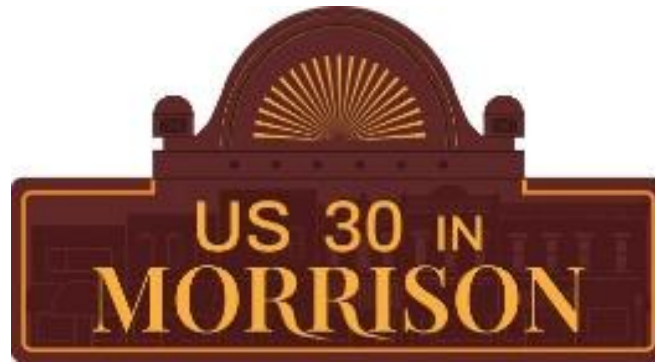




Illinois Department of Transportation



PURPOSE & NEED STATEMENT



June 2026

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1. Introduction

U.S. 30, locally known as Lincolnway, is a primary east-west corridor through Whiteside County and the City of Morrison. U.S. 30 functions as a principal arterial serving both regional freight movement and local access through the City of Morrison, connecting residential neighborhoods, historic districts, commercial areas, and industrial land uses. The pavement and drainage systems were constructed in the early 1930s and have since deteriorated and are in need of improvements. The Illinois Department of Transportation (IDOT) is performing an Environmental and Preliminary Engineering Study to analyze proposed improvements for the reconstruction of the U.S. 30 corridor through the City of Morrison (**Figure 1**). The study limit begins approximately 0.1-mile west of IL Route 78 and extends to approximately 0.2-mile east of N. Jackson Street in Morrison, which is approximately two miles in length (**Figure 2**).

2. Study Area

The City of Morrison, population of 4,085 (2020 census), is located on the Historic Lincoln Highway, the nation's first transcontinental highway. The existing land uses adjacent to U.S. 30 along the study route are rural in context with predominantly commercial and residential. Along the U.S. 30 study corridor is the Odell Building, which is listed on the National Register of Historic Places (NRHP), the Morrison Business Local Historic District and the Morrison Residential (Hill) Local Historic District, both of which warrant NRHP consideration, and a number of NRHP-eligible homes and buildings.

The corridor primarily serves vehicular and freight movement within the region. While the City of Morrison is located 12 miles east of the Mississippi River, the study area is not directly served by water transportation facilities. Furthermore, there are no rail corridors, major freight trucking terminals, or aviation facilities located within the immediate vicinity of the study area.

U.S. 30 is an important National Highway System (NHS) strategic mainline route and has a functional classification as Other Principal Arterial (OPA). Existing conditions for U.S. 30 consist of two through lanes of varying width ranging from 12 to 14-feet, except for the section between IL Route 78 and Harmony Street, which includes a 12-foot-wide two-way center lane. There are existing left turn lanes from U.S. 30 onto: Harmony Street, Garden Plain Road, Milnes Drive, Cherry Street, Madison Street, and N. Jackson Street. There are 17 intersecting roadways along the study route, four of which are signalized: Genesee Street, Cherry Street, Madison Street, and N. Jackson Street. U.S. 30 from west of IL Route 78 to Garden Plain Road consists of combined paved and aggregate shoulders. East of Garden Plain Road, the cross section consists of curb and gutter up to N. Jackson Street.

3. Previous Studies

IDOT, in consultation with the Federal Highway Administration (FHWA), completed an Environmental Impact Statement (EIS) in 2014 that studied alternatives to improve U.S. 30 from IL 136/Frog Pond Road to IL 40 in Whiteside County. The purpose of the proposed project was to improve traffic capacity, reduce traffic congestion, improve safety, provide for an anticipated increase in transportation demand, and to establish roadway system continuity.

The project length was approximately 24 miles with a 10-mile-wide study area. The project study area comprised the communities of Fulton, Morrison, Rock Falls, and Sterling. The City of Fulton resides just west of the project's western terminus of IL 136/Frog Pond Road. Traveling east, the existing U.S. 30 bisects the City of Morrison, which

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resides in the center of the project study area. Continuing east, the project limits extended to IL 40 in the City of Rock Falls and provides the eastern terminus for the project.

From IL 136/Frog Pond Road to just west of the City of Morrison and from just east of the City of Morrison to IL 40, generally the improvements were proposed to stay on the existing U.S. 30 roadway. The proposed U.S. 30 alignment was to be constructed as a bypass located north or south of the City of Morrison.

The range of alternatives studied for this EIS did not include an option that proposed to widen existing U.S. 30 through the city of Morrison. There were two principal causes not to increase the width of U.S. 30. Principally, in 2004, IDOT completed a study that proposed to widen U.S. 30 to a three-lane section through Morrison from IL Route 78 North to French Creek in Morrison. As a direct result of public comments and concerns, the project length was reduced from Jackson Street to French Creek on the east side of Morrison. Subsidiarily, the construction of a three-lane roadway would not eliminate the safety and operational concerns associated with the non-compatible uses of the corridor with large truck traffic, increasing volumes of traffic, narrow lanes, sidewalks adjacent to the roadway, school crossings, and farm equipment use. As a result, construction of a three-lane roadway through Morrison's downtown area would not eliminate the need for a four-lane expressway routed outside of town to accommodate future traffic demands ranging from 9,600 vehicles per day to 20,800 vehicles per day. For these reasons, a three-lane roadway did not meet the objectives of the Purpose and Need. Lastly, the EIS identified the No-Build Alternative as the preferred option, as both proposed Build Alternatives consisted of bypasses around the City of Morrison, which faced significant public opposition.

4. Purpose of the Project

The purpose of the project is to improve the roadway and associated infrastructure, safety, roadway operations, and multimodal opportunities along U.S. 30 from approximately 0.1-mile west of IL Route 78 to approximately 0.2-mile east of N. Jackson Street in Morrison. The goals of the U.S. 30 project are to:

- Reconstruct distressed pavement conditions and improve the pavement's Condition Rating Survey (CRS) value to an acceptable pavement condition
- Alleviate drainage issues within the study corridor
- Enhance safety for all users
- Improve operations and mobility
- Improve multimodal opportunities for pedestrians and bicyclists

In addition to addressing identified aging pavement conditions, substandard geometry and operational and safety deficiencies, a secondary purpose of the project is to support economic vitality. The anticipated improvements are expected to contribute to a more supportive environment for commercial activity, help maintain community competitiveness, and support the City of Morrison's goals by improving access to employment centers, enhancing conditions for continued investment and economic vitality consistent with local plans.

