

## I-55 / IL 59 MOUND ROAD ALTERNATIVES

- M-0: NO BUILD (KEEP AS EXISTING)
- M-1: CONSTRUCT BRIDGE WITH ELEVATED ACCESS
- M-2: CONSTRUCT BRIDGE WITH JUG HANDLE ACCESS
- M-3: CONSTRUCT BRIDGE - NO FRONTAGE ROAD ACCESS

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	
M-1 Mound Road Bridge Over I-55 With Elevated Access to East and West Frontage Roads	Anticipated West Frontage Road annexation and new planned development have multiple conflicts with elevated roadway profiles to accommodate overpass vertical clearance.	The existing roadway cross-section has adequate capacity to accommodate 2040 No-Build volumes.	No Major Utilities Impacted	0	Access Impacts to Planned and Existing Business Driveways	No Fen Impacts	None Anticipated	NO	NO	None Anticipated	NO	YES	\$\$\$
M-2 Mound Road Bridge Over I-55 With Jug Handle Access To West Frontage Road	Anticipated West Frontage Road annexation for new planned development will be in direct conflict with the jug hand access.	The existing roadway cross-section has capacity to accommodate 2040 No-Build Volumes.	No Major Utilities Impacted	0	1	No Fen Impacts	None Anticipated	NO	NO	None Anticipated	NO	YES	\$\$
M-3 Mound Road Bridge Over I-55 No Access to West Frontage Road	No Impacts to West Frontage Road.	The existing roadway cross-section has capacity to accommodate 2040 No-Build Volumes. The existing Direct Access between West Frontage Road and Mound Road is eliminated. 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	Access Impacts to Existing Business Driveways	No Fen Impacts	None Anticipated	NO	NO	None Anticipated	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	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.	Avoids 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	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 mini-roundabout 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	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 mini-roundabout options.	Avoids 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	YES Seil Road Park	NO	\$\$\$
S-3 Bridge Realignment (Free-Flow Seil Road)		Keeps Seil Road Traffic Free-Flow, LOS Acceptable But also creates a large "induced traffic demand" through residential area with high ADT values.	Avoids 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	YES Seil Road Park	NO	\$\$\$

### LEGEND

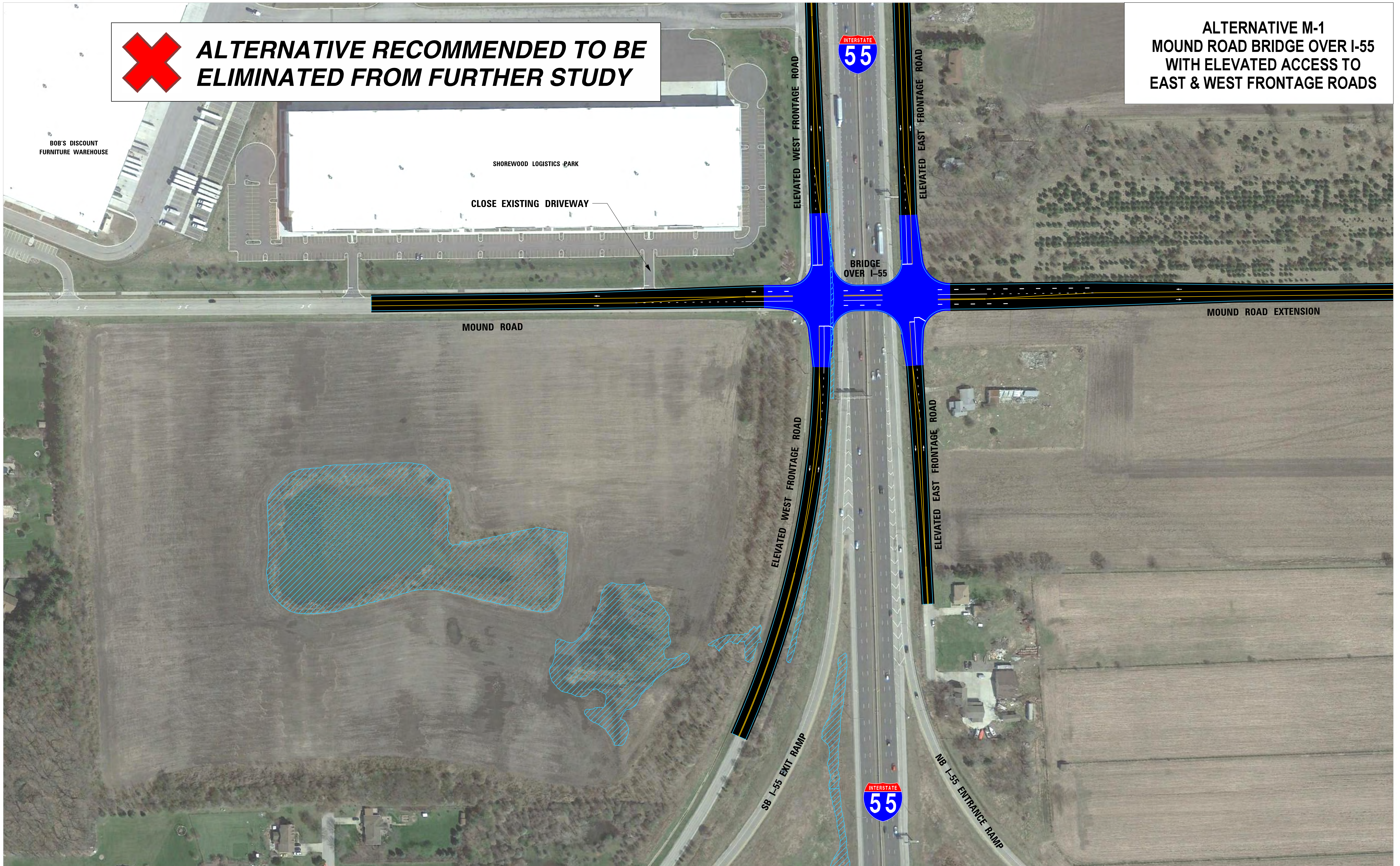
- DENOTES CONDITIONS WITH MINIMAL ANTICIPATED IMPACTS
- DENOTES CONDITIONS WITH MODERATE ANTICIPATED IMPACTS
- DENOTES CONDITIONS WITH GREATER ANTICIPATED IMPACTS

