










# Alternatives Evaluation

FIGURE 5 - SECTION EVALUATION MATRIX - Round 2

Section	Corridors Present	Sectional Corridor Evaluation				Recommend to Carry Forward	Comments
		Building Relocations	MCCD Property Impacts	Wetlands	Oak Tree Stand Impacts		
SOUTHEAST SECTION	Far East		✗		✗		 Diagonal severance of MCCD property High quality wetland impacts High quality wetland impacts
	Solon Mills South	○		✗			
	Solon Mills East		○	✗			
	North Solon	✗	○		○		
	Hunt Club		○		○	✓	
CENTRAL EAST SECTION	Far East		○	○		(✓)	 Similar alignment to Hunt Club Similar alignment to Hunt Club Remove southern portion and connect with Hunt Club
	Solon Mills East		○		○	(✓)	
	North Solon	✗	○			(✓)	
	Hunt Club		○			✓	
NORTHEAST SECTION	Far East	○	✗		✗		 Only corridor not impacting Illinois Nature Preserve
	Near East	○	✗				
	Hunt Club	✗		○	○		
	Hunt Club Shifted	✗	○	✗		✓	
SOUTHWEST SECTION	FAP 420		○	✗		✓	 Corridor not recommended in southeast section
	Solon Mills South	○	✗	○	✗		
	Near West		○	✗		✓	
	Keystone	✗	○		○	✓	
CENTRAL WEST SECTION	FAP 420 / Solon Mills South	○	○			✓	 FAP 420 and Solon Mills South share the same alignment  High quality wetland impacts
	Near West	○	✗			✓	
	Keystone	✗	○	○	○		
	Railroad		○	✗	✗		
NORTHWEST SECTION	FAP 420 / Solon Mills South / Railroad	○	○	✗	○	✓	 High quality wetland impacts; FAP 420, Solon Mills South, and Railroad corridors share same alignment High quality wetland impacts
	Near West			✗		✓	
	Existing US 12	✗	○	○	○	✓	
CENTRAL SECTION	Central	✗	○			✓	 High quality wetland impacts; two stream crossings.
	Near East		○	✗	✗		
○ Corridor(s) with least amount of impact ✗ Corridor(s) with the highest amount of impact		Note: Use of existing IL 173 to connect to US 12 from both the eastern options and the western options will be evaluated further.				Section Key 