5. Need for the Project

The need for the project is supported by documented infrastructure condition problems along the U.S. 30 study corridor. This includes deteriorated pavement, which causes rough ride and maintenance issues, an aging drainage system, which leads to flooding and surface water problems, safety concerns associated with crashes at multiple intersections along the route, an increase in congestion due to high volumes of truck traffic, and limited

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accommodations for pedestrians and bicyclists. Collectively, these deficiencies affect the overall performance, reliability, safety, and accessibility of the U.S. 30 corridor. The corridor serves as the City’s primary east-west route and accommodates local traffic, regional travel, freight movement, emergency access, businesses, residences, and community destinations. However, deteriorated pavement, aging and undersized drainage infrastructure which leads to recurring flooding, concentrated crash patterns, high truck volumes, closely spaced intersections, and limited pedestrian and bicycle accommodations all contribute to corridor conditions that do not adequately support the transportation function of U.S. 30 through Morrison. These issues are interrelated: pavement and drainage deficiencies affect ride quality, maintenance needs, and roadway reliability; intersection and turning-movement conflicts affect safety and operations; truck volumes place additional demands on pavement structure and intersection geometry; and gaps in pedestrian and bicycle facilities limit safe access to nearby neighborhoods, businesses, parks, schools, and community services. Together, these conditions support the need for improvements that address the corridor as a connected transportation system rather than as a series of isolated deficiencies. The following sections describe the specific deficiencies that, when considered together, establish the need for the proposed U.S. 30 improvements.

5.1. Pavement Condition

IDOT uses a Condition Rating System (CRS) to evaluate the physical condition of roads and highways in Illinois. It helps determine maintenance needs, resurfacing schedules, and funding priorities. IDOT assigns a score from 1 to 9 to roadway segments based on surface condition and structural performance. **Table 1** provides the CRS scoring system and associated condition. The CRS rates pavements on a 1-9 scale, with 5.5 on interstates and 5.0 on other roads being the minimum acceptable condition.

TABLE 1: CONDITION RATING SYSTEM		
Rating	Condition	Description
1	Failed	Pavement essentially unusable
2	Serious	Structural failure beginning
3	Very Poor	Severe distress
4	Poor	Significant cracking and roughness
5	Marginal	Noticeable deterioration
6	Fair	Moderate cracking or rutting
7	Good	Minor cracking or aging
8	Very Good	Minimal wear
9	Excellent	New or nearly new pavement

Table 2 and **Figure 3** provide the condition ratings for the pavement of segments of the roadway along the study corridor. Pavement condition ratings for the U.S. 30 study corridor range from very poor to excellent, with only 11

percent in excellent condition. This demonstrates that nearly 65% of the pavement within the study limits is approaching the end of its service life, with evidence of pavement showing distress with significant cracking and roughness. The U.S. 30 roadway west of the western terminus has a CRS rating of “Good,” and the roadway east of the eastern terminus is rated “Excellent.” Accordingly, this segment along U.S. 30 exhibiting “Very Poor” and “Poor” condition ratings is the focus of the proposed improvements.

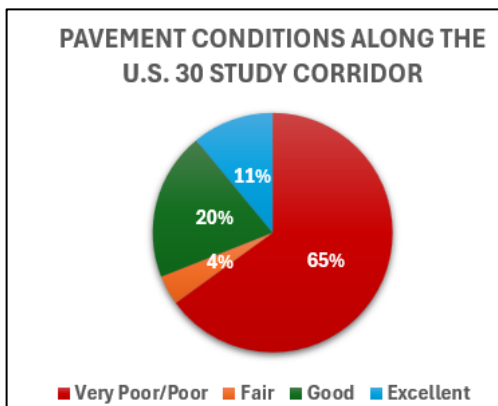


TABLE 2: U.S. 30 CONDITION RATINGS

Roadway Segment of U.S. 30	Rating	Length (miles)
0.1 mile west of IL Route 78 - IL Route 78	6.4	0.10
IL Route 78 - Garden Plain Rd.	4.5	0.50
Garden Plain Rd – 0.8 mile east of Milnes Dr.	7.4	0.27
0.8 mile east of Milnes Dr. – 0.8 mile east of Bartlet	3.6	0.71
0.8 mile east of Bartlet – N. Jackson St.	5.2	0.08
N Jackson St. – 0.2 mile east of N. Jackson St.	8.3	0.20
TOTAL		1.86

5.2. Drainage

The existing drainage along U.S. 30 is comprised of open drainage near the Unnamed Tributary to Rock Creek (Rock Creek) outfall which then transitions to a closed drainage system east of the Rock Creek and up to the eastern study limit. The study area along U.S. 30, specifically between IL Route 78 and N. Jackson St, consistently experiences flooding of five inches of standing water multiple times a year. The existing drainage infrastructure includes a major culvert located approximately 215 feet west of IL Route 78, along with a series of smaller storm pipes, each no greater than 30 inches in diameter which run along U.S 30 and the surrounding streets. Additional details are shown in **Figure 4**.

The study area east of Rock Creek generally drains southwest into Rock Creek. Ground elevations range from approximately 730 feet at N. Genesee Street and W. High Street to about 620 feet at Rock Creek. Overall, the terrain is flat with an average slope of roughly two percent. The portion west of Rock Creek, between IL Route 78 and Rock Creek, is mostly a system of roadside ditches and driveway culverts. U.S. 30 has a high point of 673 feet between Union Street and Harmony Street. The drainage northwest of that divide flows into the major culvert and then into a subsidiary of Rock Creek that eventually ties back into Rock Creek. The drainage northeast of that divide flows directly into Rock Creek with a portion of it being a closed drainage system. The drainage south of U.S. 30 drains mostly overland into Rock Creek. Most of the study area contains existing storm sewer networks that date back to original construction of U.S. 30 in 1938. The following describes the drainage areas within and adjacent to the U.S. 30 study area.

Downstream Outfall Trunkline (Rock Creek - 19 acres)

The downstream-most system consists of a 15-inch storm sewer discharging directly into Rock Creek. This reach is approximately 2,000 feet long along U.S. 30 and terminates about 80 feet east of Hillandale Court. The contributing drainage area is approximately 19 acres. Please see **Figure 4**.

U.S. 30 and Main Street Parallel Trunklines (Railroad Tracks Swale - 75 acres)

Upstream of this segment are two parallel trunklines, each about 3,000 feet long, that outfall to a swale near the railroad tracks and N. Heaton Street. This swale can be assumed to ultimately drain to Rock Creek. The U.S. 30 trunkline ends in a 27-inch pipe. The Main Street trunkline ends in a 30-inch pipe. Together, these systems drain approximately 75 acres between Hillandale Court and N. Cherry Street. Please see **Figure 4**.

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French Creek Trunkline (French Creek – 165 acres)

The next upstream system drains the largest area, approximately 165 acres, and outlets into French Creek through a 43-inch x 68-inch culvert. This trunkline is roughly 7,000 feet long. The upstream limits begin near N. Genesee Street and W. High Street. The system follows U.S. 30 (30-inch diameter) from Cherry Street to Madison Street. It continues along E. Knox Street (30-inch diameter) to Bartlet Street, then runs south to its outfall at French Creek. French Creek ultimately flows into Rock Creek near Lister Road and Prairie Center Road. Refer to **Figure 4** for the outlet location. One of the documented flooding locations occurs near U.S. 30 and Bartlet Street. The combined capacity of these systems is insufficient to manage peak flows, contributing to roadway flooding and surcharge conditions. Please see **Figure 4**.

