

Representative Options Alternatives	Build Option 2	Build Option 2	Build Option 2	Build Option 2	5	6	Build Option 5	Build Option 5	Build Option 5	Build Option 5	11	12	Build Option 5	Build Option 5	Build Option 5	Build Option 5	17	18
	1	2	3	4			7	8	9	10			13	14	15	16		
EAST SIDE HIGHWAY EA: EVALUATION Segments	T1 T5	T1 T5	T1 T5	T1 T5	T1 T5	T1 T5	T1 T6	T1 T6	T1 T6	T1 T6	T1 T6	T1 T6	T1 T6 T13	T1 T6 T13	T1 T6 T13	T1 T6 T13	T1 T6 T13	T1 T6 T13
	BN1	BN1	BN1	BN1	BN1	BN1	BN2	BN2	BN2	BN2	BN2	BN2	BN3	BN3	BN3	BN3	BN3	BN3
	D11 D1	D11 D4	D12 D8 D2	D12 D8 D3	D12 D9 D5	D12 D9 D6	D10 D1	D10 D4	D13 D8 D2	D13 D8 D3	D13 D9 D5	D13 D9 D6	D10 D1	D10 D4	D13 D8 D2	D13 D8 D3	D13 D9 D5	D13 D9 D6

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas? ¹	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ²	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?) ³	MAYBE	MAYBE	MAYBE	MAYBE	YES	YES	NO	NO	NO	NO	YES	YES	NO	NO	NO	NO	YES	YES

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)	2.22%	2.22%	2.22%	2.22%		3.43%	3.43%	3.43%	3.43%		3.43%	3.43%	3.43%	3.43%			
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ⁴	1.72	3.09	2.61	2.94		2.78	4.15	3.68	4.02		3.86	5.23	4.76	5.09			
	Decrease in congested road miles (v/c>0.8)	48	48	48	48		58	58	58	58		58	58	58	58			
	% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	3.19%	3.19%	3.19%	3.19%		4.05%	4.05%	4.05%	4.05%		4.05%	4.05%	4.05%	4.05%			
	Travel time savings from 2 n/s pairs ⁵ (minutes saved)	1.30	1.30	1.30	1.30		1.35	1.35	1.35	1.35		1.35	1.35	1.35	1.35			
	Travel time savings from 2 e/w pairs ⁶ (minutes saved)	-2.91	-2.91	-2.91	-2.91		0.44	0.44	0.44	0.44		0.44	0.44	0.44	0.44			
	Cumulative travel time savings to/from major generator (vehicle hours per day) ⁷	323	323	323	323		558	558	558	558		558	558	558	558			
	% increase in area with travel within 5 minutes to the interstate (sq miles)	26%	26%	26%	26%		27%	27%	27%	27%		27%	27%	27%	27%			
	Network Wide Travel time savings (number of hours saved)	3,245	3,245	3,245	3,245		4,806	4,806	4,806	4,806		4,806	4,806	4,806	4,806			

Representative Options Alternatives	Build Option 5	Build Option 5	Build Option 5	Build Option 5	23	24	Build Option 4	Build Option 5	Build Option 5	Build Option 5	Build Option 5	30	31	Build Option 4	Build Option 2	Build Option 2	Build Option 2	Build Option 2
	19	20	21	22			25	26	27	28	29			32	33	34	35	36
EAST SIDE HIGHWAY EA: EVALUATION Segments	T1 T6 T14 T15	T1 T6 T14 T15	T1 T6 T14 T15	T1 T6 T14 T15	T1 T6 T14 T15	T1 T6 T14 T15	T1 T6 T14 T15	T1 T6 T14 T16	T1 T6 T14 T16	T1 T6 T14 T16	T1 T6 T14 T16	T1 T6 T14 T16	T1 T6 T14 T16	T1 T6 T14 T16	T2 T7	T2 T7	T2 T7	T2 T7
	BN4	BN4	BN4	BN4	BN4	BN4	BN4	BN5	BN5	BN5	BN5	BN5	BN5	BN5	BN1	BN1	BN1	BN1
	D16 D14 D10 D1	D16 D14 D10 D4	D16 D14 D13 D8 D2	D16 D14 D13 D8 D3	D16 D14 D13 D9 D5	D16 D14 D13 D9 D6	D17 D7	D15 D14 D10 D1	D15 D14 D10 D4	D15 D14 D13 D8 D2	D15 D14 D13 D8 D3	D15 D14 D13 D9 D5	D15 D14 D13 D9 D6	D18 D7	D11 D1	D11 D4	D12 D8 D2	D12 D8 D3

