

CHAPTER 3

Transportation Facilities

Section 3.1 Transportation Facilities Inventory

Bureau County has relatively easy access to a variety of transportation options. Significant improvements to some of these transportation facilities are presently being planned or constructed. Completion of these improvements will create new development opportunities and pressures within the county. The county (government officials, staff and residents) is participating, to the degree possible, in planning activities associated with these projects.

A. Roads & Highways

The existing functional class system (see Appendix I Maps, Map 3.1 Functional Transportation Classification, Bureau 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.

According to the Illinois Department of Transportation (*Illinois Highway and Street Mileage Statistics 2011*), the Bureau County public road system consists of a total of approximately 1,786.5 miles of public roadway within the County. State highways account for approximately 246.6 miles; County highways account for approximately 218.5 miles; and, township/road district roads and streets account for approximately 1,109.3 miles. Municipal-jurisdiction roads and streets account for approximately 212.1 miles.

1. Interstate and Other Arterial Highways

Interstate Highway 80 (I-80), Interstate Highway 180 (I-180), IL Route 29 (south of I-180), and IL Route 26 (north of Princeton) serve as principal arterial transportation routes both to and through the County. IL Route 26 (between Princeton and I-180), IL Route 34 (west of IL Route 40), IL Route 40, IL Route 89 and IL Route 92 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 I 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 182.1 miles of arterial highways in Bureau County (49.3 miles interstate highway; 23.1 miles of other principal arterial; 109.7 miles minor arterial) according to the Illinois Department of Transportation (*Illinois Highway and Street Mileage Statistics 2011*).

2. Collectors

The following roads/highways (all or portions thereof) are considered major collectors within the County: 035E, 100E, 1200N, 120E, 1425E, 1500E, 150E, 1800N, 1825E, 200E, 2200N, 2500N, 250N, 2600E, 2650E, 2750N, 3000E, 415E, 450E, Angling Road, Backbone Road, Bottom Road, Buda Road, Kentville Road, Osage Rd. (3000N), Peru Street, Plank Road, Princeton Road, Tiskilwa Spur, West Street, Wyanet-Walnut Road, and Wyanet Road. According to the Illinois Department of Transportation (*Illinois Highway and Street Mileage Statistics 2011*), there are approximately 246.2 miles of major collector roads/highways in Bureau County.

The following roads/highways (all or portions thereof) are considered minor collectors within the County: 050E, 1000N, 1200E, 1900N, 1950N, 2000N, 2050N, 2100N, 2125N, 2200N, 2400N, 2550E, 2750E, 2800E, 3200E, 645E, 650E, 675E, 700E, DePue “Spur” 2775E, E0000 Road, Mason Street, N37th, and New Bedford Road. According to the Illinois Department of Transportation(*Illinois Highway and Street Mileage Statistics 2011*), there are approximately 72.1 miles of minor collector roads/highways in Bureau County.

Refer to Appendix I Maps, 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. According to the Illinois Department of Transportation(*Illinois Highway and Street Mileage Statistics 2011*), there are approximately 1,286.1 miles of local road/streets including municipalities.

4. Future Highway Improvements

The Illinois Department of Transportation (IDOT) is planning future highway improvement projects on U.S. Highways, State Routes, Interstate Highways and Local Highways. The following projects (Table 3.1) are planned for Fiscal Years 2013-2018:

