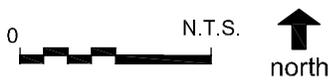
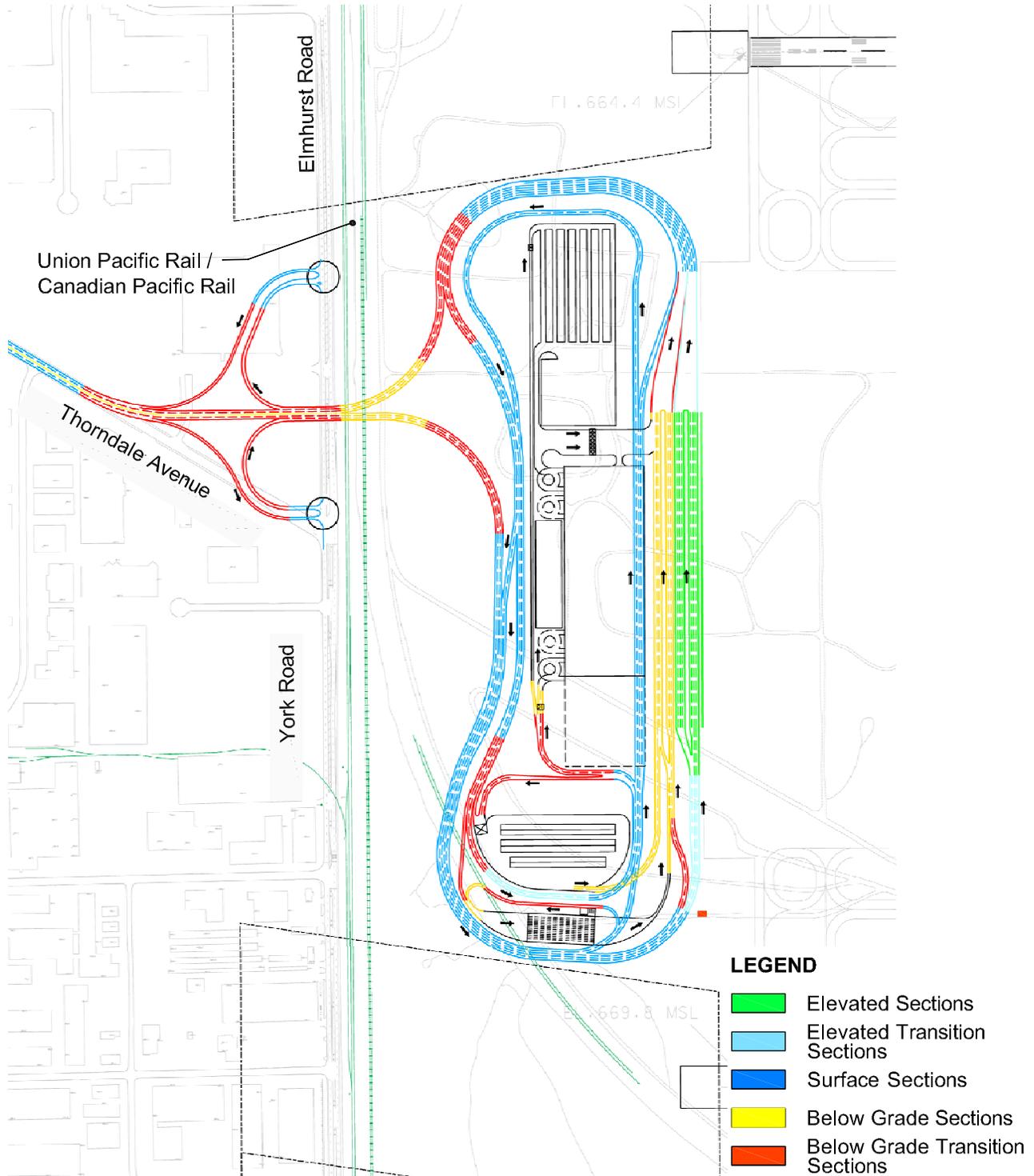


Source: Kimley-Horn and Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
 Department of Aviation Airport Management and Records
 Prepared by: Kimley-Horn and Associates, Inc.

Exhibit V-86

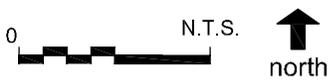


West Terminal Access Roadway Concept 3



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

Exhibit V-87



West Terminal Access Roadway Concept 4

volumes to/from Thorndale Avenue, it is reasonable to assume that traffic signals will be necessary. This concept provides for a connection between the terminal and York Road via the signalized intersections. Acquisition of approximately 19.6 acres of property along Thorndale Avenue west of York Road could be necessary to accommodate the depressed roadway section and the connector ramps. Implementation of off-Airport roadway improvements, including any associated land acquisition, will be the responsibility of the agencies with jurisdiction in the project area.

