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
	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
nt			Five-Lane Rural	No	No	Yes*	No	No	No	Yes
On-Alignment		IL 134/Hainseville Rd	Three-Lane Urban	No	No	No	No	No	No	Yes
lign	Section 2	to IL 83	Four-Lane Urban	No	No	No	No	No	No	Yes
n-A		to 12 83	Five-Lane Urban	No	No	No	No	No	No	Yes
ō			Three-Lane Urban	No	No	Yes*	No	No	No	Yes
	Section 3	IL 83 to Almond Rd	Four-Lane Urban	No	No	Yes*	No	No	No	Yes
			Five-Lane Urban	No	No	Yes*	No	No	No	Yes
	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	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
		Atkinson Rd	Three-Lane Rural	No	No	Yes*	No	No	No	Yes
		(At-Grade)	Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A1-C3	West of Wilson Rd to	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
		Atkinson Rd (Grade	Three-Lane Rural	No	No	Yes*	No	No	No	Yes
		Separated)	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
mel	A2-C2	West of Porter Dr	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
ign		to Atkinson Rd	Three-Lane Rural	No	No	Yes*	No	No	No	Yes
Off-Alignment		(At-Grade)	Five-Lane Rural	No	No	Yes*	No	No	No	Yes
Ď	A2-C3	West of Porter Dr	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
		to Atkinson Rd	Three-Lane Rural	No	No	Yes*	No	No	No	Yes
		(Grade Separated)	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	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
		Rd	Three-Lane Rural	No	No	Yes*	No	No	No	Yes
		(At-Grade)	Five-Lane Rural	No	No	Yes*	No	No	No	Yes
	A3-C3	Allegheny Rd to Atkinson	Five-Lane Urban	No	No	Yes*	No	No	No	Yes
		Rd	Three-Lane Rural	No	No	Yes*	No	No	No	Yes
		(Grade Separated)	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	lignment Cross Section		Improve Mobility	Support Multimodal Connections	Move to Level 1 Screening
		IL 60 to	Two-Lane Rural	No	No	Yes	No
	Section 1	IL 134/Hainseville Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
<u>+</u>		IL 134/Hainseville Rd	Five-Lane Rural	Yes	Yes	Yes	Yes
On-Alignment	Section 2	IL 134/Hainseville Rd	Three-Lane Urban	Yes	Yes	Yes	Yes
lign			Four-Lane Urban	No	Yes	Yes	No
h-A		to IL 83	Five-Lane Urban	Yes	Yes	Yes	Yes
0	Section 3		Three-Lane Urban	Yes	Yes	Yes	Yes
		IL 83 to Almond Rd	Four-Lane Urban	No	Yes	Yes	No
			Five-Lane Urban	Yes	Yes	Yes	Yes
	A1-C1	West of Wilson Rd to	Five-Lane Urban	Yes	Yes	Yes	Yes
		Almond Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
		Attitoria Na	Five-Lane Rural	Yes	Yes	Yes	Yes
		West of Wilson Rd to	Five-Lane Urban	Yes	Yes	Yes	Yes
	A1-C2	Atkinson Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
		(At-Grade)	Five-Lane Rural	Yes	Yes	Yes	Yes
		West of Wilson Rd to	Five-Lane Urban	Yes	Yes	Yes	Yes
	A1-C3	Atkinson Rd (Grade	Three-Lane Rural	Yes	Yes	Yes	Yes
		Separated)	Five-Lane Rural	Yes	Yes	Yes	Yes
		West of Porter Dr	Five-Lane Urban	Yes	Yes	Yes	Yes
	A2-C1	to Almond Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
<u>+</u>		to Atmond Nd	Five-Lane Rural	Yes	Yes	Yes	Yes
mer	A2-C2	West of Porter Dr	Five-Lane Urban	Yes	Yes	Yes	Yes
lign		to Atkinson Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
Off-Alignment		(At-Grade)	Five-Lane Rural	Yes	Yes	Yes	Yes
0		West of Porter Dr	Five-Lane Urban	Yes	Yes	Yes	Yes
	A2-C3	to Atkinson Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
		(Grade Separated)	Five-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Urban	Yes	Yes	Yes	Yes
	A3-C1	Allegheny Rd to Almond Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
			Five-Lane Rural	Yes	Yes	Yes	Yes
		Allegheny Rd to Atkinson	Five-Lane Urban	Yes	Yes	Yes	Yes
	A3-C2	Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
		(At-Grade)	Five-Lane Rural	Yes	Yes	Yes	Yes
		Allegheny Rd to Atkinson	Five-Lane Urban	Yes	Yes	Yes	Yes
	A3-C3	Rd	Three-Lane Rural	Yes	Yes	Yes	Yes
		(Grade Separated)	Five-Lane Rural	Yes	Yes	Yes	Yes

Level 1 Screening

		Alignment	Cross Section	Performance Considerations Benefit: 1 = Low , 5 = High		Environmental Impacts Impacts: 1 = High , 5 = Low		Move to	
	Alternative			Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resouces	Level 2 Screening	Key Factors for Alternative to be Set Aside
	Section 1	IL 60 to IL 134	Three-Lane Rural	2	2	3	3	Yes	
<u></u>			Five-Lane Rural	3	2	3	3	Yes	
neu	Section 2	IL 134/Hainseville Rd to IL 83	Three-Lane Urban	2	1	4	4	No	Limited safety benefit and lowest operational benefit.
On-Alignment			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	
	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	
nent	A1-C2	West of Wilson Rd to Atkinson Rd (At-Grade)	Five-Lane Urban	3	4	3	4	No	Lower apprecianal and agents have fit as managed to grade
Off-Alignment			Three-Lane Rural	3	3	3	3	No	Lower operational and safety benefit compared to grade- separated alternative; comparatively higher impacts to land
Off-			Five-Lane Rural	3	4	3	3	No	use and community resources.
	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

				Performance Considerations		Environmental Impacts				
Alternative		Alignment	Cross Section	Benefit: 1 = Low , 5 = High		Impacts: 1 = High , 5 = Low		Move to	Key Factors for Alternative to be Set Aside	
		A Light Control	51663 G6641611	Safety Benefit	Operational Benefit	Natural Resources	Land Use and Community Resouces	Level 2 Screening		
	A2-C1		Five-Lane Urban	4	5	2	3	Yes		
		West of Porter Dr to Almond Rd	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		
		West of Portor Dr	Five-Lane Urban	3	4	3	3	No		
	A2-C2	West of Porter Dr to Atkinson Rd (At-Grade)	Three-Lane Rural	3	2	4	3	No	Lower operational and safety benefit compared to grade- separated alternative.	
			Five-Lane Rural	3	4	3	3	No		
		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.	
gnmer			Five-Lane Rural	4	4	3	3	Yes		
Off-Alignment	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	
			Three-Lane Rural	3	2	3	2	No	impacts to commercial and residential land uses and community resources.	
			Five-Lane Rural	3	3	2	2	No	Community resources.	
	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		