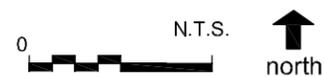


- LEGEND**
- Highways
  - Arterial Roads
  - Railroads
  - CTA (above ground)
  - CTA (below ground)

Source: Ricondo & Associates, Inc.; Air Photo USA (2000)  
Prepared by: Ricondo & Associates, Inc.

Exhibit II-56



### Off-Airport Roadway and Rail Facilities

- *I-290*, to the west and south of the Airport, links traffic from the northwest and west suburbs to the City. The expressway has six to eight lanes. *I-290* has full interchanges with Thorndale Avenue to the west of the Airport and with York Road and Busse Road to the south of the Airport.

Automatic traffic counts were collected in spring 2002 at various locations along these regional expressways. Volumes are documented in the *2002 Surface Transportation Survey*.<sup>4</sup>

Several major arterial roadways border the Airport, as depicted in Exhibit II-56.

Capacity analyses of regional signalized intersections (intersections of arterial roadways and intersections of some arterial and local roadways) were performed for the afternoon peak hour for 2002 existing traffic conditions using the methodology contained in the *Highway Capacity Manual* with Synchro software.<sup>5,6</sup> Roadway capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Capacity is combined with Level of Service (LOS) to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic system. The *Highway Capacity Manual* defines six levels of service, LOS A through F, with A representing the shortest average delays (as measured in seconds) and F representing the longest average delays. The results of the intersection capacity analyses for the afternoon peak hour (4:30 p.m. to 5:30 p.m.) are contained in **Table II-15**. Typically, LOS D is used as the design standard for urbanized areas.

Three of the intersections are currently operating over capacity (i.e., LOS F): Irving Park Road/York Road, Zemke Road/Mannheim Road, and Thorndale Avenue/Busse Road.

### **2.7.1.2 On-Airport Roadways**

As shown in **Exhibit II-57**, on-Airport public-access roadways provide landside access to the terminals, public and employee parking lots, rental car facilities, commercial vehicle holding areas, and support/ancillary facilities. The primary public-access roadways include:

- *I-190* (west of Bessie Coleman Drive)
- Bessie Coleman Drive
- Zemke Road (west of Mannheim Road)
- Mt. Prospect Road (south of Touhy Avenue)
- Spine Road
- Montrose Avenue (west of Mannheim Road)
- Balmoral Avenue
- Main Cargo Road
- Commercial Vehicle Holding Area (CVHA) Entrance Road

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<sup>4</sup> *Chicago O'Hare International Airport, O'Hare Modernization Program, Surface Transportation Survey*, Kimley-Horn and Associates, Inc., January 2003.

<sup>5</sup> Transportation Research Board, Special Report 209, 2000.

<sup>6</sup> Trafficware, Synchro 5 Traffic Signal Coordination Software, Version 5 (Build 323), 2001.

