

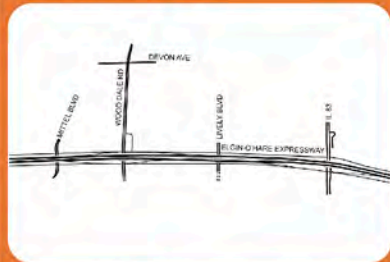
| Alternates | Wetlands (ac) | Floodplains (ac) | Waters (ac) | Residential and Business Displacements (Number) | Cost | Traffic and Operations Evaluation Rating |
|------------|---------------|------------------|-------------|---|---------|--|
| 1 | 4.19 | 0.6 | 0 | 0 | Highest | Moderate |
| 2 | 4.19 | 0.6 | 0 | 0 | Lower | Good |
| 3 | 4.19 | 0.6 | 0 | 0 | Lowest | Poor |
| 4 | 4.19 | 0.6 | 0 | 0 | Higher | Moderate |

Alternate 1



Split diamond interchanges with consecutive exits and entrances along with continuous one-way frontage roads

Alternate 2



Diamond interchanges at Wood Dale Road and IL 83 and continuous one-way frontage roads

Alternate 3



Diamond interchanges at Wood Dale Road and IL 83 and discontinuous frontage roads

Alternate 4



Split diamond access westbound and standard diamond access eastbound with continuous one-way frontage roads

LEGEND

- Interchange Alternate Area
- Proposed/Improved System Interchange
- Proposed/Improved Local Access Interchange
- New or Widened Corridor
- Highest Cost, Highest Impacts, or Poor Travel Performance
- Average Cost, Average Impacts, or Average Travel Performance
- Low Cost, Low Impacts, or High Travel Performance
- Dismissed Alternate
- Preferred Alternate

Note:
Quantities are based on area within project footprint for comparative purposes only. Impacts may vary following additional avoidance and minimization strategies.

Source:
Aerial photography: Google Earth Pro, 2011



Preferred Alternate

Alternate 2 includes conventional diamond interchanges with one-way frontage roads at Wood Dale Road and IL 83. It provides acceptable traffic operations while maintaining local travel patterns to support existing and planned development, which reduces traffic impacts on local roadways and access conflicts.

Exhibit 2-4E

Interchange Type Study Alternate Evaluation – Area 4