

Eastern Bypass Study

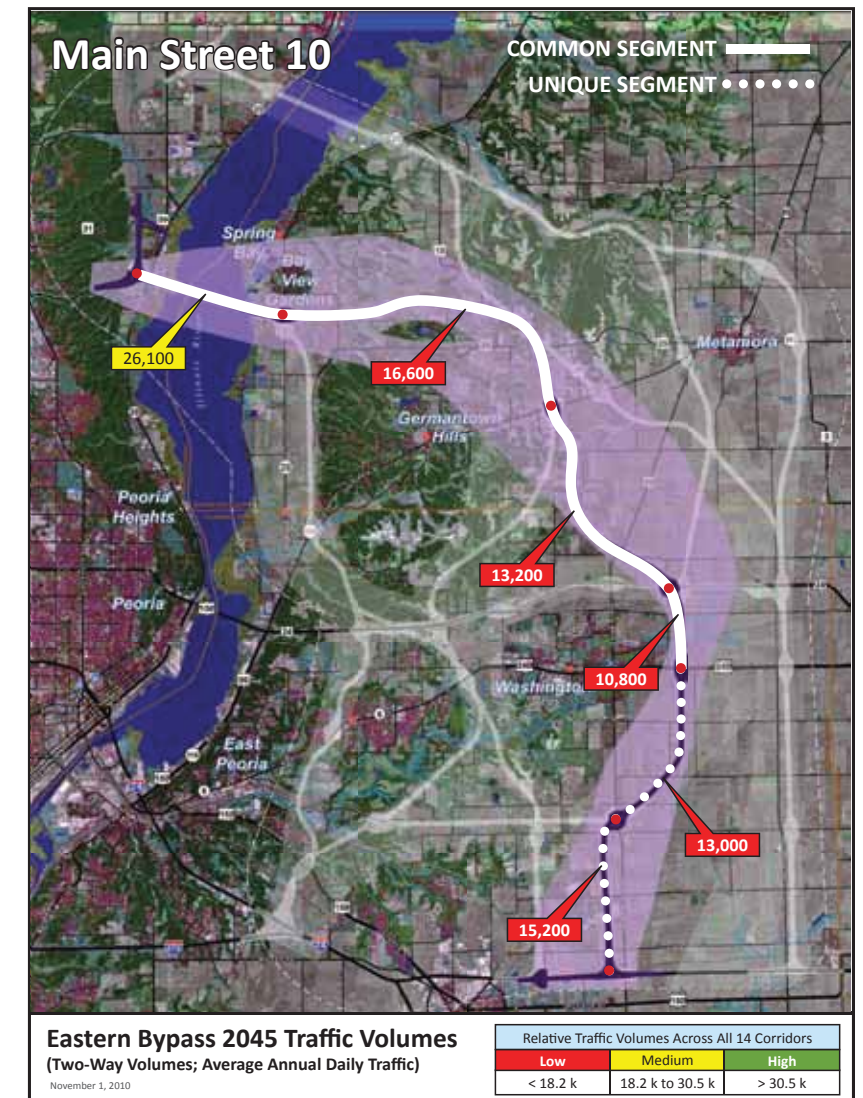
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: P3 and M10 Corridors

This purpose of this document is to present engineering and environmental impact data for this pair of corridors whose locations differ only for a portion of their lengths, as indicated on the maps shown here.

The impacts associated with the portion of the corridors that differ and that are common to each other are presented in a side-by-side comparison in the matrix shown below. The green and red cells show which corridor has fewer impacts (green), compared to the other corridor (red). Yellow cells indicate where the impacts are equal for both corridors.

The maps on the right show where the representative bands are common and where they are unique, as well as showing the projected future traffic volumes for these bands.



ENGINEERING MEASURES	UNIT	Common	P3 S	M10 S
Corridor Length	miles	15.1	10.5	6.3
Interchanges	number req'd	4.5	4.5	3.5
Steep Terrain	miles	2	1	0

ENVIRONMENTAL MEASURES	UNIT	Common	P3 S	M10 S
Total New Right-of-Way (500 ft wide)	acres	1170	813	592
Forest	acres	154	190	15
Agricultural Land	acres	816	554	546
Cropland Diagonal Severances	miles	7.5	2.8	2.2
Conservation/Park Land	acres	3	1	0
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	15	33	3
Commercial/Industrial Relocations	number req'd	10	1	1
Institutional Relocations	number req'd	0	1	1
Historic Sites	number req'd	0	0	0
Stream Crossings	number req'd	5	4	3
Wetlands	acres	24	4	4
100-Year Floodplains	acres	86	10	3
Residential Proximity Impacts to 1/4 mile	occurrences	391	432	151
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	39	9	12
Institutional Proximity Impacts to 1/4 mile	occurrences	5	4	2
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	0

Shown here are the benefits of the two complete corridors, as described in the Study's Purpose and Need Report.

At the bottom is the estimated construction cost information for the two full corridors.

UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	P3	M10
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	3.0	3.1
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	13,523	13,960
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	-0.12	-0.19
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	5,750	6,551
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	5.0	5.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	2	1
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.020	0.019
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.5	0.3
Percentage of each corridor that would benefit non-motorized travel	31	27
BASIC CONSTRUCTION COSTS (\$ million)		
Illinois River Bridge Cost	\$164	\$164
Total estimated construction cost	\$669	\$601

Eastern Bypass Study

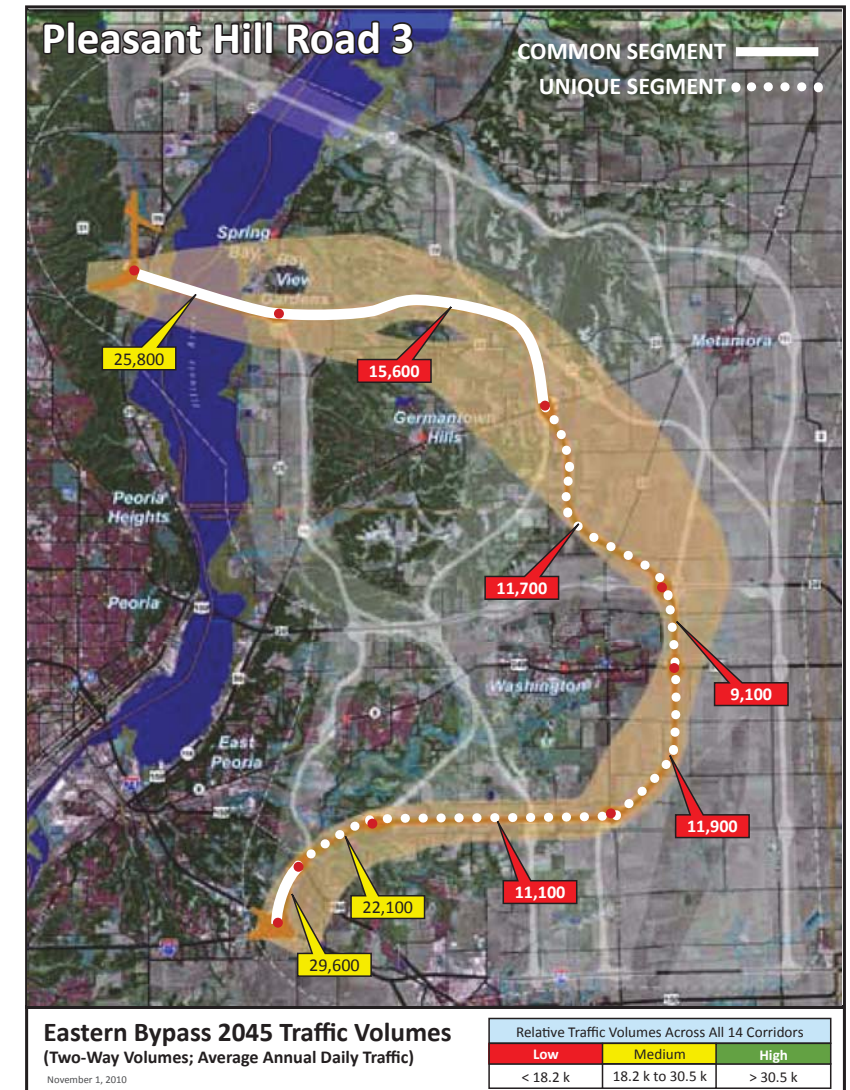
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: P2 and P3 Corridors

