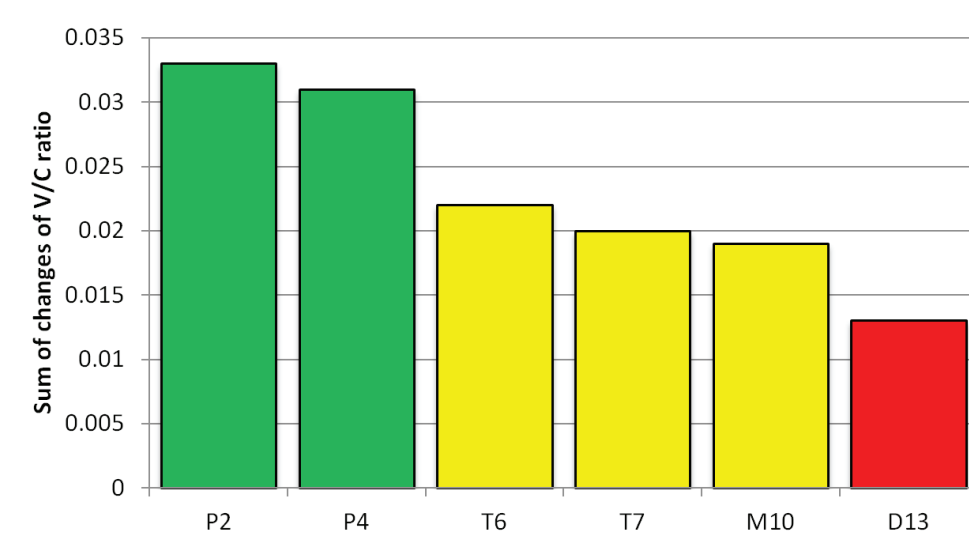


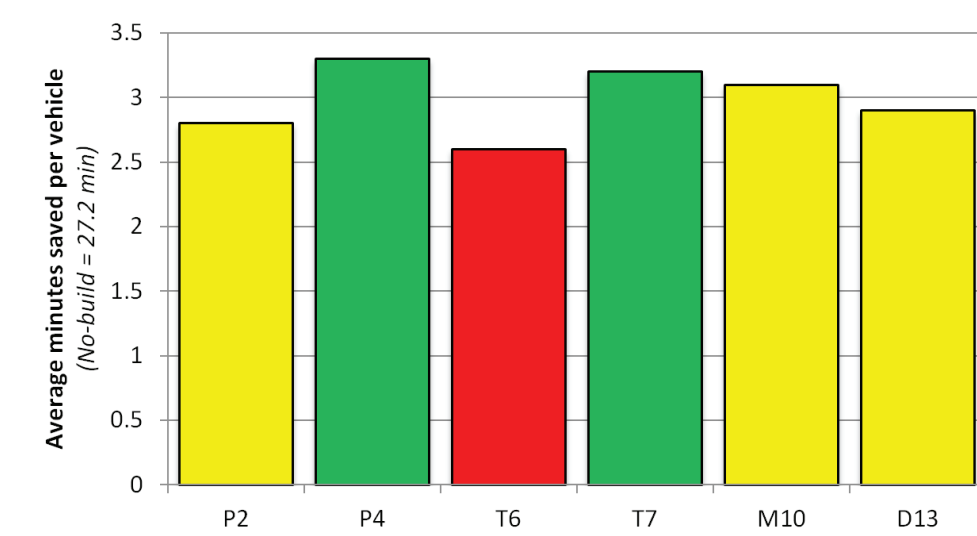
BENEFITS

IMPROVED TRAVEL FLOW



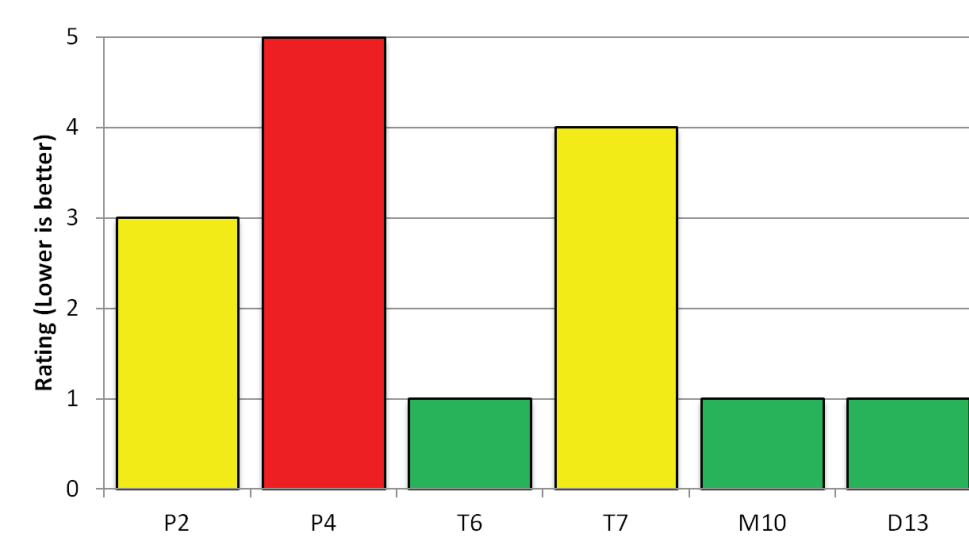
A reduction in the volume-to-capacity (v/c) ratio on selected routes in the area.

IMPROVING LOCAL AND REGIONAL MOBILITY