**Table 3.1
Planned IDOT Highway Improvement Projects 2013 through 2018
Bureau County, Illinois**

Route Street Name	Location / Improvement	Estimated Cost
I-80	Drainage ditch & Hennepin Canal 1 mile west of IL 40 / Bridge replacement	\$5,700,000
I-80	East of IL 40 to west of IL 26 (10.07 miles) / Resurfacing and bridge repair	\$17,500,000
U.S. Hwy. 6/ U.S. Hwy. 34	Coal Creek west edge of Sheffield / Bridge replacement	\$1,250,000
U.S. Hwy. 6/ U.S. Hwy. 34	East of Sheffield to east of IL 40 (2.28 miles) / Resurfacing and cold milling	\$610,000
U.S. Hwy. 6/ U.S. Hwy. 34	IL 40 to Hazelwood Drive in Wyanet (5.76 miles) / Resurfacing and cold milling	\$1,920,000
U.S. Hwy. 6	Stream 4.3 miles west of IL 89 / Culvert replacement	\$390,000
U.S. Hwy. 34	North of LaMoille to La Salle County line (5.85 miles) / Resurfacing and cold milling	\$1,400,000
U.S. Hwy. 34	6 th Street in Princeton to east of Dover (4.89 miles) / Resurfacing and cold milling	\$1,100,000
IL 26	Bureau Creek north of Princeton / Bridge replacement	\$2,200,000

Route Street Name	Location / Improvement	Estimated Cost
IL 26	0.1 mile south of Red Covered Bridge Road to I-80 (0.73 mile) / Additional lanes; intersection reconstruction; curb and gutter; new storm sewer.	\$3,070,000
IL 26	0.1 mile south of Red Covered Bridge Road to I-80 / Utility adjustment	\$300,000
IL 26	I-80 to south of Railroad Avenue in Princeton (0.99 mile) / Resurfacing and cold milling	\$400,000
IL 29	Unnamed stream 0.4 mile west of DePue Road / Culvert replacement	\$350,000
IL 89	Brush Creek 1.2 mile south of Arlington / Bridge replacement	\$1,000,000
IL 89	Illinois River Bridge at Spring Valley / Bridge replacement; P.E. (Phase II); land acquisition; utility adjustment; construction engineering;	\$25,700,000
Old Dad Joe Tr., Red Covered Bridge, TR 246 (1950E Rd.)	Bureau Creek 0.5 mile west of IL 26 / Bridge cleaning, painting, deck sealing and repair.	\$215,000
1200N Rd.	Branch Pond Creek 2 miles south of Wyanet / P.E. (Phase I)	\$44,000
1950N Rd. (TR 175)	Smith Ditch 3.5 miles southwest of Manlius / P.E. (Phase I), bridge replacement and construction engineering.	\$356,000
2200N. Rd. (FAS 1250)	West Bureau Creek Branch 5 miles northwest of Princeton / P.E. (Phase I), bridge replacement and construction engineering.	\$352,000
2300N Rd. (TR 109)	West Bureau Creek 6 miles southwest of Ohio / Bridge replacement	\$255,000
2300N Rd. (TR109)	Lime Creek 5 miles south of Ohio / Bridge replacement	\$255,000
2300N Rd. (TR 109)	Lime Creek 4.5 miles south of Ohio / Bridge replacement	\$220,000
2750E Rd. (CH 19)	East Bureau Creek 1.9 miles east of Malden / P.E. (Phase I)	\$32,000
3450E Rd. (TR 398)	Spring Creek 0.2 mile northeast of Spring Valley / Bridge replacement and construction engineering	\$532,000
3450E Rd. (TR 398)	Spring Creek 0.2 mile northeast of Spring Valley / Construction engineering	\$12,000
950N Rd. (TR 329)	East Fork Spoon River 1 mile southwest of Neponset / Bridge replacement, construction engineering	\$312,000
Angling Rd. (FAS 1253)	U.S. 34 to CH 19 (3.31 miles) / Resurfacing	\$1,160,000