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ENGINEERING MEASURES	UNIT	Common	P2 M	P3 M
Corridor Length	miles	7.9	14	18
Interchanges	number req'd	4	5	6
Steep Terrain	miles	2	5	2

ENVIRONMENTAL MEASURES	UNIT	Common	P2 M	P3 M
Total New Right-of-Way (500 ft wide)	acres	673	1014	1309
Forest	acres	186	344	157
Agricultural Land	acres	338	460	1031
Cropland Diagonal Severances	miles	2.4	6	8
Conservation/Park Land	acres	4	0	0
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	11	50	37
Commercial/Industrial Relocations	number req'd	3	6	8
Institutional Relocations	number req'd	0	2	1
Historic Sites	number req'd	0	0	0
Stream Crossings	number req'd	3	6	6
Wetlands	acres	24	6	3
100-Year Floodplains	acres	57	20	39
Residential Proximity Impacts to 1/4 mile	occurrences	481	421	342
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	20	19	28
Institutional Proximity Impacts to 1/4 mile	occurrences	5	6	4
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	0

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At the bottom is the estimated construction cost information for the two full corridors.

UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	P2	P3
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	2.8	3.0
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	12,697	13,523
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	0.17	-0.12
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	9,991	5,750
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	2.0	5.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	3	2
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.033	0.020
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.4	0.5
Percentage of each corridor that would benefit non-motorized travel	53	31
BASIC CONSTRUCTION COSTS (\$ million)		
Illinois River Bridge Cost	\$164	\$164
Total estimated construction cost	\$667	\$669

Eastern Bypass Study

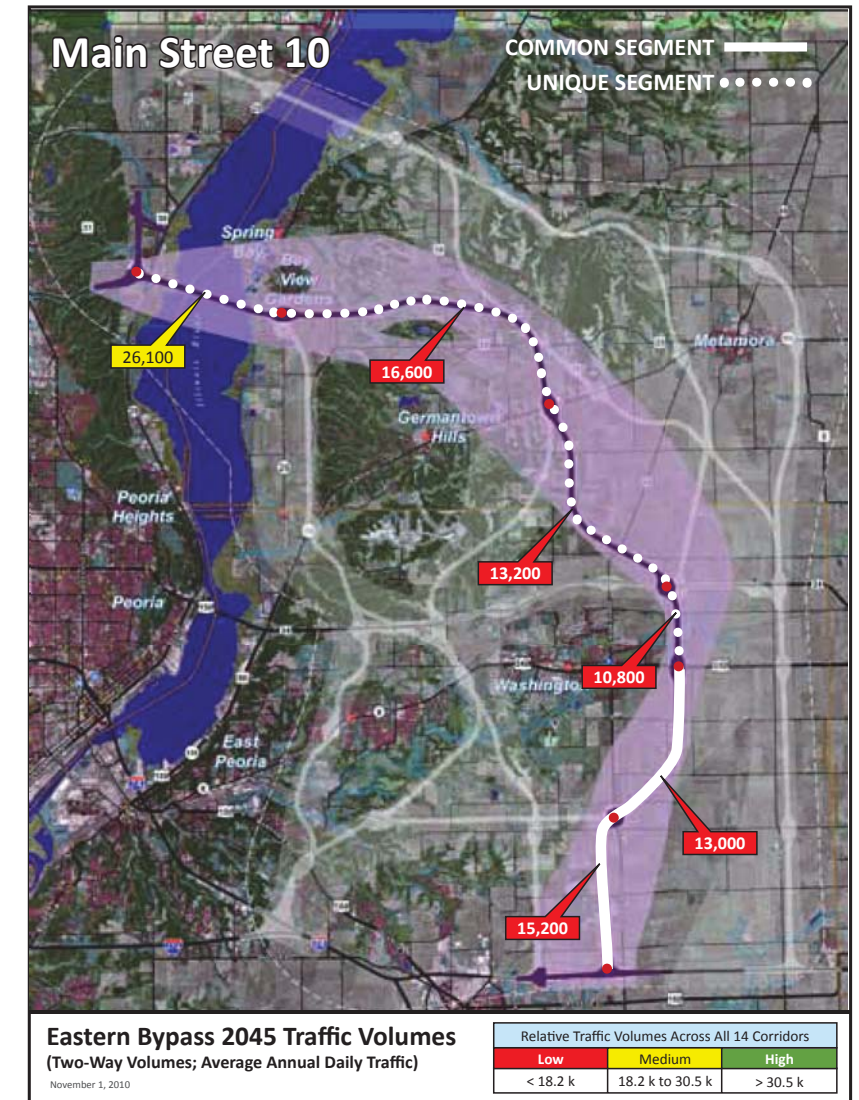
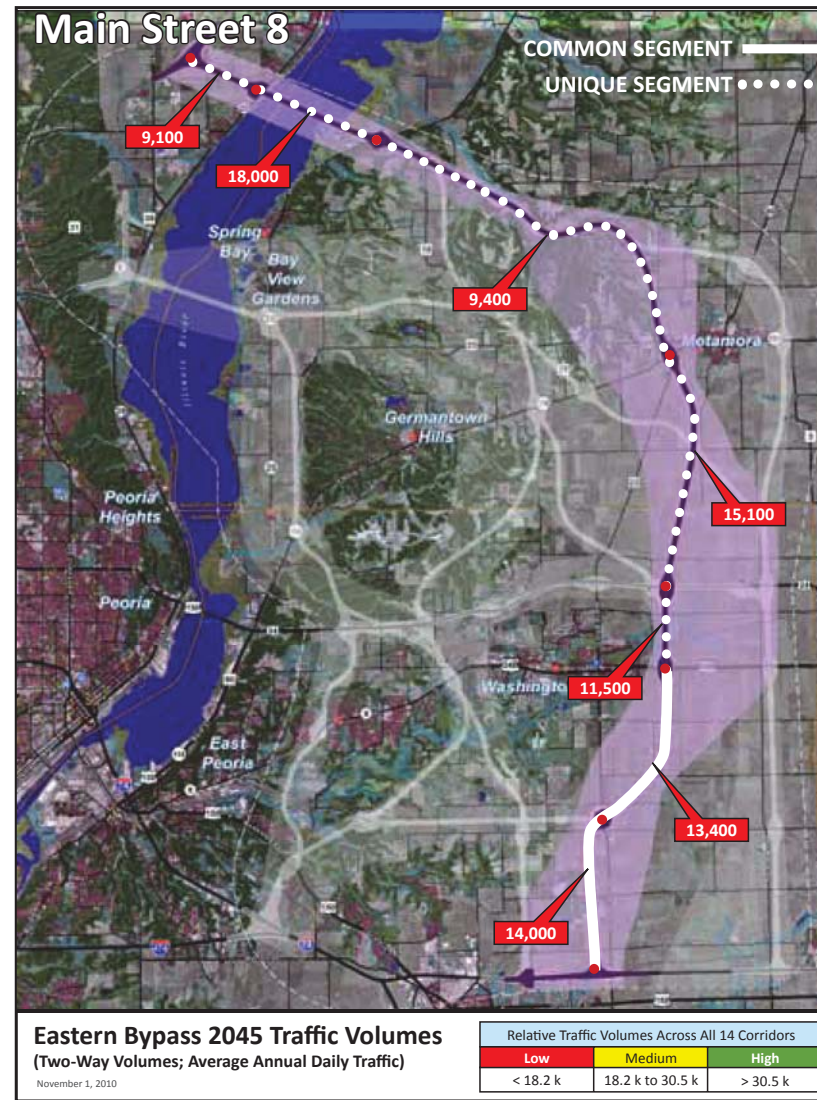
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: M8 and M10 Corridors

