

US 52 (Jefferson Street) Alternatives Screening Matrix

Alternative Description	Traffic Operations / BDE Geometrics		Major Utilities Impacts (Electrical Substations, Transmission Lines, Major Pipelines, etc.)	Social and Economic		Wetlands		Water Resources		Environmental		Section 4F Properties Forest Preserves, Park, Park District	Agricultural Farmlands	Cost
	Geometrics BDE Design Exceptions	Traffic Operations / LOS		Potential Residential Displacements	Potential Business Displacements	Fen	High Floristic Quality Wetlands FQI > 20	Flood Plains	Rivers, Creeks, and Tributaries Crossings (In-Stream Work)	Natural Resources				
										Threatened & Endangered Species	Prairie/Savannah Restoration Area			
 <p>US 52 River Road to East of Houbolt Road - Modify Existing Diamond Interchange at I-55 and IL 59 and US 52 Intersection Improvement - 52 Intersection Improvements - End Improvement west of IL 59</p>	US 52 west of IL 59 Average Daily Traffic Warrants a Four-Lane Roadway for its roadway functional classification.	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.	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	\$\$
 <p>US 52 River Road to East of Houbolt Road All improvements above and Widen US 52 to 4 Lanes Raised Median</p>		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 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

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

Alternative Description	Traffic Operations / BDE Geometrics		Major Utilities Impacts (Electrical Substations, Transmission Lines, Major Pipelines, etc.)	Social and Economic		Environmental			Section 4F Properties Forest Preserves, Park, Park District	Agricultural Farmlands	Cost			
	Geometrics BDE Design Exceptions	Traffic Operations / LOS		Potential Residential Displacements	Potential Business Displacements	Wetlands	Water Resources	Natural Resources						
						Fen	High Floristic Quality Wetlands FQI > 20	Flood Plains	Rivers, Creeks, and Tributaries Crossings (In-Stream Work)	Threatened & Endangered Species	Prairie/Savannah Restoration Area			
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 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	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.	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	\$\$\$

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