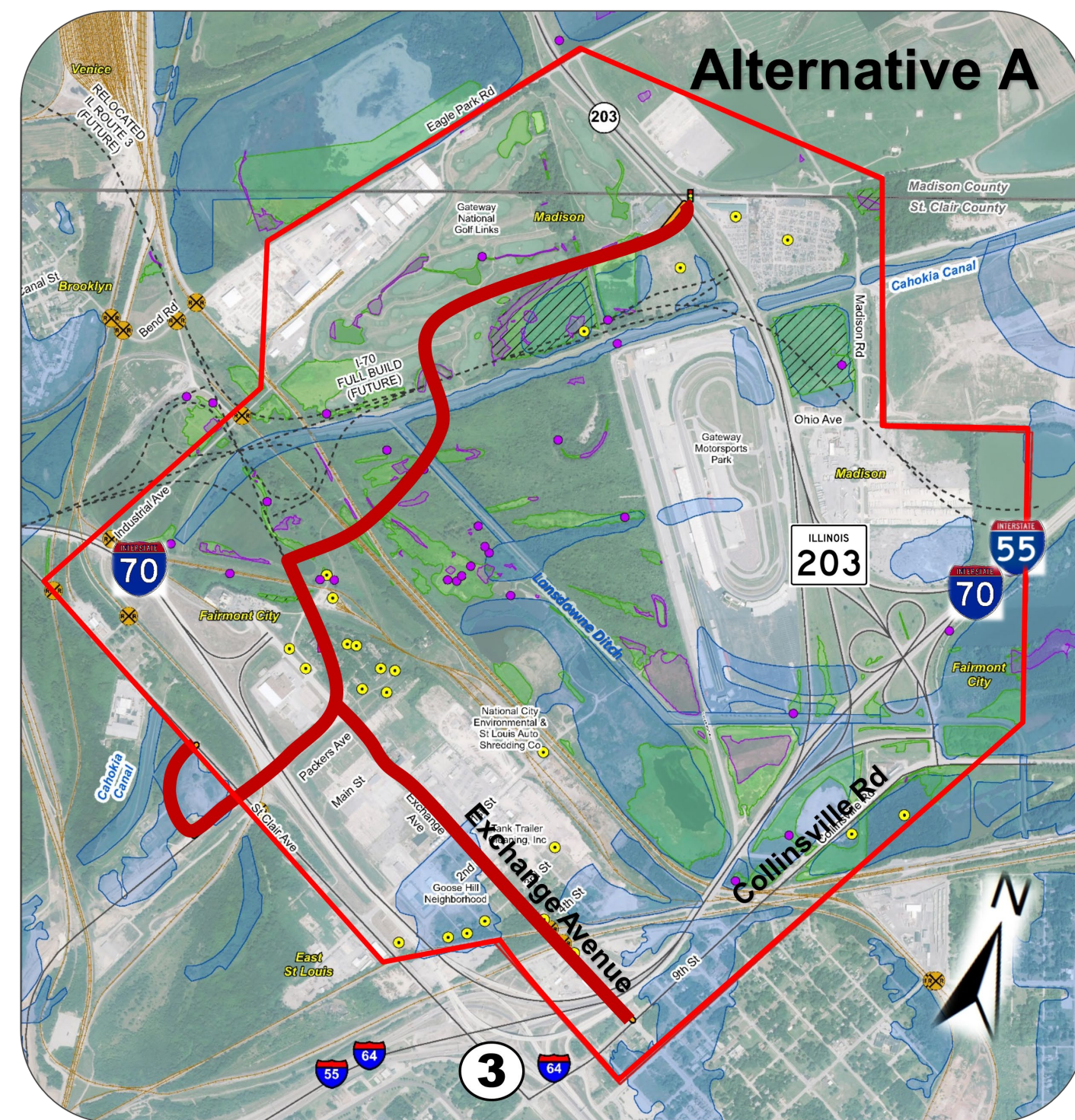




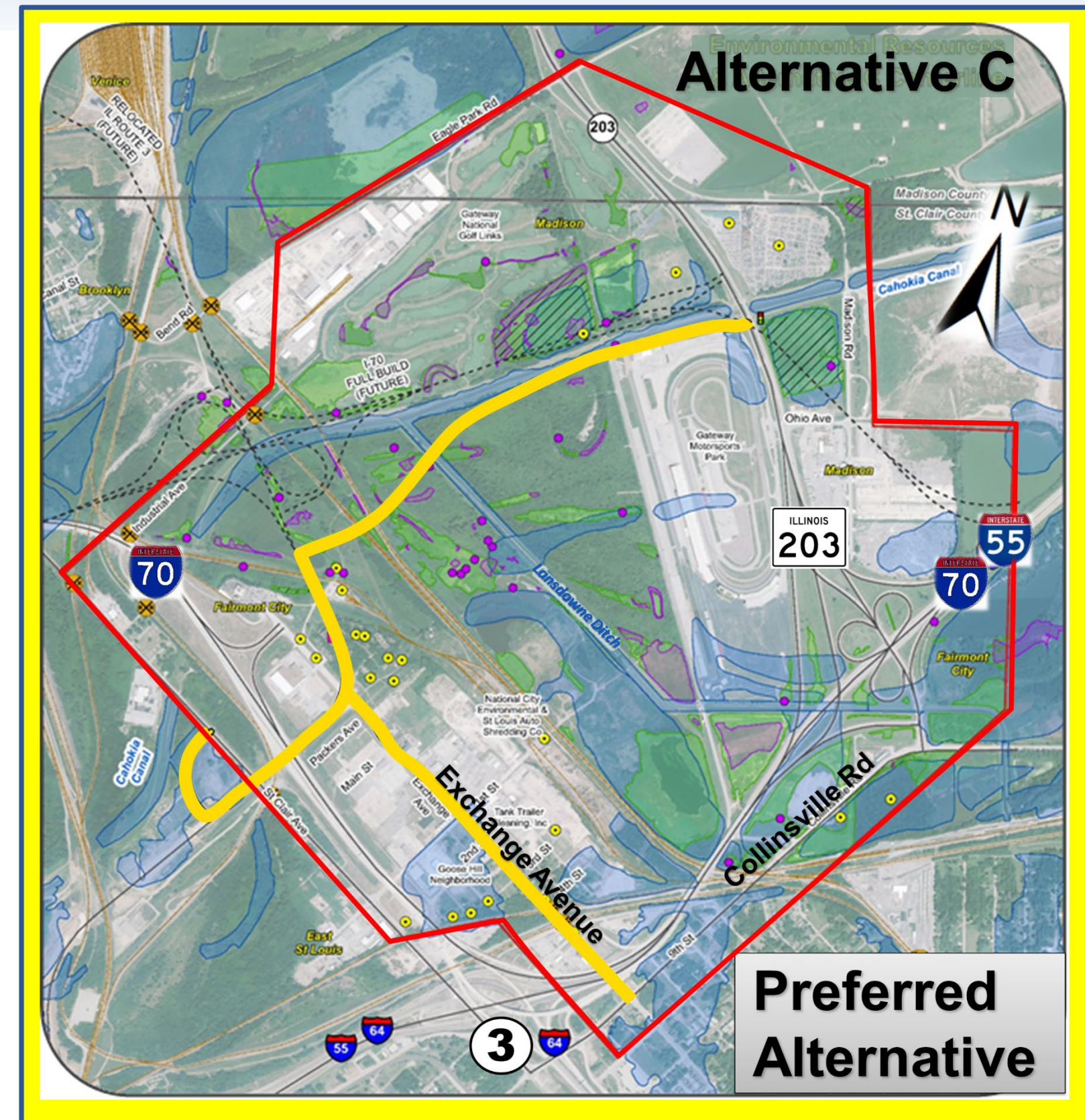
Alternatives Carried Forward

Presented at Public Informational Meeting 3*



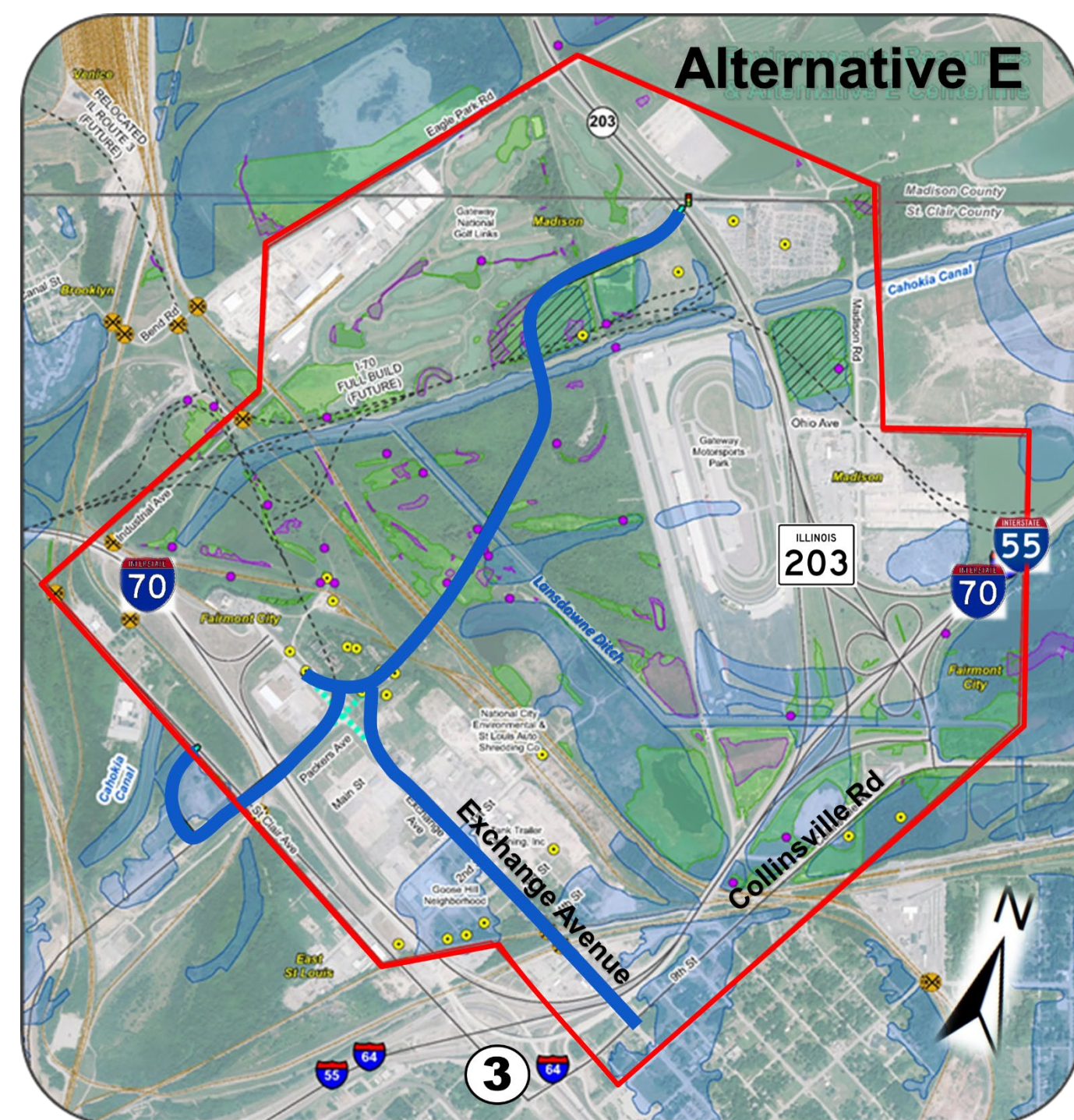
Alternative A

- Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70
- Follows the proposed Relocated IL Route 3 alignment to the north to connect with IL Route 3
- Connects to IL Route 203 near Gateway National Golf Links
- Connects to Collinsville Road using an improved Exchange Avenue
- Cost: \$47 million
- Travels through Gateway National Golf Links
- Building Displacements: 1
- Wetlands impacted: 6 acres