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ENGINEERING MEASURES	UNIT	Common	M8 N	M10 N
Corridor Length	miles	6.3	17	15
Interchanges	number req'd	4	6	5
Steep Terrain	miles	0	3	2

ENVIRONMENTAL MEASURES	UNIT	Common	M8 N	M10 N
Total New Right-of-Way (500 ft wide)	acres	592	1393	1170
Forest	acres	15	237	154
Agricultural Land	acres	546	924	816
Cropland Diagonal Severances	miles	2.2	10	7
Conservation/Park Land	acres	0	1	3
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	3	60	15
Commercial/Industrial Relocations	number req'd	1	2	10
Institutional Relocations	number req'd	1	2	0
Historic Sites	number req'd	0	0	0
Stream Crossings	number req'd	3	7	5
Wetlands	acres	4	53	24
100-Year Floodplains	acres	3	85	86
Residential Proximity Impacts to 1/4 mile	occurrences	151	559	391
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	12	26	39
Institutional Proximity Impacts to 1/4 mile	occurrences	2	5	5
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	0

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At the bottom is the estimated construction cost information for the two full corridors.

UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	M8	M10
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	3.2	3.1
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	14,218	13,960
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	-0.26	-0.19
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	8,075	6,551
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	0.0	5.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	2	1
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.016	0.019
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.3	0.3
Percentage of each corridor that would benefit non-motorized travel	16	27
BASIC CONSTRUCTION COSTS (\$ million)		
Illinois River Bridge Cost	\$178	\$164
Total estimated construction cost	\$657	\$601

Eastern Bypass Study

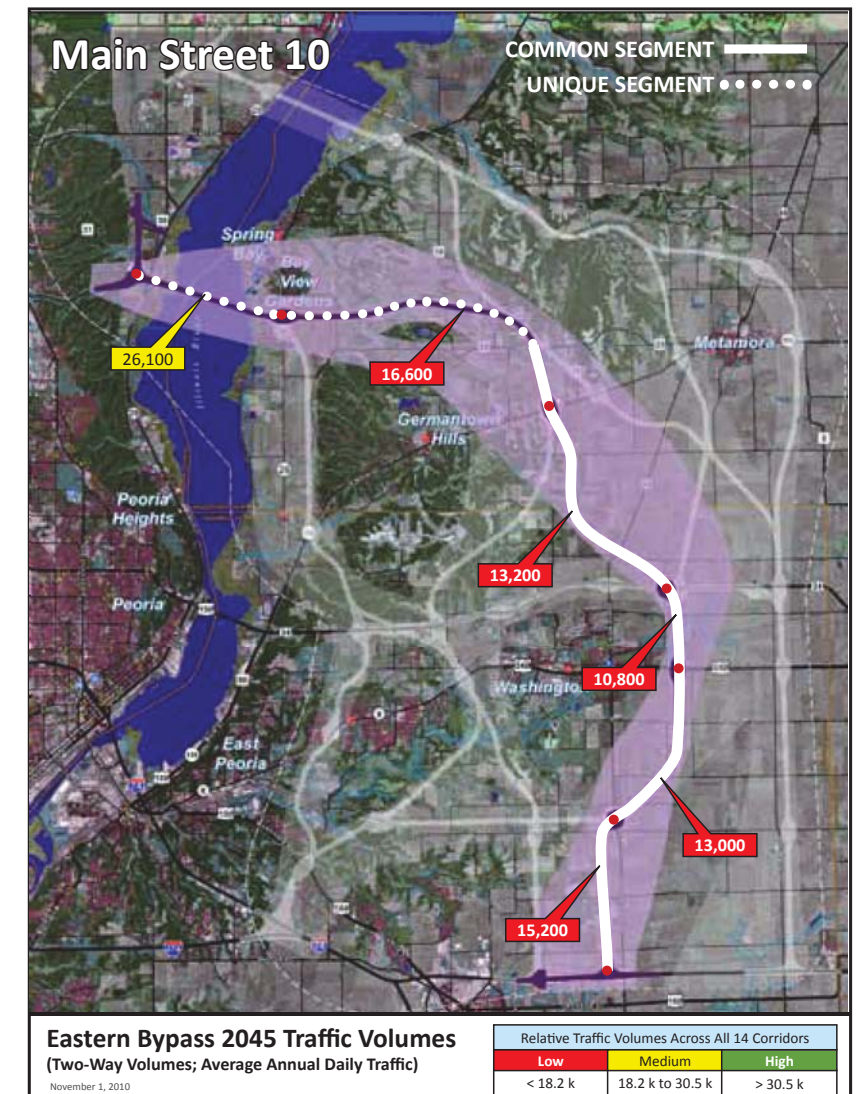
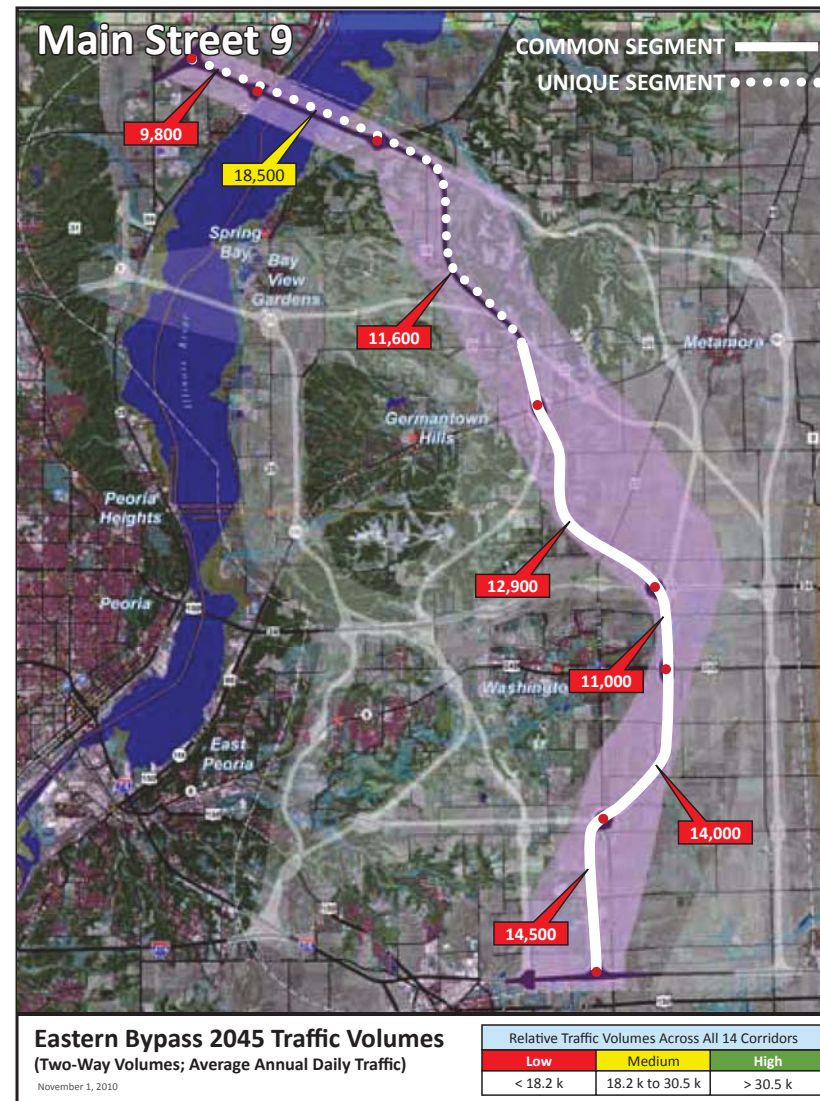
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: M9 and M10 Corridors

