

adverse residential property impacts with a cul-de-sac on both Center Street and North Addison Street. The concept requires a wider frontage and right of way along Irving Park Road to accommodate proposed frontage roads, which further restricts geometry and the effectiveness of the intersection in accommodating trucks servicing nearby cargo and intermodal facilities.

- *Concept 3*, depicted in **Exhibit V-90**, involves a below-grade signalized intersection of Irving Park Road and York Road. Irving Park Road passes below the Union Pacific and Canadian Pacific Railroads. Turning movements between Irving Park Road and York Road are allowed at the signalized intersection. However, the proposed retaining walls along each quadrant of the intersection sever driveway and side street access in the affected areas and restrict movements on Center Street. Additionally, this concept requires depressing York Road across an existing stream, which presents environmental and hydrologic concerns.
- *Concept 4*, depicted in **Exhibit V-91**, presents an above-grade intersection of Irving Park Road and York Road. Irving Park Road crosses over both the Canadian Pacific and Union Pacific Railroads on structure. York Road is elevated on structure to meet Irving Park Road. Turning movements between Irving Park Road and York Road are accommodated at the signalized intersection.
- *Concept 5*, depicted in **Exhibit V-92**, is similar to Concept 4, except that through movements on York Road are separated from the intersection with Irving Park Road. Slip ramps are provided for movements between Irving Park Road and York Road.

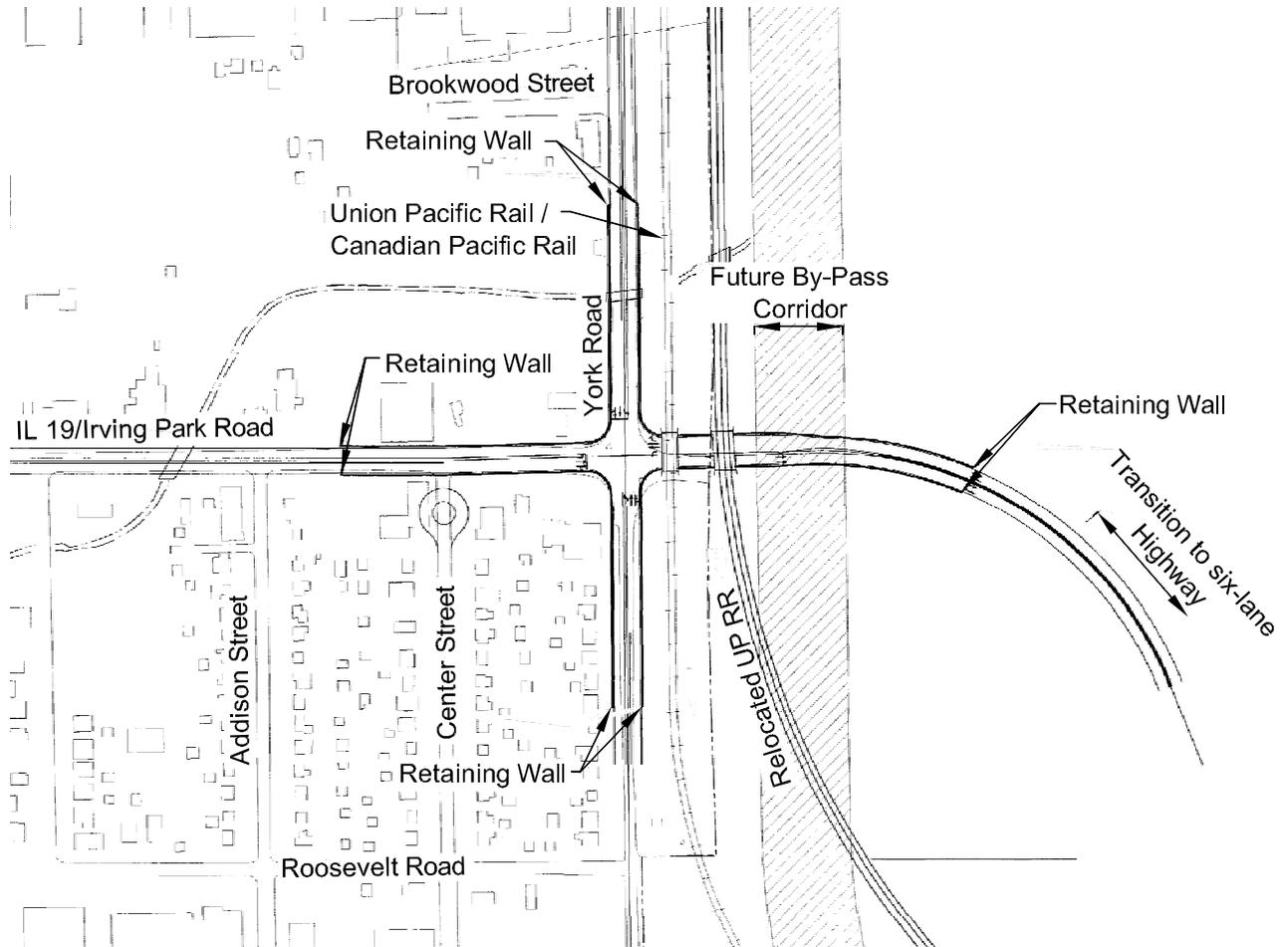
**Table V-15** summarizes the comparison of concepts. The evaluation criteria focused on cost and socio-economic impacts. Traffic operations were not evaluated, since the IDOT publicly defined the build-out for Irving Park Road as being three lanes in each direction east of York Road and two lanes in each direction west of York Road.