N. Jackson Street Small Network (Swale - 17 acres)

The final trunkline is a smaller network of 12-inch pipes located near N. Jackson Street and U.S. 30. This system is approximately 1,000 feet long, includes a trench drain across N. Jackson Street and drains approximately 17 acres. This location has also experienced flooding because of the undersized pipes. The system outlets into a swale that is assumed to drain toward the railroad tracks and eventually to Rock Creek. Please see **Figure 4**.

Areas South of the Railroad Tracks

The neighborhoods south of the railroad tracks from W. Wall Street to W. Winfield Street drain to outfalls nearby and along Rock Creek. Please see **Figure 4**.

Appendix A provides photo documentation of flooding conditions.

5.3. Travel Safety

Crash data along the U.S. 30 corridor indicates a concentration of rear-end and turning collisions, particularly at signalized and unsignalized intersections, suggesting potential issues related to access density, turning movements, signal timing, and roadway geometry. Crash data for the study area was provided by IDOT for the five years from 2019 to 2023. Data from the crashes within the study limits was collected and analyzed to determine if this section of U.S. 30 can be improved to reduce the number of crash events. There were 57 crashes recorded from 2019 to 2023, with 14 resulting in an injury.

Approximately 63% of the documented crashes occur along the Base Street and N. Jackson Street corridor section. The predominant crashes are angle, turning and front to rear. These patterns may be linked to outdated traffic signal equipment and insufficient pavement striping which reduce driver visibility. Additionally, closely spaced intersections limit sight lines and concentrate multiple conflict points within a short segment. The absence of dedicated left-turn lanes further exacerbates the issue by increasing conflicts between turning vehicles and through traffic.

Crash Type

As **Table 3** shows, of the 57 crashes that occurred, nineteen (33%) of the crashes were front-to-rear crashes, twelve (21%) were turning crashes, eight (14%) were angle crashes, seven (12%) were fixed object crashes, three (5%) were parked motor vehicle crashes, three (5%) were other object crashes, two (4%) were animal crashes, two (4%) were front-to-front crashes, and one (2%) was other rear-to-side crash.

TABLE 3: FIVE-YEAR CRASH HISTORY (2019-2023)*The number in parentheses is the number of the crashes that resulted in an injury*

Crash Type	2019	2020	2021	2022	2023	Total # of Crashes	% of Total Number of Crashes
ANGLE	2	2(1)	4(3)	-	-	8(4)	14%
ANIMAL	1	1	-	-	-	2	3%
FIXED OBJECT	1	1	1	1	3	7	12%
FRONT TO FRONT	2	-	-	-	-	2	3%
FRONT TO REAR	7(2)	3	4(2)	1	4(3)	19(7)	33%
OTHER NON-COLLISION	-	-	-	-	-	-	0%
OTHER OBJECT	-	-	-	1	2	3	5%
OVERTURNED	-	-	-	-	-	-	0%
PARKED VEHICLE	-	1	-	2	-	3	5%
PEDALCYCLIST	-	-	-	-	-	-	0%
PEDESTRIAN	-	-	-	-	-	-	0%
REAR TO FRONT	-	-	-	-	-	-	0%
SIDESWIPE OPPOSITE DIR.	-	-	-	-	-	-	1%
SIDESWIPE SAME DIRECTION	-	-	-	-	-	-	0%
TURNING	5(1)	-	2(1)	3(1)	2	12(3)	22%
REAR TO SIDE	-	-	-	-	1	1	2%
TOTAL	18(3)	8(1)	11(6)	8(1)	12(3)	57(14)	100%

Surface

As **Table 4** shows of the 57 crashes that occurred, forty-three (75%) crashes occurred on dry pavement, seven (12%) crashes occurred on snow or slush, six (11%) crashes occurred on wet pavement, and one (2%) crash occurred while there was ice. Inadequate drainage on U.S. 30 may have been the issue regarding the wet pavement crashes.

TABLE 4: DRIVING CONDITION (2019-2023)*

Driving Condition	2019	2020	2021	2022	2023	TOTAL*
Wet	-	2	1	2	1	6
Darkness	4	2	1	1	2	10
Ice/Snow/Slush	3	-	2	1	2	8
Dry	15	6	8	5	8	42
Impaired Driver	-	-	-	1	-	1

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Crash Severity

Crash Severity refers to the severity of the injuries resulting from a crash. The severity for each crash is assigned a letter: K, A, B, C or O. This designation is consistent with the KABCO severity scale (National Safety Council, 1990), which is typically used by the investigating police officer on the scene to classify injury severity for occupants. The scale uses five categories, as shown in **Table 5**. **Figure 5** contains an overview of the types and corresponding number of crashes within the project area for the listed years.

TABLE 5: CRASH SEVERITY	
Injury Type	Description
A	Crash involving one or more disabling injury. This is the most severe injury classification where there has not been a fatality.
B	Indicates a crash involving one or more people with evident injuries.
C	Indicates a crash with possible injuries.
K	Crash in which a fatality occurs.
PD	Property damage

Type of Injury

As **Table 6** shows of the 57 crashes that occurred, forty-three (75%) caused property damage, six (11%) crashes resulted in Type B-injuries, and eight (14%) crashes resulted in Type C-injuries. There were zero fatalities. Year 2021 had the most C-Injuries (momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea), and year 2019 had the most property damages.

TABLE 6: INJURY TYPE (2019-2023)						
Injury Type	2019	2020	2021	2022	2023	TOTAL
Fatal (K)	-	-	-	-	-	0
Type A	-	-	-	-	-	0
Type B	2	1	-	1	2	6
Type C	1	-	6	-	1	8
PD	15	7	5	7	9	43
<i>*Total for Table 6 does not add up to the 57 total crashes within the project area. This is a cross-tabulation display.</i>						

Crash Summary

Of the 57 crashes that occurred from all the twelve areas of interest, the crucial areas are:

- Intersection U.S. 30 and N. Jackson Street with seventeen (30%) crashes,
- Intersection U.S. 30 and Base Street with eight (14%) crashes,
- Intersection U.S. 30 and Cherry Street with six (10%) crashes,
- Intersection U.S. 30 and Madison Street with five (9%) crashes.

The crash data for this segment of U.S. 30 has identified the potential need for improvements at the following intersections:

- The intersection of U.S. 30 and N. Jackson Street has exhibited a crash history with seventeen (30%) crashes, suggesting that there is a traffic safety problem regarding the turning collision type crashes and inadequate drainage leading to flooding as discussed in the previous section.
- The intersection of U.S. 30 and Base Street suggests a traffic safety issue with angle collision type crashes.
- The intersection of U.S. 30 and Cherry Street suggests a traffic safety issue with turning collision type crashes.

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- The intersection of U.S. 30 and Madison Street suggests a traffic safety issue with rear-to-side or front-to-rear collision type crashes.

The frequency and concentration of rear-end and turning crashes at key intersections exceed typical expectations for similar urban principal arterials, indicating operational and geometric deficiencies.