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas? ¹	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ²	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?) ³	MAYBE	MAYBE	MAYBE	MAYBE	YES	YES	NO	NO	NO	NO	NO	YES	YES	NO	MAYBE	MAYBE	MAYBE

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)	3.43%	3.43%	3.43%	3.43%		1.82%	3.43%	3.43%	3.43%	3.43%		1.82%	2.22%	2.22%	2.22%	2.22%
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ⁴	6.83	8.20	7.73	8.06		19.76	9.04	10.41	9.94	10.28		22.03	1.93	3.30	2.82	3.15
	Decrease in congested road miles (v/c>0.8)	58	58	58	58		41	58	58	58	58		41	48	48	48	48
	% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	4.05%	4.05%	4.05%	4.05%		3.12%	4.05%	4.05%	4.05%	4.05%		3.12%	3.19%	3.19%	3.19%	3.19%
	Travel time savings from 2 n/s pairs ⁵ (minutes saved)	1.35	1.35	1.35	1.35		0.16	1.35	1.35	1.35	1.35		0.16	1.30	1.30	1.30	1.30
	Travel time savings from 2 e/w pairs ⁶ (minutes saved)	0.44	0.44	0.44	0.44		-0.04	0.44	0.44	0.44	0.44		-0.04	-2.91	-2.91	-2.91	-2.91
	Cumulative travel time savings to/from major generator (vehicle hours per day) ⁷	558	558	558	558		210	558	558	558	558		210	323	323	323	323
	% increase in area with travel within 5 minutes to the interstate (sq miles)	27%	27%	27%	27%		23%	27%	27%	27%	27%		23%	26%	26%	26%	26%
	Network Wide Travel time savings (number of hours saved)	4,806	4,806	4,806	4,806		2,737	4,806	4,806	4,806	4,806		2,737	3,245	3,245	3,245	3,245

- Most Consistent
- Neutral
- Less Consistent
- Least Consistent
- Options - Alternatives Modeled for Traffic Operations
- Alternatives Eliminated in Screening #1
- Alternatives Eliminated in Screening #2

1 Illinois Natural Area Inventory Sites, Illinois Nature Preserves, State or Federal Sites
2 Clear zone requirements in accordance with expansion/operational initiatives presented in CIRA's master plan.
3 According to the IDOT Community Impact Assessment Manual, the FHWA has identified a community as a "distinctive, homogeneous, stable, self-contained unit of a larger spatial area defined by geographic boundaries, ethnic, or cultural characteristics of the inhabitants; a psychological unity among the residents; and the concentrated use of the area's facilities. A community is an entity with economic, social and perhaps political functions. It usually has a name identify and number of community service facilities such as business districts, religious institutions, schools, health centers, and fire and police stations. By contrast, a neighborhood is a small social unit based on face-to-face contacts."
The guidelines for determining neighborhood and community boundaries contained in the Manual will be consulted for this criterion.
4 Acres ≤ 5 - Good 5 < Acres ≤ 10 - Medium 10 < Acres ≤ 15 - High 15 < Acres - Highest
5 N/S Pairs: State Farm Insurance S Campus (TAZ 170) and TAZ 11, Uptown Normal Multi-Modal (TAZ 73) and TAZ 168
6 E/W Pairs: Uptown Normal Multi-Modal (TAZ 73) and TAZ 353, St. Joseph Medical Center (TAZ 114) and TAZ 353
7 Major Travel Generators: Mitsubishi Motors (TAZ 57), Uptown Normal Multi-Modal (TAZ 73), Country Insurance (TAZ 83), St. Joseph Medical Center (TAZ 114), Central Illinois Regional Airport (TAZ 117), Bloomington CBD (TAZ 129), State Farm Insurance S Campus (TAZ 170)



