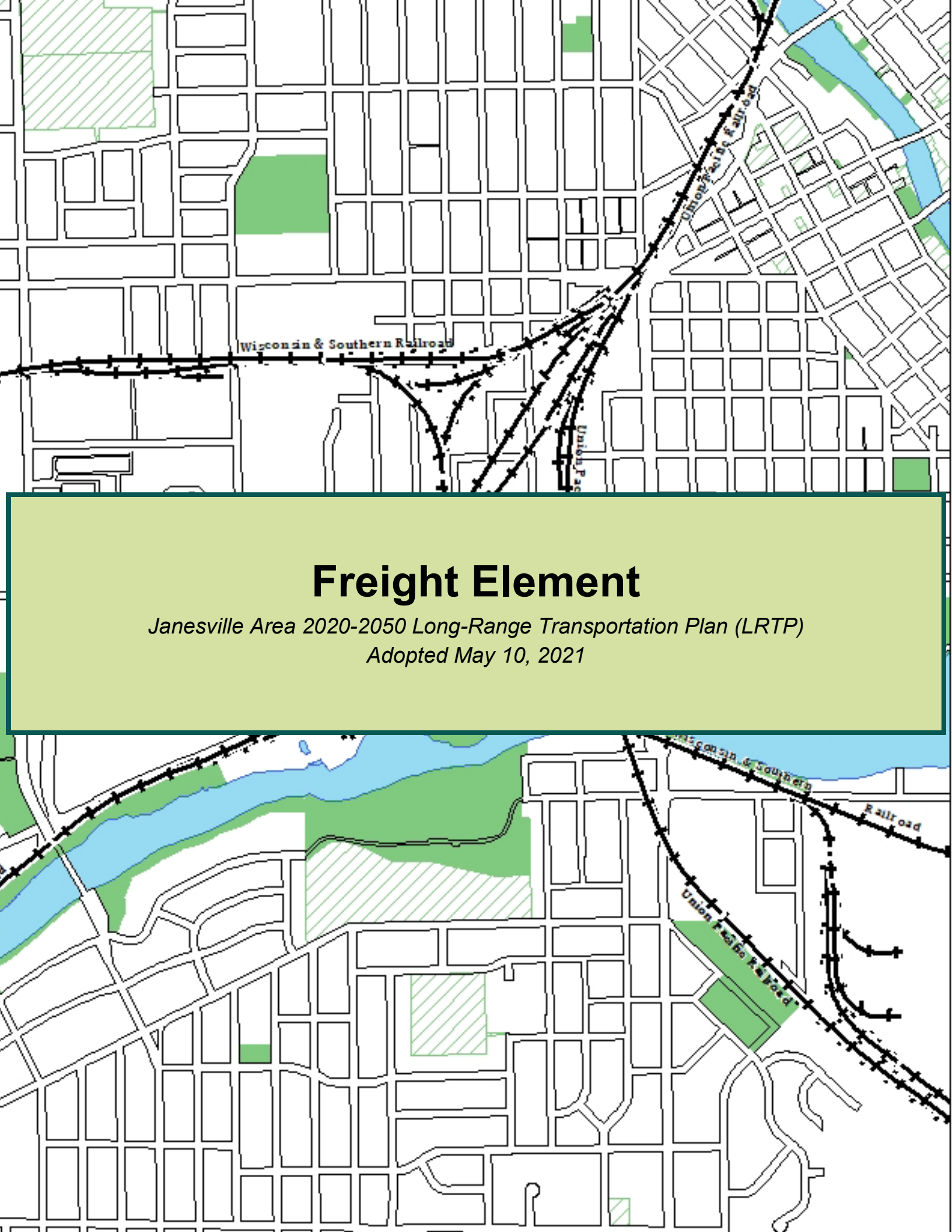

Freight Element

Janesville Area 2020-2050 Long-Range Transportation Plan (LRTP)

Adopted May 10, 2021

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Chapter One: Introduction & Purpose

Freight Performance & the FAST Act (2015)

The FAST Act focuses on improving conditions and performance of the national freight network to provide a foundation for U.S. to compete in the global economy. The FAST Act specifically established the following national performance goal for freight movement:

Freight Movement & Economic Vitality

"To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development."

The movement of goods is essential to the lives of those who live in the Janesville Metropolitan Planning Area (MPA) and the businesses that operate there. Janesville is situated on Interstate Highway 39/90, the MPA's main freight corridor, and serves as the regional hub for Rock County. In addition, the MPA is served by three rail providers, which have access to Chicago, and points across both Wisconsin and the greater Midwest. The extensive transportation infrastructure, high quality labor pool, and affordable housing market combine to make the Janesville—Milton Area a prime business location.

The availability and quality of highway and rail infrastructure creates a competitive economic development advantage for both the MPA and Rock County. With significant basic infrastructure in place, maintenance and improvement to this investment is critical to the expansion of freight users and the attraction of new business. The quality of this resource directly impacts the creation of jobs, business investment, and tax revenues for the incorporated areas of Rock County.

The purpose of the *Freight Element* of the LRTP is to provide an inventory of the freight transportation industry and its growth potential; identify land areas for development and redevelopment to provide a portfolio for economic development; identify gaps in the system, identify congestion areas and conflict points where freight movement may be hindered due to design of the infrastructure, and make recommendations for improvement which include a strategy for implementation.

The role of the Janesville Area MPO is to execute a continuing, cooperative, and comprehensive planning process in order to coordinate transportation planning projects in the MPA. The MPO may assist and support freight and the freight industry by fostering inter-agency coordination, facilitating public input and feedback, performing technical analyses like freight studies, and scenario planning.

This element builds upon the Freight section of the previously adopted LRTP for the MPO. WisDOT has released multiple new plans and plan updates since the LRTP's 2016 adoption. This element incorporates relevant data, goals, and issues to the MPA, while also utilizing local data and

previous stakeholder input to update the *Freight Element* as appropriate.

Goals & Objectives

GOAL 1: To uphold the goals of the Wisconsin *State Freight Plan* for the State of Wisconsin: 1) to enhance safety, security, and resiliency; 2) to ensure system preservation and enhancement; and 3) to enhance system mobility, operations, reliability, efficiency, and connectivity

GOAL 2: To develop and maintain an increasingly energy-efficient transportation which includes and integrates all modes of travel, and provides for the safe and effective movement of goods within and through the Janesville Metropolitan Planning Area, while optimizing the financial resources of the communities, through the following objectives listed in **Table 1**:

Table 1: Janesville MPA Freight Objectives

1	Utilize existing transportation facilities and services to their full potential
2	Support state, regional, and local efforts to preserve and enhance rail corridors for future transportation purposes
3	Provide adequate intermodal connections with transportation systems
4	Provide adequate local street connections between highways and freight origins and destinations
5	Contribute to a transportation system that provides for the effective and safe movement of goods to and from major commercial and employment centers and intermodal facilities.
6	Minimize and/or mitigate negative impacts of trucks on adjacent residential areas

Chapter Two: Existing Freight Infrastructure

Highways

Interstate Highway 39/90 serves as the central freight corridor for the Janesville Urbanized Area. In addition to I-39/90, the MPA is served by State Trunk Highway (STH) 26, U.S. Highway (USH) 51, USH 14, and USH 11. These highways account for all roadways along the National Highway System (NHS) within the Janesville MPA, recognized by FHWA.

