

Alternative Description	Traffic Operations / BDE Geometrics		Major Utilities Impacts (Electrical Substations, Transmission Lines, Major Pipelines, etc.)	Environmental											Cost
	Geometrics BDE Design Exceptions	Traffic Operations / LOS		Social and Economic		Wetlands			Water Resources		Natural Resources		Section 4F Properties	Agricultural	
				Potential Residential Displacements	Potential Business Displacements	Fen	High Vegetative Quality Wetlands FQI > 20	Wetlands	Flood Plains	Rivers, Creeks, and Tributaries Crossings (In-Stream Work)	Threatened & Endangered Species	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 C-D Road)	Kinder Morgan Pipelines at I-55 C-D Bridge	0	0	NO	NO	Impact at Multiple Locations	NO	NO	NO	NO	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)	Simplified Access with normal intersection configurations (reduces potential for wrong-way entry)	Potential Impacts to Kinder Morgan Above Ground Facilities (Expansion Area)	0	Access Impacts to Business Driveways	NO	NO	Impact at Multiple Locations	NO	NO	NO	NO	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 to Kinder Morgan Above Ground Facilities (Expansion Area)	3	1	NO	NO	Impact at Multiple Locations	NO	NO	NO	NO	NO	YES	\$\$\$
 I-4 SPUI/SPUD South of County Farm Rd		Keeps high volume traffic away from Existing Kinder Morgan 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.	Kinder Morgan Pipelines at I-55	0	0	NO	NO	Impact at Multiple Locations	NO	NO	NO	NO	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 Kinder Morgan Above Ground Facilities (Expansion Area)	0	0	NO	NO	Impact at Multiple Locations	NO	NO	NO	NO	NO	YES	\$
 I-6 Extend IL 59 into DDI Configuration			Avoids Kinder Morgan Above Ground Facilities Nearby; Underground Pipelines in the vicinity	0	0	NO	NO	Impact at Multiple Locations	NO	NO	NO	NO	NO	YES	\$\$

LEGEND

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

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