Route Street Name	Location / Improvement	Estimated Cost
Various (FAU 5613, 5604, 5603, 5606)	Cornelia St.: St. Paul St. to Dakota St.; Dakota St.: IL 89 to Ladd Rd.; Fourth St.: Terry St. to Strong St.; St. Paul St.: Terry St. to Strong St. (1.12 miles) / Resurfacing, construction engineering.	\$794,000
Wyanet/Walnut Rd. (FAS 188)	IL 6 to 1950N Rd. (4.52 miles) / Resurfacing	\$400,000
Wyanet/Walnut Rd. (FAS 188)	Maple Creek 2 miles north of Wyanet / P.E. (Phase I), bridge replacement, construction engineering.	\$344,000
FAS 241	CH 16 to Norton St. in Neponset (2.69 miles) / Resurfacing	\$500,000
FAS 252	CH 9 to IL 92 (4.00 miles) / Resurfacing	\$750,000
TR 46	West Fork Spoon River 3 miles south of Neponset / Bridge replacement, construction engineering.	\$426,000
TR 154	Fox Creek 3 miles northwest of Milo / P.E. (Phase I)	\$40,000
TR 329	Spoon River 1 mile east of Neponset / P.E. (Phase I)	\$40,000

Source: Illinois Department of Transportation FY 2013-2018 Highway Improvement Program, District 3, State Highways; Illinois Department of Transportation FY 2013-2016 Highway Improvement Program, District 3, Local Highways

B. Rail

Bureau County is served by five (5) rail lines: the Burlington Northern/Santa Fe Railroad, CSX Transportation, Inc., Illinois Railway, LLC, Iowa Interstate Railroad, LLC, and the Union Pacific Railroad. There are a combined total of approximately 135 rail miles within Bureau County.

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.

CSX Transportation (CSXT) is a Class I railroad operating in the United States. It is the main subsidiary of the CSX Corporation. The company is headquartered in Jacksonville, Florida, and owns approximately 21,000 route miles. CSXT operates one of the three Class I railroads serving most of the East Coast, the other two being the Norfolk Southern Railway (NS) and Canadian Pacific Railway. This railroad also serves the Canadian provinces of Ontario and Quebec.

The Illinois Railway (IR), formerly Illinois Railnet, is a shortline railroad operating in northern Illinois. It operates 113 miles of former BNSF Railroad trackage. This railroad was created in 1997 and operates 4 lines in Northern Illinois. It is owned by OmniTRAX. OmniTRAX, Inc. is one of North America's largest private railroad and transportation management companies, providing management services to 16 regional and short-line railroads that serve 10 U.S. states and 2 Canadian provinces.

The Iowa Interstate Railroad (IAIS) is a Class II regional railroad operating in the central United States. The railroad is owned by Railroad Development Corporation of Pittsburgh, Pennsylvania. It is one of the few regional railroads that connects with the entire Class 1 railroad system (BNSF, UP, Canadian National, Canadian Pacific, Kansas City Southern, CSXT, and Norfolk Southern) at multiple locations. IAIS service runs from Council Bluffs, Iowa to Chicago with a branch line to Peoria, Illinois.

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 existing lines currently accommodate freight transport only with the exception of the BNSF rail line, which hosts the *Carl Sandburg* and *Illinois Zephyr* Amtrak routes. Additionally, these rail lines are, in general, not providing a significant amount of service to local industrial producers because of decreased reliance on rail transportation. 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.

As mentioned above, the BNSF rail line that crosses Bureau County hosts the *Carl Sandburg* and *Illinois Zephyr* Amtrak routes, with a stop at the Princeton Amtrak station (107 Bicentennial Dr., Princeton). These routes are 258-mile passenger train routes operated by Amtrak that run between Chicago and Quincy, Illinois. The routes are part of the Illinois Service rail network and are partially funded by the Illinois Department of Transportation. The *Carl Sandburg* route began operation on October 30, 2006, and the *Illinois Zephyr* has been running since 1971. The routes have connections to two long-distance Amtrak routes: the California Zephyr (daily Chicago-Denver-Salt Lake City-Bay Area) and the Southwest Chief (daily Chicago-Kansas City-Los Angeles). According to the Illinois Department of Transportation, in 2011, the *Illinois Zephyr* and *Carl Sandburg* routes carried a combined 222,419 passengers, an 8.0% increase over 2010 ridership, and an 87.7% increase over 2006 ridership. Also according to the Illinois Department of Transportation, *“The sustained growth in rail passenger travel in Illinois over the past six years and the phenomenal response to the added frequencies, along with ballooning fuel costs, are strong indicators of the importance of the rail mode for maintaining balance in our transportation system. These trends demonstrate the need for more investments in passenger rail, and enhance the convenience and efficiency of train travel in Illinois. Providing more travel choices, increasing capacity and improving train performance will continue to generate substantial increases in ridership for both state-sponsored and Amtrak system trains in the foreseeable future.”*