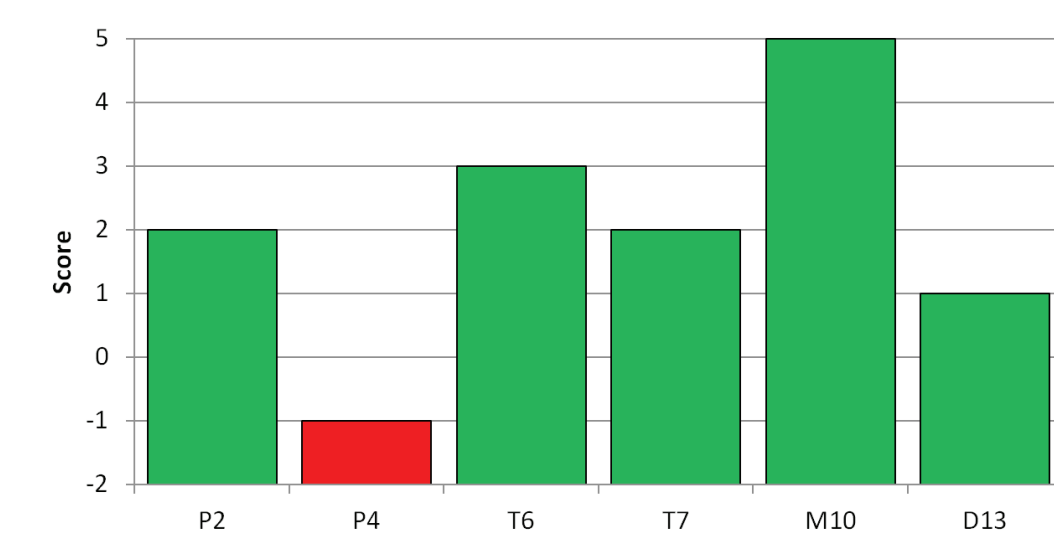
A reduction in vehicle-miles of travel (VMT) or vehicle-hours of travel (VHT) on various specified roadway links in the study area and regional network, or, an increase in VMT coupled with a reduction in VHT on various links.