Additionally, the City of Janesville designates all through arterials as truck routes, which creates an extensive truck network within the City serving all major industrial and retail centers. Within Janesville and Milton, local truck routes consist mostly of principal and minor arterials that serve these major commercial and industrial centers. The distribution of truck routes throughout the communities coincides with areas zoned for commercial and industrial land uses and allows for sufficient access to all major heavy vehicle destinations within the urbanized area.

Freight traveling by truck is expected to become increasingly relevant to Rock County, and by extension the Janesville MPA, and is projected to see some of the largest growth in terminating tonnage (i.e., amount of freight being delivered). The fastest growing commodity types being transported in Wisconsin are clay, concrete, glass, stone, and "secondary traffic" (i.e., freight temporarily stopping at a shipment facility). Non-metallic minerals are forecasted to see the most truck tons transported in Wisconsin through 2040.

Throughout Rock County, heavy vehicle routes consist of federal highways, STHs, and CTHs. CTHs in the five townships in the MPA are categorized as "Class B" highways, which have weight limitations of 60% of "Class A" highways (illustrated in **Table 2**).

All of the aforementioned truck routes are illustrated in **Map 1**.

Railroads

Rock County and the MPA are served by the Union Pacific Railroad (UP); the Iowa, Chicago, and Eastern Railroad (ICE), and the Wisconsin & Southern Railroad Company (WSOR). The MPA primarily utilizes rail to haul agricultural commodities, plastic, ethanol, and aggregate. All active railroads are illustrated in **Map 4**.

Union Pacific Railway

The UP is a Class I Railroad that has tracks across the State of Wisconsin, spanning from Superior in the northwest, through Milwaukee and the southeast corner of the state, to the Chicago hub. Main line tracks run from the Twin Cities Metropolitan Area on the western border, east across the state to Milwaukee, and south along Lake Michigan into the City of Chicago.

The Janesville General Motors (GM) assembly plant was one of UP's top three Wisconsin customers, and as a result the line was maintained in excellent condition until the plant closure in 2008. Despite drastically reduced traffic volumes, the track south of Janesville still represents the highest quality railroad service in the area (FRA Class 3-4).

UP maintains service between Janesville and Evansville to serve one very large grain elevator in Evansville. Major commodities handled by the railroad statewide are coal, auto parts, potash, and supplies for malt houses and flourmills; with the local line now primarily handling grain, agricultural products, ethanol, lumber and general freight. UP maintains a terminal and freight yard in far southeast Janesville, and provides switching service to on-line industries.

Wisconsin & Southern Railroad Company

WSOR is a regional Class II Railroad which operates freight service on state-owned rail lines in southern Wisconsin, and through northeast Illinois with over more than 600 miles of former Milwaukee Railroad and CNW branch and mainline track, with Janesville serving as the southern hub.

The WSOR connects to all western Class I railroads in Wisconsin: Burlington Northern Santa Fe, Canadian National, Canadian Pacific, and UP. WSOR has direct access to Chicago and connections to the eastern Class I railroads – CSX and Norfolk Southern through the Belt Railway in Chicago. WSOR also has access to harbor facilities in Prairie du Chien for transload to/ from Mississippi River barges. The WSOR transports the following commodities: corn and grain, coal, canned goods, lumber, paper, fertilizer, aggregate, ethanol, plastic, gasoline, sugar, pulp board, metal scrap, auto parts, military vehicles, lube oil, and steel.

As of 2014, WSOR served 22 rail customers in Rock County, and provides local switching service for on-line industries. A variety of commodities and finished products originate or terminate on the WSOR in Rock County every year including ethanol, beans, wheat, aggregate, plastic, fertilizer, animal feed products, canned goods, lumber, and chemicals. In 2013, WSOR shipped 1.3 million tons to and from its Rock County customers.

WSOR has rail-to-truck transload facilities in Janesville, Milwaukee, Oshkosh, and Madison, and maintains a piggyback loading ramp in Janesville.

Iowa, Chicago & Eastern Railroad

ICE is a subsidiary of the Canadian Pacific Railway. ICE operates on the former Milwaukee Road and Soo Line tracks between Janesville and South Beloit, IL, with this short branch line representing the only presence of this railroad in the area. The line sees minimal traffic with about one train per week to Janesville.

Since assuming ownership of the line, ICE has made capital improvements to replace deteriorated ties, add ballast and resurface the railroad as well as repairing damage suffered in the 2008 Rock River flood.

ICE provides the only direct north-south rail access between Janesville and Beloit and to the Rockford area, and points south from the region, so it represents an important corridor, providing direct rail service not available from other sources. ICE utilizes the WSOR yard in Janesville for switching and to turn its trains for the trip south.