Each concept meets the design criteria defined for the alternatives development process and, therefore, is comparable. Each concept provides for grade separation between Irving Park Road and the Union Pacific and Canadian Pacific Railroads, and meets the vertical elevation constraint requirements for Runway 10R.

The significant differences between the alternatives are cost and property impacts. From a cost perspective, Concepts 4 and 5 are the most expensive and significantly higher than any of the other three. Concepts 1, 2, and 3 are comparable in terms of cost.

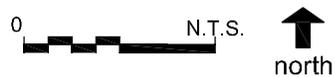
Concepts 1 and 2 are comparable in terms of property impacts, with Concept 3 affecting one additional property.

Each concept affects the adjacent side street system west of York Road. Concept 1 minimizes adverse impacts to residential properties south of Irving Park Road with a proposed cul-de-sac on Center Street. Concept 2 minimizes adverse residential property impacts with a cul-de-sac on both Center Street and North Addison Street.

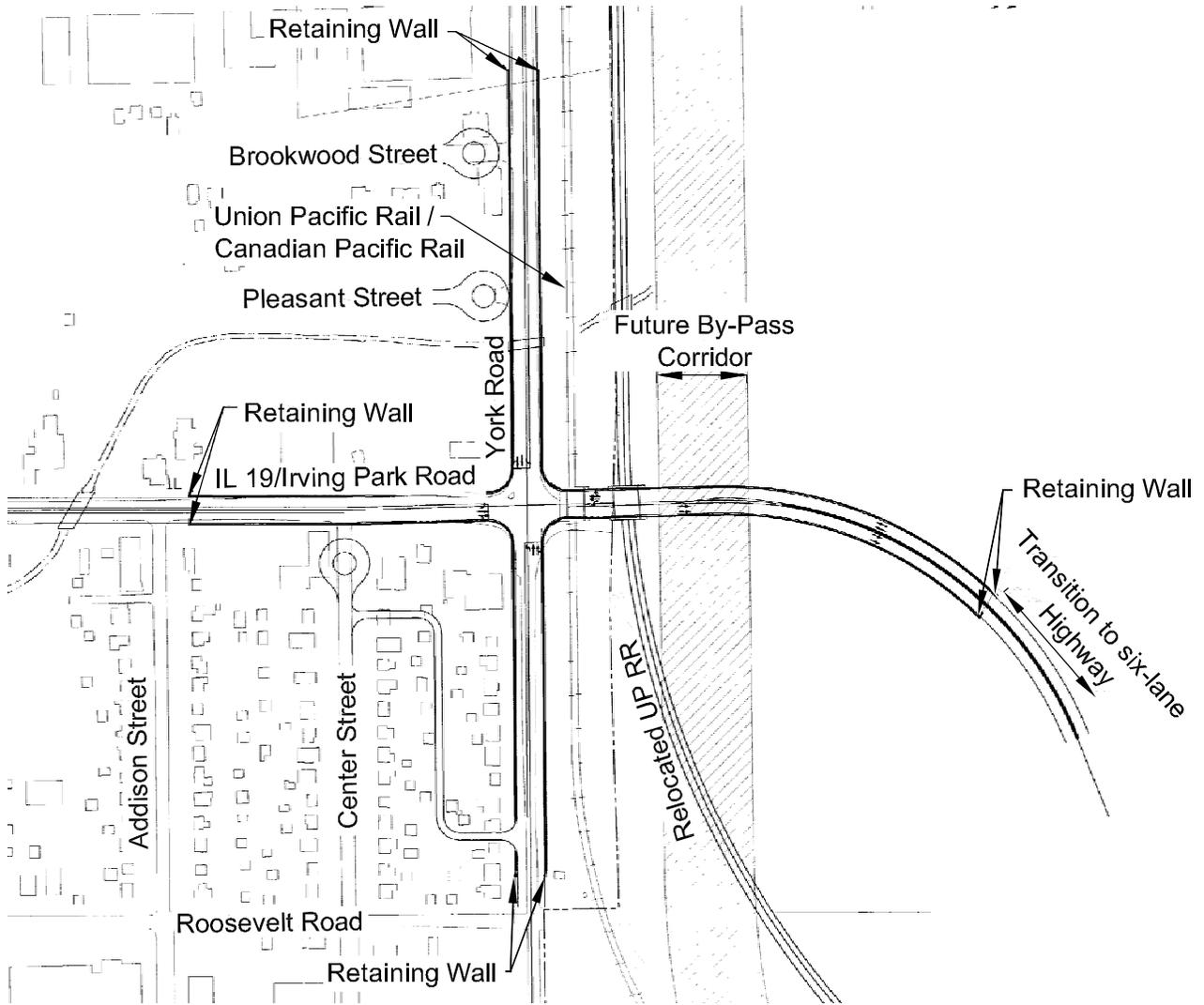


Source: URS Corporation  
Prepared by: URS Corporation

Exhibit V-90

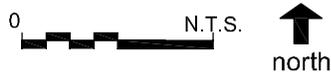


### York Road/Irving Park Road Intersection Concept 3

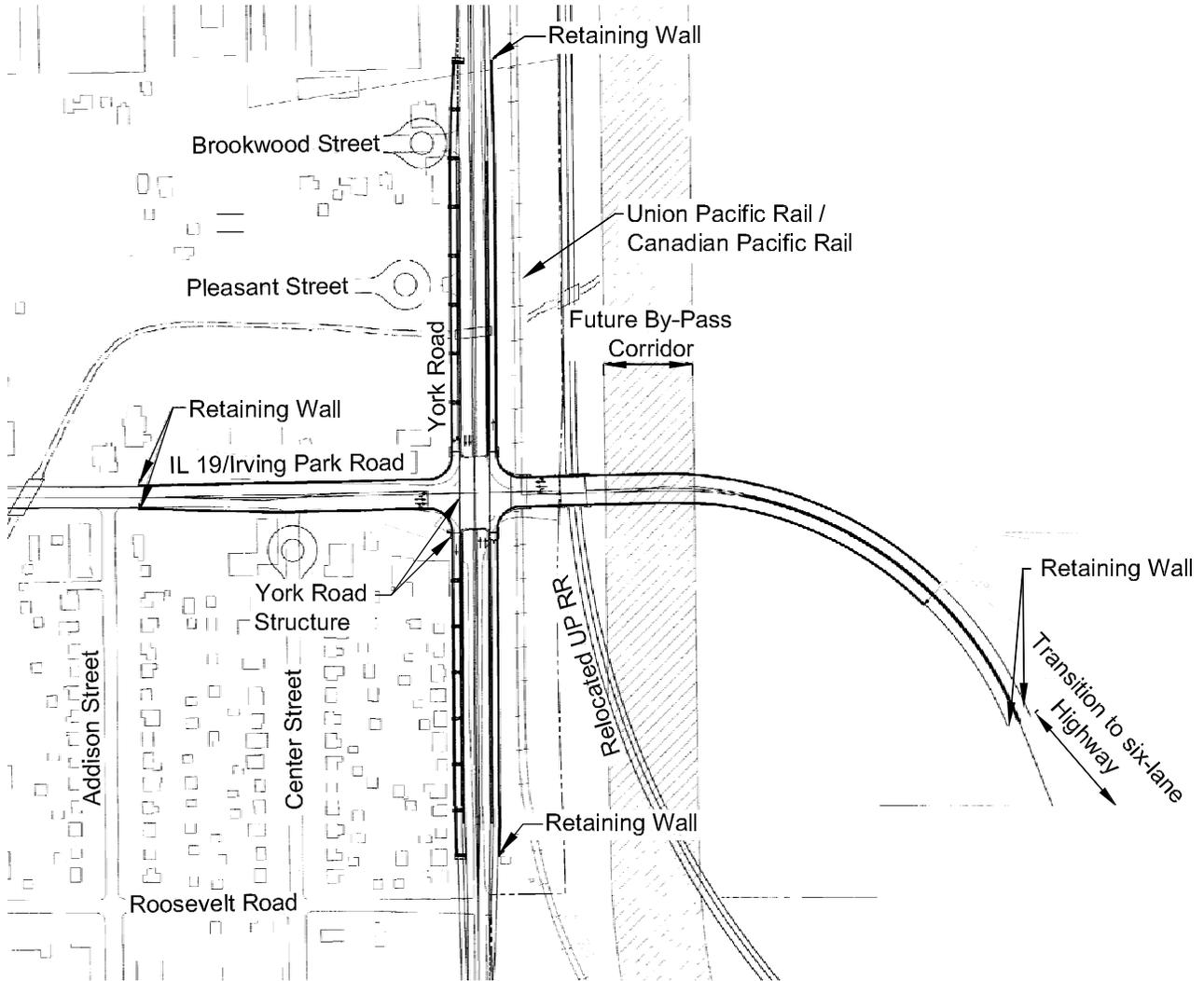


Source: URS Corporation  
Prepared by: URS Corporation

Exhibit V-91

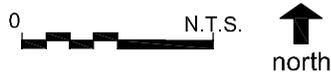


## York Road/Irving Park Road Intersection Concept 4



Source: URS Corporation  
Prepared by: URS Corporation

Exhibit V-92



## York Road/Irving Park Road Intersection Concept 5

**Table V-15**

## Summary Comparison of York Road/Irving Park Road Interchange Concepts

Evaluation Criteria	Concept				
	1	2	3	4	5
<b>Operational Issues</b>					
Irving Park Rd – Design Speed (mph) <sup>1/</sup>	45	45	45	45	45
York Rd – Design Speed (mph)	45	45	45	45	45
Lanes Each Direction – Irving Park Rd <sup>2/</sup>	2/3	2/3	2/3	2/3	2/3
Lanes Each Direction – York Rd <sup>2/</sup>	2	2	2	2	2
