

EASTERN BYPASS STUDY
CORRIDOR SCREENING --- BENEFITS AND IMPACTS
Corridors Listed In Order

Updated March 2012

BENEFITS

	P-2	P-4	T-6	T-7	M-10	D-13	Units of Measure
Support LU Plans	2	-1	3	2	5	1	Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (Higher is better.)
Improved Multi-Modal (Bikes)	53	89	44	68	27	15	Percentage of each corridor that would benefit non-motorized travel
Support EDC Plans	3	5	1	4	1	1	Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)
Improved Multi-Modal (Hubs)	0.39	0.43	0.07	0.27	0.26	0.23	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	0.033	0.031	0.022	0.020	0.019	0.013	Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area.
Imp Local / Regnl Mobility (PV)	2.8	3.3	2.6	3.2	3.1	2.9	Average time savings (minutes) per vehicle/trip. (Average time per vehicle/trip for no-build = 27.2 minutes)

Note: Please refer to the separate document entitled "Traffic Volume Overview (Updated for Six Corridors)" for a comparison of the corridors' expected traffic volumes.

IMPACTS

	P2	P4	T6	T7	M10	D13	Units of Measure
Wetlands*	29	47	32	45	27	22	Acres
Crop Diagonal Severences*	8.9	3.8	8.8	4.4	10.6	7.7	Miles
Agricultural*	828	620	1061	915	1391	1390	Acres
Residential Relocations	61	69	34	50	18	18	Potential Number Required
Forest	520	428	362	354	158	183	Acres
Proximity Effects - Institutional	8	11	7	8	6	5	Number of Developed Parcels
Proximity Effects - Residential	884	1568	853	975	561	445	Number of Developed Parcels
Conservation / Park Land*+	2	2	1	1	1	1	Acres
100-Year Floodplains*	73	69	61	70	85	72	Acres
Institutional Relocations	3	4	1	2	1	0	Potential Number Required
Comm / Industrial Relocations	7	4	9	6	9	2	Potential Number Required
Interchanges	8	7	8	8	8	8	Potential Number Required
Steep Terrain	7.1	3.5	6.5	4.0	2.4	3.5	Miles
Proximity Effects - Comm / Indust	33	65	44	41	42	33	Number of Developed Parcels
Historic Sites*	0	0	0	0	0	0	Potential Number of Sites
Stream Crossings*	9	7	9	12	8	7	Potential Number Required
Total New R.O.W. (500 ft wide)	1691	1313	1764	1583	1766	1803	Acres
Community Cohesion / Division	0	1	0	0	0	0	Potential Occurrences
Proximity Effects - Historic Sites	0	0	0	0	0	2	Number of Sites
Estimated Construction Costs	667	543	648	590	601	620	Millions of Dollars

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

+ Excluding the Illinois River

EASTERN BYPASS STUDY
CORRIDOR SCREENING --- BENEFITS AND IMPACTS
Corridors Sorted Best to Worst
Updated March 2012

BENEFITS

Support LU Plans	M-10	T-6	T-7	P-2	D-13	P-4
	5.0	3.0	2.0	2.0	1.0	-1.0
Improved Multi-Modal (Bikes)	P-4	T-7	P-2	T-6	M-10	D-13
	89	68	53	44	27	15
Support EDC Plans	D-13	M-10	T-6	P-2	T-7	P-4
	1	1	1	3	4	5
Improved Multi-Modal (Hubs)	P-4	P-2	T-7	M-10	D-13	T-6
	0.43	0.39	0.27	0.26	0.23	0.07
Improved Travel Flow	P-2	P-4	T-6	T-7	M-10	D-13
	0.033	0.031	0.022	0.020	0.019	0.013
Imp Local / Regnl Mobility (PV)	P-4	T-7	M-10	D-13	P-2	T-6
	3.3	3.2	3.1	2.9	2.8	2.6

Units of Measure

Numerical index (-5 to +5), based on the proportion of each corridor's proximity to planned growth areas (Higher is better.)

Percentage of each corridor that would benefit non-motorized travel

Ranking, based on the Economic Development Council for Central Illinois Analysis (lower is better)

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

Reduction in congestion as expressed by the sum of changes in the V/C ratios on 21 representative roads in the study area.

Average time savings (minutes) per vehicle/trip. (Average time per vehicle/trip for no-build = 27.2 minutes)

Note: Please refer to the separate document entitled "Traffic Volume Overview (Updated for Six Corridors)" for a comparison of the corridors' expected traffic volumes.

IMPACTS

Wetlands*	D13	M10	P2	T6	T7	P4
	22	27	29	32	45	47
Crop Diagonal Severences*	P4	T7	D13	T6	P2	M10
	3.8	4.4	7.7	8.8	8.9	10.6
Agricultural*	P4	P2	T7	T6	D13	M10
	620	828	915	1061	1390	1391
Residential Relocations	M10	D13	T6	T7	P2	P4
	18	18	34	50	61	69
Forest	M10	D13	T7	T6	P4	P2
	158	183	354	362	428	520
Proximity Effects - Institutional	D13	M10	T6	T7	P2	P4
	5	6	7	8	8	11
Proximity Effects - Residential	D13	M10	T6	P2	T7	P4
	445	561	853	884	975	1568
Conservation / Park Land*+	D13	M10	T7	T6	P4	P2
	1	1	1	1	2	2
100-Year Floodplains*	T6	P4	T7	D13	P2	M10
	61	69	70	72	73	85
Institutional Relocations	D13	M10	T6	T7	P2	P4
	0	1	1	2	3	4
Comm / Industrial Relocations	D13	P4	T7	P2	M10	T6
	2	4	6	7	9	9
Interchanges	P4	D13	M10	T7	T6	P2
	7	8	8	8	8	8
Steep Terrain	M10	D13	P4	T7	T6	P2
	2.4	3.5	3.5	4.0	6.5	7.1
Proximity Effects - Comm / Indust	D13	P2	T7	M10	T6	P4
	33	33	41	42	44	65
Historic Sites*	M10	T7	T6	P4	P2	D13
	0	0	0	0	0	0
Stream Crossings*	D13	P4	M10	T6	P2	T7
	7	7	8	9	9	12
Total New R.O.W. (500 ft wide)	P4	T7	P2	T6	M10	D13
	1313	1583	1691	1764	1766	1803
Community Cohesion / Division	D13	M10	T7	T6	P2	P4
	0	0	0	0	0	1
Proximity Effects - Historic Sites	M10	T7	T6	P4	P2	D13
	0	0	0	0	0	2
Estimated Construction Costs	P4	T7	M10	D13	T6	P2
	543	590	601	620	648	667

Units of Measure

Acres

Miles

Acres

Potential Number Required

Acres

Number of Developed Parcels

Number of Developed Parcels

Acres

Acres

Potential Number Required

Potential Number Required

Potential Number Required

Miles

Number of Developed Parcels

Potential Number of Sites

Potential Number Required

Acres

Potential Occurrences

Number of Sites

Millions of Dollars

* 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 (based on the six corridors currently under consideration)

Best	
Moderate	
Worst	