

I-55 / IL 59 INTERCHANGE ALTERNATIVES

- I-1: DIRECTIONAL RAMPS WITH C-D ROAD
- I-2: NEW NORTH DIRECTIONAL RAMPS ONLY
- I-3: SPUI / SPUD AT COUNTY FARM ROAD
- I-4: SPUI / SPUD SOUTH OF SEIL ROAD
- I-5: LOOP RAMPS
- I-6: EXTEND IL 59 INTO DIVERGING DIAMOND INTERCHANGE

| Alternative Description | Traffic Operations / BDE Geometrics | | Major Utilities Impacts (Electrical Substations, Transmission Lines, Major Pipelines, etc.) | Environmental | | | | | | | | | Cost |
|--|--|--|--|-------------------------------------|--------------------------------------|-----------------|-------------------------------|--------------|--|------------------------------------|---------------------------------------|-----------|--------|
| | Geometric Concerns | Traffic Operations / LOS | | Social and Economic | | Water Resources | | | Natural Resources | Section 4F Properties | Agricultural | | |
| | | | | Potential Residential Displacements | Potential Business Displacements | Fen* | Total Wetlands** | Flood Plains | Rivers, Creeks, and Tributaries Crossings (In-Stream Work) | Prairie/Savannah Restoration Area* | Forest Preserves, Park, Park District | Farmlands | |
| I-1 Directional Ramps with C-D Road | New Traffic Signal on IL 59 SRA (approx. 1/4 Mile min spacing); 1/2 Mile Preferred Additional Delay for IL 59 | SB Exit Ramp to IL 59 Short Storage Length and Sharp Curve (From Collector-Distributor Road) | Potential Pipelines Conflicts near I-55 Collector-Distributor Bridge | 0 | 0 | No Fen Impacts | Approx. 0.9 - 1.0 acre Impact | NO | NO | Unknown To Date | YES Shorewood Park | YES | \$\$\$ |
| I-2 New North Directional Ramps Only with I-55 Southbound Exit Ramp Flyover | Closely spaced signalized intersections along Seil Road / County Farm Road at IL 59 and East Frontage Road / N-S Connector. Southbound flyover exit ramp curve has a low design speed. | Simplified Access with normal intersection configurations (reduces potential for wrong-way entry) | Potential Impacts to Pipeline Above Ground Facilities (Expansion Area) | 0 | Access Impacts to Business Driveways | No Fen Impacts | Approx. 0.7 - 0.8 acre Impact | NO | NO | Unknown To Date | NO | YES | \$\$ |
| I-3 SPUI/SPUD at County Farm Road | | Unusual Configuration for motorists; IL 59 Access to Northbound I-55 requires a U-Turn Movement at SPUI. Grade Separation of Seil/County Farm at IL 59 isolates additional traffic from IL 59 and reduces conflict points at IL 59/Seil Intersection; However, ramps To/From Seil/IL59 Could be confusing and not meet driver expectancy. Impacts several parcels. | Impacts Pipeline Above Ground Facilities (Expansion Area) | 3 | 1 | No Fen Impacts | Approx. 0.6 - 0.7 acre Impact | NO | NO | Unknown To Date | NO | YES | \$\$\$ |
| I-4 SPUI/SPUD South of County Farm Rd | | Keeps high volume traffic away from Existing Pipeline Facility. Poor LOS for northbound IL 59. Requires all traffic to go through two signals at reduced speeds. Potentially confusing for motorists and driver expectancy. | Impacts Pipelines near I-55 | 0 | 0 | No Fen Impacts | Approx. 0.3 - 0.4 acre impact | NO | NO | Unknown To Date | NO | YES | \$\$\$ |
| I-5 Loop Ramp Options | Loop Ramps Design Speed 25 MPH Loops typically result in a higher "run of the road" probability when compared with other alternatives. | Loops allow for additional acceleration/deceleration distance between US 52 interchange ramps and County Farm Road. | Impacts to Pipeline Above Ground Facilities (Expansion Area) | 0 | 0 | No Fen Impacts | Approx. 0.5 - 0.6 acre impact | NO | NO | Unknown To Date | NO | YES | \$ |
| I-6 Extend IL 59 into DDI Configuration | | | Avoids Pipeline Above Ground Facilities Nearby; Underground Pipelines in the vicinity | 0 | 0 | No Fen Impacts | Approx. 0.6 - 0.7 acre impact | NO | NO | Unknown To Date | NO | YES | \$\$ |