Table V-14 presents a comparison of the four West Terminal Complex access concepts.

Table V-14

Summary of Comparison of West Terminal Complex Access Concepts

Evaluation Criteria	Concept			
	1	2	3	4
Surface Roadway Length (linear feet) ^{1/}	6,150	15,300	17,200	3,300
Depressed Roadway Length (linear feet) ^{1/}	8,775	2,800	7,450	8,900
Tunnel Section Length (linear feet) ^{1/}	400	400	800	800
Overpass Structure (square feet) ^{1/}	112,200	0	48,000	0
Number of Projected Signalized Intersections	1	2	4	2
Order of Magnitude Roadway Costs (in millions of \$) ^{2/}	69	49	87	50

1/ Roadway lengths include variations in one-lane, two-lane, four-lane, and five-lane sections. The cost below reflects different unit costs for each section length. Roadway lengths exclude terminal circulation and Irving Park Road.

2/ Cost estimate is based on costs for surface roadway, depressed roadway, tunnel sections, overpass structure, and projected signalized intersections.

Source: Kimley-Horn and Associates, Inc.; O'Hare Modernization Conceptual Estimate based on "Future Airport Drawing Option 5" dated October 3, 2002 & Final Comments dated January 10, 2003, Issued January 26, 2003, Chicago O'Hare International Airport, for the City of Chicago Department of Aviation, prepared by TOK and AOR.

Prepared by: Ricondo & Associates, Inc.

Concept 1 was selected as the preferred alternative. This concept has the least number of anticipated signal lights and traffic control measures, thus minimizing impacts to existing traffic patterns and levels of service near the York Road/Thorndale Avenue intersection, and it provides for free flow movements into and out of the Airport. Traffic circulation on the adjacent roadways remains unchanged in this concept. In terms of cost, Concept 1 is comparable to the other three concepts.

Due to the configuration of roadways in Concept 1, this concept is consistent with planned development by other agencies. Future development of the Elgin-O'Hare extension to the Airport is facilitated by providing free flow access from Thorndale Avenue, the future corridor of the Elgin-O'Hare extension, into the Airport. Additionally, the configuration of the roadways allows the Airport to maintain a 300-foot wide corridor along the western edge of the Airport property to potentially accommodate an alignment of the future Western By-pass on Airport property.³

³ The 300-foot corridor requirement was reviewed with the Illinois Department of Transportation and deemed acceptable during City of Chicago-Illinois Department of Transportation meetings held between June 2002 and March 2003.

5.4.2.2 York Road/Irving Park Road Interchange and Irving Park Road Relocation

Irving Park Road must be relocated to the south in order to allow for the construction of Runway 10R-28L, as included in the preferred airfield plan. The roadway was relocated to an alignment that is constrained by the relocated Union Pacific Railroad (discussed in detail in Section 5.4.7) to the south and by the TERPS surfaces for the Runway 10R-28L and the runway's RSA to the north. The roadway alignment does not penetrate TERPS surfaces. In addition, the relocation of the Union Pacific Railroad impacts the alignment and elevation of the roadway, especially at the York Road/Irving Park Road interchange.