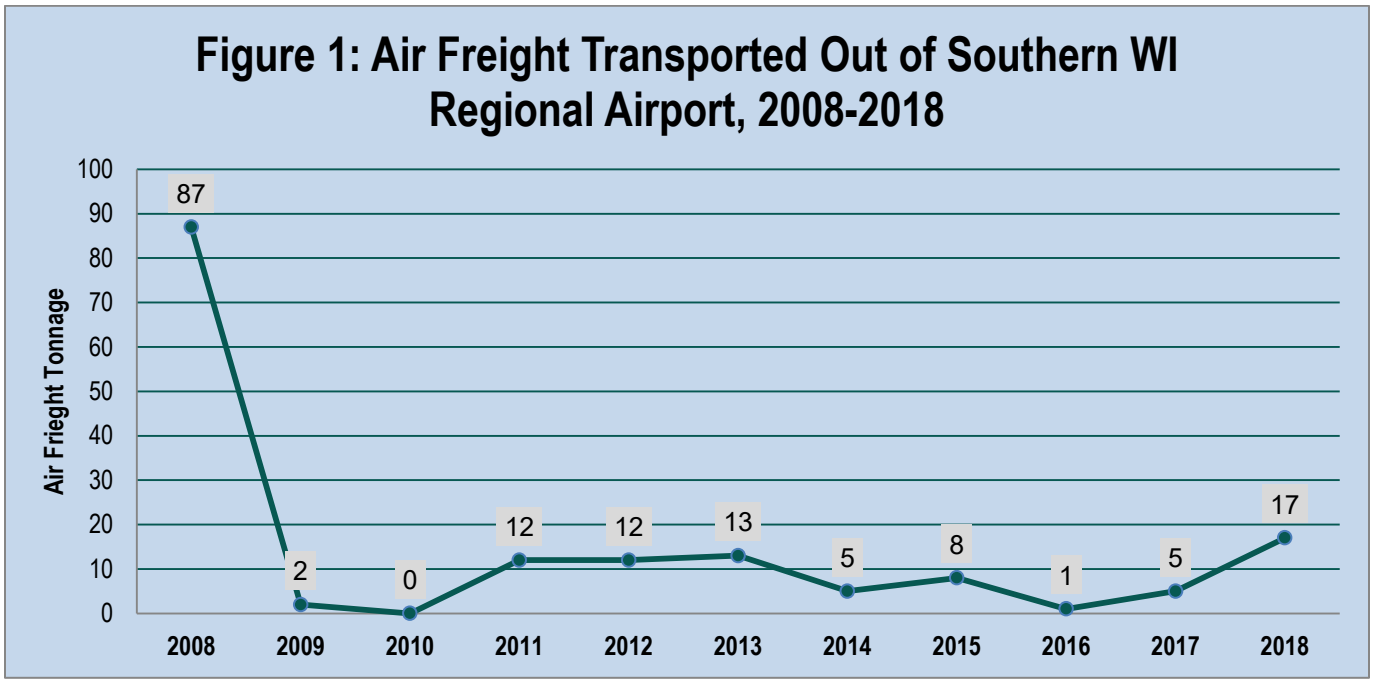
Southern Wisconsin Regional Airport

The Southern Wisconsin Regional Airport (SWRA) lies south of Janesville off USH 51. The airport's service area is defined by several factors including geographical and access considerations, along with its proximity to other airports that provide similar services.

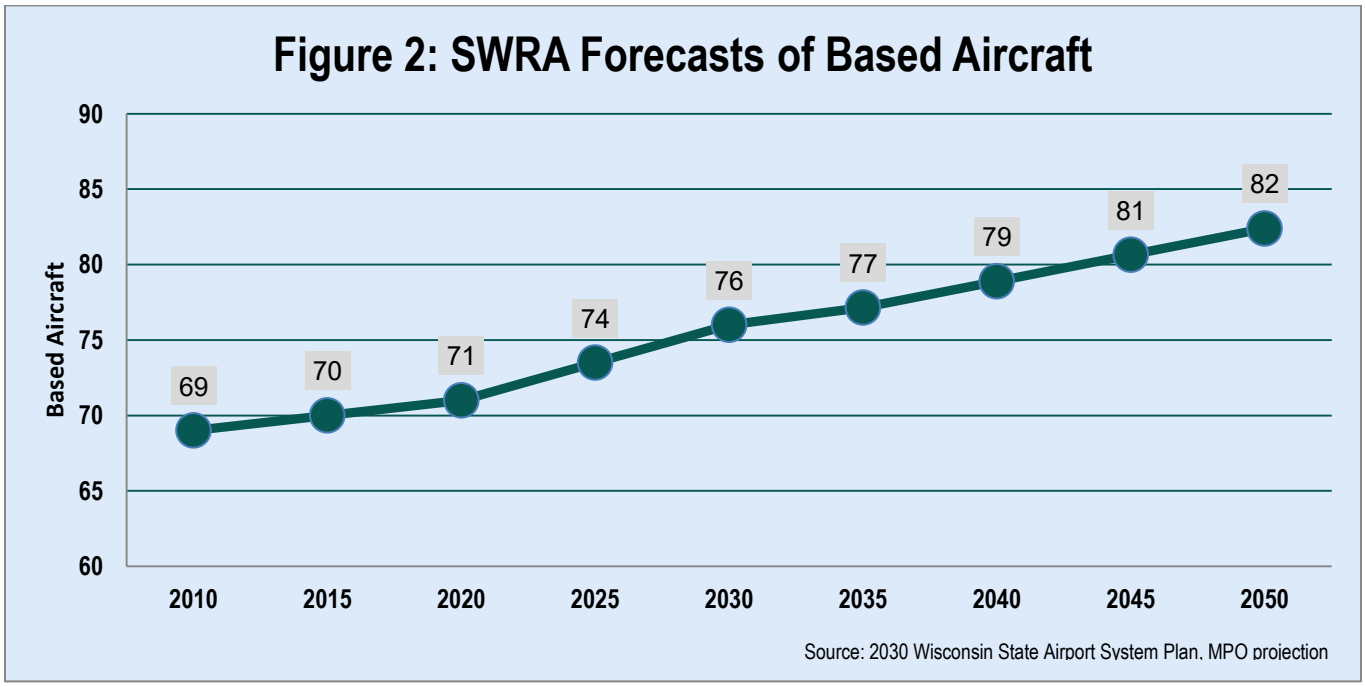
SWRA is equipped with one fixed base operator that provides services such as fueling, hanger space, and loading. The airport is capable of accommodating most large jets and freight transport aircraft. SWRA is able to accommodate Air Force One, which is considered an especially large jet. Freight forwarding is provided by independent contracts, organized by individual businesses.

