



Alternates	Impacts to Southbound Weaving	Access to Major Development	Right-of-Way Impact to Adjacent Development	Cost	Impact to Elmhurst Detention Basin
1	Unacceptable for Tolling Operations	Good	Low	Low	None
2	Acceptable for Tolling Operations	Good	Medium	Low	None
3	Excellent for Tolling Operations	Poor	High	Medium	Low
4	Excellent for Tolling Operations	Poor	Medium	High	Medium
5	Excellent for Tolling Operations	Poor	Medium	High	High

Google  
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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

Source: Aerial photography: Google Earth Pro, 2011

**Alternate 1**

- Exit ramp furthest north of all Alternates
- Creates worst weaving distance along I-294
- Provides direct access to major development

**Alternate 2**

- Exit ramp further south of Alternate 1
- Improves weaving distance along I-294 to acceptable levels
- Provides direct access to major development

**Alternate 3**

- Exit ramp about 1,000 feet south of Alternate 2
- Excellent weaving distance along I-294
- Location prohibits direct access from ramp to major development

**Alternate 4**

- Exit ramp located slightly south of Alternate 3
- Excellent weaving distance along I-294
- Location prohibits direct access from ramp to major development

**Alternate 5**

- Exit ramp located furthest south of all Alternates
- Excellent weaving distance along I-294
- Greatest impact to Elmhurst Detention Basin
- Location prohibits direct access from ramp to major development

NORTH  
Not to Scale

**Preferred Alternate**

Alternate 2 - Provides acceptable weaving distance on I-294 and direct access to major development on County Line Road.

**Exhibit 2-4L**

Interchange Type Study Alternate Evaluation – Area 9