\* Known Federally Listed Threatened and Endangered Species

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

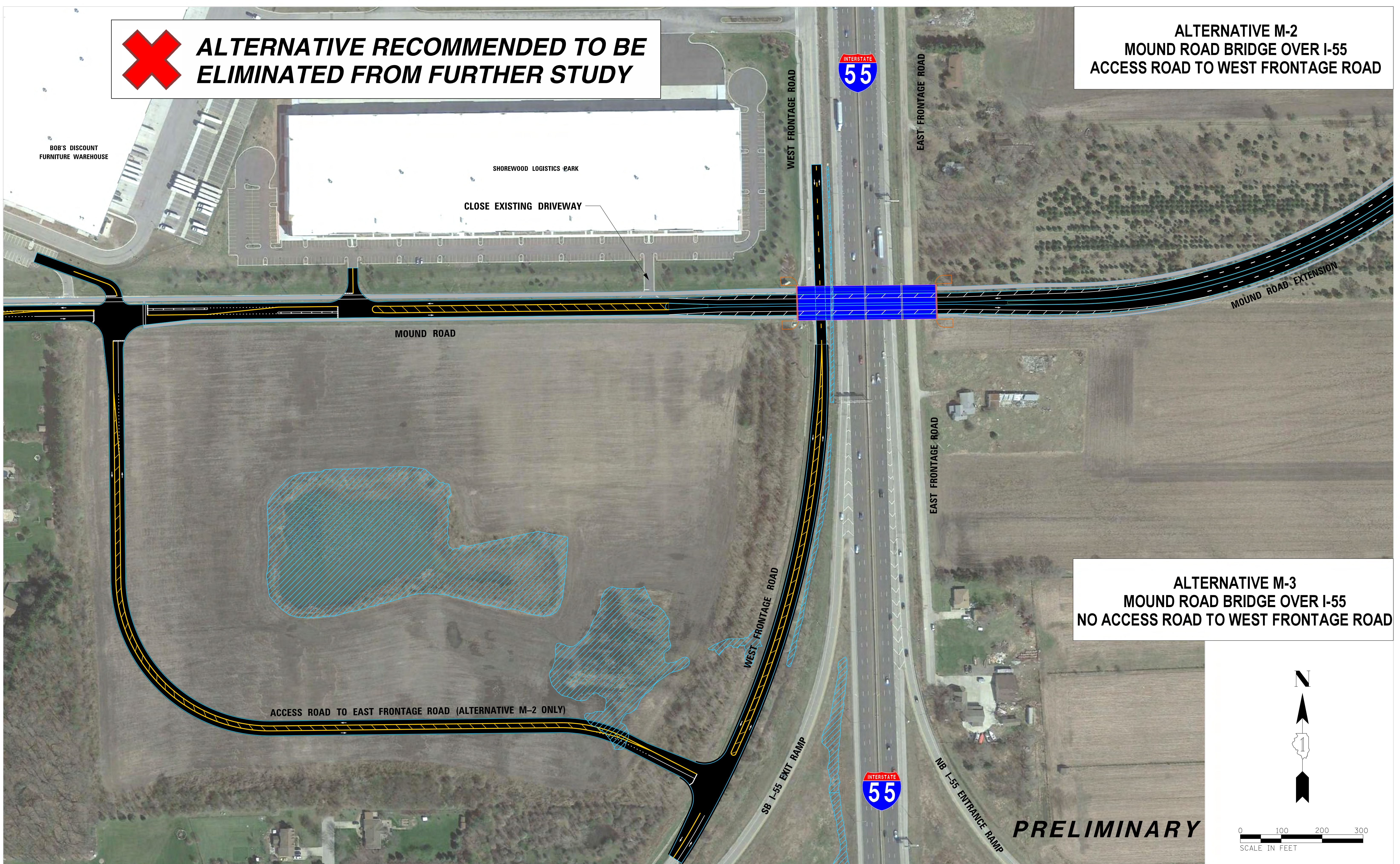


DENOTES ALTERNATIVE RECOMMENDED TO BE ELIMINATED FROM FURTHER STUDY