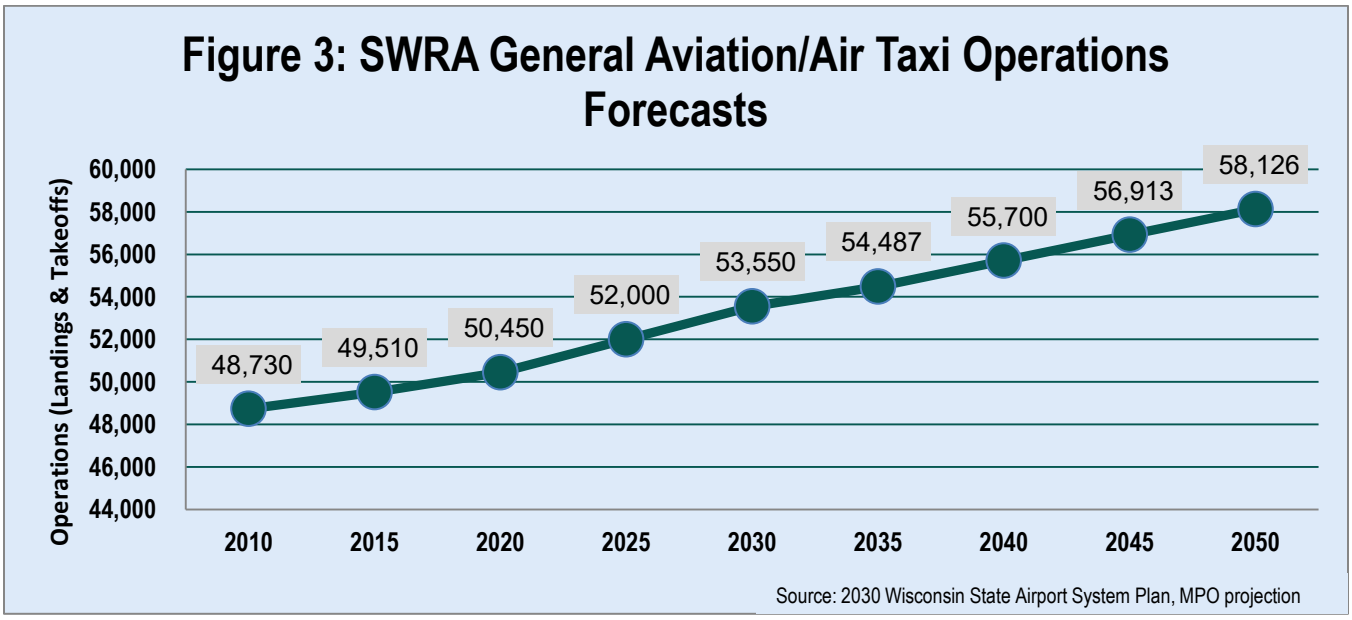
The airport is served by a number of chartered on-demand air cargo carriers. Multiple local businesses utilize the airport to receive shipments. Most shipments are time sensitive, indicating their high shipping cost and value to the recipient.

SWRA experienced a dramatic drop in cargo tonnage shipped after GM closed in 2008. Since the GM closure, there is no particularly predominant commodity transported through the airport. The air freight industry experienced steady growth until 2007. The combination of the economic recession in 2008 and the GM closure dramatically impacted air freight movement out of SWRA.



The air cargo industry is supported by various businesses whose products are time sensitive and depend on the delivery of parts and supplies on short notice. SWRA expects an increase in flights when Shine Medical Technologies begins shipping medical isotopes. This additional business for the airport will not dramatically increase the tonnage data due to the lightweight nature of the product. **Figures 2 and 3** below illustrate forecasts illustrated in WisDOT's *2030 Wisconsin State Airport System Plan* for aircraft based at SWRA, and total flights anticipated.





Pipelines

Enterprise Products maintains a petroleum pipeline (Enterprise Products East Leg) that carries propane from Conway, Kansas to a production terminal near Janesville. One of the West Shore Pipeline's connections runs through the MPA, carrying refined products from Citgo, BP, and Exxon Mobil along the pipeline between Madison and Chicago. Petroleum pipelines only account for about 3% of total pipeline miles in Wisconsin.

Natural gas pipelines are even more extensive than petroleum pipelines in Wisconsin, accounting for 97% of pipeline miles in Wisconsin. Pipeline maintained by ANR Pipeline company runs between Madison and Illinois through the MPA, while pipeline maintained by Northern Natural Gas Company runs east-to-west through the MPA.

This section is provided for information purposes only, as pipelines are under the federal authority of the Pipeline and Hazardous Materials Safety Administration of USDOT. However, it is important for the MPO to note for planning purposes the entire picture of freight commodities traveling throughout the MPA, a significant amount of which is natural gas, propane, petroleum, and refined petroleum products.

Chapter Three: Issues in Freight

Statewide Planning

WisDOT identified many challenges for all modes of transportation in *Connections 2030*, a long-range transportation plan adopted in 2009. The plan identified the following freight-related challenges for Wisconsin:

- Aging system infrastructure;
- Limited available funding;
- Increasing costs;
- Increasing user demands, particularly truck traffic, which is expected to increase by 64% by 2030; and
- Increasing requests to accommodate heavier truck and trailer roads.

More specifically, WisDOT adopted its first *State Freight Plan (SFP)* in 2018. The MPO incorporated the goals of the SFP into this iteration of the LRTP. The SFP overall goals are as follows:

- Enhance safety, security, and resiliency;
- Ensure system preservation and enhancement; and
- Enhance system mobility, operations, reliability, efficiency, and connectivity.

In support of these goals, WisDOT developed the following strategic approaches to guide policy development:

- **Position WisDOT to facilitate the safe and efficient movement of freight** – *provide convenient and accessible avenues to receive and address stakeholder concerns, challenges, and emerging trends to enable the safe and efficient movement of freight.*
- **Integrate freight data and information into WisDOT investment decisions –** *integrate freight data and stakeholder input into WisDOT's planning, policies, programming, and operational decisions.*

- **Promote statewide multimodal freight access and connection –** *promote adequate rural and urban access to regional and national markets and enable multimodal connections to freight facilities and services.*

WisDOT uses a data driven methodology, combined with public outreach, to prioritize the transportation network.

Highway Issues Specific to the Janesville Area MPO

The Janesville MPA boasts a strong multimodal transportation network critical to the area's economic success. The Priority Multimodal Freight Network described in this chapter identifies the following highway segments by their classes of importance:

- I-90/90 – Highest
- USH 51 – High Medium
- USH 14 (East of I-39/90) – High Medium
- STH 26 – Medium
- USH 14 (West of I-39/90) – Low Medium
- USH 11 – Low Medium

Recent, committed, and ongoing improvements to the highway system either already has, or is expected to address many of the issues facing freight highway movement in the Janesville Area. The greatest hindrance to efficient movement of freight along highways in the Janesville Area is congestion and outdated design elements of Interstate 39/90. Freight stakeholders have universally supported the reconstruction and expansion of I-39/90 from the Illinois state line to Madison.

Interstate Highway 39/90

Congestion along I-39/90 between Milton Avenue and East Racine Street is particularly difficult for truck traffic. Since 2015, construction has continued to expand the highway for 45 miles from the Illinois state line to the USH 12/18 interchange near Madison. The interstate is being expanded from four to six lanes except for the portion between Avalon Road (USH 11) and Milton Avenue (STH 26) which is being expanded to eight lanes to accommodate projected traffic increases. The project is anticipated to be completed in 2021. WisDOT's Statewide Travel Demand Model projects increases of truck traffic of over eighty percent along this corridor through the MPA.

US Highway 14

Congestion along USH 14 between USH 51 and Wright Road in Janesville is a hindrance to truck traffic. The area is a major regional commercial center with multiple traffic generators. Truck traffic in the area is both generating/receiving as well as passing through the area on USH 14. It is perhaps notable that WisDOT's Statewide Travel Demand model expects total truck tonnage to decrease along this corridor. The USH 14 segment between I-39/90 and Walworth County is the only remaining

two-lane highway in Wisconsin's designated non-interstate "Backbone" highway routes.

