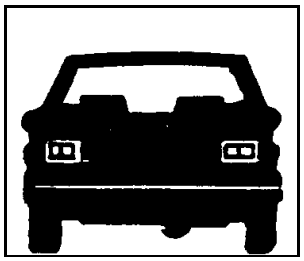
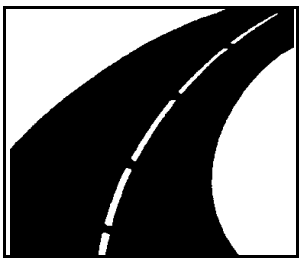
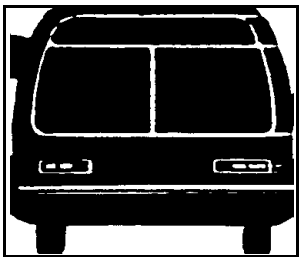
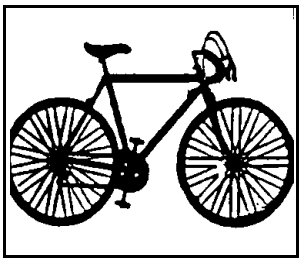
JANESVILLE AREA
2005-2035
LONG RANGE
TRANSPORTATION PLAN









FREIGHT ELEMENT

May 10, 2006 Section V

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I. SUMMARY

Janesville is situated on I-39/90, the region's main freight corridor and serves as the regional hub for Rock County. In addition, it is served by two of the major transcontinental rail providers, which have direct access to Chicago a major staging area for freight in the Midwest. The extensive transportation infrastructure, high quality labor pool, and affordable housing market combine to make Janesville a prime business location.

Truck routes need to be capable of simultaneously carrying commercial and automobile traffic in a safe and efficient manner. In 1995, all roads of national importance were designated as part of the National Highway System (NHS). The NHS generally includes Interstates, and some US and state routes, as well as roadways established as important connector routes by the Federal Highway Administration (FHWA) and the US Department of Transportation (DOT). In light of the importance of freight movement nationally and the high standards to which NHS routes are built; federal law mandates that NHS routes be made available to all truck traffic.

Within the Metropolitan Planning Organization's urbanized area, Interstate 39/90, State Highway 26, United States Highway 51 from N. Parker Drive to State Highway 11, U.S. Highway 11/14, east of I-39/90, and State Highway 11, west of Center Avenue, serve as NHS routes These routes, and others are illustrated in Figure V - 2. Locally, Chapter 12 of the Janesville Municipal Ordinance designates all through arterials as truck routes. This has led to the creation of an extensive truck network within the city limits that serves all of the major industrial and retail centers.

TABLE V - 1. MAIN COMMODITIES MOVED

Commodity	Tons	Percent Of Total Tons
Transportation Equipment	3,271,511	22%
Secondary Traffic	2,148,542	14%
Chemicals	1,452,844	9%
Farm Products	1,436,616	9%
Total Tons	15,549,221	

The moderate cost, reliable delivery time and on-site delivery benefits associated with shipping by truck has led to it being the preferred mode of transport within Rock County. Over 75 percent of the goods shipped to and from Rock County travel by truck. The remaining goods are moved mainly by rail and a small portion are transported by air. Each year the Southern Wisconsin Regional Airport moves approximately 7.6 thousand tons of freight. Rail access is provided through the region by the Wisconsin & Southern, IC & E, and Union Pacific rail lines. Janesville serves as the regional hub for the Wisconsin & Southern and is the staging area for all of their cars. The dominant goods moved to and from Rock County are transportation equipment, secondary traffic[1], chemicals, and farm products; as shown in the adjacent table.

Locally, GM is the largest single generator of freight traffic. Each day GM produces approximately 400 truckloads of goods. These vehicles are either entering Janesville with deliveries or traveling between GM's staging area, Lear Seating Incorporated, and the plant.

The heaviest traveled non-NHS truck routes within the urbanized area are: Beloit Avenue (from Highway 11 to Delavan Drive), West Court (from Washington to Sunset Drive), Washington Street, CTH E, North Terrace Street, Highway 14, USH 51 and Parker Drive (from Highway 51 to north of

[1]Traffic moving between warehouses and distribution centers.

Black Bridge Road), see Figure V-2. In general, 4 to 8[2] percent of the traffic on these routes is due to heavy trucks. Along Beloit Avenue the proportion of truck traffic is assumed to be about 10[3] percent since it serves both Gilman and General Motors. While the volumes are total traffic volumes, and are not indicative of the overall truck volumes, they do identify the main thoroughfares for truck traffic.