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ENGINEERING MEASURES	UNIT	Common	M9 N	M10 N
Corridor Length	miles	12.2	10	9
Interchanges	number req'd	6	4	3
Steep Terrain	miles	0	1	2

ENVIRONMENTAL MEASURES	UNIT	Common	M9 N	M10 N
Total New Right-of-Way (500 ft wide)	acres	1039	872	722
Forest	acres	15	172	154
Agricultural Land	acres	976	502	386
Cropland Diagonal Severances	miles	6.3	4	3
Conservation/Park Land	acres	0	0	3
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	4	50	14
Commercial/Industrial Relocations	number req'd	2	7	9
Institutional Relocations	number req'd	1	0	0
Historic Sites	number req'd	0	0	0
Stream Crossings	number req'd	6	0	2
Wetlands	acres	5	48	23
100-Year Floodplains	acres	32	57	57
Residential Proximity Impacts to 1/4 mile	occurrences	205	287	337
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	25	16	26
Institutional Proximity Impacts to 1/4 mile	occurrences	2	0	5
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	0

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At the bottom is the estimated construction cost information for the two full corridors.

UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	M9	M10
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	3.2	3.1
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	14,215	13,960
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	-0.22	-0.19
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	7,693	6,551
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	1.0	5.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	2	1
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.015	0.019
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.3	0.3
Percentage of each corridor that would benefit non-motorized travel	11	27
BASIC CONSTRUCTION COSTS (\$ million)		
Illinois River Bridge Cost	\$178	\$164
Total estimated construction cost	\$632	\$601

Eastern Bypass Study

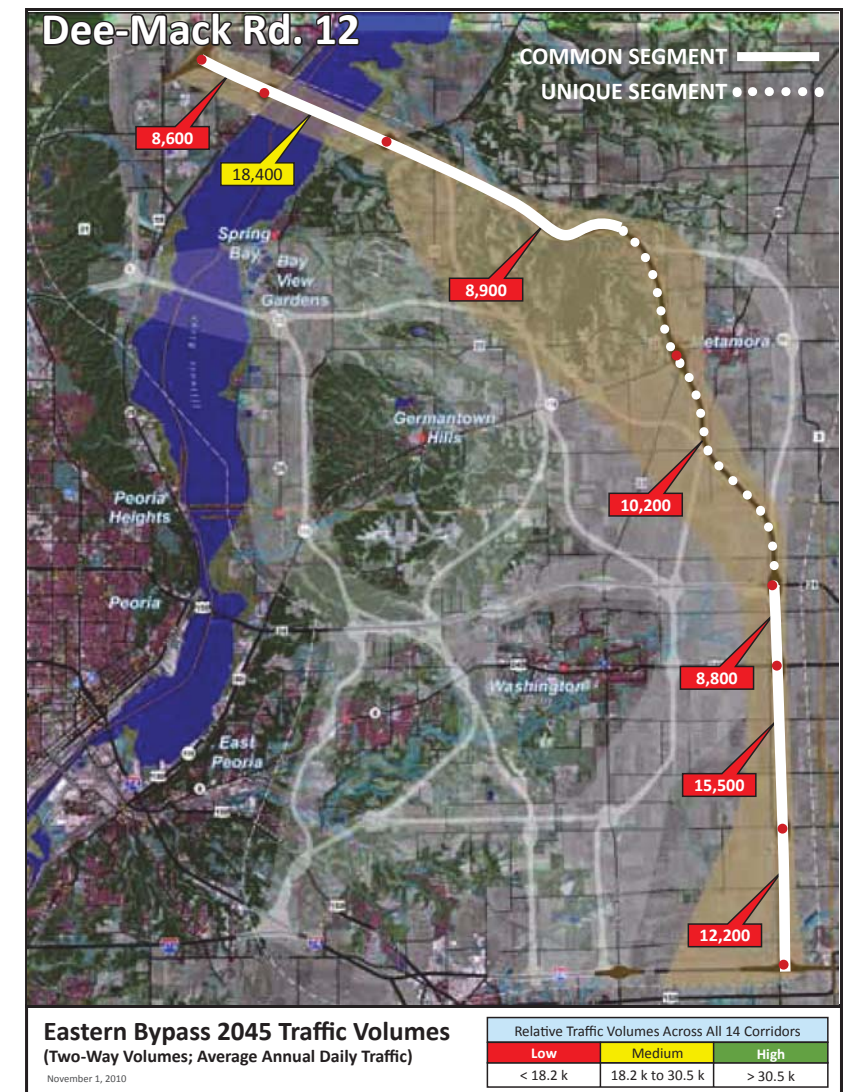
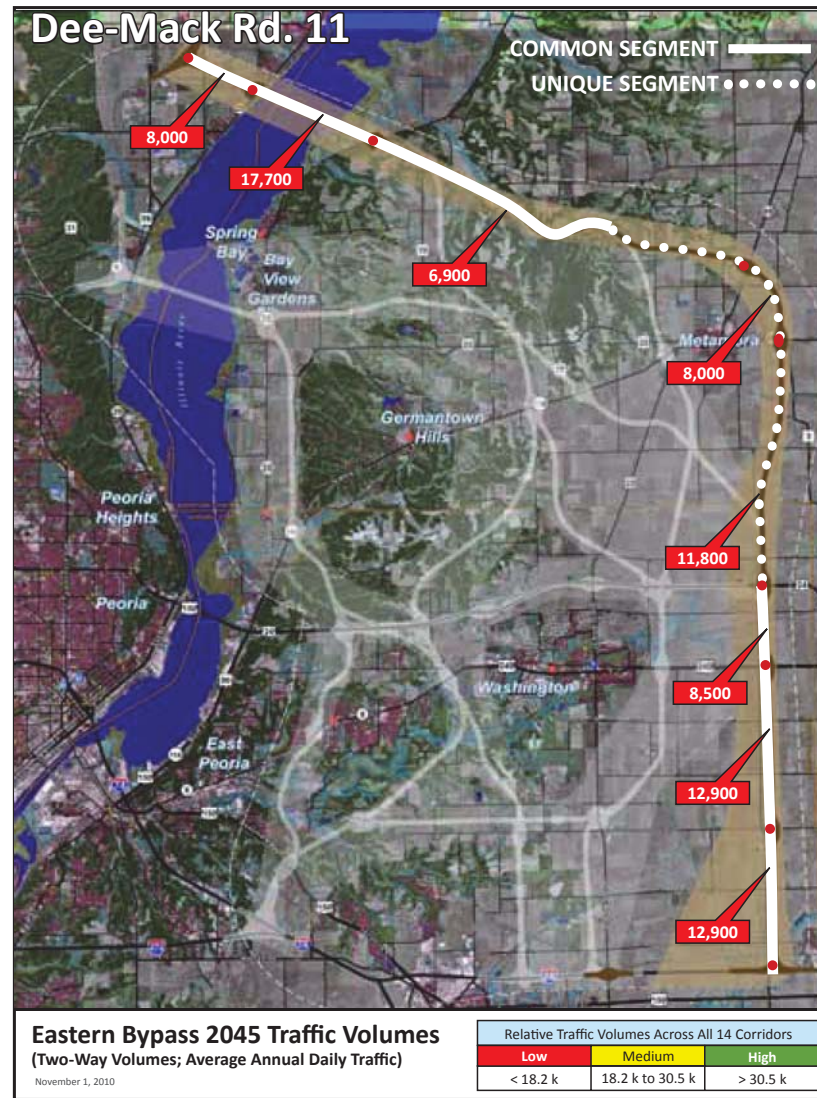
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: D11 and D12 Corridors