Westside Bypass

The west side of Janesville is poorly served by connected highways. The Westside Bypass extension of the USH 11 bypass north to connect to USH 14 has been identified in past LRTPs for the Janesville Area MPO. Freight stakeholders expressed an interest in seeing the connection made in order to better accommodate freight movements on the west side of Janesville. Currently, freight is moved through the City on local roads. The Westside Bypass is identified in the *Streets & Highway Element* as a project that was studied in the past, and one WisDOT may study in the future.

Oversize/Overweight Freight

Highways are generally categorized as Class "A" and Class "B." *Wisconsin State Statute Chapter 348* defined oversize and overweight vehicles and Trans 276 sets parameters for size and weight of vehicles and vehicle combinations. With some exceptions, vehicles exceeding size and/or weight limits set for Class "A" highways are considered "Oversize and/or Overweight." Limitations for Class "A" highways are illustrated in **Table 2**:

Table 2: Truck Dimensions, Class "A" Highway Limitations

Width	8' 6"
Height	13' 6"
Length (Single vehicle & load)	45'
Length (Combination of two vehicles)	70'
Length (Truck/tractor & semi-trailer)	75'*
Axles	**Weight**
Any one wheel or wheels supporting one end of an axle	11,000 lbs.
Truck tractor steering axle	13,000 lbs.
Single axle	20,000 lbs.
Tandem axles	34,000 lbs.
Maximum gross vehicle weights on all axles	80,000 lbs.

**Please reference Trans 276 for further details and expectations*
Source: WisDOT

Class "B" highways include those CTHs, town highways, and city and village streets or portions thereof, which have been designated as Class "B" highways by local authorities. Weight limitations on Class "B" highways are 60% of Class "A" Highway weight limitations.

The capacity of streets and highways to handle freight is a statewide issue as well as one affecting the Janesville Area MPA.

Railroad Issues Specific to the Janesville Area MPO

In *Connections 2030*, WisDOT identified many challenges for rail, which are as follows:

- Preserving local rail service;
- Preserving abandoned corridors;
- Improving intermodal connections;
- Funding track upgrades on publicly owned lines to meet market standards for heavier railcars;
- Addressing security in rail yards;
- Coordinating passenger rail and freight rail;
- Coordinating shipping companies and freight rail;
- Addressing crossing safety and closures;
- Addressing weight limits on publicly-owned track; and
- Minimizing trespassing.

The MPO's planning process identified two additional issues faced by rail statewide:

- Expanding market gateways for freight rail; and
- Addressing existing and future capacity constraints.

The Wisconsin *State Freight Plan* (2018) also identifies the following freight-wide issues affecting railroads:

- **Service Thresholds** – Incongruent with shipper demand for rail service, service thresholds and minimum amounts of carloads frequently dictate whether railroad siding or spur line can be retained.
- **Rail Freight Flows** – Over 58 percent of freight tonnage in Wisconsin is shipped overhead by rail, which hinders shippers that want to access rail, resulting in shippers relying on trucks to access truck-rail intermodal facilities.

Union Pacific (UP)

The most serious issue facing rail in the Janesville Area is the loss of manufacturing and subsequent reduction of rail freight. Of particular concern is the existing privately-owned UP line between Evansville and Harvard IL, which provides the only relatively high speed (FRA Class 3-4) rail access to the region, but suffered significant traffic loss with the closure of the Janesville GM plant in 2009.

The UP maintains a large terminal and freight yard in Janesville which is now underutilized with the loss of GM-generated traffic. The closing of this terminal, or the downgrading or abandonment of this line by the UP would have a significantly adverse impact to the local economy which would require a response in line with the adopted policy of the MPO to preserve rail corridors. Realization of the *Centennial Industrial Park Redevelopment Plan* at the GM site could catalyze more rail traffic for the UP line.

Iowa, Chicago & Eastern

Also of concern is the ICE line owned by the Canadian Pacific Railway between Janesville and South Beloit IL. The line experiences minimal traffic and is a slow speed (FRA Class 1) line, but provides the only direct north-south rail access between Janesville and Beloit, and to the Rockford area and points south from the region. Just as applies to UP, any proposed abandonment of this line would require a response under the adopted policy of the MPO to maintain this unique transportation corridor.

Wisconsin & Southern Railroad

WSOR rail lines in the MPA are state-owned and operated by their contracted operator – WATCO Companies – which maintains a terminal facility and freight yard in Janesville. The state-owned lines connect Janesville with Madison, Baraboo, and Reedsburg to the north and the greater Milwaukee area to the east; with extensions to the Mississippi River at Prairie du Chien, and the Fox Valley in Oshkosh. Commodities transported along these lines are primarily related to grain, but can also include lumber and ballast.

WisDOT and WATCO, with both state and private funding, have engaged in an on-going systematic effort to maintain and upgrade these lines to improve safety, increase train speeds, and increase the capacity of the tracks to accommodate current and future standard railcars up to 315,000 pounds. This will be an on-going effort requiring continued major capital expenditures for as long as the railroad remains in operation, which in turn will require repeated state appropriations (and federal capital grants if available) to continue to ensure the viability of this regional rail system.

Several concerns exist related to WSOR infrastructure. First, the rail yard in Janesville is insufficient in size to accommodate current and projected rail traffic. Capacity constraints in the yard cause backups of trains that block street intersections, as well as force the rail company to conduct switching across side streets. Second, the Crosby Street Bridge lacks sufficient capacity to handle train traffic. Thirdly, the close proximity of the roundhouse to Pearl Street is a safety issue due to poor visibility between the railroad and motorized and non-motorized traffic on the street and sidewalk.

At-grade crossings present a major safety hazard when train movements conflict with other transportation modes. This is especially true when trains block street crossings for an extended period of time and therefore increase the potential to delay the response time of emergency services. In Janesville, at-grade crossings are located along major arterial streets such as W. Court Street (i.e., Five Points), Delavan Drive, Beloit Avenue, S. Jackson Street, and USH 14. At-grade railroad crossings in the MPA are portrayed on **Map 5**.

In Milton, the WSOR rail line runs roughly east-to-west, bisecting the City and crossing major arterial streets such as Janesville Street (old STH 26), and John Paul Road/CTH Y. The City of Milton does not have any local grade separated crossings. This is a major concern for emergency service access when a train is present.