SUPPORTING LAND USE PLANS AND ECONOMIC DEVELOPMENT PLANS IN THE TRI-COUNTY AREA



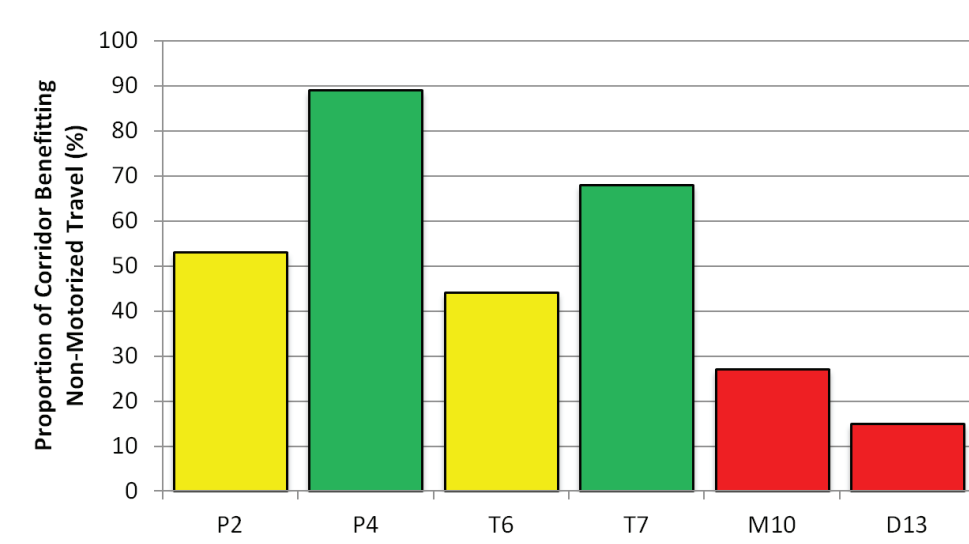
Compatibility with land use and other data contained in currently adopted comprehensive plans, long range plans, or transportation plans prepared by or for the communities in the area; and, compatibility with the conclusions and recommendations of currently adopted economic development plans for the area.

SUPPORTING LAND USE PLANS AND ECONOMIC DEVELOPMENT PLANS IN THE TRI-COUNTY AREA



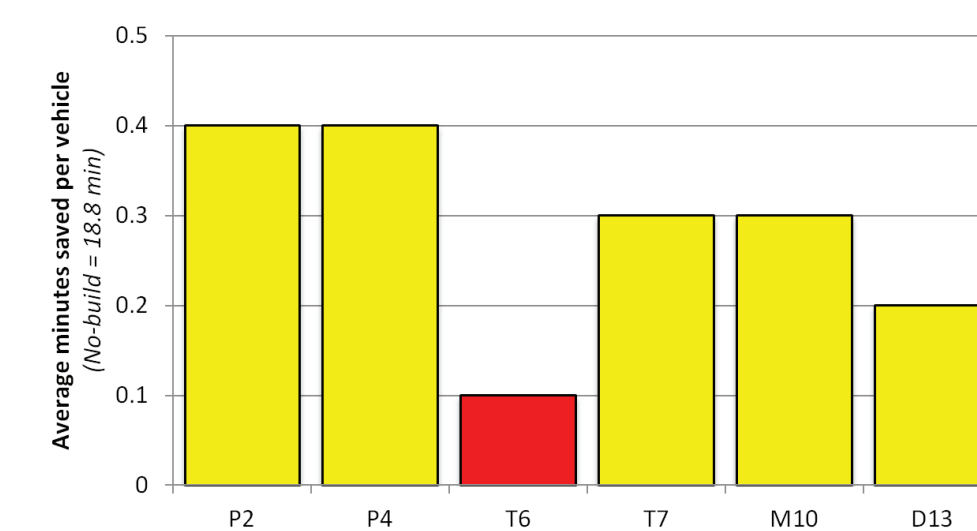
Compatibility with land use and other data contained in currently adopted comprehensive plans, long range plans, or transportation plans prepared by or for the communities in the area; and, compatibility with the conclusions and recommendations of currently adopted economic development plans for the area.

IMPROVED MULTI-MODAL CONNECTIONS



A reduction in travel time between major modal hubs and transfer points; and, an improvement in the ability to choose non-motorized modes (bicycle travel) to access common travel destinations in the study area.