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ENGINEERING MEASURES	UNIT	Common	D11 M	D12 M
Corridor Length	miles	15.2	10	8
Interchanges	number req'd	8	3	2
Steep Terrain	miles	2	2	2

ENVIRONMENTAL MEASURES	UNIT	Common	D11 M	D12 M
Total New Right-of-Way (500 ft wide)	acres	1416	682	552
Forest	acres	177	46	64
Agricultural Land	acres	1045	605	412
Cropland Diagonal Severances	miles	3.9	5	5
Conservation/Park Land	acres	0	0	0
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	41	6	27
Commercial/Industrial Relocations	number req'd	1	2	1
Institutional Relocations	number req'd	0	0	2
Historic Sites	number req'd	0	0	0
Stream Crossings	number req'd	6	4	1
Wetlands	acres	51	4	2
100-Year Floodplains	acres	76	0	0
Residential Proximity Impacts to 1/4 mile	occurrences	258	114	334
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	19	5	11
Institutional Proximity Impacts to 1/4 mile	occurrences	0	1	5
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	0

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UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	D11	D12
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	3.2	3.2
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	14,023	14,035
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	-0.20	-0.31
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	13,619	14,159
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	-1.0	-2.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	4	3
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.013	0.013
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.3	0.3
Percentage of each corridor that would benefit non-motorized travel	11	12
BASIC CONSTRUCTION COSTS (\$ million)	D11	D12
Illinois River Bridge Cost	\$178	\$178
Total estimated construction cost	\$653	\$631