A third passenger rail route from Chicago to the Quad Cities (IL-IA) utilizing existing rail lines within Bureau County is planned and is anticipated to begin service in 2015. The route will follow the BNSF rail line from Chicago to Princeton before connecting to the IAIS rail line at Wyanet. A connection for the two lines must be constructed near Wyanet, and track upgrades must be completed on the IAIS rail line to accommodate this passenger rail service.

The *Carl Sandburg* and *Illinois Zephyr* routes are part of the Midwest Regional Rail Initiative (MWRRI), a coalition of nine (9) Midwestern state Departments of Transportation (Indiana, Illinois, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin) that have been working together since 1996 to develop a 3,000 mile high-speed rail system for the region. When this plan is fully implemented, passenger rail service will be dramatically increased and trip times significantly decreased. Chicago will serve as the hub of the system. About 90 percent of the Midwest's population will be within a one hour car ride to a Midwest Regional Rail System station and/or 30 minutes of a feeder bus station.

In 2007, the MWRRI updated its economic analysis of the benefits that its fully implemented high-speed rail plan would bring to the region. The new projections found a benefit-to-cost ratio of 1.8 (\$1.80 in return for every dollar invested), one of the highest for any regional system in the U.S. In addition to generating \$23 billion in overall benefits, the system would generate nearly 58,000 permanent new jobs and \$5.3 billion of increased earnings over the construction period.

C. Truck Transportation

Semi-truck shipments in Bureau County are most prevalent along the arterial highways. Several highways that are under the jurisdiction of Bureau County (Bureau 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 3.2). Map 3.2 (Appendix I 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
Angling Road (Bureau County)	CH 19 to IL Route 89
CR-16/Kentville Road (Bureau County)	Henry County line to IL Route 29
CR-31 (Bureau County)	Stark County line to Putnam County line
Backbone Road (Bureau County)	IL Route 40 to Union Pacific RR
6 th Street (Princeton)	US Hwy. 6 to Ace Road
Ace Road (Princeton)	IL Route 26 to 6 th 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

There are no public-use airports in Bureau County. There are eight aircraft landing fields/strips in the County, and they are all 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.

Nearby (within approximately 30 miles of Bureau County) publicly-owned, public-use airports with paved runways and instrument approaches include:

- Illinois Valley Regional Airport-Walter A. Duncan Field in Peru;
- Marshall County Airport in Lacon;
- Whiteside County Airport-Joseph H. Bittorf Field in Rock Falls;
- Kewanee Municipal Airport in Kewanee;
- Dixon Municipal Airport-Charles R. Walgreen Field in Dixon;
- Mount Hawley Auxiliary Airport in Peoria;
- Rochelle Municipal Airport-Koritz Field in Rochelle
- Pontiac Municipal Airport in Pontiac;
- Morris Municipal Airport-James R. Washburn Field in Morris.

Nearby (within approximately 50 miles of Bureau County) regional airports that provide a range of services including air freight and passenger service include General Downing-Peoria International Airport in Peoria, Quad Cities International Airport in Moline, Chicago/Rockford International Airport in Rockford, Central Illinois Regional Airport at Bloomington-Normal.

1. General Downing-Peoria International Airport.

General Wayne A. Downing-Peoria International Airport (FAA Identifier: PIA) is a joint civil and military public use airport located five miles west of the central business district of Peoria. The airport is on the northwest edge of Bartonville, near Bellevue. It is owned by the Metropolitan Airport Authority of Peoria.