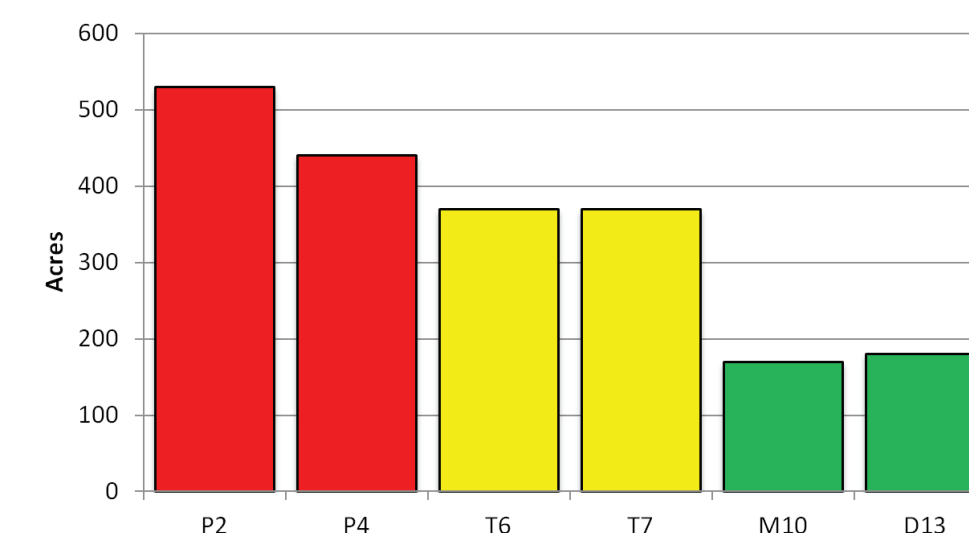
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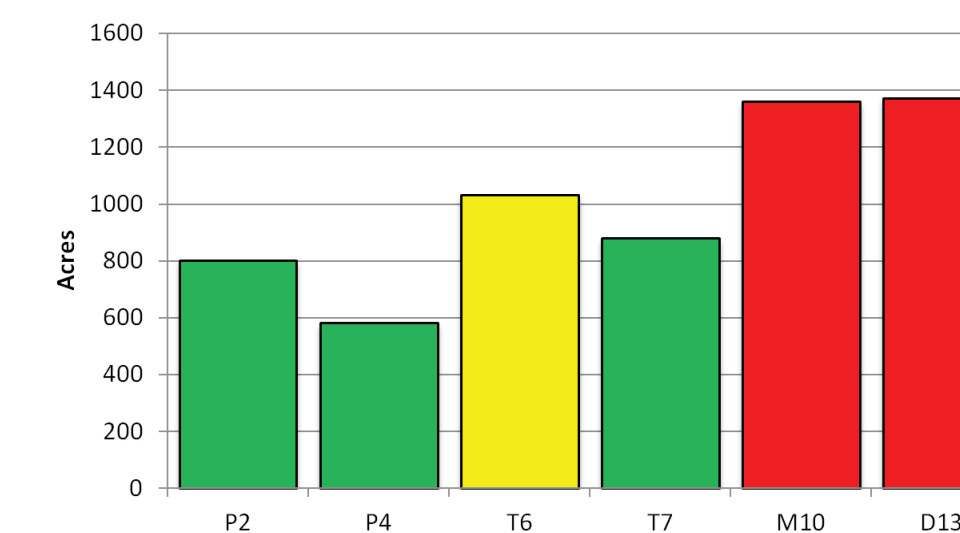
IMPACTS