**Table II-15**

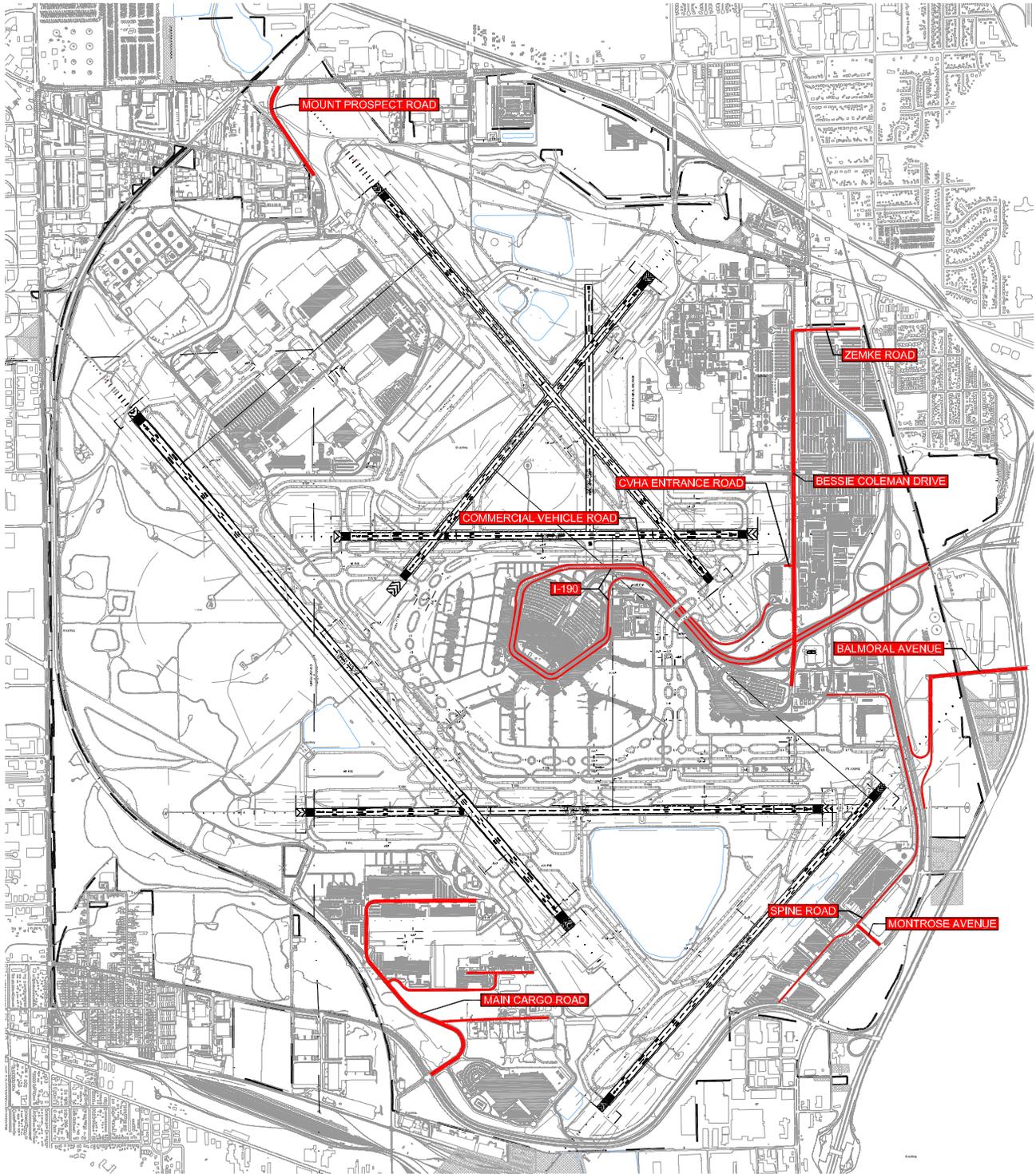
Intersection Level of Service and Delay for Regional Signalized Intersections Existing (2002)

Intersection		Overall LOS	Delay (seconds)
Touhy Avenue	& Mt. Prospect Road	D	34.3
Touhy Avenue	& Lee Street (East)	B	14.5
Touhy Avenue	& Lee Street (West)	C	24.5
Touhy Avenue	& Wolf Road	E	57.4
Lawrence Avenue	& Mannheim Road	E	68.3
Thorndale Avenue	& York Road	B	11.3
Irving Park Road	& Mannheim Road	D	47.8
Irving Park Road	& York Road	F	209.7
Montrose Avenue	& Mannheim Road	B	15.2
Higgins Road	& Mannheim Road	D	52.2
Zemke Road	& Mannheim Road	F	80.1
Devon Avenue	& Elmhurst Road	B	20.0
Pratt Avenue	& Elmhurst Road	B	11.0
Touhy Avenue	& Elmhurst Road	E	59.2
Green Street	& York Road	D	36.2
Thorndale Avenue	& Busse Road	F	80.2
Thorndale Avenue	& Wood Dale Road	D	36.8
Thorndale Avenue	& Prospect Avenue	D	37.0
Thorndale Avenue	& Arlington Heights Road	D	54.7

Note: In early 2004, the surface transportation modeling conducted in support of the preferred development plan was initiated. The existing conditions as documented in the 2002 *Surface Transportation Survey* based on April 2002 conditions were updated to reflect peak month conditions.