One of Wisconsin's five railroad freight bottlenecks is located in Janesville, and directly impacts WSOR and UP. Freight bottlenecks are areas where a lack of sufficient infrastructure creates freight congestion and relatively inefficient operations. Currently, WSOR must operate on UP track segments and UP dispatching in Janesville to operate between Waukesha/Madison and Monroe/Fox Lake/Chicago.

Janesville Area Rail Improvements

WSOR has undertaken significant infrastructure upgrades throughout its operating area in Wisconsin, and has the goal of upgrading all rail lines by 2035. All corridors will be upgraded to Class II standards (max 25 mph), with the exception of a few key, high-density corridors. The Janesville-Milton-Edgerton and the Janesville-Avalon corridor will be upgraded to Class 3 standards. In 2014, WSOR constructed an 8,000-foot siding along publically owned track between Janesville and Milton. This capacity expansion project resulted in a reduction on switching, increased efficiency, reduced fuel consumption, and reduced the bottleneck congestion in the area.

As previously indicated, continued capital improvements will require ongoing grants from the state freight railroad program, supported over time by appropriations by the State Legislature. Rail Transit Commissions (RTCs) purchase rail lines and manage rail service. They generally provide matching funds for the purchase and rehabilitation of rail corridors, and contract with private operators to provide freight service.

Rock County has been a member of the Wisconsin River Rail Transit Commission (WRRTC) since 1982, and is also a member of the Pecatonica Rail Transit Commission (PRTC). These Commissions own rail lines radiating north and west from Janesville that are operated by WSOR. WRRTC and PRTC work with WSOR and WisDOT on regional capital improvement programs, which generally fall

along the lines of acquisition and/or rehabilitation. Historically, funding for these programs has been shared among WisDOT (80%), WSOR (10%), and the Commissions (10%).

The Janesville Area MPO and the Stateline Are Transportation Study (SLATS MPO, the designated MPO for Beloit, WI) both adopted a policy to preserve rail corridors in abandonment proceedings for future transportation use. This policy, passed in 2009, was a result of the *South Central Wisconsin Commuter Transportation Study* (SCWCTS).

WSOR will be replacing rail between Milton Junction and Whitewater utilizing a $5.5M 2019 Freight Rail Preservation Program (FRPP) grant to bring the line up to current engineering standards in the near term. The Wisconsin *State Rail Plan* and WSOR have also identified a long-term need for WSOR to replace four bridges in the City of Janesville. Funding would be made possible through the WisDOT-administered FRPP, or the Freight Railroad Infrastructure Improvement Program (FRIP), a loan program through WisDOT.

Freight Growth Areas

As with many smaller MPOs, freight specific planning is a fairly new focus in the Janesville Area. However, transportation planning and land use decision-making are well integrated as freight generating and receiving land uses are planned and implemented at the local level through the development and implementation of comprehensive plans, zoning codes, and permitting systems. Freight generating and receiving facilities are generally located in commercial and industrially zoned areas that are well served by highways and railroads.

The Cities of Janesville and Milton each have industrial/commercial land available for development. As shown in **Map 2**, Milton has large tracts of land in the Crossroads Business Park with potential for rail service. Janesville has some smaller tracts of undeveloped land on the north and southeast sides of the city available for rail-served development. Janesville also has large areas of land in the south industrial parks with access to I-39/90.

The site with the best transportation service is the former GM property. The 260 acre site has direct access to I-39/90, rail service from UP, and a multimodal facility with a large storage yard and multiple rail sidings. The City of Janesville has identified the GM site as a priority redevelopment site.

Centennial Park Redevelopment

Since the 2015 iteration of the LRTP, the City of Janesville has made significant steps toward redeveloping the former GM property, eventually resulting in the “Centennial Industrial Park” development plan through the City of Janesville, a reference to GM’s establishment in Janesville in 1919. The concept plan was approved by Janesville’s Plan Commission as a Planned Unit Development.

Map 3 depicts the existing and proposed transportation network bolstering both healthy transportation circulation on Janesville's south side and an active multimodal transload facility.

- *Rail* – The southern portion of the site (127 acres) lies directly along the existing UP rail line. An additional 97 acres on the northern end of the site is directly connected to UP rail to the south, and WSOR track to the north. The site's potential for industrial redevelopment is identified and supported by the City of Janesville's Comprehensive Plan, and within the City's zoning ordinance (through the South Jackson Overlay District). The consultant who assembled the final redevelopment plan conducted an extensive public input process, and found that nearby residents viewed future manufacturing uses on the site favorably.

  Centennial Industrial Park's existing infrastructure is already well-suited for small-to-large manifest rail operations, meaning freight trains may move different types of cars carrying different freight types to multiple shippers. This means that the site could be easily used for either a single, major industry or multiple, smaller rail users.

  In total, twelve parcels currently have rail access. The approved redevelopment concept plan calls for two additional rail spurs, one in the north (WSOR) and one in the south (UP). The existing WSOR line can be redirected through the north to create a more functional transload or manufacturing space between W. Delavan Drive and the existing WSOR rail line on the northern portion of the site.

  The redevelopment plan illustrates the following suggested railroad standards. However, final rail design and dimensions are ultimately determined through cooperation between the rail owners and the property owner.

Table 3: Suggested Railroad Standards

	Feet
Right-of-Way Width	120'
Spur Width	30'
Minimum Turn Radius	350'

Source: Centennial Industrial Park redevelopment plan, Ayres & Associates, 2019

- *Roadways* – The approved redevelopment plan takes special measures to ensure that the site organically interacts with the surrounding land uses, community, and transportation network. The redevelopment plan calls for the following specific road realignments to preserve transportation circulation while bolstering a healthy multimodal freight site:

- Connect Lafayette Street between Joliet Street and Conde Street;
- Consider creation of new street extending from Joliet Street through the site to Jackson Street from Center Avenue to Reuther Way; and
- Provide for internal circulation in the “North Division” of the site, aligning with State Street and Elliott Street.

Chapter Four: Recommendations

Highway Recommendations

HWY-1 Identify priority freight connections at the local level in order to establish investment priorities.

HWY-2 Provide for truck traffic routes and access to industrial sites that do not disrupt residential areas.

HWY-3 Monitor congestion along local truck routes and implement congestion relief measures.

HWY-4 Study opportunities for improved rail-highway intermodal connections in the MPA.

HWY-5 Ensure healthy transportation circulation sensitive to the City of Janesville's south side that simultaneously blends with freight access to Centennial Industrial Park, consistent with the approved redevelopment plan.

Rail Recommendations

RR-1 Support upgrading and maintenance of tracks within and contiguous to the MPA identified by WSOR's long-term capital plan.

RR-2 Support agencies and organizations seeking rail funding, including Freight Rail Infrastructure Improvement Program (FRIIP Loan Program) and the Freight Rail Preservation Program (FRPP Grant Program).

