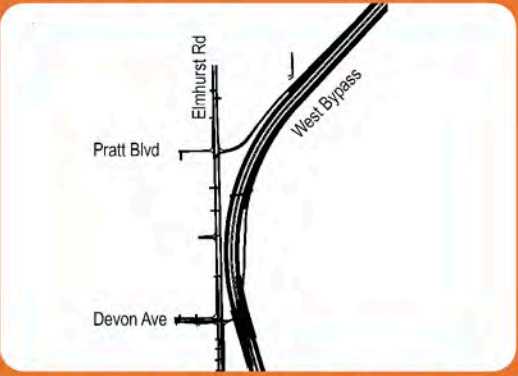


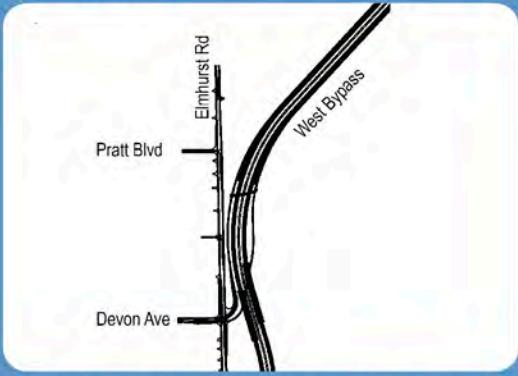
Alternates	Wetlands (ac)	Floodplains (ac)	Waters (ac)	Residential and Business Displacements (Number)	Cost	Traffic and Operations Evaluation Rating
1	0	0	0	3	Lowest	Good
2	0	0	0	1	Medium	Moderate
3	0	0	0	5	Highest	Poor

Alternate 1



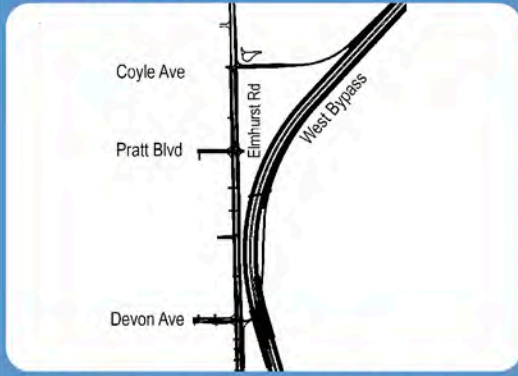
Half diamond interchange at Elmhurst Road with ramp connections at Pratt Boulevard and Devon Avenue

Alternate 2



Half diamond interchange at Elmhurst Road with ramp connection at Devon Avenue

Alternate 3



Half diamond interchange at Elmhurst Road with ramp connections at Coyle Avenue and Devon Avenue

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 1 includes a half diamond interchange with connections at Devon Avenue and Pratt Boulevard. It prevents major industrial development displacement, minimizes access impacts at Coyle Avenue, and provides efficient traffic operations with split intersections.

Exhibit 2-4H
Interchange Type Study Alternate Evaluation – Area 7 Sub-area 1