**X ALTERNATIVE RECOMMENDED TO BE ELIMINATED FROM FURTHER STUDY**

**ALTERNATIVE M-1**  
**MOUND ROAD BRIDGE OVER I-55**  
**WITH ELEVATED ACCESS TO**  
**EAST & WEST FRONTAGE ROADS**



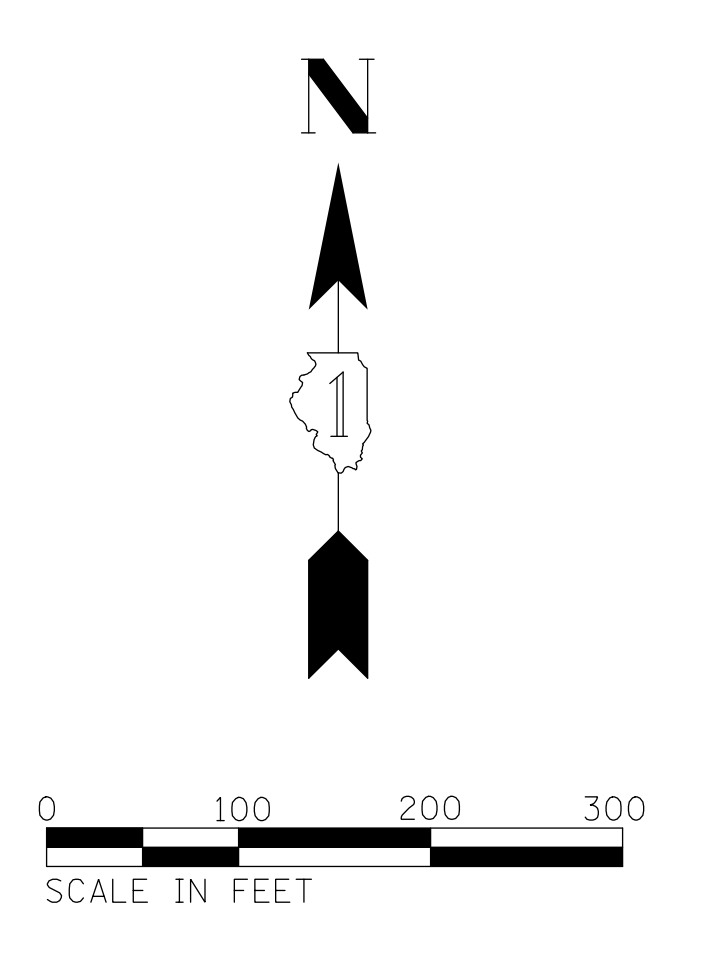
**X ALTERNATIVE RECOMMENDED TO BE ELIMINATED FROM FURTHER STUDY**

