

TABLE 5-17

Impact Analysis North Connection Options (IL 83 Freeway)

	A	B
DESIGN/TRAVEL PERFORMANCE		
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM WEST, EAST, AND SOUTH VIA NEW RAMPS AT I-90/ELMHURST/BUSSE, AND IL 83 FREEWAY/OAKTON/BUSSE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM WEST, EAST, AND SOUTH VIA NEW RAMPS AT I-90/ELMHURST/BUSSE, AND IL 83 FREEWAY/OAKTON/BUSSE
DESIGN AND CONSTRUCTABILITY ISSUES		
FREIGHT RAIL ISSUES	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED
FINANCIAL PERFORMANCE		
INITIAL CONSTRUCTION COSTS RANGE	\$430M-525M	\$390M-475M
ACRES OF WETLANDS IMPACTED	1.0	1.7
ACRES OF WATERS IMPACTED	0.6	0.8
ACRES OF 100 YR FLOODPLAINS IMPACTED	6.3	12.8
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	0.33 ^a	0.33 ^a
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	1 ^a	1 ^a
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	4 previously studied archaeology sites	4 previously studied archaeology sites
SOCIOECONOMIC IMPACTS		
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	29 (33)	32 (44)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	8 (14)	5 (14)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	14	14
TOTAL STRUCTURES POTENTIALLY DISPLACED	51	51
LOST TAX REVENUE (2007)	\$4,152,000	\$3,879,000
NUMBER OF EMPLOYEES	980	690
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1 ^b	1 ^b

^aOptions A and B impact 0.33 acre of Terrace Park (Bensenville Park District).

^bImpacts 0.01 acre of Elk Grove Village Fire Station