PIA has four airlines providing passenger service. Allegiant Air provides service to Las Vegas, Phoenix/Mesa, Punta Gorda and Tampa/St. Petersburg; American Eagle provides service to Chicago (O'Hare) and Dallas/Ft. Worth; Delta provides service to Atlanta, Detroit and Minneapolis; and, United Airlines provides service to Chicago (O'Hare) and Denver.

PIA is also an active air cargo and express airport with over 50 million tons of cargo/express and mail passing through the airport each year. PIA is a U.S. Customs Port of Entry for air cargo. Fed Ex, Airborne, Emery and UPS provide all cargo service in addition to cargo carried in the cargo holds of passenger flights serving PIA.

PIA, covering an area of 3,800 acres, has two general purpose runways. Runway 13/31 is 10,104 feet long and 150 feet wide with a concrete/grooved surface. Runway 4/22 is 8,004 feet long and 150 feet wide with an asphalt/grooved surface.

There are 68 aircraft based at PIA (40 single-engine aircraft, 3 multi-engine aircraft, 10 jet aircraft, 3 helicopters, and 10 military aircraft). Aircraft operation average 109 per day (33% air taxi, 32% transient general aviation, 20% military, 10% local general aviation and 5% commercial).

2. Quad Cities International Airport.

Quad City International Airport (FAA Identifier: MLI) is a public airport in Rock Island County three miles south of the central business district of Moline. It is owned by the Metropolitan Airport Authority. It serves the Quad Cities area of Illinois and Iowa. In 2012, it was named "Illinois Primary Airport of the Year". MLI is the third-busiest commercial airport in Illinois - Chicago's O'Hare and Midway International Airports respectively lead the state. While there are no scheduled commercial flights to international destinations, local corporate jets (especially those owned by Deere & Company) do make periodic nonstop trips to destinations in Africa, Asia, Europe, and South America.

MLI has four airlines providing passenger service. Allegiant Air provides service to Las Vegas, Orlando-Sanford, Phoenix/Mesa, and St. Petersburg/Clearwater; American Airlines/American Eagle provides service to Chicago (O'Hare) and Dallas/Ft. Worth; Delta provides service to Atlanta, Detroit and Minneapolis; and, United Airlines provides service to Chicago (O'Hare) and Denver.

A number of air freight companies are located at MLI including BAX Global, DHL, and UPS Supply Chain Solutions. A Foreign Trade Zone and U.S. Customs Office are located at the airport, enabling international inbound and outbound shipments.

MLI, covering an area of 2,600 acres, has three general purpose runways. Runway 9/27 is 10,002 feet long and 150 feet wide with a concrete/grooved surface. Runway 13/31 is 7,301 feet long and 150 feet wide with an asphalt/concrete/porous friction courses surface. Runway 5/23 is 5,0156 feet long and 150 feet wide with a concrete/grooved surface.

There are 88 aircraft based at MLI (60 single-engine aircraft, 20 multi-engine aircraft, 7 jet aircraft, and 1 helicopter). Aircraft operation average 135 per day (35% air taxi, 29% transient general aviation, 22% local general aviation, 13% commercial and 1% military).

3. Chicago/Rockford International Airport

Chicago/Rockford International Airport (FAA Identifier: RFD) 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 has three airlines providing passenger service. Allegiant Air provides service to Las Vegas, Orlando-Sanford, Phoenix/Mesa, and Ft. Myers; Frontier Airlines provides service to Denver and connections west; Apple Vacations provides service to Cancun, Punta Cana and Montego Bay.

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.

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.

RFD, covering an area of approximately 3,000 acres, has two general purpose runways. RFD Runway 1/19 is 8,200 feet long and 150 feet wide with an asphalt/grooved surface. Runway 7/25 is 10,002 feet long and 150 feet wide with an asphalt/concrete/grooved surface.