Representative Options	37	38	Build Option 5	Build Option 5	Build Option 5	Build Option 5	43	44	Build Option 5	Build Option 5	Build Option 5	Build Option 5	49	50	Build Option 5	Build Option 5	Build Option 5	Build Option 5
Alternatives	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
EAST SIDE HIGHWAY EA: EVALUATION Segments	T2 T7	T2 T7	T2 T8	T2 T8	T2 T8	T2 T8	T2 T8	T2 T8	T2 T8 T13	T2 T8 T13	T2 T8 T13	T2 T8 T13	T2 T8 T13	T2 T8 T13	T2 T8 T14 T15	T2 T8 T14 T15	T2 T8 T14 T15	T2 T8 T14 T15
	BN1	BN1	BN2	BN2	BN2	BN2	BN2	BN2	BN3	BN3	BN3	BN3	BN3	BN3	BN4	BN4	BN4	BN4
	D12 D9 D5	D12 D9 D6	D10 D1	D10 D4	D13 D8 D2	D13 D8 D3	D13 D9 D5	D13 D9 D6	D10 D1	D10 D4	D13 D8 D2	D13 D8 D3	D13 D9 D5	D13 D9 D6	D16 D14 D10 D1	D16 D14 D10 D4	D16 D14 D13 D8 D2	D16 D14 D13 D8 D3

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?)	YES	YES	NO	NO	NO	NO	YES	YES	NO	NO	NO	NO	YES	YES	MAYBE	MAYBE	MAYBE	MAYBE

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)		3.43%	3.43%	3.43%	3.43%		3.43%	3.43%	3.43%	3.43%		3.43%	3.43%	3.43%	3.43%		3.43%
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles)		2.98	4.35	3.87	4.21		4.05	5.42	5.42	5.29		7.02	8.39	7.92	8.26		8.26
	Decrease in congested road miles (v/c>0.8)		58	58	58	58		58	58	58	58		58	58	58	58		58
	% change in v/c >0.8 (% decrease of roadways with v/c>0.8)		4.05%	4.05%	4.05%	4.05%		4.05%	4.05%	4.05%	4.05%		4.05%	4.05%	4.05%	4.05%		4.05%
	Travel time savings from 2 n/s pairs (minutes saved)		1.35	1.35	1.35	1.35		1.35	1.35	1.35	1.35		1.35	1.35	1.35	1.35		1.35
	Travel time savings from 2 e/w pairs (minutes saved)		0.44	0.44	0.44	0.44		0.44	0.44	0.44	0.44		0.44	0.44	0.44	0.44		0.44
	Cumulative travel time savings to/from major generator (vehicle hours per day)		558	558	558	558		558	558	558	558		558	558	558	558		558
	% increase in area with travel within 5 minutes to the interstate (sq miles)		27%	27%	27%	27%		27%	27%	27%	27%		27%	27%	27%	27%		27%
	Network Wide Travel time savings (number of hours saved)		4,806	4,806	4,806	4,806		4,806	4,806	4,806	4,806		4,806	4,806	4,806	4,806		4,806

Representative Options	55	56	Build Option 4	Build Option 5	Build Option 5	Build Option 5	Build Option 5	62	63	Build Option 4	Build Option 2	Build Option 2	Build Option 2	Build Option 2	69	70	Build Option 5	Build Option 5
Alternatives	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
EAST SIDE HIGHWAY EA: EVALUATION Segments	T2 T8 T14 T15	T2 T8 T14 T15	T2 T8 T14 T15	T2 T8 T14 T16	T2 T8 T14 T16	T2 T8 T14 T16	T2 T8 T14 T16	T2 T8 T14 T16	T2 T8 T14 T16	T2 T8 T14 T16	T3 T9	T3 T9	T3 T9	T3 T9	T3 T9	T3 T9	T3 T10	T3 T10
	BN4	BN4	BN4	BN5	BN5	BN5	BN5	BN5	BN5	BN5	BN1	BN1	BN1	BN1	BN1	BN1	BN2	BN2
	D16 D14 D13 D9 D5	D16 D14 D13 D9 D6	D17 D7	D15 D14 D10 D1	D15 D14 D10 D4	D15 D14 D13 D8 D2	D15 D14 D13 D8 D3	D15 D14 D13 D9 D5	D15 D14 D13 D9 D6	D18 D7	D11 D1	D11 D4	D12 D8 D2	D12 D8 D3	D12 D9 D5	D12 D9 D6	D10 D1	D10 D4