FORESTED AREAS



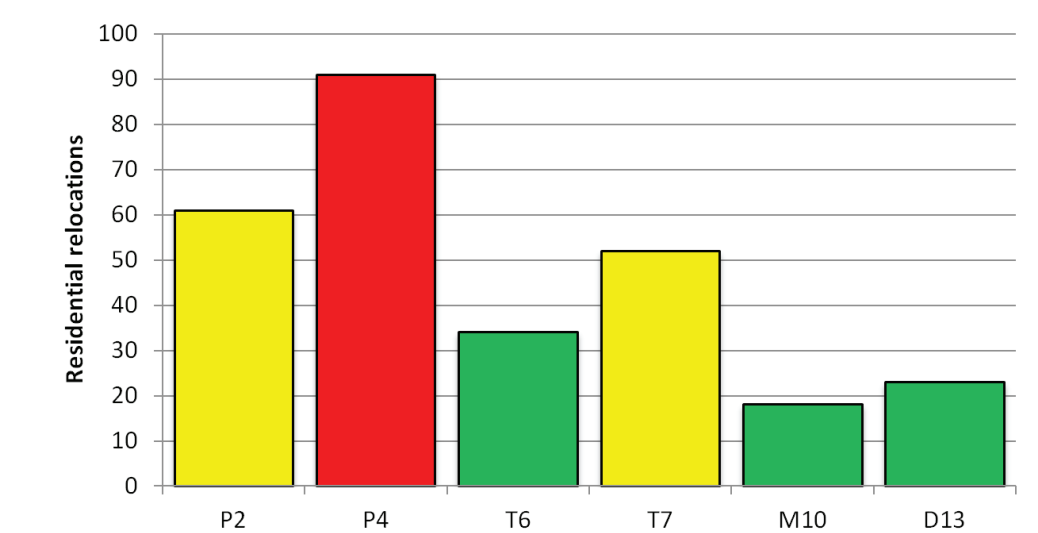
Forested areas are an important land cover classification. They provide habitat value, scenic value and represent a relatively unique resource in the central Illinois region.

AGRICULTURAL LANDS



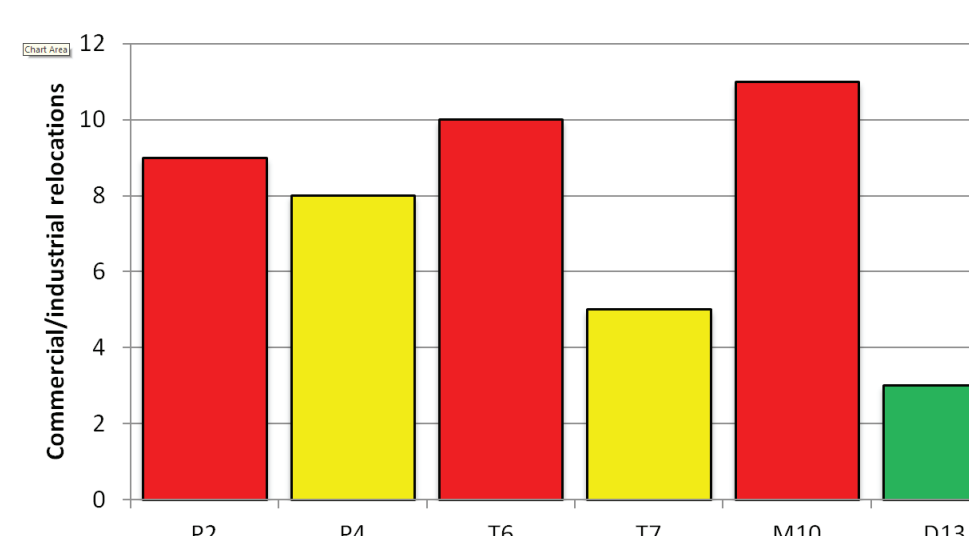
Agricultural lands include fields actively being farmed with row crops, as well as fallow fields that are designated as agricultural. These lands are of local and statewide importance. The Eastern Bypass project, being federally funded, is subject to the requirements of the Farmland Protection Policy Act (FPPA) of 1981.

RESIDENTIAL RELOCATIONS



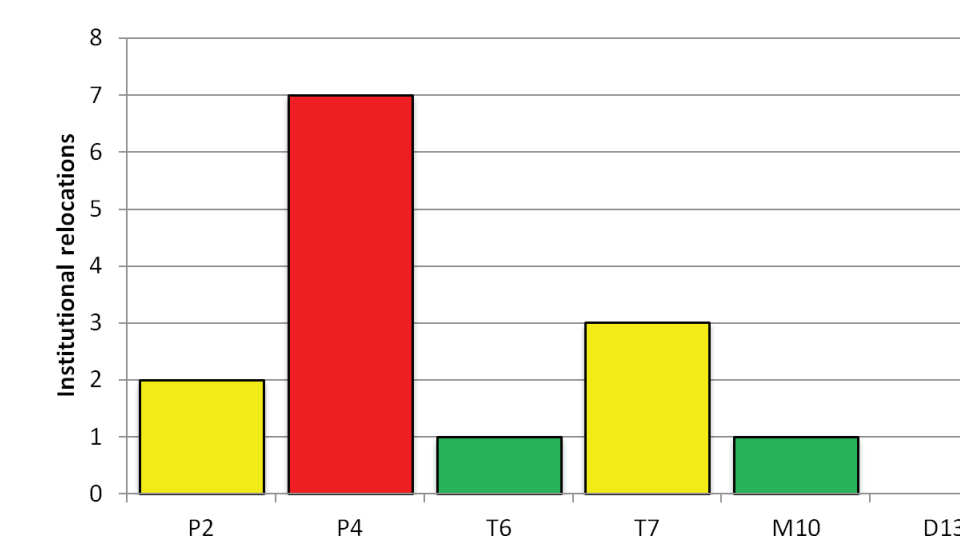
Residential includes single-family, multi-family and mobile home units. They are an important consideration for roadway development because residents must be relocated, resulting in disruption to individuals and families.

