

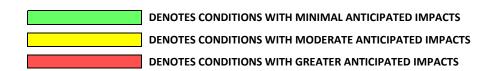
US 52 (Jefferson Street) Alternatives Screening Matrix





	Traffic Ope	Traffic Operations / BDE Geometrics		Social and Economic Wetlands					Environmental	Natural Resources Section 4F Properties			A mui a cel te conse	!
Alternative Description	Geometrics BDE Design Exceptions	Traffic Operations / LOS	Major Utilities Impacts (Electrical Substations, Transmission Lines, Major Pipelines, etc.)	Potential Residential Displacements	Potential Business Displacements	Fen	Wetlands High Floristic Quality Wetlands FQI > 20	Flood Plains	Resources Rivers, Creeks, and Tributaries Crossings (In-Stream Work)	Threatened & Endangered Species	Prairie/Savannah	Forest Preserves, Park, Park District		Cost
US 52 River Road to East of Houbolt Road - Modify Existing Diamond Interchange at I-55 - IL 59 and US 52 Intersection Improvement - 52 Intersection Improvements - End Improvement west of IL 59	US 52 west of IL 59 Average Daily Traffic Warrants a Four-Lane Roadway for its roadway functional classification.	No Build LOS deficiencies along US E2	No Major Utility Impacts Anticipated	0	1	No Fen Impacts	Wetland Delineation TBD	YES Existing Crossing at DuPage River and IL 59	YES Existing Crossing at DuPage River and IL 59	NONE ANTICIPATED	NONE ANTICIPATED	YES Joliet Regional Airport	NO	\$\$
US 52 River Road to East of Houbolt Road All improvements above and Widen US 52 to 4 Lanes Raised Median		Improves intersection capacity significantly at US 52 and IL 59 and the I-55 / US 52 interchange. No Build LOS deficiencies along US 52 virtually eliminated with these improvements.	Existing Pipelines Crossing US 52 East of Raven Road	0	1	No Fen Impacts	Wetland Delineation TBD	YES Crossing at DuPage River	YES Existing Crossing at DuPage River and IL 59	NONE ANTICIPATED	NONE ANTICIPATED	YES Joliet Regional Airport	NO	\$\$\$

LEGEND





DENOTES ALTERNATIVE RECOMMENDED TO BE ELIMINATED FROM FURTHER STUDY

DENOTES ALTERNATIVE RECOMMENDED TO BE CONTINUED FOR FURTHER STUDY



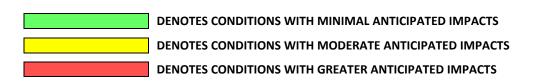
Mound Road and Seil Road Alternatives Screening Matrix (M- and S-Designations)





	Traffic Operations / BDE Geometrics		Major Utilities Impacts	Social and Economic Wetlands					Environmental		Natural Resources			
Alternative Description	Geometrics BDE Design Exceptions	Traffic Operations / LOS	(Electrical Substations, Transmission Lines, Major Pipelines, etc.)	Potential Residential Displacements	Potential Business Displacements	Fen	Wetlands High Floristic Quality Wetlands FQI > 20	Water Flood Plains	Resources Rivers, Creeks, and Tributaries Crossings (In-Stream Work)		Prairie/Savannah	Forest Preserves, Park, Park District	Agricultural Farmlands	Cost
M-1 Mound Road Bridge Over I-55 With Elevated Access to East and West Frontage Roads			No Major Utilities Impacted	0	Access Impacts to Business Driveways	No Fen Impacts	NO	NO	NO	NO	NO	NO	YES	\$\$\$
M-2 Mound Road Bridge Over I-55 With Jug Handle Access To West Frontage Road			No Major Utilities Impacted	0	1	No Fen Impacts	NO	NO	NO	NO	NO	NO	YES	\$\$
M-3 Mound Road Bridge Over I-55 No Access to West Frontage Road		No Direct Access between West Frontage Road and Mound Road. This would require traffic to utilize existing River Crossing Drive that connects River Road to the West Frontage Road. Single access point to Camelot Subdivision. Adverse Travel Distance: 1 Mile	No Major Utilities Impacted	0	0	No Fen Impacts	NO	NO	NO	NO	NO	NO	YES	\$
S-1 Seil Road at Dupage River Mini-Roundabouts	Mini Roundabout Fail when ADT Exceeds 20,800 (LOS E on Seil Rd)	Mini Roundabouts reduce traffic speeds at sharp curves due to existing bridge alignments. Better safety benefits and less conflict points when compared with Traffic Signal Option.	Shorewood Existing Lift Station Seil and States	0	0	No Fen Impacts	Wetland Delineation TBD	1 Existing Crossing	YES (Existing Bridge Alignment)	NONE ANTICIPATED	NONE ANTICIPATED	YES Seil Road Park	NO	\$
S-1A Seil Road at Dupage River Mini-Roundabouts with New Bridge	Mini Roundabout Fail when ADT Exceeds 20,800 (LOS E on Seil Rd)	Mini Roundabouts reduce traffic speeds at sharp curves due to existing bridge alignments. Better safety benefits and less conflict points when compared with Traffic Signal Option.	Avoid Impacts to Existing Shorewood Existing Lift Station Seil and States	0	0	No Fen Impacts	Wetland Delineation TBD	1 Existing Crossing (Larger Bridge)	YES (New Bridge Alignment)	NONE ANTICIPATED	NONE ANTICIPATED	YES Seil Road Park	NO	\$\$\$
S-2 Seil Road at Dupage River Traffic Signals		Traffic signals do not reduce speeds, have more conflict points and could lead to potential higher severity crashes when compared to miniroundabout options.	Shorewood Existing Lift Station Seil and States	0	0	No Fen Impacts	Wetland Delineation TBD	1 Existing Crossing	YES (Existing Bridge Alignment)	NONE ANTICIPATED	NONE ANTICIPATED	YES Seil Road Park	NO	\$\$
S-2A Seil Road at Dupage River Traffic Signals		Traffic signals do not reduce speeds, have more conflict points and could lead to potential higher severity crashes when compared to miniroundabout options.	Avoid Impacts to Existing Shorewood Existing Lift Station Seil and States	0	0	No Fen Impacts	Wetland Delineation TBD	1 Existing Crossing (Larger Bridge)	YES (New Bridge Alignment)	NONE ANTICIPATED	NONE ANTICIPATED	YES Seil Road Park	NO	\$\$\$
S-3 Bridge Realignment (Free-Flow Seil Road)		Keeps Seil Road Traffic Free-Flow, LOS Acceptable	Avoid Impacts to Existing Shorewood Existing Lift Station Seil and States	0	0	No Fen Impacts	Wetland Delineation TBD	1 Existing Crossing (Larger Bridge)	YES (New Bridge Alignment)	NONE ANTICIPATED	NONE ANTICIPATED	YES Seil Road Park	NO	\$\$\$

LEGEND





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