

**TABLE 5-18**  
Impact Analysis North Connection Options (West Bypass)

	A	B	C	D	E
<b>DESIGN/TRAVEL PERFORMANCE</b>					
DESCRIPTION OF ACCESS LOCATIONS	DOES NOT ACCOMMODATE FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE  PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY, VIA RAMPS AT WEST BYPASS/DEVON/LUNT/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE  PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY, VIA NEW RAMPS AT WEST BYPASS/DEVON/LUNT/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE  PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH VIA NEW RAMPS AT WEST BYPASS/DEVON/PRATT/ELMHURST  PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE EAST AND WEST VIA ADDITIONAL RAMPS AT I-90/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE  PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH VIA NEW RAMPS AT WEST BYPASS/DEVON/PRATT/ELMHURST  PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE EAST AND WEST VIA ADDITIONAL RAMPS AT I-90/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE  PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY VIA NEW RAMPS AT WEST BYPASS/DEVON/PRATT/IL 72/ELMHURST
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	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED
<b>FINANCIAL PERFORMANCE</b>					
INITIAL CONSTRUCTION COSTS RANGE	\$360M-450M	\$390M-475M	\$490M-600M	\$480M-585M	\$465M-570M
<b>ENVIRONMENTAL IMPACTS</b>					
ACRES OF WETLANDS IMPACTED	6.2	6.6	2.2	1.9	1.9
ACRES OF WATERS IMPACTED	0.0	0.1	2.6	4.2	3.1
ACRES OF 100 YR FLOODPLAINS IMPACTED	1.6	7.9	26.0	15.3 <sup>a</sup>	12.2 <sup>a</sup>
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	0.0	0.0	0.33 <sup>b</sup>	2.0 <sup>b</sup>	2.0 <sup>b</sup>
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	0	0	1 <sup>b</sup>	1 <sup>b</sup>	1 <sup>b</sup>
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	4 previously studied archaeology sites	4 previously studied archaeology sites	4 previously studied archaeology sites	5 previously studied archaeology sites	5 previously studied archaeology sites
<b>SOCIOECONOMIC IMPACTS</b>					
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	21 (32)	30 (44)	14 (22)	4 (10)	4 (10)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	8 (32)	9 (33)	8 (32)	4 (4)	4 (4)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	3	3	0	0	0
TOTAL STRUCTURES POTENTIALLY DISPLACED	32	42	22	8	8
LOST TAX REVENUE (2007)	\$2,147,000	\$2,452,000	\$2,137,000	\$1,771,000	\$1,743,000
NUMBER OF EMPLOYEES	712	803	611	246	246
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1 <sup>c</sup>	1 <sup>c</sup>	1 <sup>c</sup>	1 <sup>c</sup>	1 <sup>c</sup>

<sup>a</sup>Reservoirs are not included in the impact calculations because they will not be impacted.

<sup>b</sup>0.33 acre of Majewski Metro Park (Des Plaines Park District) is impacted by Options C, D and E; 1.63 acres of an Elk Grove Park District facility is impacted by Options D and E.

<sup>c</sup>Higgins School is displaced by Options A and B; 0.14 acre of Higgins School is impacted by Option C; Moderate impacts to Higgins School (<100 sq.ft) by Options D and E (86 sq. ft.).