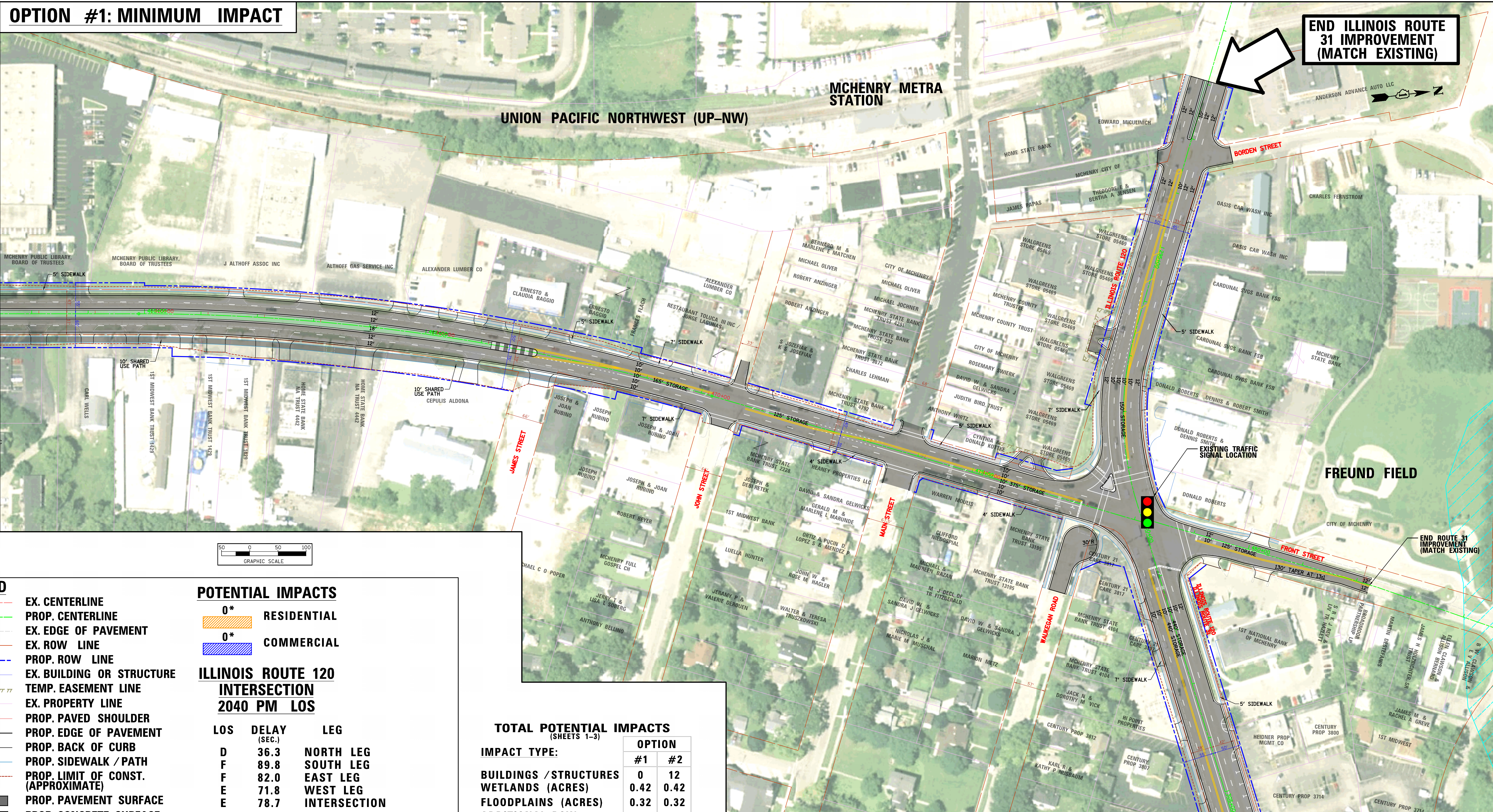


OPTION #1: MINIMUM IMPACT

MATCHLINE 3
(SEE PREVIOUS SHEET)



- LEGEND**
- EX. CENTERLINE
 - PROP. CENTERLINE
 - EX. EDGE OF PAVEMENT
 - EX. ROW LINE
 - PROP. ROW LINE
 - EX. BUILDING OR STRUCTURE
 - TEMP. EASEMENT LINE
 - EX. PROPERTY LINE
 - PROP. PAVED SHOULDER
 - PROP. EDGE OF PAVEMENT
 - PROP. BACK OF CURB
 - PROP. SIDEWALK / PATH
 - PROP. LIMIT OF CONST. (APPROXIMATE)
 - PROP. PAVEMENT SURFACE
 - PROP. CONCRETE SURFACE
 - PROP. LANDSCAPE MEDIAN
 - WATER FEATURE
 - WETLANDS
 - FLOODPLAIN

POTENTIAL IMPACTS

0*	RESIDENTIAL
0*	COMMERCIAL

ILLINOIS ROUTE 120 INTERSECTION 2040 PM LOS

LOS	DELAY (SEC.)	LEG
D	36.3	NORTH LEG
F	89.8	SOUTH LEG
F	82.0	EAST LEG
E	71.8	WEST LEG
E	78.7	INTERSECTION

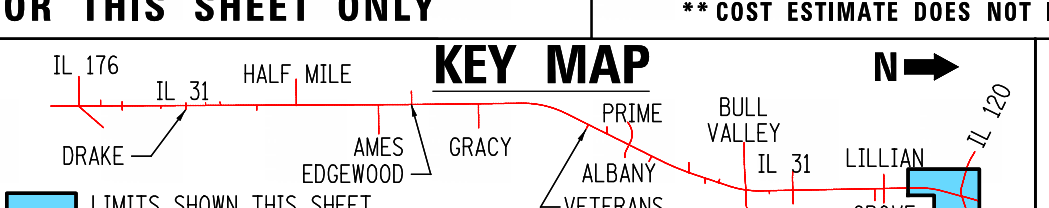
POTENTIAL IMPACTS ARE SUBJECT TO CHANGE AS STUDY PROGRESSES

CONSTRUCTION OF SIDEWALK AND SHARED-USE PATH ARE SUBJECT TO COST PARTICIPATION FROM THE LOCAL MUNICIPALITIES.