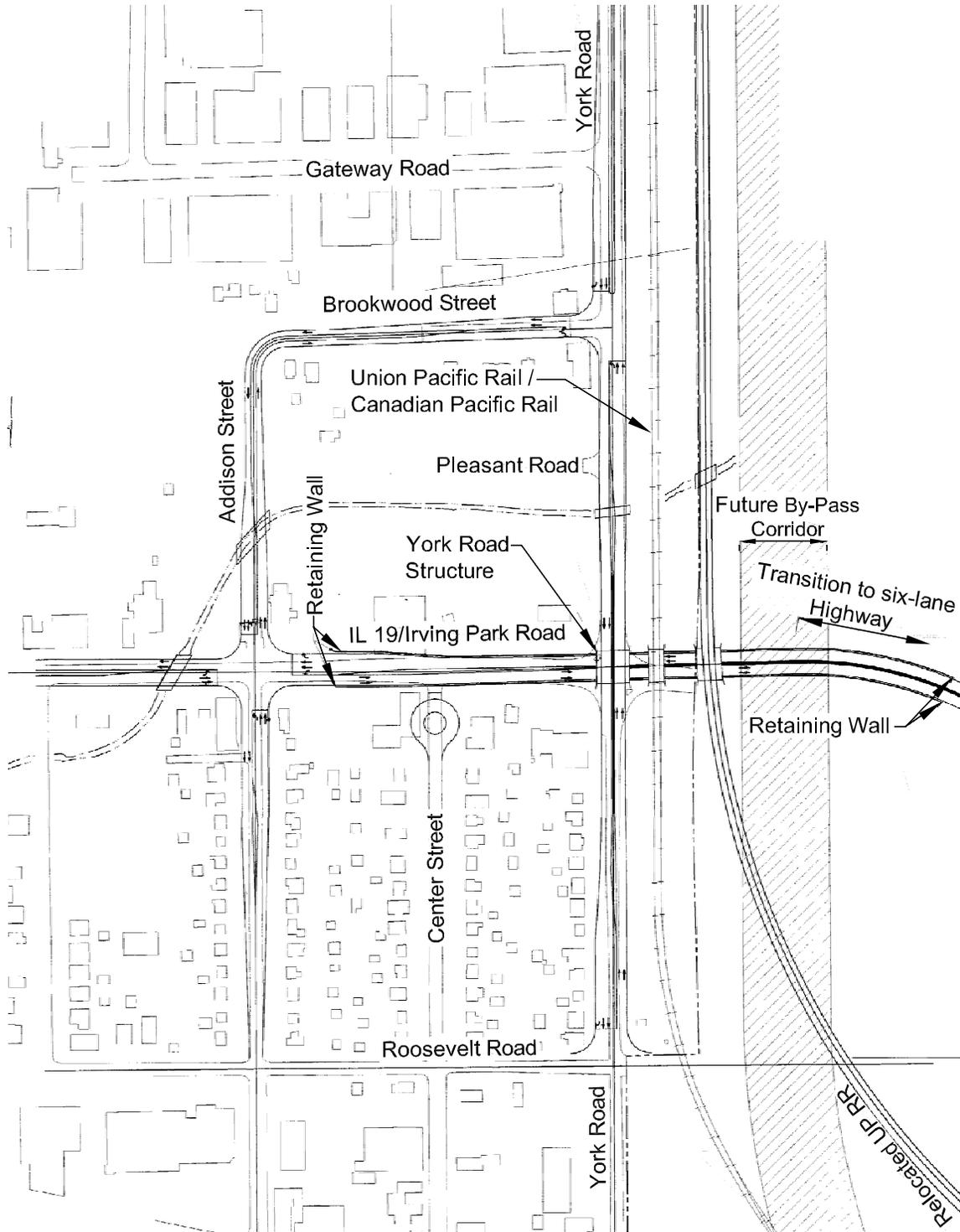
Given the impacts to the York Road/Irving Park Road interchange, this section focuses on the alternative concepts considered for improvements to this intersection, summarizes the concept evaluation, and identifies the preferred concept. It is noted that IDOT is responsible for implementing improvements to the York Road/Irving Park Road intersection.

In addition to the general requirements defined in Section 4.5, the following criteria were used to identify alternatives for the York Road/Irving Park Road intersection improvements:

- Comply with TERPS requirements (with a 15-foot high vehicle on the roadway per FAA requirements) and CAT III capabilities on the Runway 10R approach;
- Avoid intrusion and impacts with the proposed Runway 10R RPZ and approach lighting;
- Meet Illinois Department of Transportation (IDOT) Strategic Regional Arterial (SRA) design guidelines;
- Provide grade separation at Irving Park Road and railroad crossings east of York Road;
- Accommodate the proposed and preferred railroad relocation alternative (see Section 5.4.7); and
- Meet the existing alignment of Irving Park Road west of York Road.

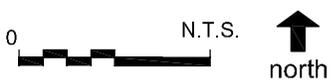
A description of the concepts follows.

- *Concept 1*, depicted in **Exhibit V-88**, depresses Irving Park Road under the Union Pacific and Canadian Pacific Railroads and York Road. No turning movements between Irving Park Road and York Road are allowed at the proposed crossing. Instead, a new side street between Irving Park Road west of York Road and York Road north of Irving Park Road is proposed. This new side street is partially on new alignment and partially on an existing side street. The intersections of the new side street with Irving Park Road and York Road will be signalized to accommodate turning movements. Due to the vertical separation, the intersection of Irving Park Road and Center Street is closed off by a cul-de-sac on Center Street, which minimizes adverse impacts to residential properties south of Irving Park Road. This concept builds upon, and is consistent with, the Irving Park Road/York Road grade-separation concept for safety and operational improvements that was developed by the Village of Bensenville and submitted to IDOT as a candidate project for study using Congestion Management and Air Quality (CMAQ) funds.
- *Concept 2*, depicted in **Exhibit V-89**, is similar to Concept 1 except that the proposed new side street is omitted. Instead, frontage roads north and south of Irving Park Road provide for turning movements between York Road and Irving Park Road. This concept minimizes