5.4. System Capacity

The existing traffic conditions within the study area reflect usage of the U.S. 30 corridor as the primary east-west vehicular route through the City of Morrison. The corridor provides direct and indirect access to various residential, industrial, and commercial land uses, as well as to recreational lands, such as Morrison-Rockwood State Park and other parks throughout the community. The corridor also offers indirect access to Interstate 88 to the south via its intersection with IL Route 78/Cherry Street, which lies within the study limits, as well as the city's historical central business district.

Level of Service (LOS) is used to evaluate capacity as a measure for congestion on a roadway given specific traffic conditions. LOS is graded on a scale of A to F where LOS A is the highest grade, meaning free-flow conditions, and LOS F is the worst, meaning severe congestion conditions. The LOS for intersections along U.S. 30 is LOS A for existing 2030 traffic volumes and is expected to remain generally consistent through 2050 projected traffic volumes.

The following section outlines the existing and projected traffic volumes along the corridors associated with the study area.

The Average Daily Traffic (ADT) for U.S. 30 within the project study area in general is 9,000 vehicles per day. U.S. 30 along the study corridor is a Class II truck route. This daily total includes more than 1,200 vehicles which are classified as heavy. The ADT volume projections for the U.S. 30 corridor, as well as peak hour turning movement volumes for each intersection along the corridor, were provided by IDOT. The ADT volume projections for side streets were derived based on a combination of the peak hour turning movements provided by IDOT and IDOT's Statewide Average Daily Total Traffic Map.

ADT Volumes

Based on the information and conditions discussed above, ADT volumes for the various routes within the project study area for the construction year and 20 years beyond the construction date are summarized in **Table 7** and illustrated in **Figure 6**.

TABLE 7: ADT VOLUMES				
Roadway Section Location	# of Lanes	ADT Volumes		
		No-Build 2030	No-Build 2050	Existing Truck %
U.S. 30: IL Route 78N to Garden Plain Road	1	7,050	7,950	14.0%
IL Route 78N	1	1,050	1,050	12.4%
Harmony Street	1	175	175	0.0%
Liberty Street	1	300	300	0.0%
Garden Plain Road	1	1,450	1,600	0.0%

TABLE 7: ADT VOLUMES

Roadway Section Location	# of Lanes	ADT Volumes		
		No-Build 2030	No-Build 2050	Existing Truck %
U.S. 30: Garden Plain Road to IL Route 78S / Cherry Street	1	8,600	9,600	14.5%
Milnes Road	1	200	200	0.0%
Hillandale Court	1	200	200	0.0%
Lincolnway Court	1	300	300	0.0%
Heaton Street	1	1,800	2,000	0.0%
Olive Street	1	75	75	0.0%
Hall Street	1	200	200	0.0%
Grape Street: North of U.S. 30	1	300	300	0.0%
Grape Street: South of U.S. 30	1	300	300	0.0%
Orange Street: North of U.S. 30	1	800	800	1.7%
Orange Street: South of U.S. 30	1	1,250	1,250	0.9%
Base Street: North of U.S. 30	1	400	400	0.0%
Base Street: South of U.S. 30	1	475	475	0.0%
Genesee Street: North of U.S. 30	1	550	550	3.3%
Genesee Street: South of U.S. 30	1	550	550	6.7%
Cherry Street	1	850	850	1.3%
IL Route 78S	1	4,100	4,400	2.8%
U.S. 30: IL Route 78S / Cherry Street to Jackson Street	1	9,700	10,900	14.1%
Madison Street: North of U.S. 30	1	2,200	2,450	1.0%
Madison Street: South of U.S. 30	1	400	400	0.0%
Clinton Street	1	200	200	0.0%
Bartlet Street	1	200	200	0.0%
Jackson Street: North of U.S. 30	1	2,900	3,250	1.8%
Jackson Street: South of U.S. 30	1	2,950	3,200	5.0%

Table 7 shows that, while the magnitude of traffic volumes along U.S. 30 are generally manageable, the vehicle mix within the study area includes relatively large volumes of truck traffic, ranging between 14 and 15 percent. The percentage of truck traffic is expected to remain high due to the Class II truck route designation and the continued use of U.S. 30 as the primary east-west transportation route for the City of Morrison. Traffic volumes, as well as percentages of truck traffic, on side streets are generally of much less magnitude compared to those noted for U.S.

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30. Traffic on side streets is also generally expected to show much less growth over the 20-year study horizon, as most side streets serve parcels that are already developed.

While overall traffic volumes are within typical ranges for an urban principal arterial, the high percentage of truck traffic, frequent turning movements, and closely spaced intersections contribute to operational challenges and increase the potential for congestion, delay, and increased crash risk, especially at the intersection of Cherry Road (IL 78) and in the downtown area from Orange Street through Madison Street. Due to the high volumes of truck traffic along the route and especially in these areas, the pavement structure, intersection geometry, and operations must be designed to safely and efficiently accommodate freight movement.

5.5. Multi-modal Interrelationships

Multimodal opportunities and interrelationships can be improved within the U.S. 30 study area by increasing the connectivity of existing bicycle and pedestrian facilities, providing connections to planned local and regional facilities and providing improved ADA accessibility. The lack of bicycle and pedestrian facilities, coupled with the lack of connectivity and needed ADA improvements, restricts non-motorized travel along the U.S. 30 study route. Bicyclists and pedestrians face a lack of crosswalks and limited sidewalks. Improved access to major employers, residents, businesses, and parks within or near the City of Morrison is dependent upon the condition of the pedestrian and bicycle facilities.

At the west end of the project, there is no sidewalk on either side of U.S. 30 from 0.1-mile west of IL Route 78 to Garden Plain Road. There is a pedestrian access route only on the south side of U.S. 30 from Garden Plain Road to N. Jackson Street. There is no sidewalk along U.S. 30 on the north side until Milnes Street, which extends to N. Jackson Street. The bridge over Rock Creek carries an approximately six-foot wide sidewalk along the south side of U.S. 30. From Rock Creek heading east on U.S. 30, there is a sidewalk on both sides of U.S. ending just east of N. Jackson Street.

These gaps affect corridor users by limiting safe, direct, and accessible travel options for people biking, walking, or using mobility mechanisms. Where sidewalks are missing or discontinuous, pedestrians may be required to walk along roadway shoulders, cross U.S. 30 at less convenient locations, or travel out of direction to reach a continuous pedestrian friendly route. Currently, the U.S. 30 study corridor has no designated bicycle facilities. To the north and south of U.S. 30, there are existing and planned signed on-road bicycle routes and existing and planned off-road bicycle routes within the City. The lack of connectivity with U.S. 30 discourages the use of sidewalks and bicycle routes. These conditions reduce transportation choices, increase reliance on vehicles for short local trips, and create a need for improved multimodal connectivity along the corridor. **Figure 7** illustrates the locations of the existing sidewalks and existing and planned bicycle route with the City.