II. INTRODUCTION AND PURPOSE

The movement of goods is vital to the every day life of those who live in the MPO area and the businesses that operate here. In recent years we have seen a shift in the freight industry away from rail and towards trucking, facilitated by the move towards Just-in-Time shipping (JIT). It is this change, relying on trucking and the roadway system to meet freight transportation needs, which has heightened the awareness of the public in regards to the need to begin planning for freight and its impacts on the community. The Freight element of the *2005-2035 Janesville Area Long Range Transportation Plan* (JALRTP) attempts to specifically address long-range freight planning within the jurisdiction of the Janesville Area Metropolitan Planning Organization (MPO).

Of the seven planning factors identified by TEA – 21, and listed in the Introduction, two directly relate to freight. They are:

- Increase the accessibility and mobility options available to people and for freight and,
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

In addition, the goal and objectives for freight planning within the Janesville Area Transportation Study (JATS) area coincide with those identified in the Introduction and carried through all sections of the LRTP. The over-arching goal and the objectives specifically pertaining to freight planning are summarized below:

Goal: To develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of people and goods, while optimizing the financial resources of the communities.

Objective: By utilizing existing transportation facilities and services to their full potential.

Objective: By supporting state, regional, and local efforts to preserve rail corridors for future transportation purposes.

Objective: By providing adequate intermodal connections with transportation systems.

Objective: By contributing to a transportation system that provides for the effective movement of people and goods to and from major commercial and employment centers and intermodal facilities.

[2] Per the Wisconsin Department of Transportation's recommendation in their plans for state trunk paving in the Janesville MPO area.
[3] Per the Wisconsin Department of Transportation's recommendation in their plans for state trunk paving in the Janesville MPO area.

III. FREIGHT NETWORK AND FACILITIES

Freight moves through the MPO by rail, truck, and air. Rail cargo is carried by the Union Pacific and Wisconsin & Southern Railroads. Truck traffic is primarily carried on the National Highway System (NHS) and air cargo travels through the Southern Wisconsin Regional Airport. The cost of shipping freight varies widely, rail is the cheapest per pound, followed by truck and air is the most expensive. Rail is utilized primarily for bulky items with a low value, such as coal. Trucks are especially good at transporting goods where the delivery time is critical. Air is the fastest form of transport, but its high cost prohibits most firms from using it to ship the majority of their goods.

RAILROAD FACILITIES

The City of Janesville and Rock County are served by the Union Pacific and Wisconsin & Southern (WSOR) railways on track owned by Union Pacific, Wisconsin and Southern, and IC & E Rail Link. Milton is served by the Wisconsin & Southern. Wisconsin's largest employers are the heavy metalworking industries, which rely on rail. The Janesville area utilizes rail primarily to haul automotive parts, manufacturing components, and agricultural commodities. Of the tons transported by rail, 32 percent can be classified as transportation equipment, and 29 percent as farm products.

In Janesville, at-grade crossings are located along major streets such as West Court Street, Delavan Drive, USH 51 and USH 14. Many of the rail lines cross arterial streets, making maintenance and repair essential. Plans to maintain these crossings are discussed in the Streets and Highways section of this plan.

Union Pacific Railway

Union Pacific has tracks across the state of Wisconsin, from Superior in the northwest to Milwaukee in the southeast corner of the state. Main line tracks run from the Twin Cities area on the western border, east across the state to Milwaukee and south along Lake Michigan into Chicago. Major commodities handled by the railroad are coal, autos, auto parts, potash, and supplies for malt houses and flourmills. The Janesville General Motors assembly plant is one of Union Pacific's top three Wisconsin customers.

Wisconsin & Southern Railway

Wisconsin & Southern operates freight service in the southern half of Wisconsin and northeast Illinois over more than 600 miles of branch and mainline track, with Janesville serving as their hub. On any given day, 100-300 WSOR rail cars travel through the JATS area and are reconfigured at their rail yard in Janesville.

The WSOR connects to all the western Class One railroads within the state – Burlington Northern Santa Fe, Canadian National, Canadian Pacific and Union Pacific. WSOR has direct access to Chicago and connections to the eastern Class One's – CSX and Norfolk Southern. In addition to the Belt Railway in Chicago, WSOR also has access to harbor facilities in Prairie du Chien. 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.

Transload Facilities

WSOR has rail to truck transload facilities in Janesville, Milwaukee, Oshkosh, and Madison, WI.