Eastern Bypass Study

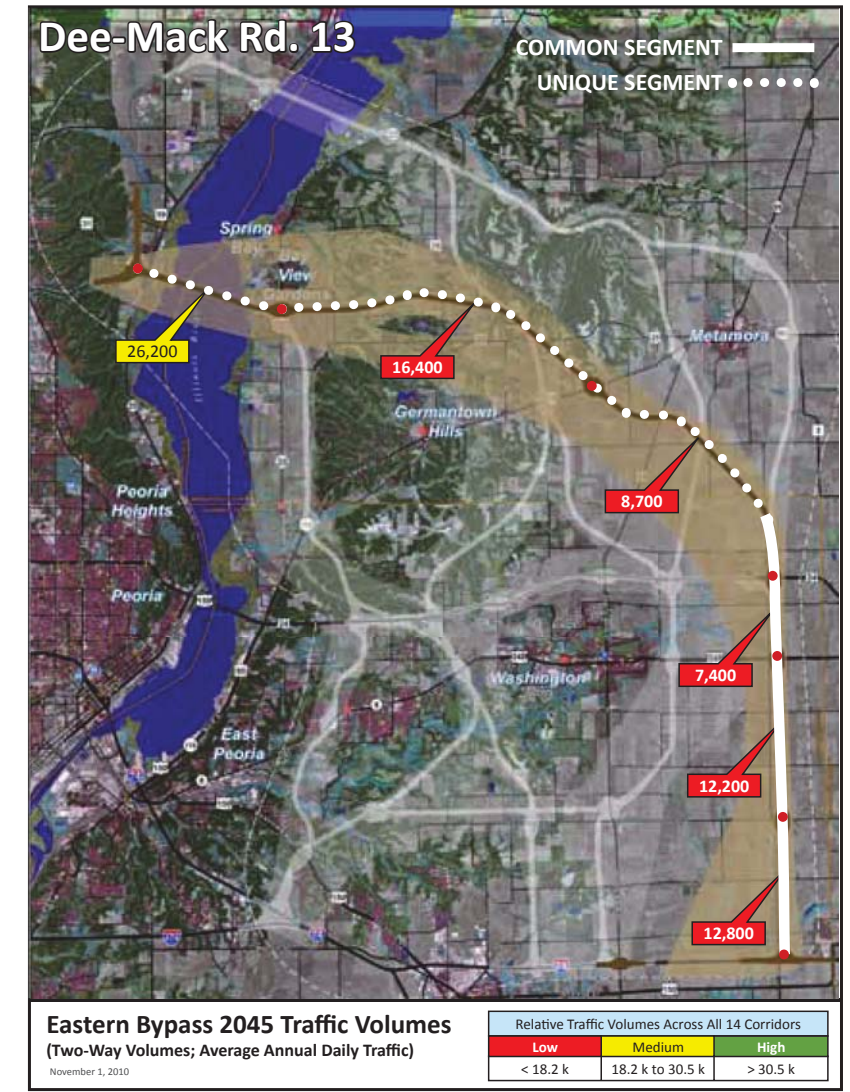
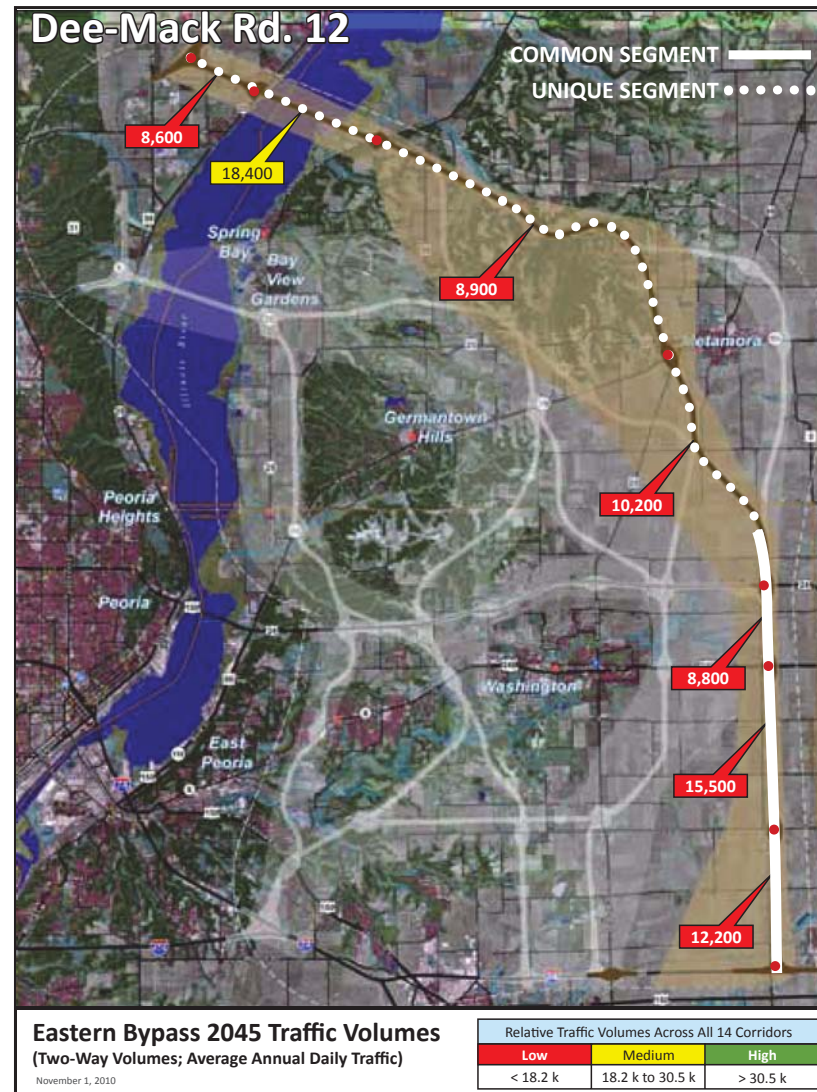
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: D12 and D13 Corridors

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ENGINEERING MEASURES	UNIT	Common	D12 N	D13 N
Corridor Length	miles	7.1	16	15
Interchanges	number req'd	5	5	4
Steep Terrain	miles	1	3	3

ENVIRONMENTAL MEASURES	UNIT	Common	D12 N	D13 N
Total New Right-of-Way (500 ft wide)	acres	689	1280	1114
Forest	acres	3	237	181
Agricultural Land	acres	644	813	733
Cropland Diagonal Severances	miles	0.0	9	7
Conservation/Park Land	acres	0	1	3
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	7	61	16
Commercial/Industrial Relocations	number req'd	0	2	3
Institutional Relocations	number req'd	0	2	0
Historic Sites	number req'd	0	0	2
Stream Crossings	number req'd	2	5	3
Wetlands	acres	0	53	23
100-Year Floodplains	acres	19	57	57
Residential Proximity Impacts to 1/4 mile	occurrences	60	532	363
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	11	19	20
Institutional Proximity Impacts to 1/4 mile	occurrences	0	5	5
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	2

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UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	D12	D13
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	3.2	2.9
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	14,035	13,367
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	-0.31	-0.30
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	14,159	11,752
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	-2.0	1.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	3	1
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.013	0.013
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.3	0.2
Percentage of each corridor that would benefit non-motorized travel	12	15
BASIC CONSTRUCTION COSTS (\$ million)		
Illinois River Bridge Cost	\$178	\$164
Total estimated construction cost	\$631	\$620

