

Project Terminology

Study Area: The study area is defined by the outer limits of possible highway construction.

Study Bands: The study bands are delineated by similar environmental impacts. Based on the information collected, potential roadway corridors can be identified within one or both of these bands.

Study Corridors: Study corridors are defined within the study bands. They consist of an area, typically of one consistent width, through which the proposed roadway can be routed. Numerous corridors are studied to define and narrow available options.

Alignment Alternatives: Alignment Alternatives are the specific paths along which the proposed highway may be routed. They are developed within the study corridors with a goal of offering the least relative impacts while achieving the greatest transportation benefits. The alignments represent the actual location of a proposed roadway.

Roadway: The combinations of travel lanes, shoulders or curb and gutters and any auxiliary lanes on the mainline highway.

No-Build: The “No-Build” alternative must always be included in the alternatives analysis. The No-Build option serves as a benchmark against which the impacts of other alternatives can be compared.

Right-of-Way: Right-of-way is the land upon which a roadway is located. It can perhaps be best visualized as the area between the fences or, in an urban setting, the back of sidewalks. The land is controlled by the public authority that maintains jurisdiction of the roadway. In the case of US 30, the State of Illinois controls the right-of-way.

Access Control: Access control is the condition where the public authority regulates the right of abutting owners to have access to and from a public highway. This is accomplished through the purchase of access rights, driveway controls, turning restrictions or geometric designs such as grade separations. Access control can be either full or partial. Full access control is the condition typical of an interstate. Access is accomplished solely through interchanges with other public roadways at regulated distances. Partial access control utilizes interchanges but allows for at-grade intersections with public roads at regulated distances if traffic volumes are appropriate. It also allows for a certain extent of access through non-commercial driveways.

Expressway: Expressways are intended to provide high efficiency, safety and move high volumes of traffic at high speeds. They limit and control access through partial access control which means that in addition to interchanges, at-grade intersections and non-commercial driveways may be allowed. Frontage roads and service connections are also tools used to minimize access points along an expressway.