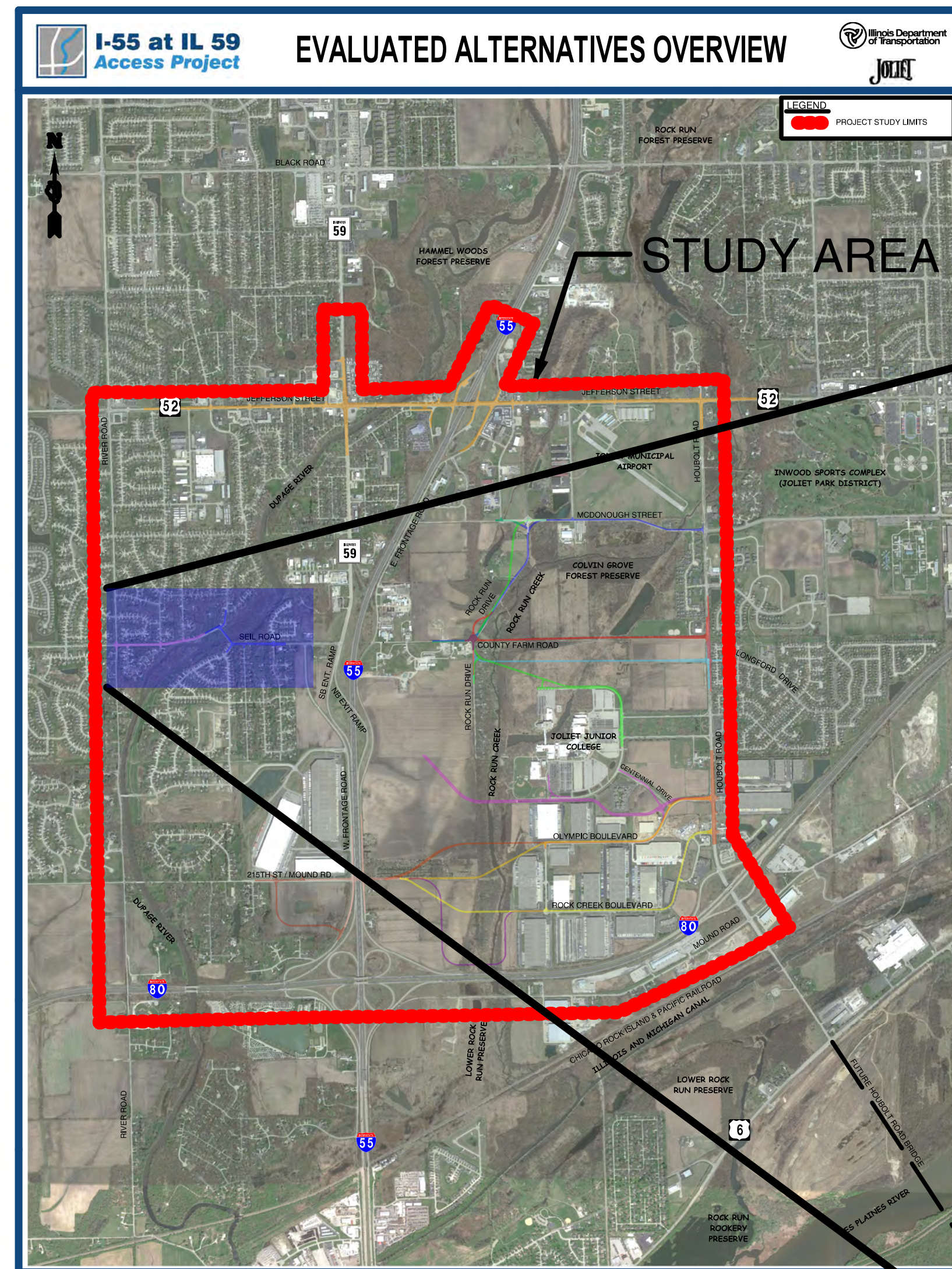
**ALTERNATIVE M-2**  
**MOUND ROAD BRIDGE OVER I-55**  
**ACCESS ROAD TO WEST FRONTAGE ROAD**

**ALTERNATIVE M-3**  
**MOUND ROAD BRIDGE OVER I-55**  
**NO ACCESS ROAD TO WEST FRONTAGE ROAD**

ACCESS ROAD TO EAST FRONTAGE ROAD (ALTERNATIVE M-2 ONLY)