TOTAL POTENTIAL IMPACTS (SHEETS 1-3)

IMPACT TYPE:	OPTION #1	OPTION #2
BUILDINGS / STRUCTURES	0	12
WETLANDS (ACRES)	0.42	0.42
FLOODPLAINS (ACRES)	0.32	0.32
ADDITIONAL ROW REQUIRED (ACRES)	8.69	11.77
ESTIMATED CONSTRUCTION COST (\$,MILLIONS)**	11.9	15.1

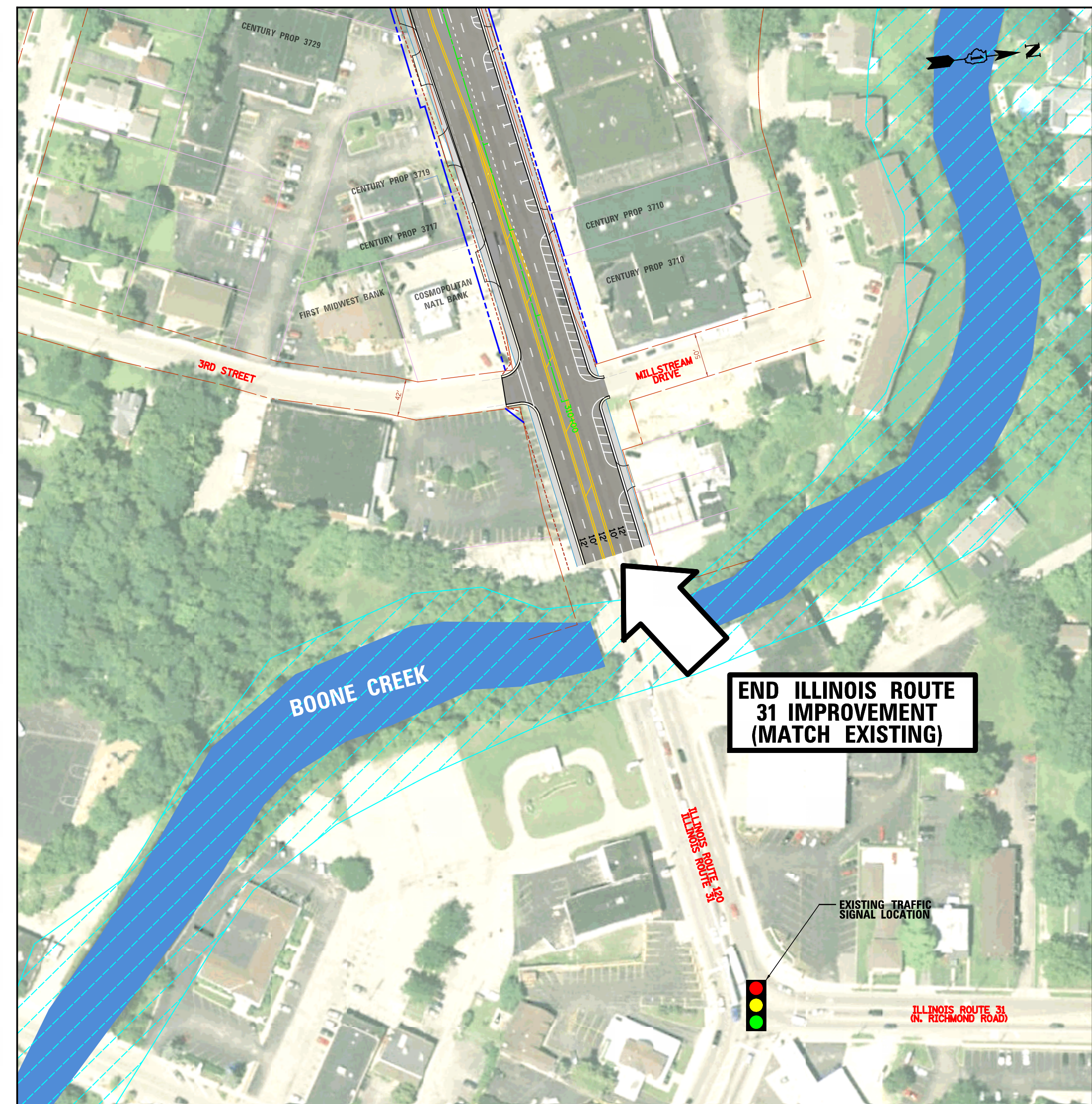
**COST ESTIMATE DOES NOT INCLUDE LAND ACQUISITION



END ILLINOIS ROUTE 31 IMPROVEMENT (MATCH EXISTING)

MATCHLINE 4
(FOR CONTINUATION SEE RIGHT)

MATCHLINE 4
(FOR CONTINUATION SEE LEFT)



END ILLINOIS ROUTE 31 IMPROVEMENT (MATCH EXISTING)

OPTION #1

SHEET 2 OF 3