



FAP 309 (U.S. 30)
IL 136/Frog Pond Road Intersection to IL 40
Section: (20-1, 17R, 16, 15, 110) PE1
Job No.: P-92-004-03
Whiteside County

Corridor Screen Technical Memo
October 1, 2008

The first step of the Corridor Screening Process is to screen the corridors against the Purpose & Need. This memo provides documentation outlining the reasons certain corridors did not meet the purpose & need.

It should be noted that this portion of the evaluation process is intended to be the initial focus in analyzing reasonable corridors and identifying a recommended corridor for further study (Step 11 of the Phase I Project Development Network). Within the selected corridor(s) reasonable alignments will then be identified, and the No-Build Alternative will be considered with these alignments (Step 27 of the process).

The key elements of the Purpose & Need to be addressed within the project study area are:

- Improve Traffic Capacity
- Reduce Traffic Congestion
- Improve Safety
- Provide for an increase in transportation demand
- Establish roadway continuity

Please see the U.S. 30 corridor map that illustrates the corridors discussed below.

- 1) **Corridor 21** – This corridor runs along existing U.S. 30 until it reaches IL 78 North, then heads south and goes cross-country west of Morrison. It then turns east and connects into existing IL 78 south of Morrison which it follows south to I-88.

The U.S. 30 project's purpose is to establish an east-west corridor in Whiteside County that fulfills the Purpose & Need elements as listed above. This corridor does not fulfill these needs as it does not provide a roadway that serves the majority of those travelling on U.S. 30 and does not establish roadway continuity. It does not provide a direct and logical connection nor does it maintain continuity between the communities of Morrison/Fulton and Sterling/Rock Falls. As evidenced by the existing lower volume of traffic on IL 78, this corridor would not provide the direct access needed by and between these communities.

Second, the corridor departs from the intended east-west path and travels south to I-88. This path is 5.9 miles more than the existing route. Given this significant departure from the established corridor, a large portion of the U.S. 30 through traffic could reasonably be expected to remain on the existing corridor rather than reroute along Corridor 2I and continue east to I-88.

Based on the expectations described above, it is anticipated that Corridor 2I would not facilitate existing traffic needs and therefore would not improve capacity nor reduce congestion. As such the corridor can not be expected to meet the additional traffic demand or improve safety and will not be considered further.

- 2) **Corridor 3A** – This corridor runs along existing U.S. 30 then veers south approximately one-quarter mile east of Lyndon Road. It then parallels existing U.S. 30 until again veering south & crossing the UP Railroad approximately one-half mile west of Round Grove Road. It then angles southeasterly until it intersects with I-88 just west of Deer Creek.

Similar to Corridor 2I, this corridor does not fulfill some of the Purpose & Need elements listed above. Given the significant volume of traffic that currently leaves U.S. 30 to follow Emerson Road, a large portion of the U.S. 30 through traffic could reasonably be expected to remain on the existing corridor rather than reroute along Corridor 3A and continue east to I-88. It therefore does not provide a roadway that serves the clear majority of those travelling on U.S. 30 and does not maintain roadway continuity between the communities of Morrison/Fulton and Sterling.

Based on the above, it is anticipated that Corridor 3A would not facilitate existing traffic needs and therefore would not adequately improve capacity nor reduce congestion. As such the corridor will not be considered further.

- 3) **Corridor 3F** – This corridor parallels existing U.S. 30 immediately south of the UP Railroad then angles southeasterly near Round Grove Road & continues until it intersects with I-88 just west of Deer Creek.

For the same reasons described above for Corridor 3A, this corridor does not facilitate existing traffic needs and therefore would not adequately improve capacity nor reduce congestion. As such the corridor will not be considered further.

- 4) **Corridor 3H** – This corridor begins at Lyndon Road approximately 1.5 miles south of existing U.S. 30 then angles southeasterly until it intersects with I-88 just west of Deer Creek.

For the same reasons described above for Corridors 3A & 3F, this corridor does not facilitate existing traffic needs and therefore would not adequately improve capacity nor reduce congestion. As such the corridor will not be considered further.

- 5) **Corridor 4A** – This corridor runs along I-88 from Moline Road heading east to IL 40 just south of Rock Falls. This section is an existing 4-lane freeway. Although the project study limits are carried out to IL Route 40 at the eastern terminus, improvements will not be necessary along this section of the corridor to fulfill the purpose and need of this proposed project. As such it represents a No-Build alternative and will not be considered as a build corridor.

- 6) **Corridor 4C** – This corridor runs along the existing U.S. 30 spur which connects U.S. 30 at Moline Road to I-88. It is 0.85 mile in length and consists of an existing four-lane expressway cross section. This roadway segment has an existing LOS A and would not require geometric improvements to fulfill the requirements of the Purpose and Need. As such it represents a No-Build alternative and will not be considered as a build corridor.