RR-3 Evaluate future requests for potential commuter rail within the MPA and connections to destinations outside the planning area for impacts on existing freight rail service, and necessary improvements to allow both modes to operate in shared corridors.

RR-4 Assess safety of at-grade railroad crossings and consider feasibility of creating grade separated crossings as appropriate.

RR-5 Evaluate opportunities to assist in capacity expansion of Pearl Street rail yard.

RR-6 Encourage continued maintenance, preservation, and expansion of freight rail lines to serve existing and potential future industry in the City of Janesville. [1]

RR-7 Reserve key redevelopment and new development sites with excellent rail access or potential access for rail-oriented land uses. [2]

RR-8 Support efforts to enact the *Centennial Industrial Park Redevelopment Plan*, working with UP, WSOR, and future property owners to align industry and freight transportation needs.

RR-9 Support state and railroad efforts to rehabilitate rail infrastructure, particularly bridges.

Air Recommendations

AIR-1 Maintain and ensure continued access to Southern Wisconsin Regional Airport.

[1] Recommendation from the Janesville Comprehensive Plan, adopted March 9, 2009

[2] Ibid

Chapter Five: Performance Measures

Establishing performance measures for freight is difficult due to the lack of freight data specific to the Janesville MPA. Most tonnage data is only available at the County level with the exception of data provided by SWRA and WSOR described earlier in this section.

The Commodity Flow Survey (CFS) is the primary source of national and state-level data on domestic freight shipments in select industries. Data are provided on types, origins, and destinations. The CFS is conducted every five years, most recently in 2017. WisDOT developed a profile of commodity flow for the SW Region using its database (TRANSEARCH).

The MPO collects data on safety, condition, and performance of the overall transportation system. Some of these factors relate to freight directly and indirectly. These factors are illustrated in **Table 4**:

Table 4: Freight Performance Measures for the Janesville Area MPO

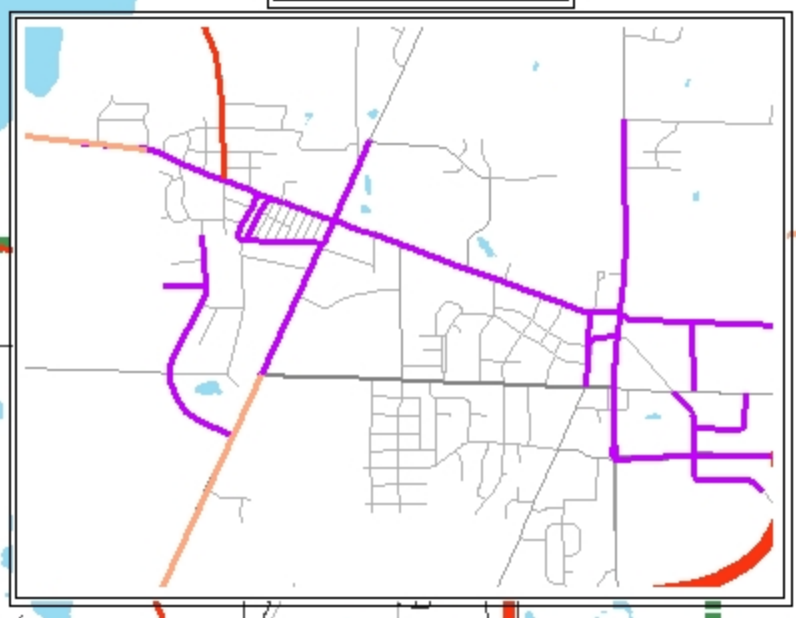
Target/Goal	Indicator	Data Source	Data Frequency	Justification
Economic Vitality				
Increase in freight tonnage	Tons of freight shipped	Commodity Flow Survey; Rock County airport	5 years (Next LRTP)	Evaluate with LRTP updates
System Preservation				
Decrease number of miles of street in poor or failed condition	PASER ratings	WISLR WisDOT	2 years (Upcoming: 2021; 2023; 2025)	Poor/failing roads increase cost to reconstruct, slow freight
Maintain and preserve rail corridors	# of miles of active & inactive rail	MPO	5 years (Next LRTP)	Protect corridors for future transportation use
Efficient Management and Operations (System Operation and Usage)				
Maintain acceptable levels of service (LOS)	LOS for designated truck routes and NHS routes	WisDOT travel model	5 years (Next LRTP)	Evaluate with LRTP updates
Safety				

Table 4: Freight Performance Measures for the Janesville Area MPO				
Target/Goal	**Indicator**	**Data Source**	**Data Frequency**	**Justification**
Decrease rail collisions and derailments	Railroad-involved collisions and derailments	Federal Railroad Administration, Office of Safety Analysis	5 years (Next LRTP)	Priority identified in Wisconsin State Freight Plan (2018)
Decrease rail collisions and derailments	Railroad-involved collisions and derailments	Federal Railroad Administration, Office of Safety Analysis	5 years (Next LRTP)	Priority identified in Wisconsin State Freight Plan (2018)
Protect and Enhance the Environment				
Minimize adverse impacts of freight projects on minority and low-income populations (i.e., Environmental Justice)	Railroad crashes; proximity active rail traffic	American Community Survey (ACS) Five-year estimates (U.S. Census Bureau)	Annual	Federal requirements of *Presidential Executive Order 12898*

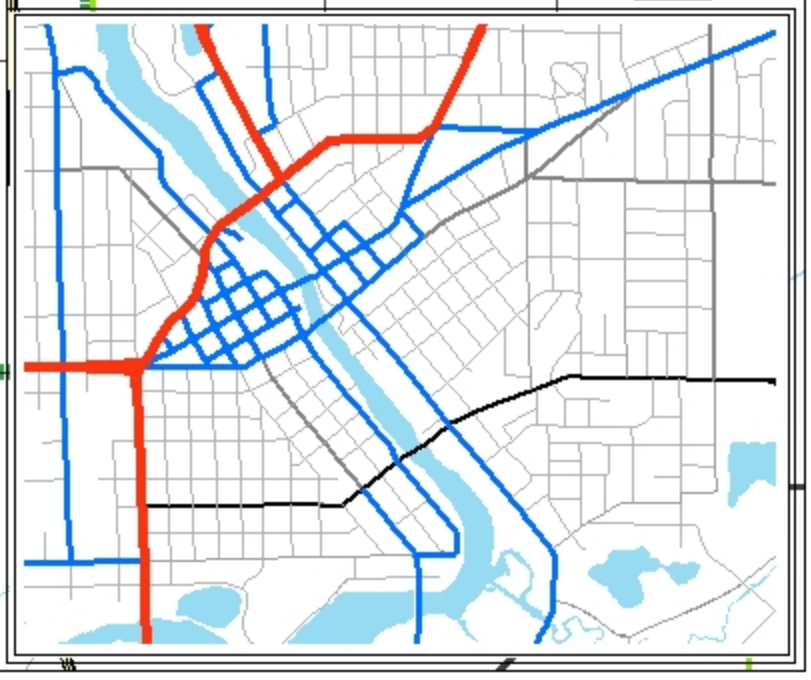
Legend

- Eisenhower Interstate System
- Other NHS Truck Routes
- Other State Highway Routes
- Class B CTHs
- Class A CTH
- Janesville Through Arterials
- Milton Truck Routes