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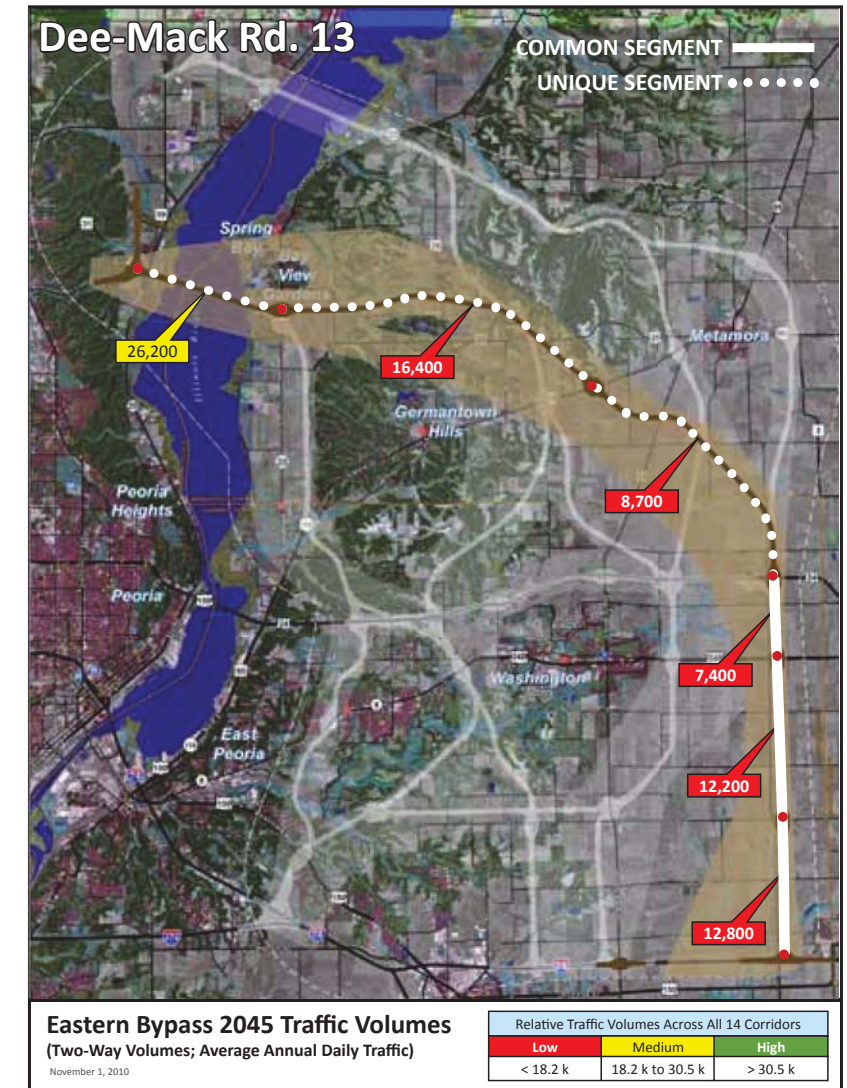
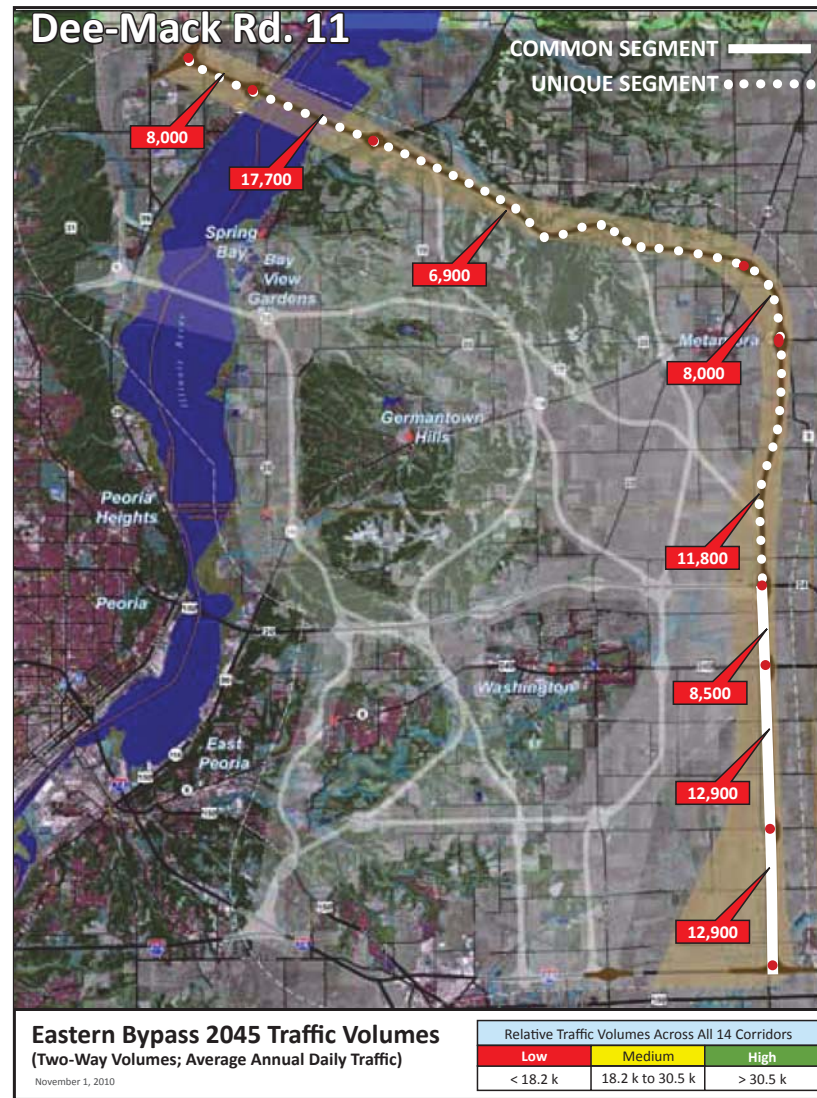
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: D11 and D13 Corridors

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ENGINEERING MEASURES	UNIT	Common	D11 N	D13 N
Corridor Length	miles	7	18	15
Interchanges	number req'd	5	6	4
Steep Terrain	miles	1	4	3

ENVIRONMENTAL MEASURES	UNIT	Common	D11 N	D13 N
Total New Right-of-Way (500 ft wide)	acres	689	1409	1114
Forest	acres	3	220	181
Agricultural Land	acres	644	1006	733
Cropland Diagonal Severances	miles	0.0	9	7
Conservation/Park Land	acres	0	0	3
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	7	40	16
Commercial/Industrial Relocations	number req'd	0	3	3
Institutional Relocations	number req'd	0	0	0
Historic Sites	number req'd	0	0	2
Stream Crossings	number req'd	2	8	3
Wetlands	acres	0	55	23
100-Year Floodplains	acres	19	57	57
Residential Proximity Impacts to 1/4 mile	occurrences	60	312	363
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	11	13	20
Institutional Proximity Impacts to 1/4 mile	occurrences	0	1	5
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	2

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UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	D11	D13
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	3.2	2.9
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	14,023	13,367
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	-0.20	-0.30
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	13,619	11,752
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	-1.0	1.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	4	1
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.013	0.013
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.3	0.2
Percentage of each corridor that would benefit non-motorized travel	11	15
BASIC CONSTRUCTION COSTS (\$ million)		
Illinois River Bridge Cost	\$178	\$164
Total estimated construction cost	\$653	\$620