Left Turn Lanes at Signalized Intersections	Yes	Yes	Yes	Yes	Yes
Side Streets closed west of York Rd	1	2	1	1	2
Driveways closed west of York Rd	3	0	3	2	2
<b>Cost Considerations</b>					
Order or Magnitude Roadway Cost (in millions of \$) <sup>3/</sup>	14	13.8	14.9	33.9	37.5
Railroad Bridges (track feet)	500	500	500	0	0
Roadway Bridges (lane feet)	300	525	0	500	1,420
Retaining Walls (linear feet)	2,800	2,800	5,100	5,100	5,500
Signalized Intersections	4	2	1	1	1
<b>Safety Issues</b>					
Distance between Signalized Intersections on York Rd	N/A	N/A	1,050	1,050	N/A
Runway 10R Projection Zone Impacts	None	None	None	None	None
<b>Environmental Impacts</b>					
Residential Properties taken west of York Rd <sup>4/</sup>	0	0	4	6	10
Commercial Properties taken west of York Rd <sup>4/</sup>	8	8	5	6	8
Property Access Restrictions – York Rd <sup>4/</sup>	0	0	0	0	1
Property Access Restrictions – Irving Park Rd west of York Rd <sup>4/</sup>	2	2	2	1	1
Hydrological Impacts	No	No	No	Yes	No