LEGEND

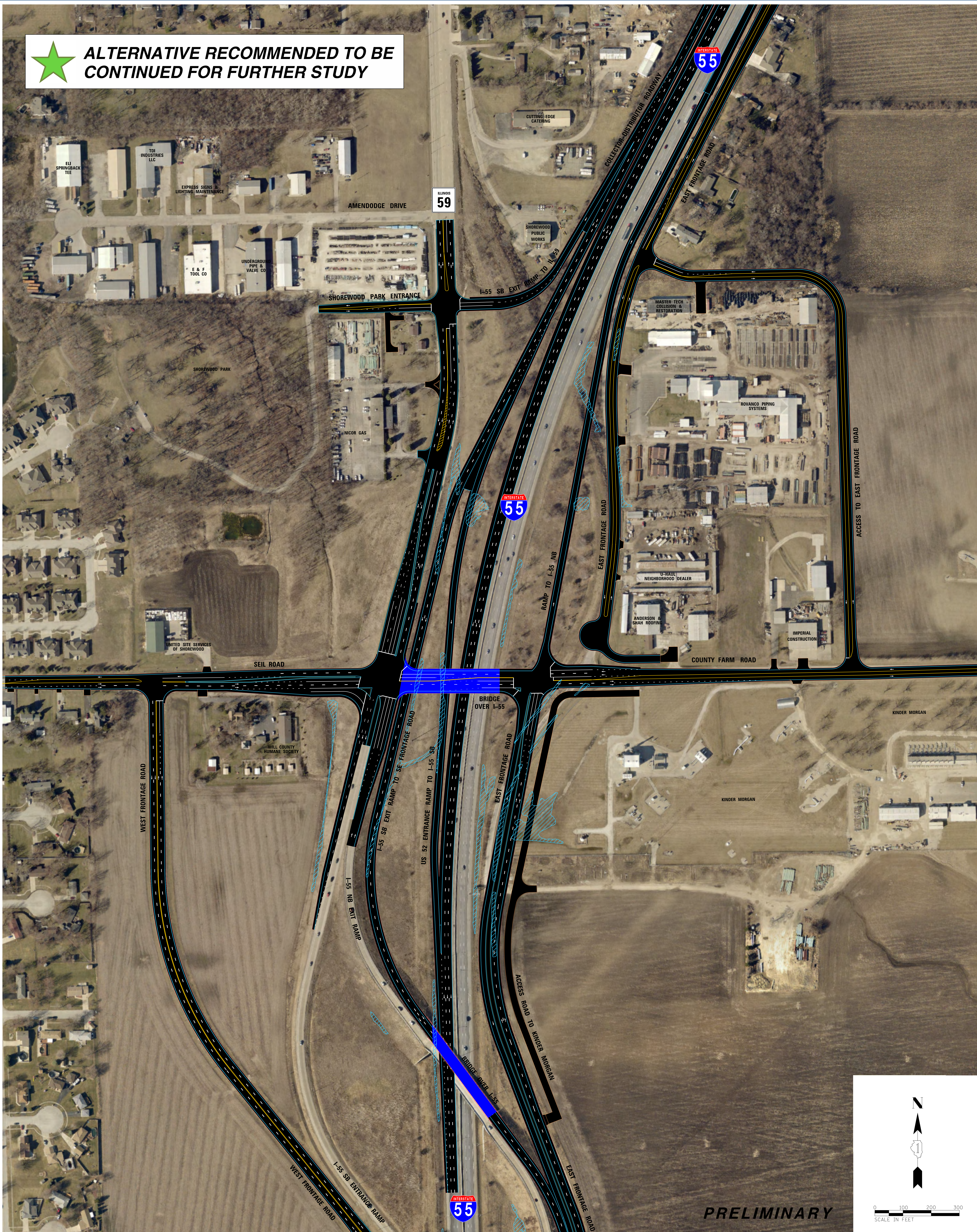
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- DENOTES CONDITIONS WITH GREATER ANTICIPATED IMPACTS

- DENOTES ALTERNATIVE RECOMMENDED TO BE ELIMINATED FROM FURTHER STUDY
- DENOTES ALTERNATIVE RECOMMENDED TO BE CONTINUED FOR FURTHER STUDY

