

BENEFITS

	P-2	P-4	T-6	T-7	M-10	D-13
Support LU Plans	2.0	-1.0	3.0	2.0	5.0	1.0
Improved Multi-Modal (Bikes)	53	89	44	68	27	15
Support EDC Plans	3	5	1	4	1	1
Improved Multi-Modal (Hubs)	0.4	0.4	0.1	0.3	0.3	0.2
Improved Travel Flow	0.033	0.031	0.022	0.020	0.019	0.013
Imp Local / Regnl Mobility (PV)	2.8	3.3	2.6	3.2	3.1	2.9

UNITS OF MEASURE

See Notes, below

(Higher is better)
 (Higher is better)
 (Lower is better)
 (Higher is better)
 (Higher is better)
 (Higher is better)

IMPACTS

	P-2	P-4	T-6	T-7	M-10	D-13
Wetlands*	30	50	33	47	28	23
Crop Diagonal Severences*	8.0	3.8	7.9	4.4	9.7	7.3
Agricultural*	800	581	1030	880	1360	1370
Residential Relocations	61	91	34	52	18	23
Forest	530	440	370	370	170	180
Proximity Effects - Institutional	11	14	8	10	7	5
Proximity Effects - Residential	902	1651	849	1027	542	423
Conservation / Park Land*+	4	4	3	3	3	3
100-Year Floodplains*	78	73	66	75	89	76
Institutional Relocations	2	7	1	3	1	0
Comm / Industrial Relocations	9	8	10	5	11	3
Interchanges	8	7	8	8	8	8
Steep Terrain	7.1	3.6	6.5	4.0	2.4	3.5
Proximity Effects - Comm / Indust	39	67	52	46	51	31
Historic Sites*	0	0	0	0	0	2
Stream Crossings*	9	7	9	12	8	5
Total New R.O.W. (500 ft wide)	1690	1300	1760	1560	1760	1800
Community Cohesion / Division	0	1	0	0	0	0
Proximity Effects - Historic Sites	0	0	0	0	0	2

UNITS OF MEASURE

Acres
 Miles
 Acres
 Potential Number Required
 Acres
 Developed Parcels, 1/4 mile either side of band
 Developed Parcels, 1/4 mile either side of band
 Acres
 Acres
 Potential Number Required
 Potential Number Required
 Potential Number Required
 Miles
 Developed Parcels, 1/4 mile either side of band
 Number of Potential Locations
 Potential Number Required
 Acres
 Potential Occurrences
 Developed Parcels, 1/4 mile either side of band

* Categories in red are those requiring permits or are otherwise under the jurisdiction of state or federal agencies.

+ Excluding the Illinois River

Note: Categories with no color-coding are those where the effect could be either negative or positive.

LEGEND

Comparative Benefit/Impact (based on 14 corridors)

Best 

Moderate 

Worst 

Notes:

UNITS OF MEASURE for BENEFITS

SUPPORT LAND USE PLANS: Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (higher is better).

IMPROVED MULTI-MODAL (BICYCLES): Percentage of each corridor that would benefit non-motorized (bicycle) travel.

SUPPORT ECONOMIC DEVELOPMENT COUNCIL PLANS: Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)

IMPROVED MULTI-MODAL (HUBS): Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)

IMPROVED TRAVEL FLOW: Reduction in congestion as expressed by the sum of changes in the volume-to-capacity ratios on 21 representative roads in the study area.

IMPROVED LOCAL & REGIONAL MOBILITY (PER VEHICLE): Average time savings (minutes) per vehicle/trip. (Average time per vehicle/trip for no-build = 27.2 minutes)