

Feasibility Screening

Alternative		Alignment	Cross Section	Impacts to Conservation Lands that are not allowed under deed restrictions or cannot be mitigated	Demolition of Historic Structures	Impacts to USFWS-identified Critical Habitat	Impacts to Gravesites	Construction, operation, or maintenance constraints that cannot be overcome	Addition of a new at-grade railroad crossing	Move to Purpose and Need Screening
On-Alignment	Section 1	IL 60 to IL 134/Hainseville Rd	Two-Lane Rural	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	Section 2	IL 134/Hainseville Rd to IL 83	Three-Lane Urban	No	No	No	No	No	No	Yes
			Four-Lane Urban	No	No	No	No	No	No	Yes
			Five-Lane Urban	No	No	No	No	No	No	Yes
	Section 3	IL 83 to Almond Rd	Three-Lane Urban	No	No	Yes*	No	No	No	Yes
			Four-Lane Urban	No	No	Yes*	No	No	No	Yes
			Five-Lane Urban	No	No	Yes*	No	No	No	Yes
Off-Alignment	A1-C1	West of Wilson Rd to Almond Rd	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A1-C2	West of Wilson Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A1-C3	West of Wilson Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A2-C1	West of Porter Dr to Almond Rd	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A2-C2	West of Porter Dr to Atkinson Rd (At-Grade)	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A2-C3	West of Porter Dr to Atkinson Rd (Grade Separated)	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A3-C1	Allegheny Rd to Almond Rd	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A3-C2	Allegheny Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A3-C3	Allegheny Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
			Three-Lane Rural	No	No	Yes*	No	No	No	Yes
			Five-Lane Rural	No	No	Yes*	No	No	No	Yes

*Crosses a small section of critical habitat for rusty-patched bumblee, but can be adjusted and refined to avoid.

Purpose & Need Screening

Alternative		Alignment	Cross Section	Increase Safety	Improve Mobility	Support Multimodal Connections	Move to Level 1 Screening
On-Alignment	Section 1	IL 60 to IL 134/Hainseville Rd	Two-Lane Rural	No	No	Yes	No
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	Section 2	IL 134/Hainseville Rd to IL 83	Three-Lane Urban	Yes	Yes	Yes	Yes
			Four-Lane Urban	No	Yes	Yes	No
			Five-Lane Urban	Yes	Yes	Yes	Yes
	Section 3	IL 83 to Almond Rd	Three-Lane Urban	Yes	Yes	Yes	Yes
			Four-Lane Urban	No	Yes	Yes	No
			Five-Lane Urban	Yes	Yes	Yes	Yes
Off-Alignment	A1-C1	West of Wilson Rd to Almond Rd	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A1-C2	West of Wilson Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A1-C3	West of Wilson Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A2-C1	West of Porter Dr to Almond Rd	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A2-C2	West of Porter Dr to Atkinson Rd (At-Grade)	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A2-C3	West of Porter Dr to Atkinson Rd (Grade Separated)	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A3-C1	Allegheny Rd to Almond Rd	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A3-C2	Allegheny Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
	A3-C3	Allegheny Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	Yes	Yes	Yes	Yes
			Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes

Level 1 Screening

Alternative		Alignment	Cross Section	Performance Considerations		Environmental Impacts		Move to Level 2 Screening	Key Factors for Alternative to be Set Aside
				Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low			
				Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resouces		
On-Alignment	Section 1	IL 60 to IL 134	Three-Lane Rural	2	2	3	3	Yes	
			Five-Lane Rural	3	2	3	3	Yes	
	Section 2	IL 134/Hainseville Rd to IL 83	Three-Lane Urban	2	1	4	4	No	Limited safety benefit and lowest operational benefit.
			Five-Lane Urban	3	2	4	4	Yes	
	Section 3	IL 83 to Almond Rd	Three-Lane Urban	2	1	4	4	No	Limited safety benefit and lowest operational benefit.
			Five-Lane Urban	3	2	4	4	Yes	
Off-Alignment	A1-C1	West of Wilson Rd to Almond Rd	Five-Lane Urban	4	5	3	4	Yes	
			Three-Lane Rural	4	4	2	4	No	Lower operational and safety benefit compared to the other two A1-C1 cross sections.
			Five-Lane Rural	4	5	2	4	Yes	
	A1-C2	West of Wilson Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	3	4	3	4	No	Lower operational and safety benefit compared to grade-separated alternative; comparatively higher impacts to land use and community resources.
			Three-Lane Rural	3	3	3	3	No	
			Five-Lane Rural	3	4	3	3	No	
	A1-C3	West of Wilson Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	4	4	Yes	
			Three-Lane Rural	4	3	3	4	No	Comparatively lower operational benefit.
			Five-Lane Rural	4	4	3	4	Yes	

Level 1 Screening

Alternative		Alignment	Cross Section	Performance Considerations		Environmental Impacts		Move to Level 2 Screening	Key Factors for Alternative to be Set Aside
				Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low			
				Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resouces		
Off-Alignment	A2-C1	West of Porter Dr to Almond Rd	Five-Lane Urban	4	5	2	3	Yes	
			Three-Lane Rural	4	4	2	3	No	Lower operational and safety benefit compared to the other two A2-C1 cross sections.
			Five-Lane Rural	4	5	2	2	Yes	
	A2-C2	West of Porter Dr to Atkinson Rd (At-Grade)	Five-Lane Urban	3	4	3	3	No	Lower operational and safety benefit compared to grade-separated alternative.
			Three-Lane Rural	3	2	4	3	No	
			Five-Lane Rural	3	4	3	3	No	
	A2-C3	West of Porter Dr to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	3	3	Yes	
			Three-Lane Rural	4	3	3	3	No	Lower operational benefit compared to the other two A2-C3 cross sections.
			Five-Lane Rural	4	4	3	3	Yes	
	A3-C1	Allegheny Rd to Almond Rd	Five-Lane Urban	4	3	3	3	No	Moderate operational benefit ; impacts to INAI site, Forest Preserves, and wetlands.
			Three-Lane Rural	4	3	2	3	No	
			Five-Lane Rural	4	3	2	3	No	
	A3-C2	Allegheny Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	3	3	3	3	No	Comparatively lower safety and operational benefits; higher impacts to commercial and residential land uses and community resources.
			Three-Lane Rural	3	2	3	2	No	
			Five-Lane Rural	3	3	2	2	No	
	A3-C3	Allegheny Rd to Atkinson Rd (Grade Separated)	Five-Lane Urban	4	4	2	3	Yes	
			Three-Lane Rural	4	3	2	2	No	Lowest operational benefit; higher impacts to INAI site, Forest Preserves, wetlands, community resources, and land uses.
			Five-Lane Rural	4	4	2	2	Yes	