* Known Federally Listed Threatened and Endangered Species

** Total Wetlands Impact Area includes the Fen Impact Area if applicable

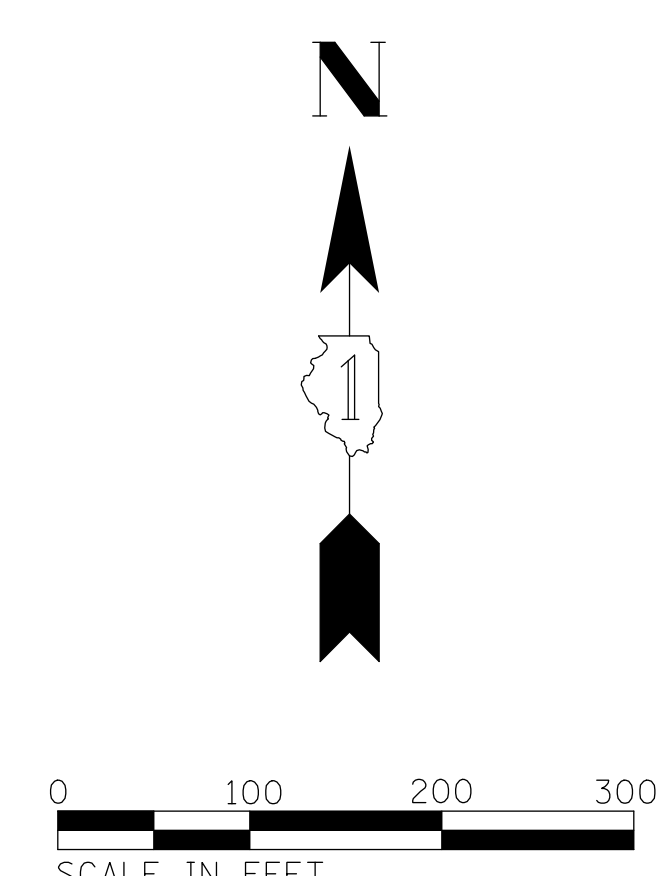
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