COMMERCIAL RELOCATIONS



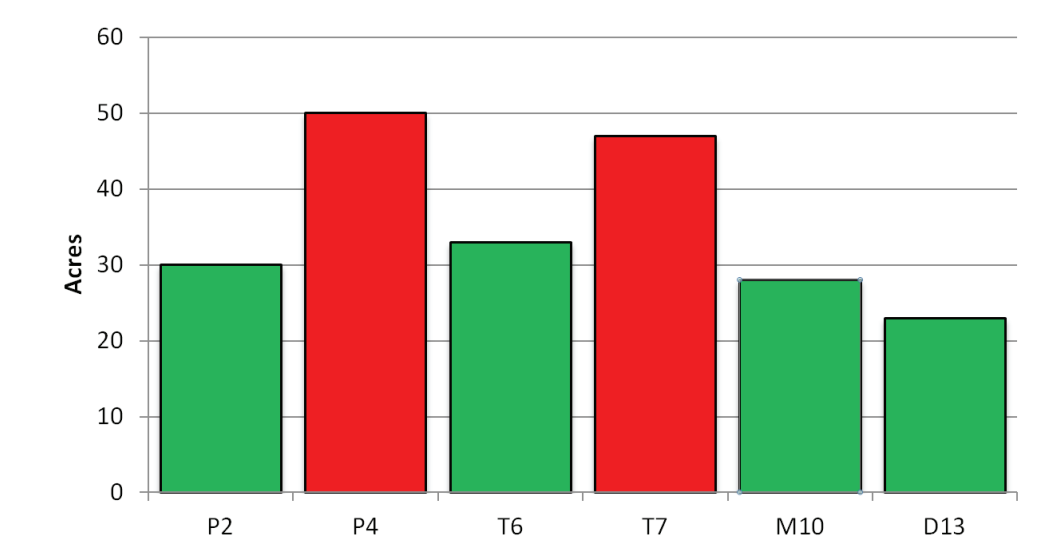
Commercial/industrial includes offices, service-related businesses, and mixed-use areas, as well as manufacturing and processing plants and industrial parks. These areas represent important considerations for roadway development due to the large areas of land they require and the large scale infrastructure investments associated with these land uses - factors that make relocation more difficult.