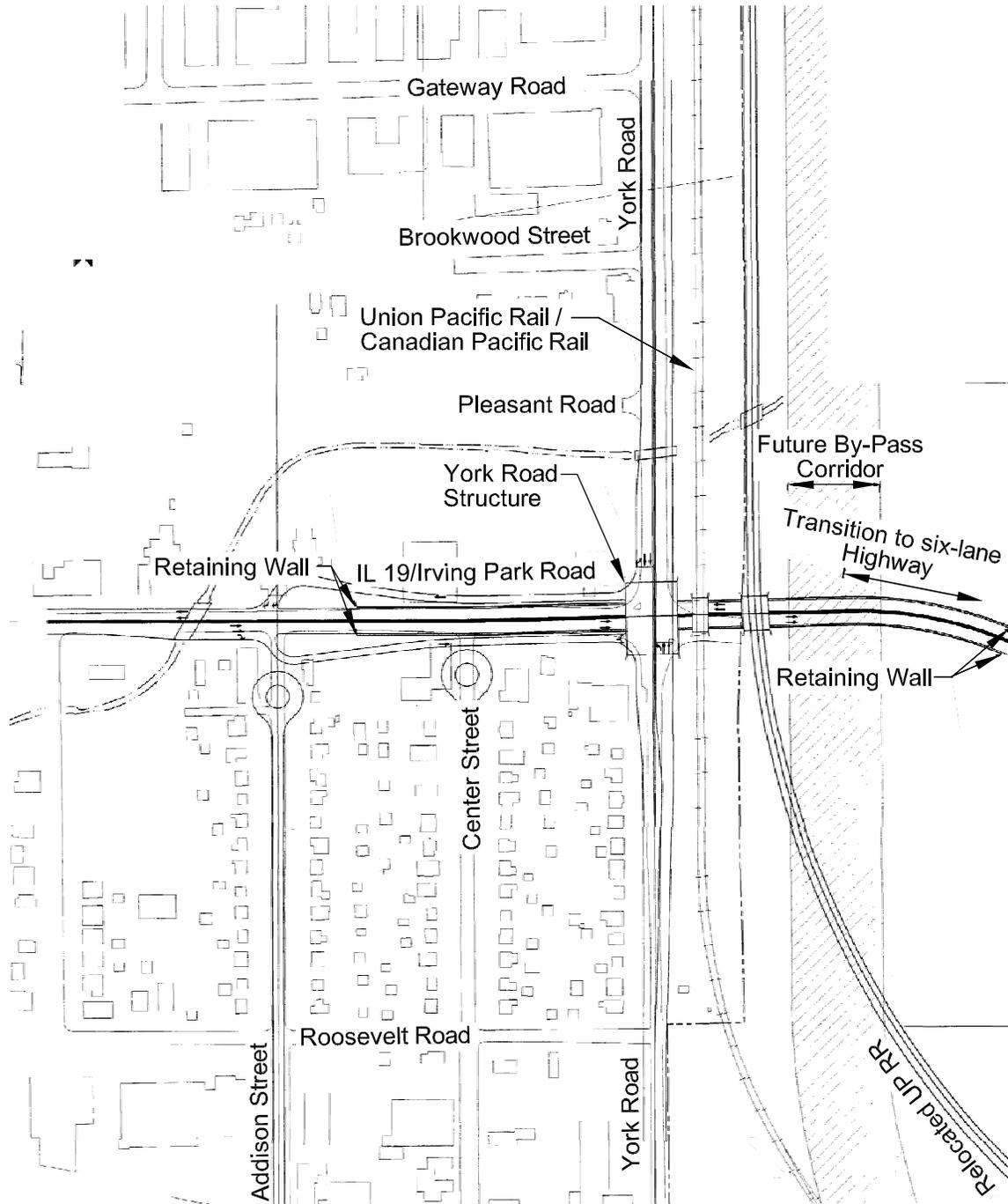


Source: URS Corporation
Prepared by: URS Corporation

Exhibit V-88

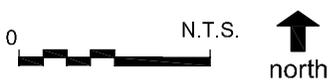


York Road/Irving Park Road Intersection Concept 1



Source: URS Corporation
Prepared by: URS Corporation

Exhibit V-89



York Road/Irving Park Road Intersection Concept 2