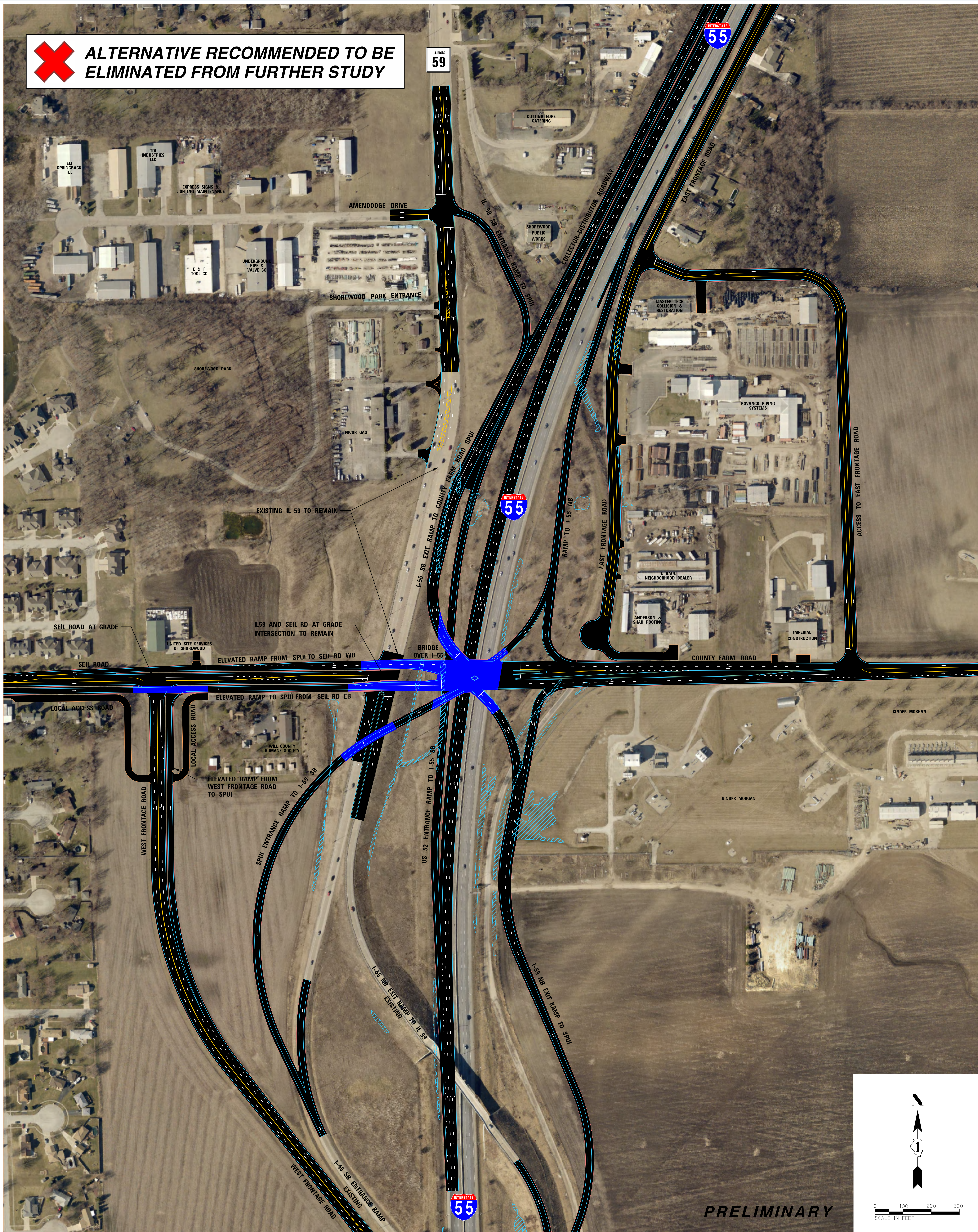
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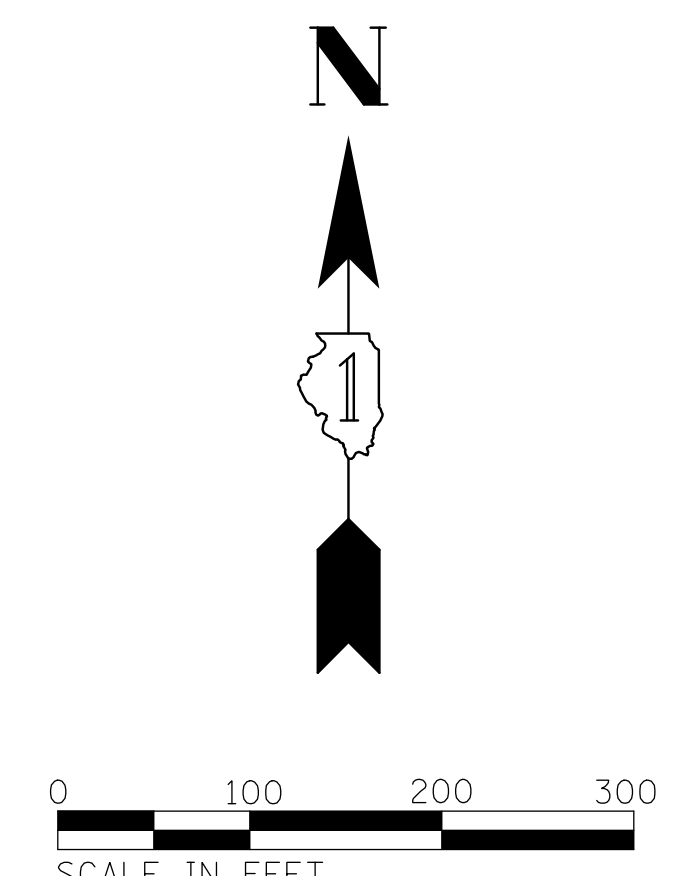
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