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?)	YES	YES	NO	NO	NO	NO	NO	YES	YES	NO	MAYBE	MAYBE	MAYBE	MAYBE	YES	YES	NO	NO

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)		1.82%	3.43%	3.43%	3.43%		1.82%	2.22%	2.22%	2.22%	2.22%		3.43%	3.43%	
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles)		19.95	923.71%	10.61	10.13	10.47		22.22	2.44	3.81	3.33	3.67		3.44	4.81
	Decrease in congested road miles (v/c>0.8)		41	58	58	58	58		41	48	48	48	48		58	58
	% change in v/c >0.8 (% decrease of roadways with v/c>0.8)		3.12%	4.05%	4.05%	4.05%	4.05%		3.12%	3.19%	3.19%	3.19%	3.19%		4.05%	4.05%
	Travel time savings from 2 n/s pairs (minutes saved)		0.16	1.35	1.35	1.35	1.35		0.16	1.30	1.30	1.30	1.30		1.35	1.35
	Travel time savings from 2 e/w pairs (minutes saved)		-0.04	0.44	0.44	0.44	0.44		-0.04	-2.91	-2.91	-2.91	-2.91		0.44	0.44
	Cumulative travel time savings to/from major generator (vehicle hours per day)		210	558	558	558	558		210	323	323	323	323		558	558
	% increase in area with travel within 5 minutes to the interstate (sq miles)		23%	27%	27%	27%	27%		23%	26%	26%	26%	26%		27%	27%
	Network Wide Travel time savings (number of hours saved)		2,737	4,806	4,806	4,806	4,806		2,737	3,245	3,245	3,245	3,245		4,806	4,806

- Most Consistent
- Neutral
- Less Consistent
- Least Consistent
- Options - Alternatives Modeled for Traffic Operations
- Alternatives Eliminated in Screening #1
- Alternatives Eliminated in Screening #2

1 Illinois Natural Area Inventory Sites, Illinois Nature Preserves, State or Federal Sites
 2 Clear zone requirements in accordance with expansion/operational initiatives presented in CIRA's master plan.
 3 According to the IDOT Community Impact Assessment Manual, the FHWA has identified a community as a "distinctive, homogeneous, stable, self-contained unit of a larger spatial area defined by geographic boundaries, ethnic, or cultural characteristics of the inhabitants; a psychological unity among the residents; and the concentrated use of the area's facilities. A community is an entity with economic, social and perhaps political functions. It usually has a name identify and number of community service facilities such as business districts, religious institutions, schools, health centers, and fire and police stations. By contrast, a neighborhood is a small social unit based on face-to-face contacts."
 The guidelines for determining neighborhood and community boundaries contained in the Manual will be consulted for this criterion.
 4 Acres ≤ 5 - Good 5 < Acres ≤ 10 - Medium 10 < Acres ≤ 15 - High 15 < Acres - Highest
 5 N/S Pairs: State Farm Insurance S Campus (TAZ 170) and TAZ 11, Uptown Normal Multi-Modal (TAZ 73) and TAZ 168
 6 E/W Pairs: Uptown Normal Multi-Modal (TAZ 73) and TAZ 353, St. Joseph Medical Center (TAZ 114) and TAZ 353
 7 Major Travel Generators: Mitsubishi Motors (TAZ 57), Uptown Normal Multi-Modal (TAZ 73), Country Insurance (TAZ 83), St. Joseph Medical Center (TAZ 114), Central Illinois Regional Airport (TAZ 117), Bloomington CBD (TAZ 129), State Farm Insurance S Campus (TAZ 170)