Destinations and Generators

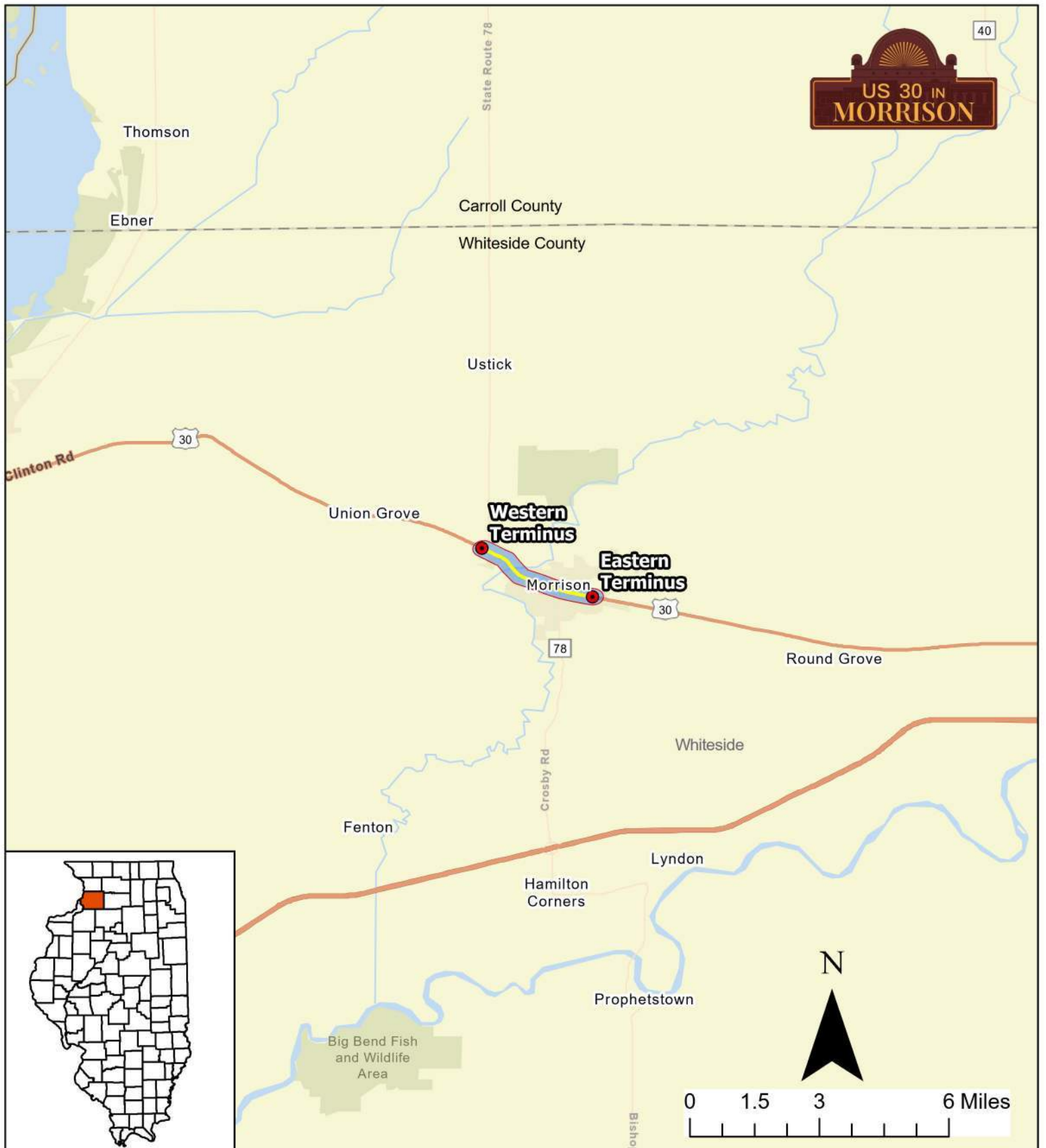
The City of Morrison is home to the Morrison Main Street Historic District located south of U.S. 30, between Cherry Street and Madison Street and to major employers within the community, which include the Whiteside County government, Morrison Community School District #6, and Morrison Community Hospital. Several parks are located within and near the town, such as Morrison-Rockwood State Park, which features Lake Carlton, the Morrison Sports Complex, French Creek Park, Veteran's Park, Kelly Park, Kiwanis Park, Waterworks Park, and Whiteside County Fairgrounds. Please see **Figure 8** for destinations within the City of Morrison. Currently, the main mode of transport to access these destinations is by automobile along U.S. 30 due to the fact that there are no bicycle routes and only

Purpose & Need

sporadic sidewalks along the study route making it difficult for travelers from these homes and businesses to use bicycles or walking as a way to get to these destinations. The lack of continuous sidewalks, ADA-compliant crossings, and dedicated bicycle facilities creates gaps in the transportation network that limit safe and accessible travel for non-motorized users. Proposed bicycle and pedestrian accommodations would provide safer and more continuous travel options for all users, supporting increased accessibility and mobility within the Morrison Main Street Historic District.

6.0 Secondary Benefit Supported by Local Planning Goals

The City of Morrison has a "Strategic Planning and Goal Development Initiative 2024-2027" approved on December 9, 2024, which was designed to develop the City's strategic plan. Please click on the link to access the document: [Strategic Planning and Goal Development Initiative 2024-2027](#). Long-term and short-term goals were presented. A short-term goal identified was to implement a City streets and sidewalk maintenance plan/program. Walkable areas are lacking in Morrison, according to the plan. Long-term goals included completing reconstruction on U.S. 30, which was stated to be in poor condition by the residents of Morrison who were interviewed as part of the plan preparation. Maintaining reliable access along the U.S. 30 corridor is important to supporting downtown businesses, freight movement, tourism activity associated with the Historic Lincoln Highway and continued economic vitality within the City of Morrison will be a secondary benefit of improving the U.S. 30 corridor. The proposed U.S. 30 improvements are anticipated to support existing and future economic activity within Morrison as described in the City's 2024-2027 Strategic Planning and Goal Development Initiative.