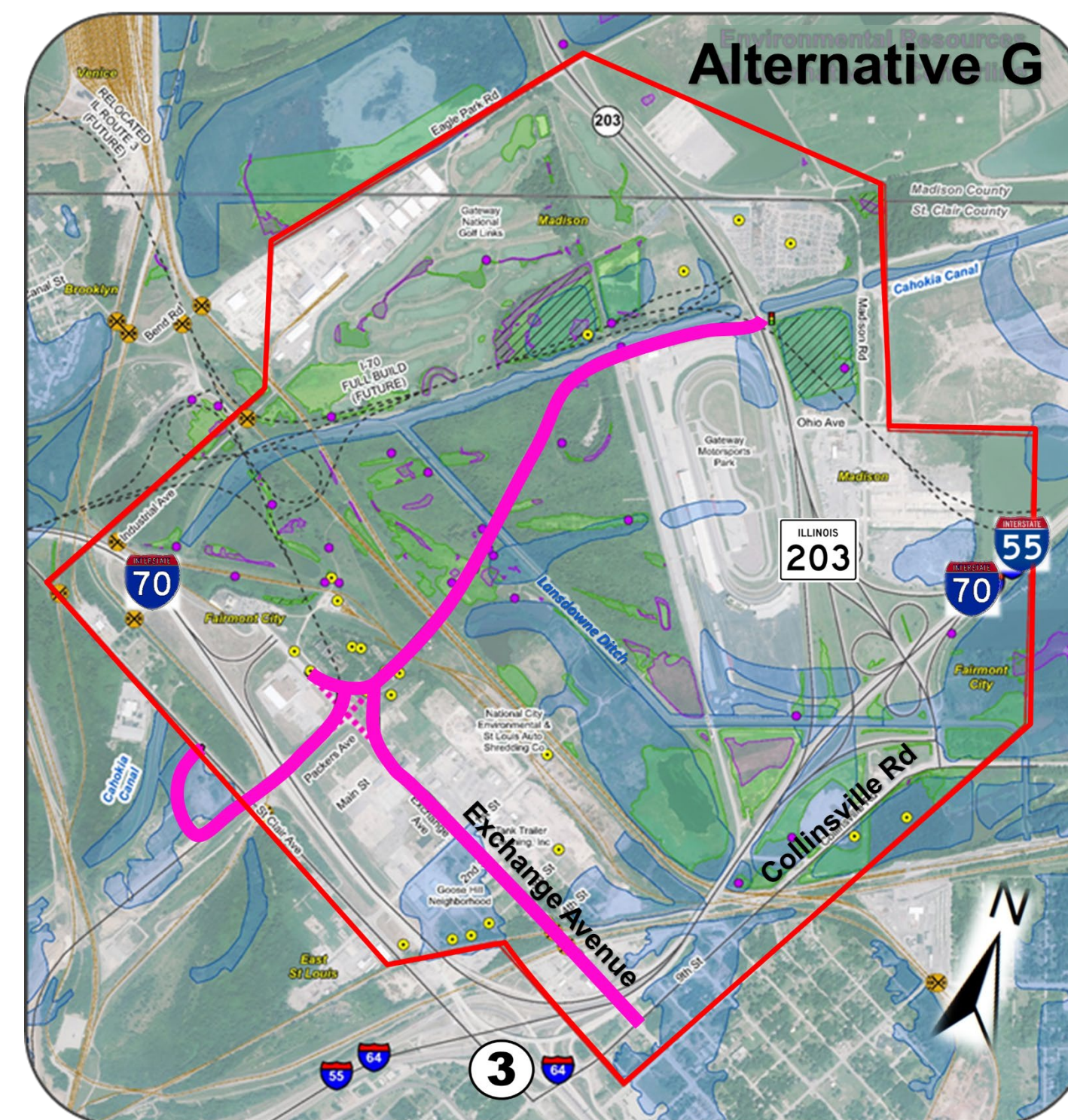
Alternative C Preferred Alternative

- Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70
- Follows the proposed Relocated IL Route 3 alignment to connect with IL Route 3
- Connects with Illinois Route 203 just south of the Cahokia Canal
- Connects to Collinsville Road using an improved Exchange Avenue
- Cost: \$38 million
- Building Displacements: 1
- Wetlands impacted: 3 acres



Alternative E

- Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70
- Follows the proposed Relocated IL Route 3 alignment north to connect with IL Route 3
- Connects with Illinois Route 203 near Gateway National Golf Links
- Connects to Collinsville Road via an improved Exchange Avenue
- Cost: \$35 million
- Building Displacements: 0
- Wetlands impacted: 13 acres



Alternative G

- Begins at the Relocated IL Route 3 intersection with Packers Avenue south of I-70
- Follows the proposed Relocated IL Route 3 alignment north to connect with IL Route 3
- Parallels the Cahokia Canal just north of Raceway Boulevard
- Connects with IL Route 203 just south of the Cahokia Canal
- Connects to Collinsville Road using an improved Exchange Avenue
- Cost: \$29 million
- Building Displacements: 0
- Wetlands impacted: 4 acres

These four alternatives were carried forward for further study, in addition to the no-build alternative.

Alternatives A, C, E, and G served three primary purposes:

1. Improved accessibility within the study area and between Illinois Route 3 and Illinois Route 203
2. Eliminated reliance on circuitous local roads and short trips on the Interstate System
3. Improved travel time consistency

Alternative C best meets the project's purpose and need

*Public Informational Meeting #3 (PIM 3) occurred on September 2, 2015. Following PIM 3, the Preferred Alternative was further refined, as depicted in the Public Hearing exhibits, to minimize impacts on the natural and built environment.