INSTITUTIONAL RELOCATIONS



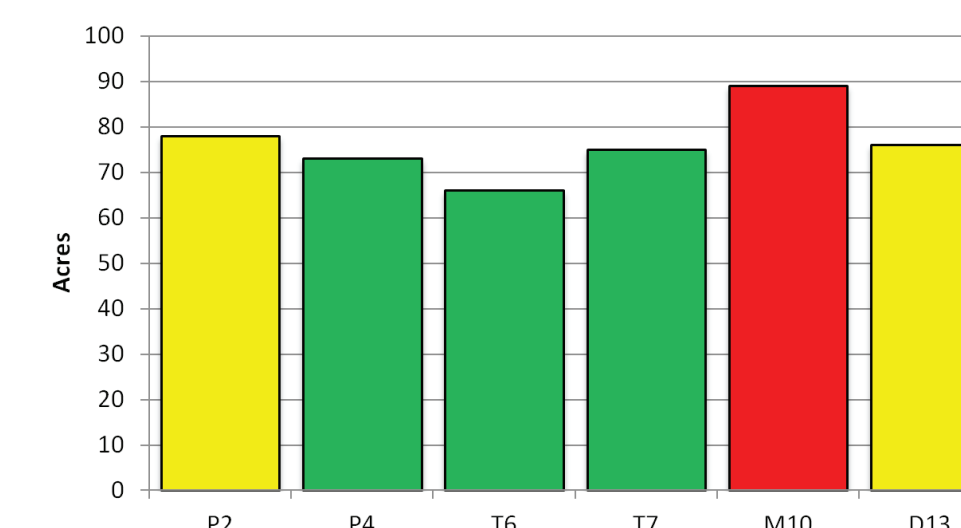
Institutional includes schools, places of worship, public facilities, and cemeteries, all of which represent large investments of public resources or serve a large segment of the community. Due to these characteristics, institutional relocations are important considerations in roadway development.

WETLANDS



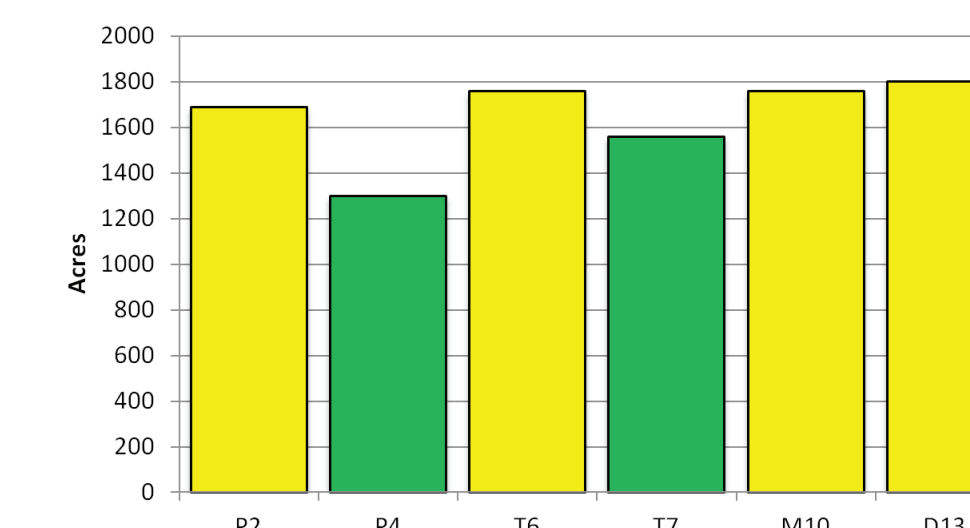
Wetlands are protected by Executive Order 11990 (U.S. DOT Order 5660.1A) and federal and state permitting requirements. Wetlands should be avoided unless there is no practicable alternative. Any wetland impacts must be permitted by the US Army Corps of Engineers before construction can proceed.

100-YEAR FLOODPLAINS



Executive Order 11988 "Floodplain Management" requires that encroachments on the base floodplain be avoided or minimized where practicable. Areas within the 100-year floodplain, as delineated by the Federal Emergency Management Agency (FEMA), are areas that have a 1% chance of flooding in any given year. Flooding, in addition to causing human injury and damage to property, is also unsafe for motorists and a common source of infrastructure damage. Therefore, areas of the 100-year floodplain are an important consideration in roadway development.