Legend

- Termini
- US 30
- Study Limits



Illinois Department of Transportation

Figure 1

Location Map

1 inch = 3 miles

US 30 Resurfacing
and Improvements

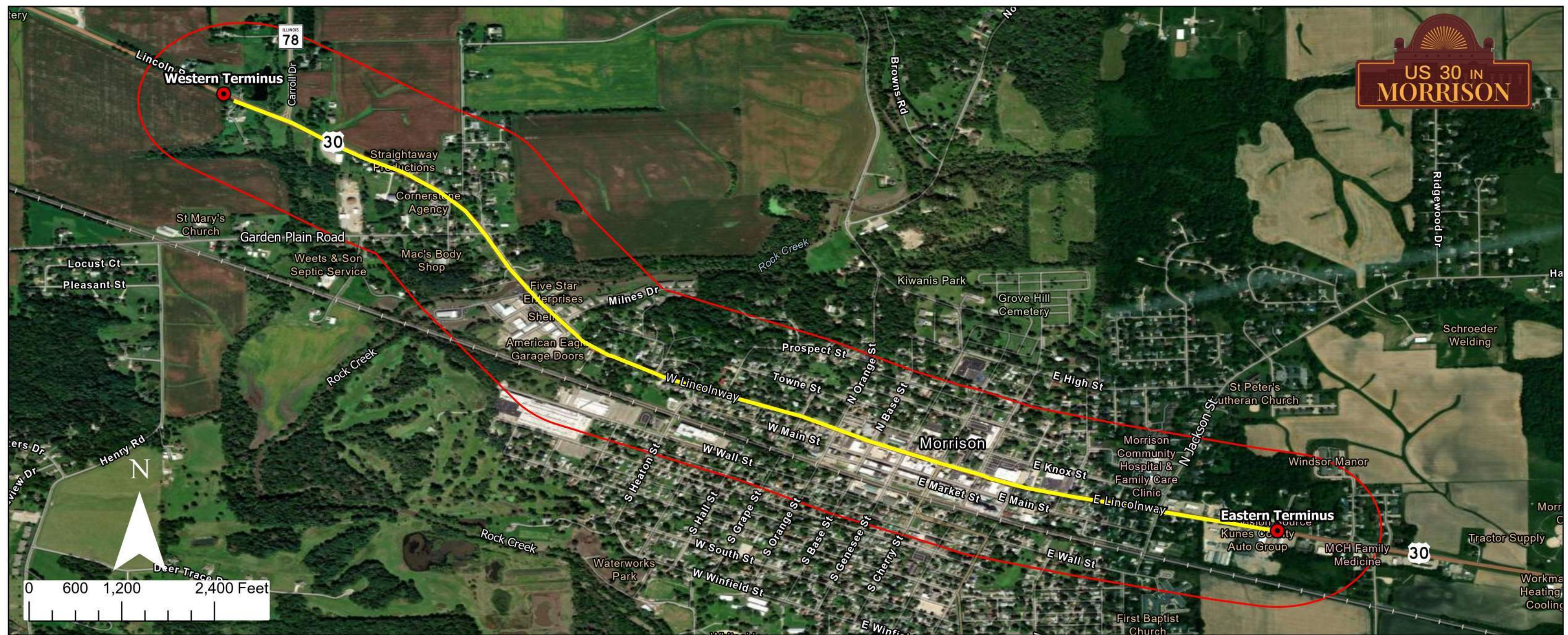
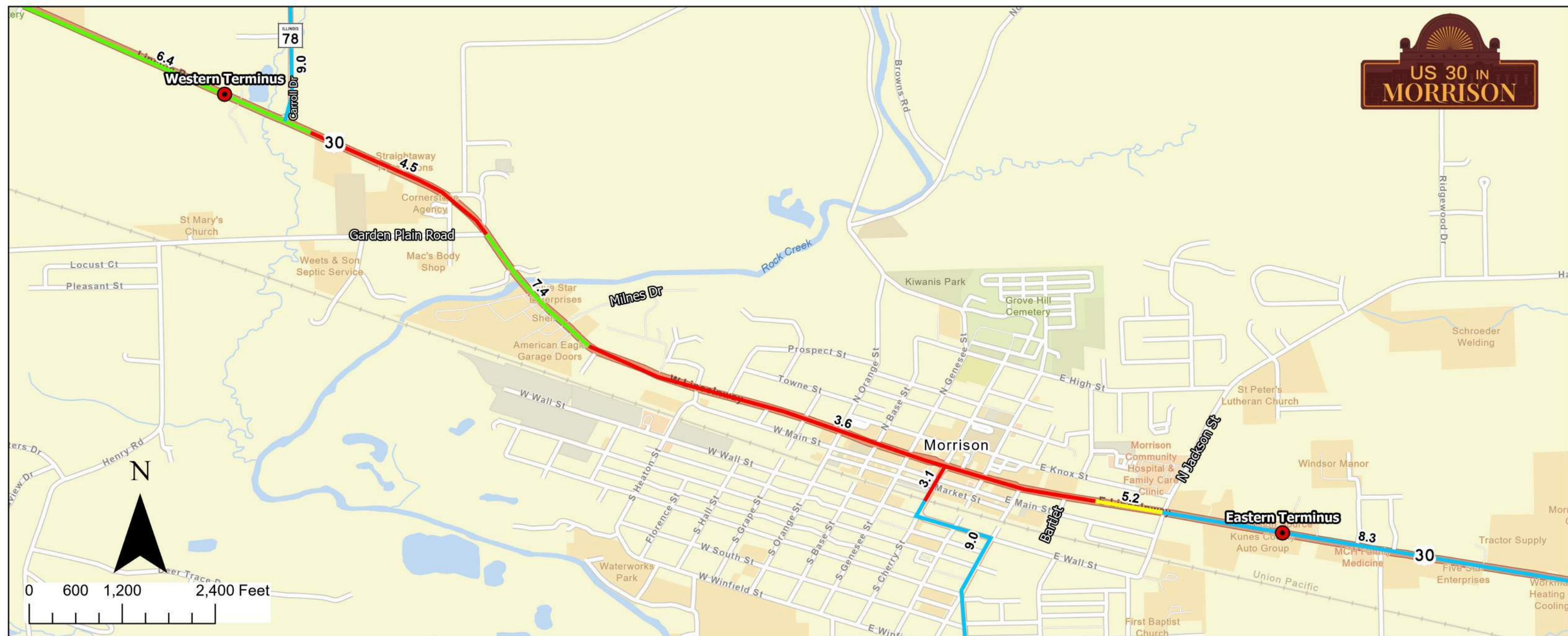