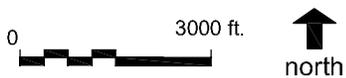
Source: *Chicago O'Hare International Airport, O'Hare Modernization Program, Surface Transportation Survey*, Kimley-Horn and Associates, Inc., January 2003.

Prepared by: Ricondo & Associates, Inc.



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
Department of Aviation Airport Management and Records  
Prepared by: Ricondo & Associates, Inc.

Exhibit II-57



## On-Airport Roadway Facilities

**Table II-16** contains the results of the intersection capacity analyses of the on-Airport intersections for the afternoon peak hour (4:30 p.m. to 5:30 p.m.).

**Table II-16**

Intersection Level of Service and Delay for On-Airport Signalized Intersections Existing (2002)

Intersection		Overall LOS	Delay (seconds)
Irving Park Road	& Main Cargo Road	B	19.6
I-190 EB Ramps/Terminal 5	& Bessie Coleman Drive	C	28.4
I-190 WB Ramps	& Bessie Coleman Drive	C	21.4
CVHA Entrance Drive	& Bessie Coleman Drive	C	32.5

Note: In early 2004, the surface transportation modeling conducted in support of the preferred development plan was initiated. The existing conditions as documented in the 2002 *Surface Transportation Survey* based on April 2002 conditions were updated to reflect peak month conditions.

Source: *Chicago O'Hare International Airport, O'Hare Modernization Program, Surface Transportation Survey*, Kimley-Horn and Associates, Inc., January 2003.

Prepared by: Ricondo & Associates, Inc.

All on-Airport intersections have good levels of service.

### 2.7.1.3 Terminal Curbfront Roadways

All terminals have a two-level curbside roadway, with the upper level providing access to the ticketing (departures) area, and the lower level providing access to the baggage claim (arrivals) area. The upper level roadways accommodate both commercial and private vehicles in the same area, while the lower level roadways are designed to segregate operations between commercial vehicle traffic and private autos. The number of lanes and types of vehicles permitted to access each set of lane is summarized in **Table II-17**.

Subsequent to September 11, 2001, during periods when the national security alert level is set at orange or higher, concrete jersey barriers are placed along the outer edge of the first drop-off lane of the upper level roadway at Terminals 1, 2, and 3. The elimination of the inner lane results in the loss of one through-traffic lane as curbside loading shifts outward.

Major domestic carriers offer curbside baggage check-in for departing passengers on domestic flights. These services are provided by airline-specific skycap personnel at curbside check-in stations located in covered areas outside of Terminals 1, 2, and 3. The curbside check-in stations are located close to the entry vestibule nearest each airline's ticket counter. Curbside check-in is not available for international baggage at Terminal 5.

### 2.7.1.4 Bus/Shuttle Center

The Bus/Shuttle Center provides an additional curbside for passenger drop-offs/pick-ups in the Terminal Core Area. This curbside is used by commercial vehicles – primarily regional buses, hotel/motel shuttles, off-Airport rental car shuttles, and off-Airport parking shuttles. The curbside is accessed from the left-most lane of the lower level roadway in front of Terminal 3, parallels the Terminal 2 curbside between the EPS and the O'Hare Hilton Hotel, and exits to the left-most lane of the lower level roadway in front of Terminal 1. The Bus/Shuttle Center curbside runs along the northern side of this roadway, while the southern side provides access to the O'Hare Hilton Hotel. A