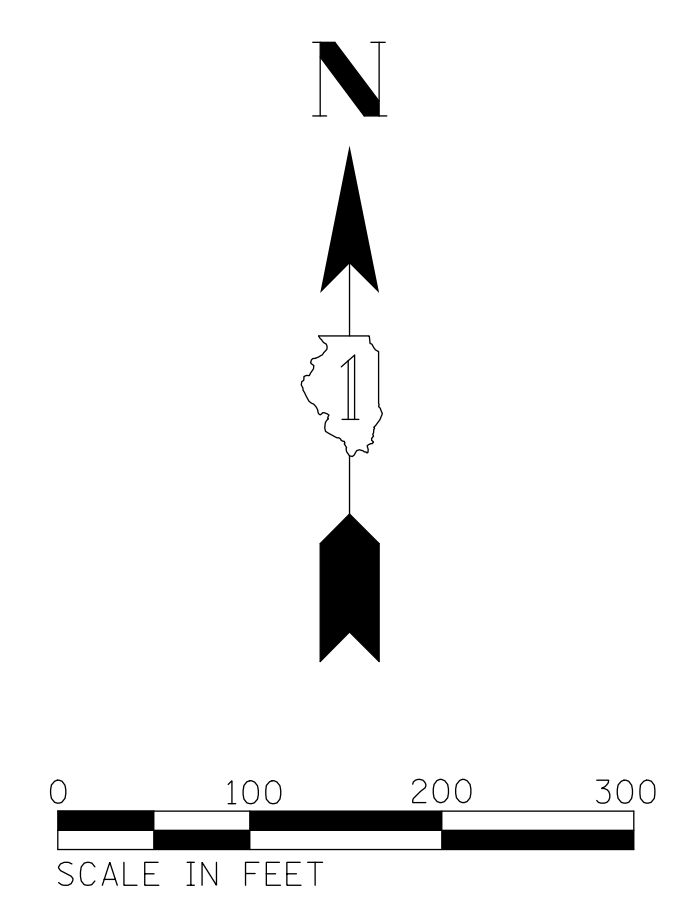
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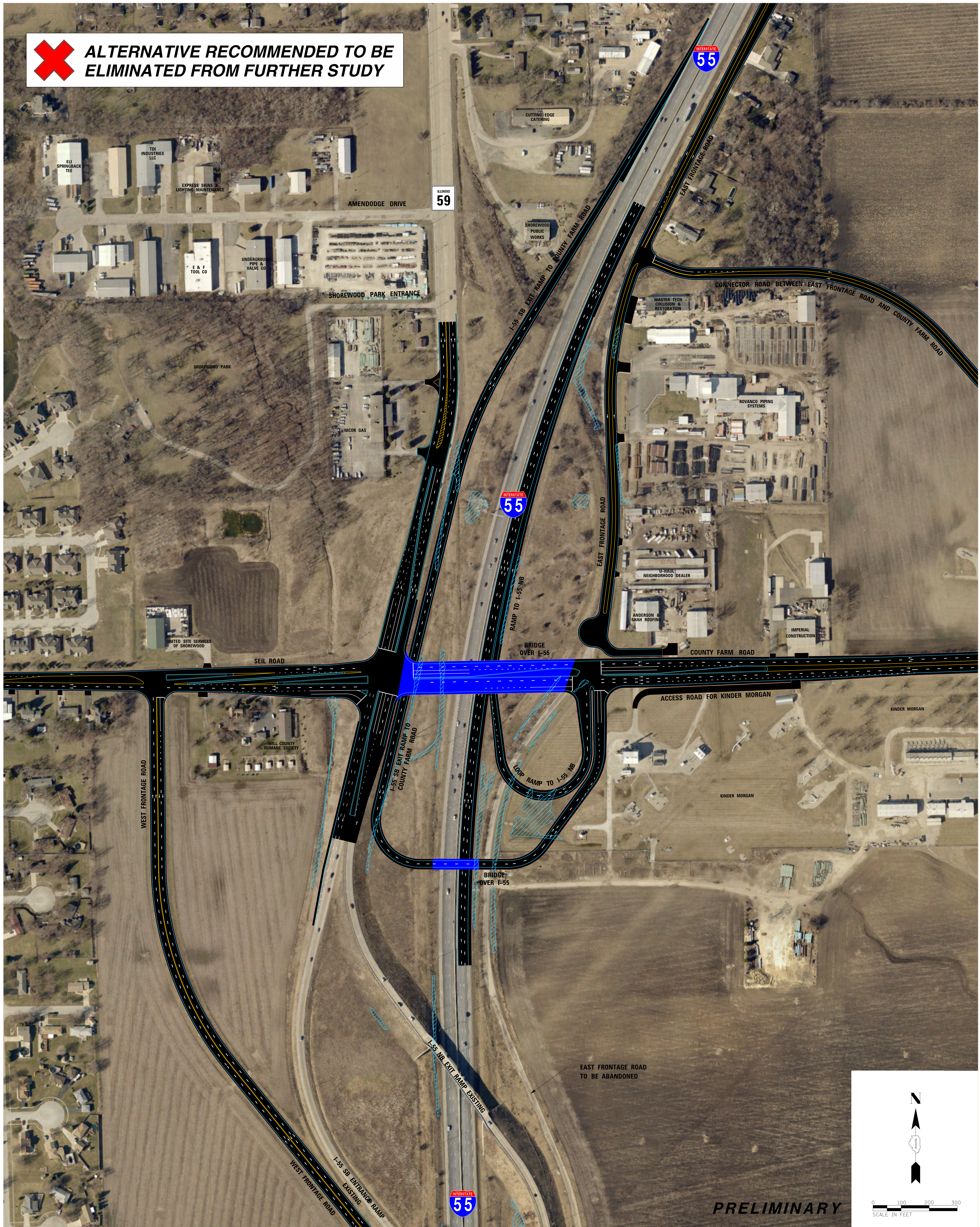
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PRELIMINARY