1/ Design speed defined by IDOT SRA guidelines for IL 19.

2/ Travel lanes for Irving Park Road and York Road defined by IDOT SRA guidelines and do not reflect lane requirements based on traffic projections.

3/ Cost estimates exclude railroad relocation and Irving Park Road east of Runway 10R. Cost estimates include property acquisition west of York Road, but exclude property acquisition east of York Road. Cost estimates include provisions for utility relocation and construction staging.

4/ The number of properties impacted was derived from aerial photographs.

Source: URS Corporation.  
Prepared by: URS Corporation.

As depicted in Exhibit V-90, Concept 3 affects local access along both Irving Park Road and York Road with the proposed retaining walls along each quadrant of the intersection. This physical constraint also restricts movements on Center Street. Concept 3 also requires depressing York Road across an existing stream that presents environmental and hydrologic concerns.

As depicted in Exhibit V-89, Concept 2 requires a wider frontage and right of way along Irving Park to accommodate the proposed frontage roads. This further restricts intersection geometry and the effectiveness of the intersection in accommodating truck movements servicing nearby cargo and intermodal facilities.

Concept 1 accommodates turning movements through more traditional intersection configurations. Concept 1 also provides for improved connectivity between streets south of Irving Park and properties north of Irving Park Road.

Concept 1 is consistent with a concept proposed by the Village of Bensenville for safety and operational improvements at the intersection of Irving Park and York Road.

The preferred concept is Concept 1, based on the factors of cost, property impacts, and improved continuity between properties to the north and south of Irving Park Road.

#### **5.4.2.3 Mount Prospect Road Concepts**

The location of the future Runway 9L-27R in the preferred airfield plan will require the relocation of Mount Prospect Road on Airport property south of Touhy Avenue. This section of Mount Prospect Road currently provides access to the Northwest Maintenance Area, which supports aircraft maintenance facilities as well as airline employee parking lots. Mount Prospect Road in this area is a four-lane roadway that handles a large volume of heavy trucks. A vehicle inspection plaza is located along this section of Mount Prospect Road to inspect vehicles prior to their entry to the secure airfield.

Three primary concepts for access to the north airfield were developed.

- *Concept 1*, depicted in **Exhibit V-93**, maintains the current location of the Mount Prospect/Touhy Avenue intersection and aligns Mount Prospect Road along the east side of the rail line, through the RPZ of future Runway 9L-27R. The guard post entrance plaza to the secure area will be located just north of Old Higgins Road.
- *Concept 2*, depicted in **Exhibit V-94**, provides access to the north airfield from Elmhurst Road. This access road would have a signalized intersection with Elmhurst Road and a tunnel under the Union Pacific and Canadian Pacific Railroad tracks. The existing access at Mount Prospect Road south of Touhy Avenue would be abandoned.
- *Concept 3*, depicted in **Exhibit V-95**, follows the same horizontal alignment as the existing Mount Prospect Road and the existing entrance plaza. Because of the location of new Runway 9L-27R, this road would require a tunnel section under the runway.

**Table V-16** summarizes the comparison of concepts. The evaluation focused on physical criteria.