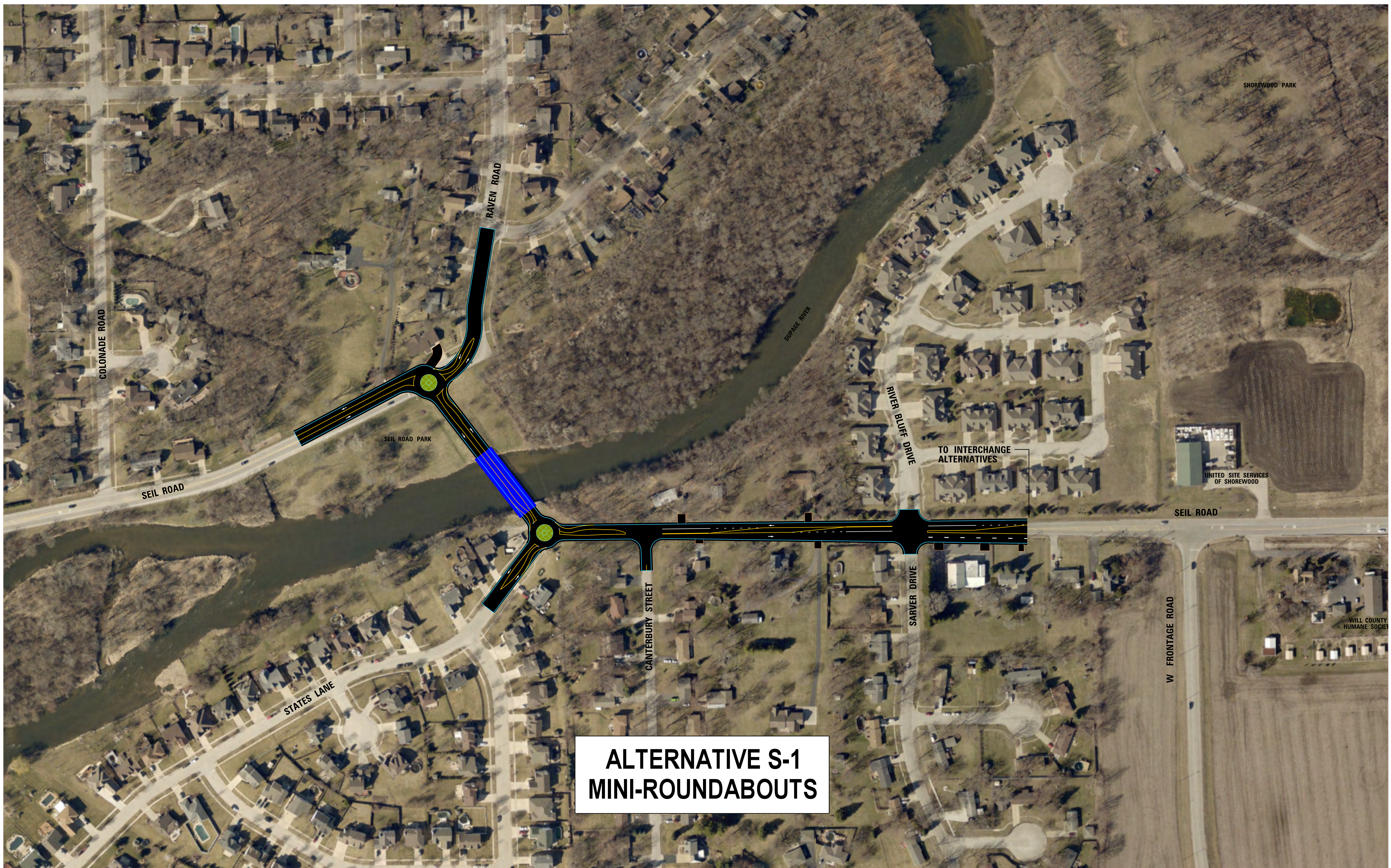
**PRELIMINARY**





## I-55 / IL 59 SEIL ROAD ALTERNATIVES

- S-0: NO BUILD (KEEP EXISTING)
- S-1: MINI ROUNDABOUTS
- S-1A: MINI ROUNDABOUTS WITH BRIDGE REALIGNMENT
- S-2: TRAFFIC SIGNALS
- S-2A: TRAFFIC SIGNALS WITH BRIDGE REALIGNMENT
- S-3: WIDEN SEIL ROAD TO 4 LANES BETWEEN RIVER ROAD AND IL 59