Representative Options Alternatives		Build Option 5 73	Build Option 5 74	75	76	Build Option 5 77	Build Option 5 78	Build Option 5 79	Build Option 5 80	81	82	Build Option 5 83	Build Option 5 84	Build Option 5 85	Build Option 5 86	87	88	Build Option 4 89	Build Option 5 90	
EAST SIDE HIGHWAY EA: EVALUATION Segments		T3 T10	T3 T10	T3 T10	T3 T10	T3 T10 T13	T3 T10 T13	T3 T10 T13	T3 T10 T13	T3 T10 T13	T3 T10 T13	T3 T10 T14 T15	T3 T10 T14 T15	T3 T10 T14 T15	T3 T10 T14 T15	T3 T10 T14 T15	T3 T10 T14 T15	T3 T10 T14 T15	T3 T10 T14 T16	
		BN2	BN2	BN2	BN2	BN3	BN3	BN3	BN3	BN3	BN3	BN4	BN4	BN4	BN4	BN4	BN4	BN4	BN4	BN5
		D13 D8 D2	D13 D8 D3	D13 D9 D5	D13 D9 D6	D10 D1	D10 D4	D13 D8 D2	D13 D8 D3	D13 D9 D5	D13 D9 D6	D16 D14 D10 D1	D16 D14 D10 D4	D16 D14 D13 D8 D2	D16 D14 D13 D8 D3	D16 D14 D13 D9 D5	D16 D14 D13 D9 D6	D17 D7	D15 D14 D10 D1	

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas? ¹	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ²	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?) ³	NO	NO	YES	YES	NO	NO	NO	NO	NO	YES	YES	MAYBE	MAYBE	MAYBE	MAYBE	YES	YES	NO	NO	NO

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)	3.43%	3.43%			3.43%	3.43%	3.43%	3.43%			3.43%	3.43%	3.43%	3.43%			1.82%	3.43%
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ⁴	4.34	4.68			4.52	5.89	5.42	5.75			7.49	8.86	8.39	8.72			20.42	9.70
	Decrease in congested road miles (v/c>0.8)	58	58			58	58	58	58			58	58	58	58			41	58
	% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	4.05%	4.05%			4.05%	4.05%	4.05%	4.05%			4.05%	4.05%	4.05%	4.05%			3.12%	4.05%
	Travel time savings from 2 n/s pairs ⁵ (minutes saved)	1.35	1.35			1.35	1.35	1.35	1.35			1.35	1.35	1.35	1.35			0.16	1.35
	Travel time savings from 2 e/w pairs ⁶ (minutes saved)	0.44	0.44			0.44	0.44	0.44	0.44			0.44	0.44	0.44	0.44			-0.04	0.44
	Cumulative travel time savings to/from major generator (vehicle hours per day) ⁷	558	558			558	558	558	558			558	558	558	558			210	558
	% increase in area with travel within 5 minutes to the interstate (sq miles)	27%	27%			27%	27%	27%	27%			27%	27%	27%	27%			23%	27%
	Network Wide Travel time savings (number of hours saved)	4,806	4,806			4,806	4,806	4,806	4,806			4,806	4,806	4,806	4,806			2,737	4,806

Representative Options Alternatives		Build Option 5 91	Build Option 5 92	Build Option 5 93	94	95	Build Option 4 96	Build Option 3 97	Build Option 3 98	Build Option 3 99	Build Option 3 100	101	102	Build Option 3 103	Build Option 3 104	Build Option 3 105	Build Option 3 106	107	108	
EAST SIDE HIGHWAY EA: EVALUATION Segments		T3 T10 T14 T16	T3 T10 T14 T16	T3 T10 T14 T16	T3 T10 T14 T16	T3 T10 T14 T16	T3 T10 T14 T16	T4 T11	T4 T11	T4 T11	T4 T11	T4 T11	T4 T11	T4 T12 T17	T4 T12 T17	T4 T12 T17	T4 T12 T17	T4 T12 T17	T4 T12 T17	T4 T12 T17
		BN5	BN5	BN5	BN5	BN5	BN5	BN3	BN3	BN3	BN3	BN3	BN3	BN4	BN4	BN4	BN4	BN4	BN4	BN4
		D15 D14 D10 D4	D15 D14 D13 D8 D2	D15 D14 D13 D8 D3	D15 D14 D13 D9 D5	D15 D14 D13 D9 D6	D18 D7	D10 D1	D10 D4	D13 D8 D2	D13 D8 D3	D13 D9 D5	D13 D9 D6	D16 D14 D10 D1	D16 D14 D10 D4	D16 D14 D13 D8 D2	D16 D14 D13 D8 D3	D16 D14 D13 D9 D5	D16 D14 D13 D9 D6	

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas? ¹	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ²	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?) ³	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	YES	YES	MAYBE	MAYBE	MAYBE	MAYBE	YES	YES	YES