There are 114 aircraft based at RFD (78 single-engine aircraft, 18 multi-engine aircraft, 15 jet aircraft, and 3 helicopters). Aircraft operation average 127 per day (40% transient general aviation, 29% local general aviation, 21% commercial, 5% air taxi and 4% military).

4. Central Illinois Regional Airport at Bloomington-Normal

Central Illinois Regional Airport at Bloomington-Normal (FAA Identifier: BMI) is public use airport located three miles east of the central business district of Bloomington, and two miles east of Veteran's Parkway IL Route 9 in Bloomington. It is owned by the Bloomington-Normal Airport Authority.

BMI has four airlines providing passenger service. Allegiant Air provides service to Orlando (Orlando Sanford International Airport); American Airlines/American Eagle provides service to Chicago (O'Hare) and Dallas/Ft. Worth; Delta provides service to Atlanta, Detroit and Minneapolis; and, Frontier Airlines provides service to Denver and Orlando.

BMI has two general purpose runways. Runway 2/20 is 8,000 feet long and 150 feet wide with a concrete/grooved surface. Runway 11/29 is 6,525 feet long and 150 feet wide with an asphalt/concrete/grooved surface.

There are 89 aircraft based at BMI (72 single-engine aircraft, 7 multi-engine aircraft, and 10 jet aircraft). Aircraft operation average 77 per day (44% transient general aviation, 19% air taxi, 18% local general aviation, 18% commercial and 1% military).

E. Water Transportation Facilities

There are four water transportation facilities located within Bureau County, all located on the Illinois River:

1. ADM/Growmark River System, Spring Valley Grain Elevator Dock located at River Mile 218.5 at IL Route 89 (upstream side) in Spring Valley. The facility specializes in the shipment of grain.
2. Cargill AgHorizons, Spring Valley North Grain Elevator Dock, located at River Mile 218.3 at IL Route 89 (downstream side) in Spring Valley. The facility specializes in the shipment of grain.
3. Osage Marine Services, Spring Valley Fleet Moorings (owned by CGB Marine Services, a division of Consolidated Grain and Barge Co.) is located at River Mile 216.9-218.2 downstream from IL Route 89 in Spring Valley. The facility specializes in the mooring of barges for fleetings.

4. Consolidated Grain and Barge Co., Hennepin Terminal Dock, located at River Mile 207.4 across from Hennepin (7305 IL Highway 26). The facility specializes in the receipt of fertilizer and other miscellaneous bulk materials; and, shipment of grain.

F. Greenways and Trails

A greenway is a corridor of open land that is designated 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. Overall, a greenway can provide:

- Recreational benefits
- Protect natural areas
- Protect water quality
- Enhance natural beauty and quality of life in neighborhoods and communities
- Buffer incompatible or adjacent land uses
- 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 sites and facilities.

Greenways and Trails:

- Are not all owned by the government;
- Do not need to be fenced;
- Do not take land from people;
- Do not require public access on all the land.

There are many opportunities for the planning and development of both greenways and trails within and through Bureau County. The Illinois Department of Natural Resources offers financial and technical assistance for greenways and trails planning through its “Greenways and Trails Planning Assistance Program” to assist communities, counties and multi-county coalitions. The goal of the program is to encourage and facilitate comprehensive, cooperative and coordinated planning to protect high priority greenways and, where appropriate, provide public access to them by developing trails.

The Hennepin Canal Parkway State Park, a 104.5 mile linear park spanning five Illinois counties (Bureau, Henry, Lee, Rock Island, and Whiteside), is an important greenway and trail that crosses Bureau County. It provides a wide variety of recreational activities including fishing, boating, picnicking, canoeing, hiking, horseback riding, bicycling, and snowmobiling. The Hennepin Canal is also steeped in history and is listed on the National Register of Historic Places. History, natural beauty and recreation makes the Hennepin Canal Parkway State Park an important resource for all the communities along its banks.