Figure 2

Study Limit Map

1 inch = 1200 Ft

US 30 Resurfacing and Improvements

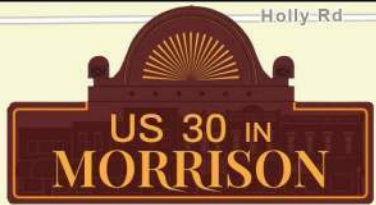
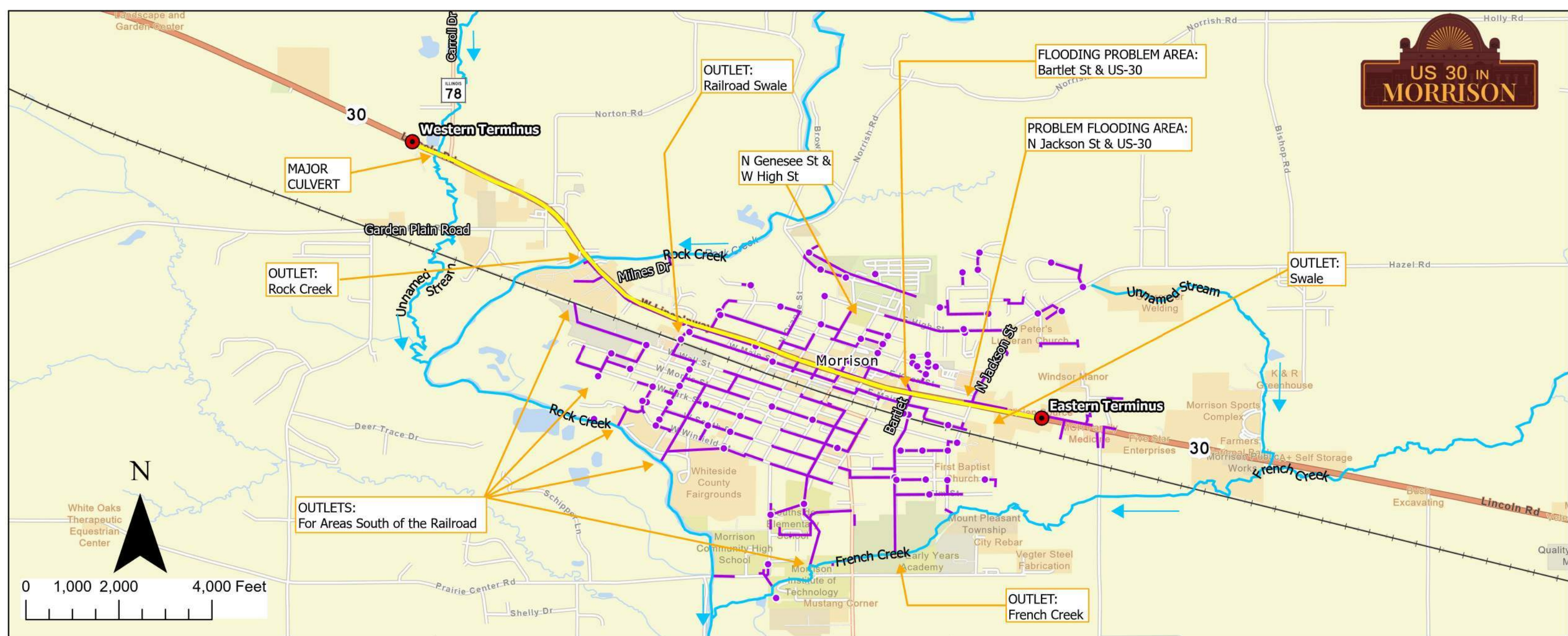


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Figure 3

Condition Rating Survey

US 30 Resurfacing and Improvements



Legend

- Termini
- US 30
- RailRoads
- Storm Drains
- Storm Pipes
- Streams



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1 inch = 2000 Ft

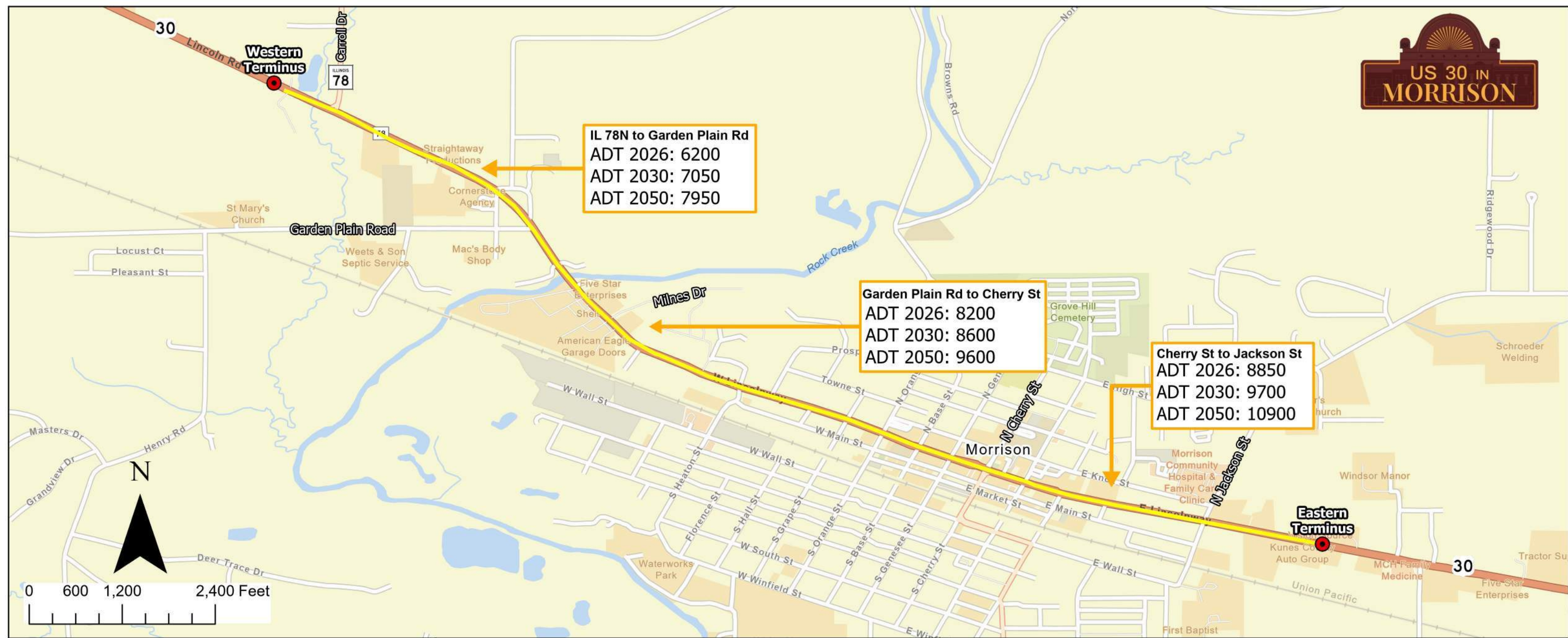
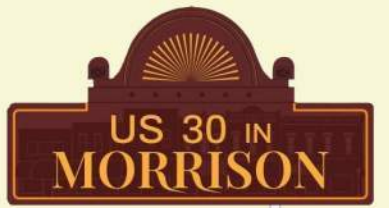
Figure 4