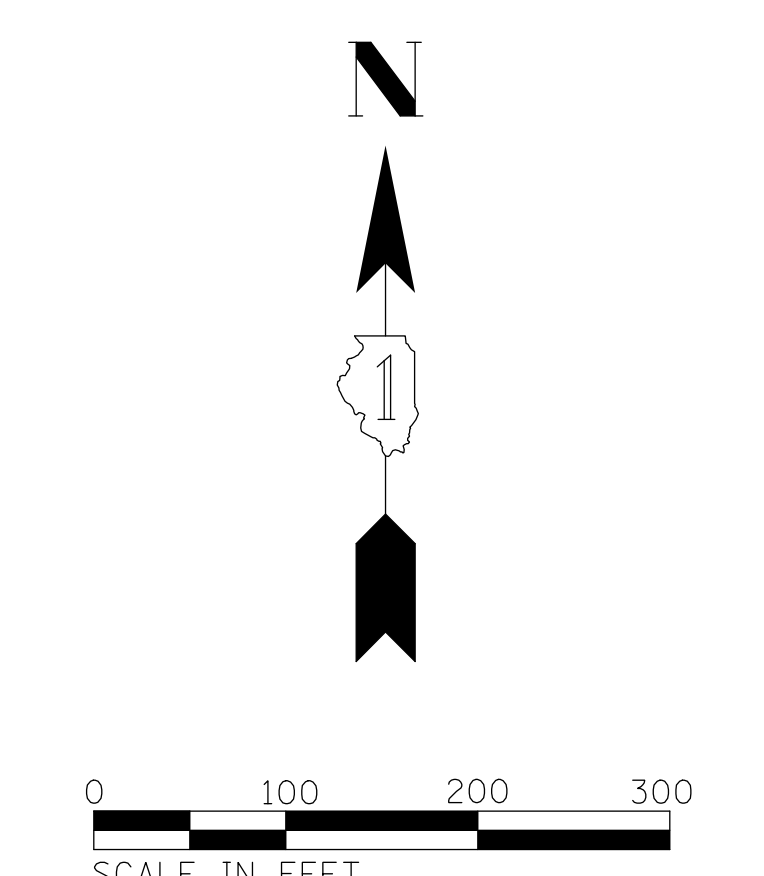


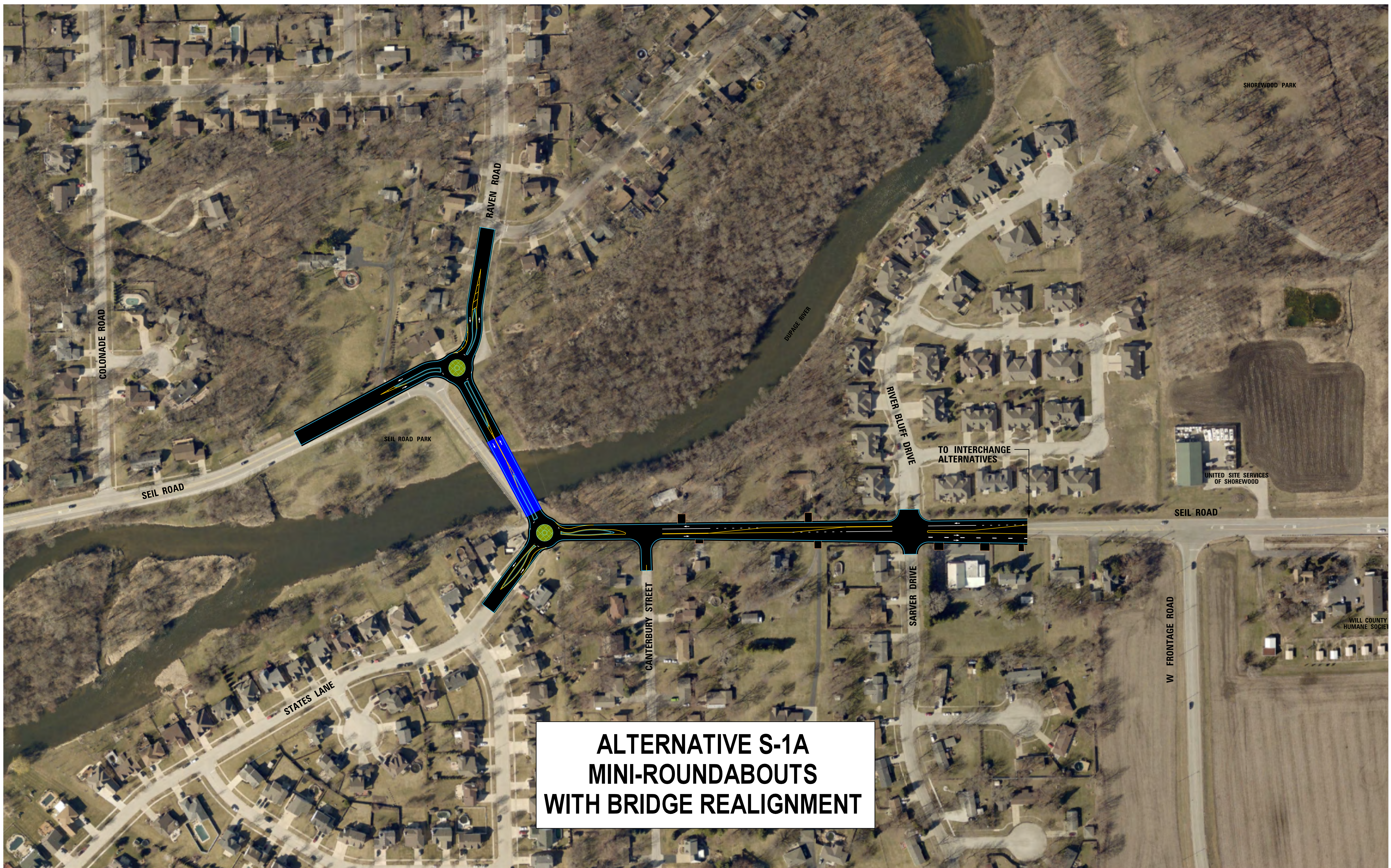
**ALTERNATIVE S-1**  
**MINI-ROUNDABOUTS**