The Hennepin Canal Trail in Bureau County begins at Bureau Junction and runs westerly just north of Tiskilwa before turning northwesterly, passing through the southern portion of Wyanet. From Wyanet, the trail crosses Interstate 80 north of Sheffield and continues west, exiting Bureau County just north of Mineral. The Hennepin Feeder Canal Trail intersects the Hennepin Canal Trail northwest of Mineral, and runs from the Hennepin Canal Trail to Rock Falls. The Hennepin Canal Trail, approximately 31 miles in length within Bureau County, is surfaced from Bureau Junction to Colona on the Rock River, and the Hennepin Feeder Canal Trail, approximately 13 miles in length within Bureau County (29 miles overall) is also surfaced. The Hennepin Canal Parkway State Park office and visitors center is located in Bureau County just northwest of Sheffield, at the southwest corner of the intersection of Interstate 80 and IL Route 40.

The Hennepin Canal Trail is also a subsection of the “Bureau to East Moline” section of the Grand Illinois Trail. The Grand Illinois Trail (GIT) is a multipurpose recreational trail, forming a loop from the Chicago suburb of Maywood to Lansing; from Lansing to Joliet to Bureau to East Mississippi Palisades State Park to Lake Le-Aqua-Na State Park to Rock Cut State Park to McHenry to Navy Pier on Lake Michigan near downtown Chicago. At over 575 miles in length, it is the longest trail in Illinois. Trail surfaces vary from asphalt trails to low-volume streets to limestone screened trails. Each trail section has its own special history and history of development.

In the early 1990s, with the growing network of northern Illinois trails, the Illinois Department of Natural Resources suggested a "Grand Illinois Trail" in the Illinois State Trails Plan. The concept was enthusiastically supported by cities and villages; park, forest preserve, and conservation districts; and non-profit organizations; the many local partners involved in the Grand Illinois Trail. An Executive Council was formed, with representatives of state agencies and three regional coalitions - Northern Illinois, "Canal Country," and Northwestern Illinois - serving on the council. Together, local partners and the Executive Council have reached out to link existing trails, develop new trails and establish on-road connections to make traveling the Grand Illinois Trail a continuous, memorable experience.

G. Public Transportation

Public transportation in the County is provided by Bureau & Putnam Area Rural Transit (BPART), located at 400 S. Gosse Blvd. in Princeton and 600 E. First St. in Spring Valley. BPART is a demand-response, curbside-to-curbside transportation service for all residents of Bureau and Putnam counties without restriction to age or ability. BPART operates Monday-Friday from 6:00 a.m. to 6:00 p.m. with the last pick-up accepted at 5:30 p.m. Saturday trips are available to riders but are limited. BPART does not operate on New Year’s Day, Memorial Day, Independence Day (Fourth of July), Labor Day, Thanksgiving Day, and Christmas Day.

BPART is a partnership between Gateway Services in Princeton, St. Margaret’s Hospital in Spring Valley, Bureau County Senior Citizen’s Association in Princeton, along with Bureau County. BPART’s fleet ranges in size from minivans to 14-passenger vans. All of the vehicles are accessible, having chair lifts and required safety restraints. Each of the vehicles meets or exceeds the State of Illinois requirements for safety, inspection and insurance.

Section 3.2 Transportation Issues Identified by the Planning Commission

- The County does not have a greenways and trails plan.

Section 3.3 Goals, Objectives, Policies

A. Goal

Maintain a safe and efficient County-wide transportation network and provide adequate transportation facilities to ensure that roads, highways and other transportation facilities and infrastructure operates at or above acceptable level of service standards in the future.

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. Promote the use of the existing rail lines in the County.
2. Promote/encourage the use and further development of commuter/passenger rail service in the region.
3. Protect existing and planned/future road rights-of-ways from building encroachment.
4. Coordinate with the transportation plans and programs of the Illinois Department of Transportation, municipalities and adjacent counties.
5. Participate in the development of alternative transportation and recreational trails when they benefit Bureau County.
6. Encourage bicycle and pedestrian transportation options.
7. Ensure adequate policies are in place to ensure safe ingress and egress to roadways.