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)	3.43%	3.43%	3.43%			1.82%	2.41%	2.41%	2.41%	2.41%			2.41%	2.41%	2.41%	2.41%			
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ⁴	11.07	10.60	10.94			22.69	9.27	10.64	10.17	10.51			16.30	17.67	17.20	17.53			
	Decrease in congested road miles (v/c>0.8)	58	58	58			41	73	73	73	73			73	73	73	73			
	% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	4.05%	4.05%	4.05%			3.12%	5.09%	5.09%	5.09%	5.09%			5.09%	5.09%	5.09%	5.09%			
	Travel time savings from 2 n/s pairs ⁵ (minutes saved)	1.35	1.35	1.35			0.16	1.04	1.04	1.04	1.04			1.04	1.04	1.04	1.04			
	Travel time savings from 2 e/w pairs ⁶ (minutes saved)	0.44	0.44	0.44			-0.04	-0.09	-0.09	-0.09	-0.09			-0.09	-0.09	-0.09	-0.09			
	Cumulative travel time savings to/from major generator (vehicle hours per day) ⁷	558	558	558			210	513	513	513	513			513	513	513	513			
	% increase in area with travel within 5 minutes to the interstate (sq miles)	27%	27%	27%			23%	26%	26%	26%	26%			26%	26%	26%	26%			
	Network Wide Travel time savings (number of hours saved)	4,806	4,806	4,806			2,737	5,348	5,348	5,348	5,348			5,348	5,348	5,348	5,348			

- Most Consistent
- Neutral
- Less Consistent
- Least Consistent
- Options - Alternatives Modeled for Traffic Operations
- Alternatives Eliminated in Screening #1
- Alternatives Eliminated in Screening #2

1 Illinois Natural Area Inventory Sites, Illinois Nature Preserves, State or Federal Sites
2 Clear zone requirements in accordance with expansion/operational initiatives presented in CIRA's master plan.
3 According to the IDOT Community Impact Assessment Manual, the FHWA has identified a community as a "distinctive, homogeneous, stable, self-contained unit of a larger spatial area defined by geographic boundaries, ethnic, or cultural characteristics of the inhabitants; a psychological unity among the residents; and the concentrated use of the area's facilities. A community is an entity with economic, social and perhaps political functions. It usually has a name identify and number of community service facilities such as business districts, religious institutions, schools, health centers, and fire and police stations. By contrast, a neighborhood is a small social unit based on face-to-face contacts."
The guidelines for determining neighborhood and community boundaries contained in the Manual will be consulted for this criterion.
4 Acres ≤ 5 - Good 5 < Acres ≤ 10 - Medium 10 < Acres ≤ 15 - High 15 < Acres - Highest
5 N/S Pairs: State Farm Insurance S Campus (TAZ 170) and TAZ 11, Uptown Normal Multi-Modal (TAZ 73) and TAZ 168
6 E/W Pairs: Uptown Normal Multi-Modal (TAZ 73) and TAZ 353, St. Joseph Medical Center (TAZ 114) and TAZ 353
7 Major Travel Generators: Mitsubishi Motors (TAZ 57), Uptown Normal Multi-Modal (TAZ 73), Country Insurance (TAZ 83), St. Joseph Medical Center (TAZ 114), Central Illinois Regional Airport (TAZ 117), Bloomington CBD (TAZ 129), State Farm Insurance S Campus (TAZ 170)



Representative Options	Build Option 1	Build Option 3	Build Option 3	Build Option 3	Build Option 3	Build Option 3	Build Option 3	Build Option 1		
Alternatives	109	110	111	112	113	114	115	116		
EAST SIDE HIGHWAY EA: EVALUATION Segments	T4 T12 T17	T4 T12 T18	T4 T12 T18	T4 T12 T18	T4 T12 T18	T4 T12 T18	T4 T12 T18	T4 T12 T18	Transit Alternative	E-W Alternative
	BN4	BN5	BN5	BN5	BN5	BN5	BN5	BN5		US 150, Ireland Grove, Empire, GE, US 66
	D17 D7	D15 D14 D10 D1	D15 D14 D10 D4	D15 D14 D13 D8 D2	D15 D14 D13 D8 D3	D15 D14 D13 D9 D5	D15 D14 D13 D9 D6	D18 D7		

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas? ¹	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ²	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?) ³	NO	NO	NO	NO	NO	YES	YES	NO	NO