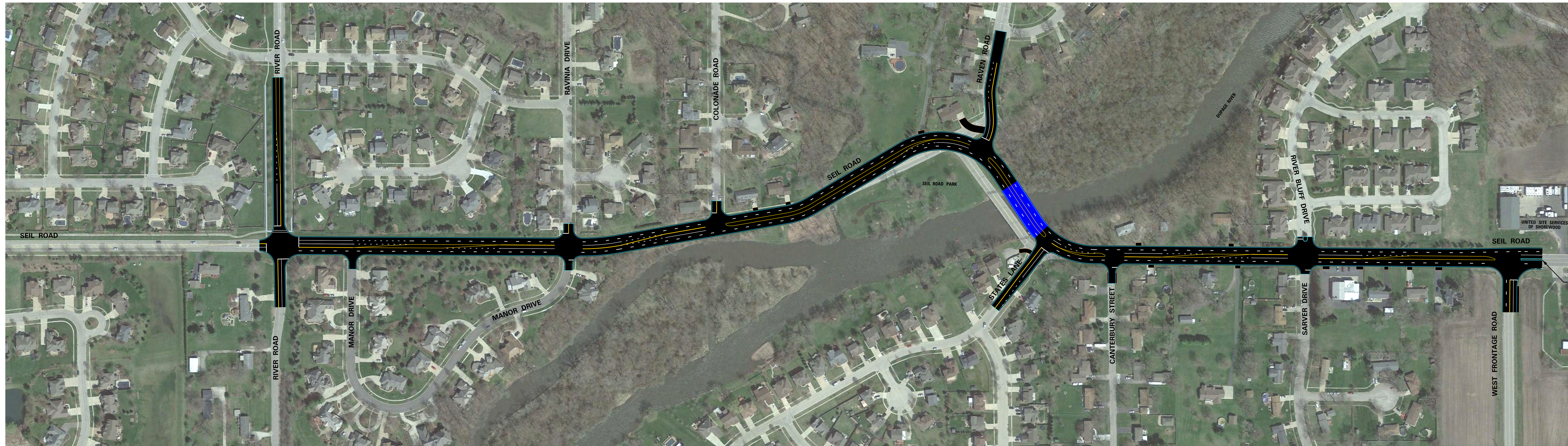


**ALTERNATIVE S-2**  
**TRAFFIC SIGNALS**

**PRELIMINARY**







TO INTERCHANGE ALTERNATIVES