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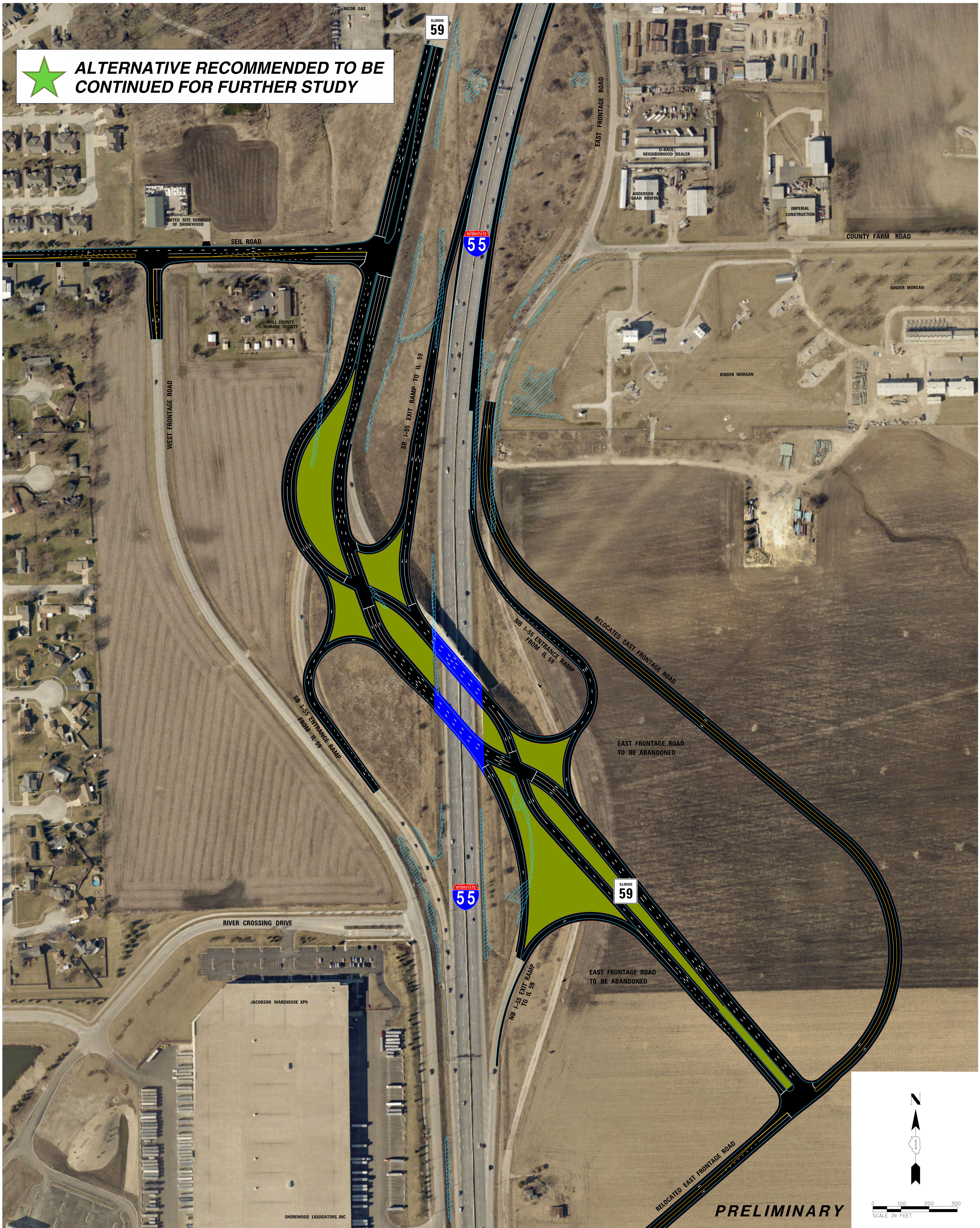


PRELIMINARY

SCALE IN FEET



**ALTERNATIVE RECOMMENDED TO BE
CONTINUED FOR FURTHER STUDY**



PRELIMINARY