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)	1.29%	2.41%	2.41%	2.41%	2.41%		1.29%		
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ⁴	29.23	19.10	20.47	20.00	20.33		32.09		11.47
	Decrease in congested road miles (v/c>0.8)	29	73	73	73	73		29		51
	% change in v/c >0.8 (% decrease of roadways with v/c>0.8)	2.55%	5.09%	5.09%	5.09%	5.09%		2.55%		3.38%
	Travel time savings from 2 n/s pairs ⁵ (minutes saved)	0.18	1.04	1.04	1.04	1.04		0.18		
	Travel time savings from 2 e/w pairs ⁶ (minutes saved)	-0.20	-0.09	-0.09	-0.09	-0.09		-0.20		
	Cumulative travel time savings to/from major generator (vehicle hours per day) ⁷	367	513	513	513	513		367		315
	% increase in area with travel within 5 minutes to the interstate (sq miles)	31%	26%	26%	26%	26%		31%		N/A
	Network Wide Travel time savings (number of hours saved)	4,350	5,348	5,348	5,348	5,348		4,350		1,815

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Neutral
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Least Consistent
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4 Acres ≤ 5 - Good 5 < Acres ≤ 10 - Medium 10 < Acres ≤ 15 - High 15 < Acres - Highest
5 N/S Pairs: State Farm Insurance S Campus (TAZ 170) and TAZ 11, Uptown Normal Multi-Modal (TAZ 73) and TAZ 168
6 E/W Pairs: Uptown Normal Multi-Modal (TAZ 73) and TAZ 353, St. Joseph Medical Center (TAZ 114) and TAZ 353
7 Major Travel Generators: Mitsubishi Motors (TAZ 57), Uptown Normal Multi-Modal (TAZ 73), Country Insurance (TAZ 83), St. Joseph Medical Center (TAZ 114), Central Illinois Regional Airport (TAZ 117), Bloomington CBD (TAZ 129), State Farm Insurance S Campus (TAZ 170)



Representative Options		Build Option 5	Build Option 5	Build Option 5	Build Option 5	Build Option 5	Build Option 5
Alternatives		117	118	119	120	121	122
EAST SIDE HIGHWAY EA: EVALUATION	Segments	T19	T19	T19	T19	T1 T6 T14 T15	T2 T8 T14 T15
		BN4	BN4	BN4	BN4	BN4	BN4
		D16 D14 D10 D1	D16 D14 D10 D4	D16 D14 D13 D8 D2	D19 D2	D19 D2	D19 D2

Evaluation #1: Initial Screening of Alternatives

C R I T E R I A	Does the Alternative directly impact state or federally protected areas?	NO	NO	NO	NO	NO	NO
	Do the segments in the Alternative meet the horizontal and vertical clear zone requirements for the Central Illinois Regional Airport? ²	YES	YES	YES	YES	YES	YES
	Does the Alternative divide or isolate a neighborhood or community? (i.e. Is the neighborhood or community divided into two or more sections? Are any sections isolated from community services?) ³	Maybe	Maybe	Maybe	Maybe	Maybe	Maybe

Evaluation #2: Purpose & Need Screening of Alternatives

C R I T E R I A	Average % Change in Accessibility (compared to No Build baseline)	3.43%	3.43%	3.43%	3.43%	3.43%	3.43%
	Area between the alternative and planning boundary between I-55 and I-74 (sq miles) ⁴	8.10	9.09	8.61	9.21	8.32	8.52
	Decrease in congested road miles (v/c > 0.8)	58	58	58	58	58	58
	% change in v/c > 0.8 (% decrease of roadways with v/c > 0.8)	4.05%	4.05%	4.05%	4.05%	4.05%	4.05%
	Travel time savings from 2 n/s pairs ⁵ (minutes saved)	1.35	1.35	1.35	1.35	1.35	1.35
	Travel time savings from 2 e/w pairs ⁶ (minutes saved)	0.44	0.44	0.44	0.44	0.44	0.44
	Cumulative travel time savings to/from major generator (vehicle hours per day) ⁷	558	558	558	558	558	558
	% increase in area with travel within 5 minutes to the interstate (sq miles)	27%	27%	27%	27%	27%	27%
	Network Wide Travel time savings (number of hours saved)	4,806	4,806	4,806	4,806	4,806	4,806

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