Milton Inset



Downtown Inset



N

0 0.5 1 2 Miles

Map 1

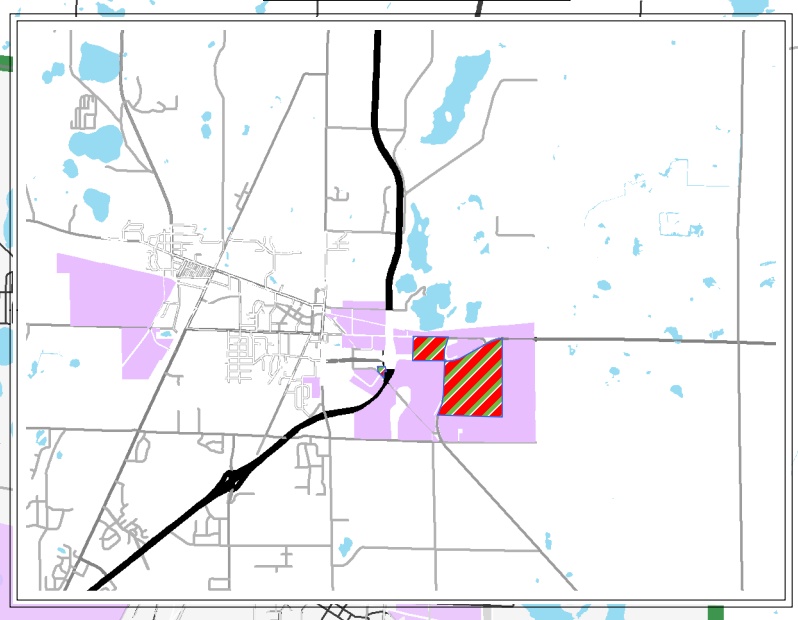
Existing Truck Routes
Freight Element
Long Range Transportation Plan

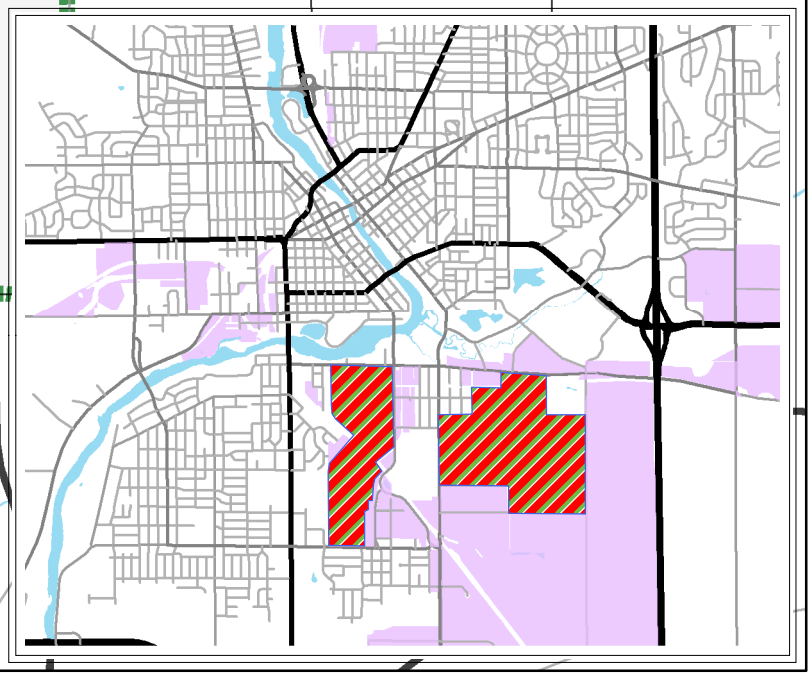
JANESVILLE AREA

Legend

- MPO Boundary
- Rail Expansion Areas
- Water
- Industrial (Future Land Use Map)

Milton Inset





N

0 0.5 1 2 Miles

Map 2

Freight Expansion Areas
Freight Element
Long Range Transportation Plan

JANESVILLE AREA
Metropolitan Planning Organization (MPO)

Map 3 - Centennial Industrial Park

Rock River
Industrial Ct
W Delavan Dr
Violet St
S Academy St
Cedar St
Cherry St
Jerome Ave
Putnam Ave
W State St
Wolcott St
Lafayette St
Marquette St
Chartier St
La Salle St
Nicolet St
De Soto Dr
La Salle Ct
Joliet St
Elliott St
S Jackson St
Beloit Ave
Reuther Way
W Conde St
Adel St
King St
Dupont Dr
Anthony Ave
Kellogg Ave
Hubbard St
Roosevelt Ave

Centennial Industrial Park
Rock River
Railroad
Proposed Road ROW
Proposed Railroad
Right of Way

1 inch = 500 feet
0 250 500 1,000 Feet

N

JANESVILLE AREA
Metropolitan Planning Organization (MPO)

Legend

- MPO Boundary
- Water
- Canadian Pacific RR
- Union Pacific RR
- Wisconsin & Southern RR

Milton Inset

Wisconsin & Southern Railroad

Union Pacific Railroad

Canadian Pacific Railroad

Wisconsin & Southern Railroad

Union Pacific Railroad

N

0 0.5 1 2 Miles

Map 4

Existing Railroad Network
Freight Element
Long Range Transportation Plan

JANESVILLE AREA
Metropolitan Planning Organization (MPO)

Legend

- MPO Boundary
- Water
- RR Crossings
- Canadian Pacific RR
- Union Pacific RR
- Wisconsin & Southern RR

Milton Inset

Wisconsin & Southern Railroad

Union Pacific Railroad

Canadian Pacific Railroad

Wisconsin & Southern Railroad

Union Pacific Railroad

Canadian Pacific Railroad

Wisconsin & Southern Railroad

39 90 51 14 11 26

N

0 0.5 1 2 Miles

Map 5

At-Grade Railroad Crossings
Freight Element
Long-Range Transportation Plan

JANESVILLE AREA
Metropolitan Planning Organization (MPO)