TOTAL NEW RIGHT-OF-WAY



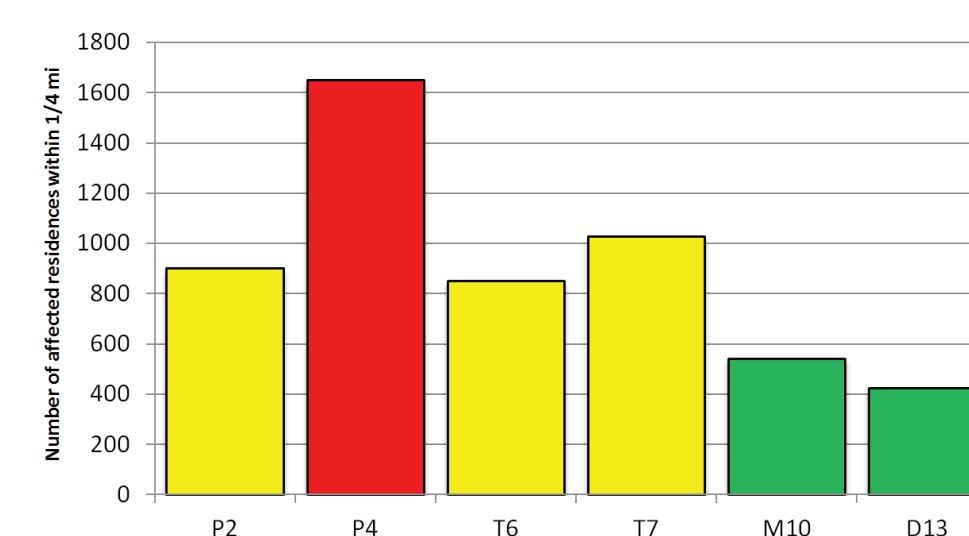
While the actual "footprint" of the Eastern Bypass right-of-way will vary, depending on terrain, access features, and other engineering considerations, a typical width of 500 feet was applied to a representative band drawn for each corridor. This allows for a comparison of the relative magnitude of acreage required for each corridor.

POTENTIAL PROXIMITY EFFECTS

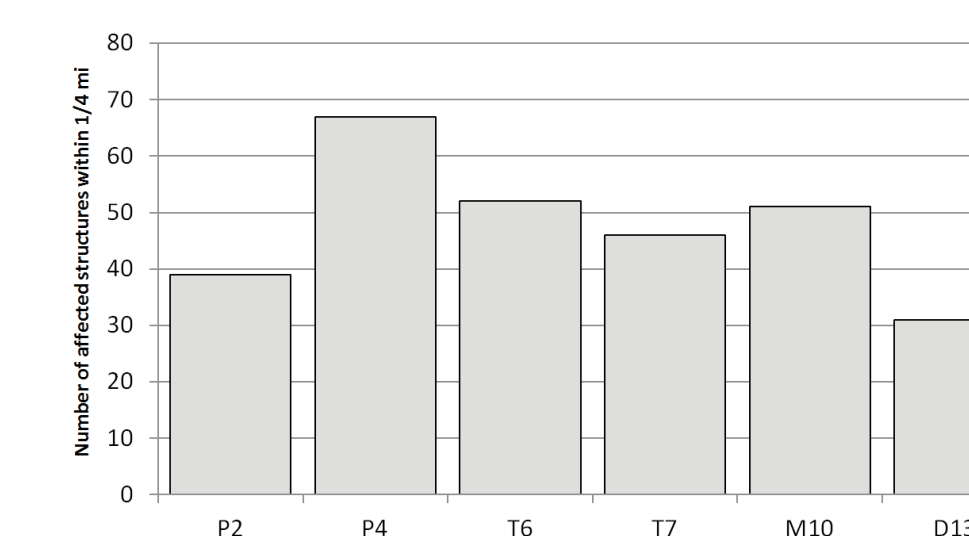
"Proximity effects" is a general description for the range of possible impacts, either positive or negative, on residences or other developed properties located near, but not within, the hypothetical right-of-way of each representative band. These potential impacts may include increases in noise, altered travel patterns, changes in local view sheds, construction impacts, changes in property values, and psychological effects associated with living in close proximity to a limited- or controlled-access highway. For this study, close proximity is defined as a distance

of approximately one-quarter mile from the right-of-way of the highway. The data below shows the estimated number of residential, commercial/industrial, and institutional structures within one-quarter mile of the center line of each study corridor's representative band. Not included are structures that are presently within a quarter-mile of the existing IL Route 6 or Interstate 74. Note: Some categories were not assigned colors because proximity to a highway could be considered either positive or negative, depending on the individual property usage.

RESIDENTIAL PROXIMITY EFFECTS



COMMERCIAL/INDUSTRIAL PROXIMITY EFFECTS



INSTITUTIONAL PROXIMITY EFFECTS