Drainage Map

US 30 Resurfacing and Improvements



Legend - Termini - US 30 - US Route 30 Crashes - Collision Type, Wreck Type - Angle, C-Injury (3) - Front to Rear, C-Injury (3) - Turning, C-Injury (2) - Angle, B-Injury (1) - Front to Rear, B-Injury (4) - Turning, B-Injury (1) - Angle, PD (4) - Animal, PD (2) - Fixed Object, PD (7) - Front to Front, PD (2) - Front to Rear, PD (12) - Other Object, PD (3) - Parked Vehicle, PD (3) - Rear to Side, PD (1) - Turning, PD (9)	Illinois Department of Transportation 1 inch = 1200 Ft	Figure 5 Crash Map US 30 Resurfacing and Improvements
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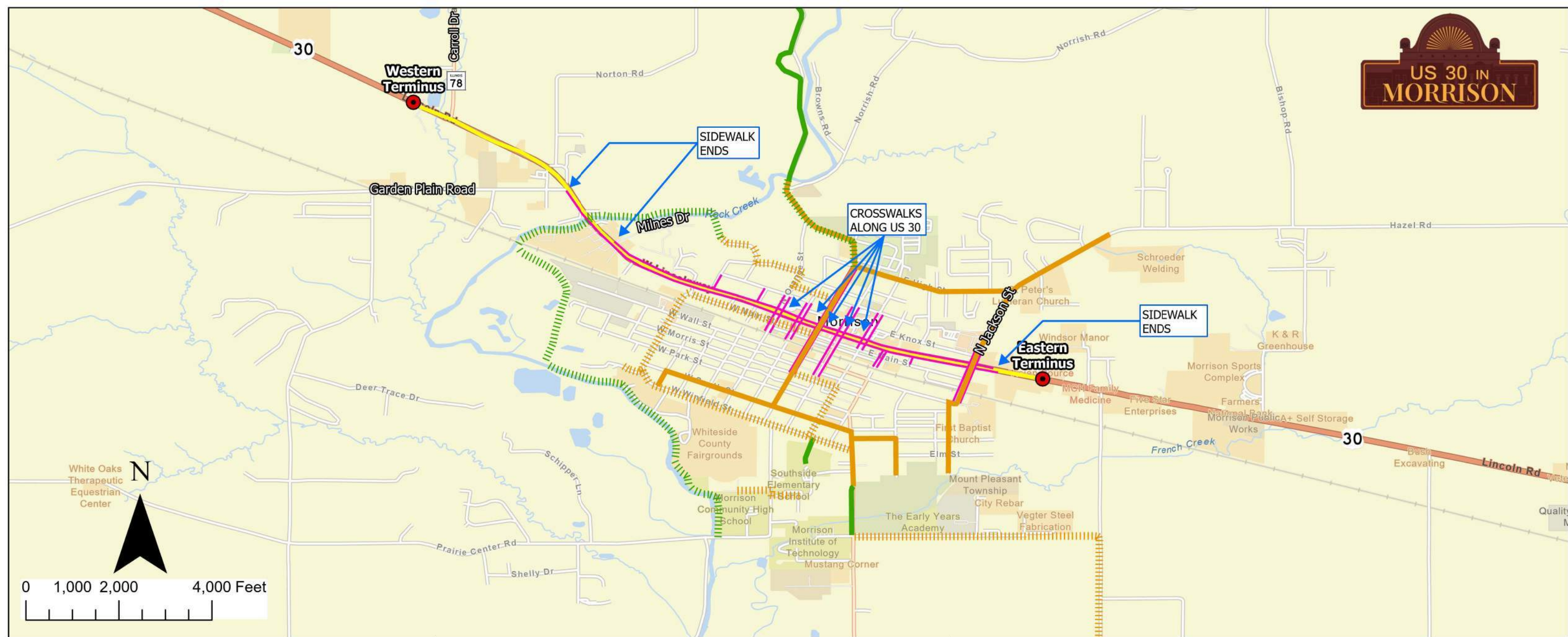
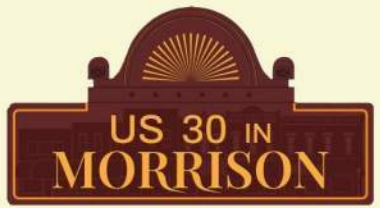
Legend

- Termini
- US 30

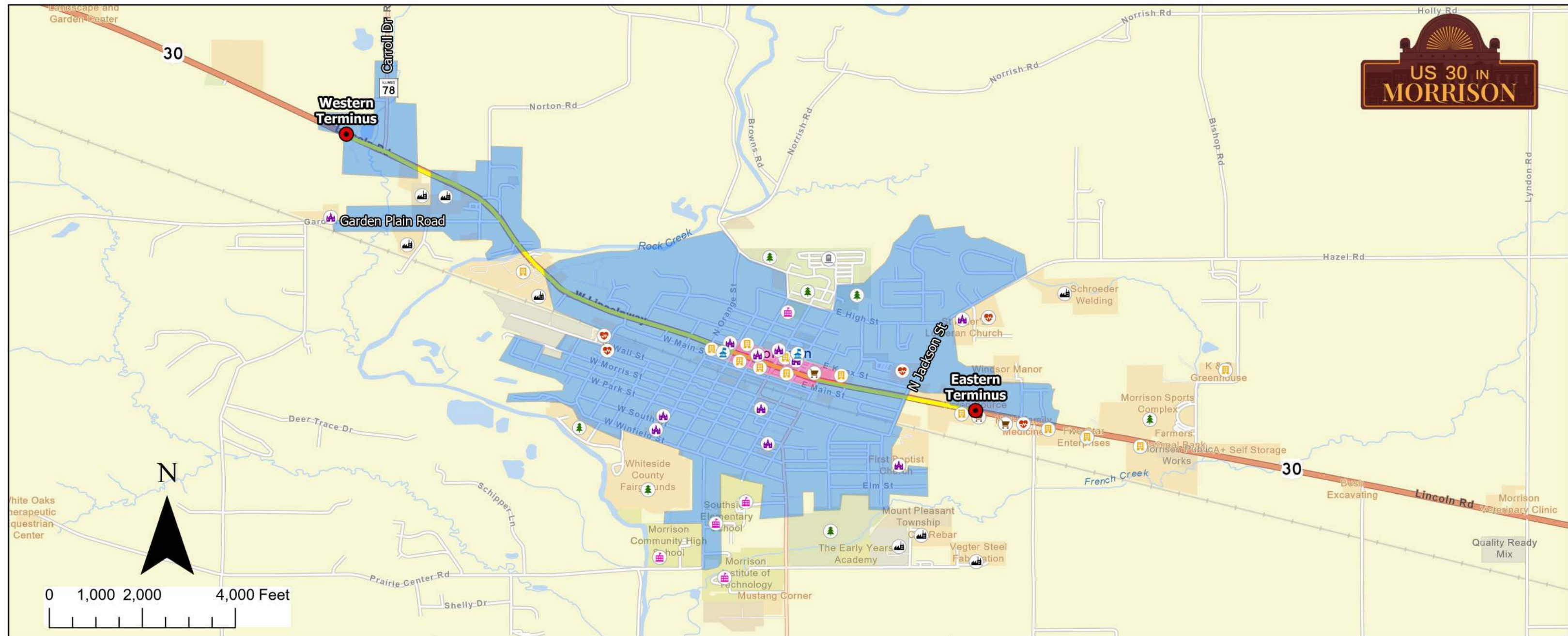
Figure 6

AADT Map

US 30 Resurfacing and Improvements



Legend Existing Sidewalk Existing Bike Route (On Road) Existing Bike Trail (Off Road) Planned Bike Route (On Road) Planned Bike Trail (Off Road) Termini US 30	Illinois Department of Transportation	Figure 7
		Sidewalk & Bike Route Map
	1 inch = 2000 Ft	US 30 Resurfacing and Improvements



Legend

- Termini
- US 30
- Downtown Center
- Residential Area
- Generators
 - School
 - Private Business
 - Place of Worship
 - Industrial
 - Park
 - Government Building
 - Healthcare Facility
 - Grocery
 - Cemetery



1 inch = 2000 Ft

Figure 8

Bike and Pedestrian Generators Map
US 30 Resurfacing and Improvements

APPENDIX A

Flooding Photographs



502 Lincoln Hwy, Bartlet & US 30, Facing West



409-414 E Lincolnway, Bartlet & US 30, Facing East



602 E Lincolnway (Gas Station), N Jackson St & US 30, Facing Southwest



601 E Lincolnway, N Jackson St & US 30, Facing East