Eastern Bypass Study

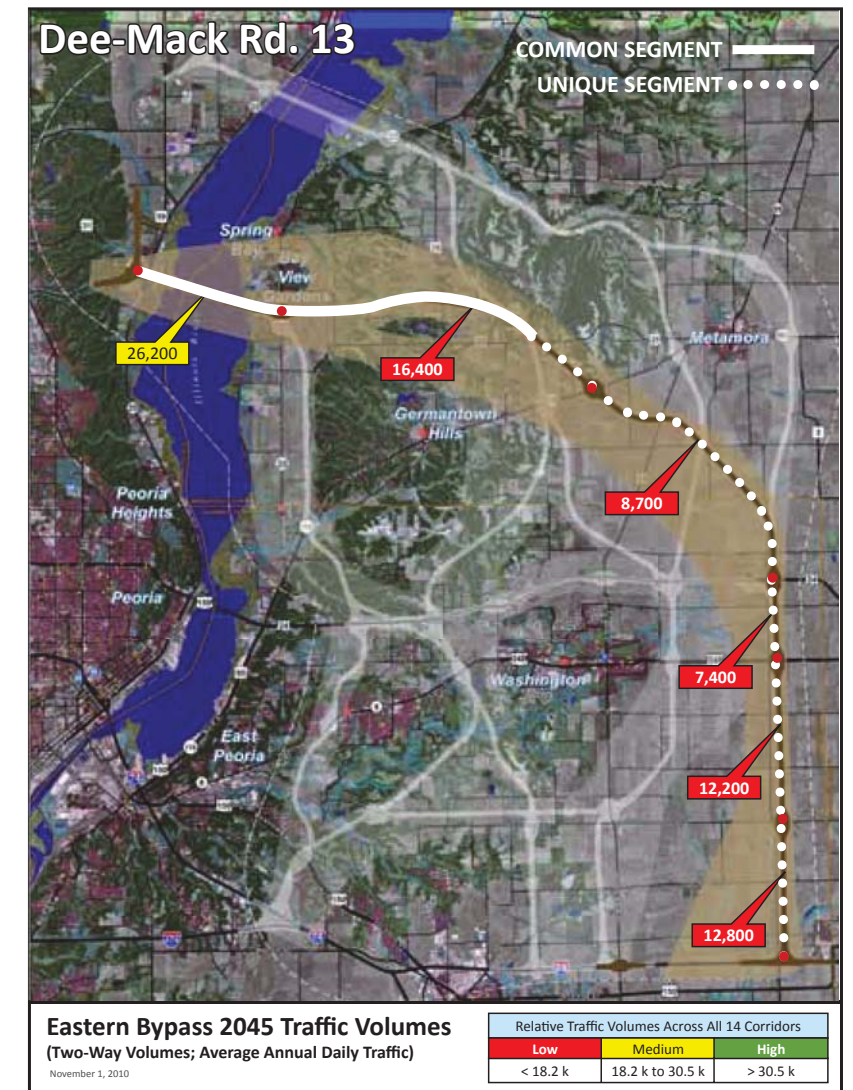
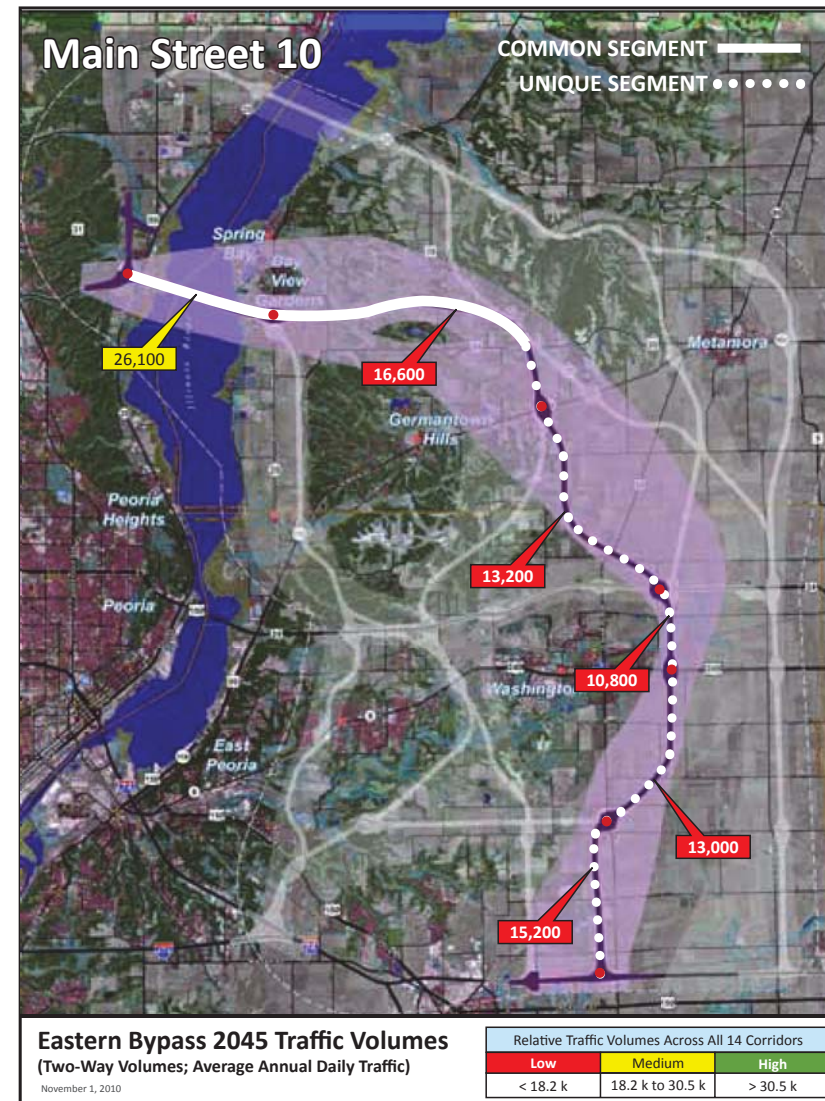
Common and Unique Segment Comparison

Comparison of Common and Unique Corridor Segments: M10 and D13 Corridors

This purpose of this document is to present engineering and environmental impact data for this pair of corridors whose locations differ only for a portion of their lengths, as indicated on the maps shown here.

The impacts associated with the portion of the corridors that differ and that are common to each other are presented in a side-by-side comparison in the matrix shown below. The green and red cells show which corridor has fewer impacts (green), compared to the other corridor (red). Yellow cells indicate where the impacts are equal for both corridors.

The maps on the right show where the representative bands are common and where they are unique, as well as showing the projected future traffic volumes for these bands.



ENGINEERING MEASURES	UNIT	Common	M10 S	D13 S
Corridor Length	miles	6.8	15	15
Interchanges	number req'd	2	6	6
Steep Terrain	miles	2	1	2

ENVIRONMENTAL MEASURES	UNIT	Common	M10 S	D13 S
Total New Right-of-Way (500 ft wide)	acres	555	1207	1248
Forest	acres	155	53	68
Agricultural Land	acres	287	1074	1090
Cropland Diagonal Severances	miles	1.9	8	5
Conservation/Park Land	acres	3	0	0
Community Cohesion / Division	occurrences	0	0	0
Residential Relocations	number req'd	4	14	19
Commercial/Industrial Relocations	number req'd	3	8	0
Institutional Relocations	number req'd	0	1	0
Historic Sites	number req'd	0	0	2
Stream Crossings	number req'd	2	6	3
Wetlands	acres	23	6	0
100-Year Floodplains	acres	57	32	19
Residential Proximity Impacts to 1/4 mile	occurrences	273	269	150
Commercial/Industrial Proximity Impacts to 1/4 mile	occurrences	18	33	13
Institutional Proximity Impacts to 1/4 mile	occurrences	5	2	0
Historic Sites Proximity Impacts to 1/4 mile	occurrences	0	0	2

Shown here are the benefits of the two complete corridors, as described in the Study's Purpose and Need Report.

At the bottom is the estimated construction cost information for the two full corridors.

UNITS OF MEASURE (BENEFITS)	CORRIDOR COMPARISON	
	M10	D13
Average TIME savings (minutes) per vehicle/trip (average time per vehicle/trip for no-build = 27.2 min.)	3.1	2.9
Average TIME savings (hours) for all vehicles (base number of vehicle-hours for no-build = 81,847)	13,960	13,367
Average change in MILEAGE per vehicle/trip (average miles per vehicle/trip for no-build = 12.5 miles)	-0.19	-0.30
Average change in MILEAGE for all vehicles (base number of vehicle-miles for no-build = 54,158)	6,551	11,752
Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (+) relative to unplanned growth areas or predominantly residential areas (-) (Higher is better.)	5.0	1.0
Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)	1	1
Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area (weighted by traffic carried on each road)	0.019	0.013
Reduction in travel time (minutes), on a per vehicle basis, between eleven multi-modal hubs (82 total trips) (no-build = 18.8 minutes)	0.3	0.2
Percentage of each corridor that would benefit non-motorized travel	27	15
BASIC CONSTRUCTION COSTS (\$ million)		
Illinois River Bridge Cost	\$164	\$164
Total estimated construction cost	\$601	\$620