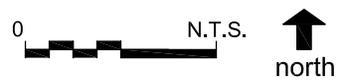
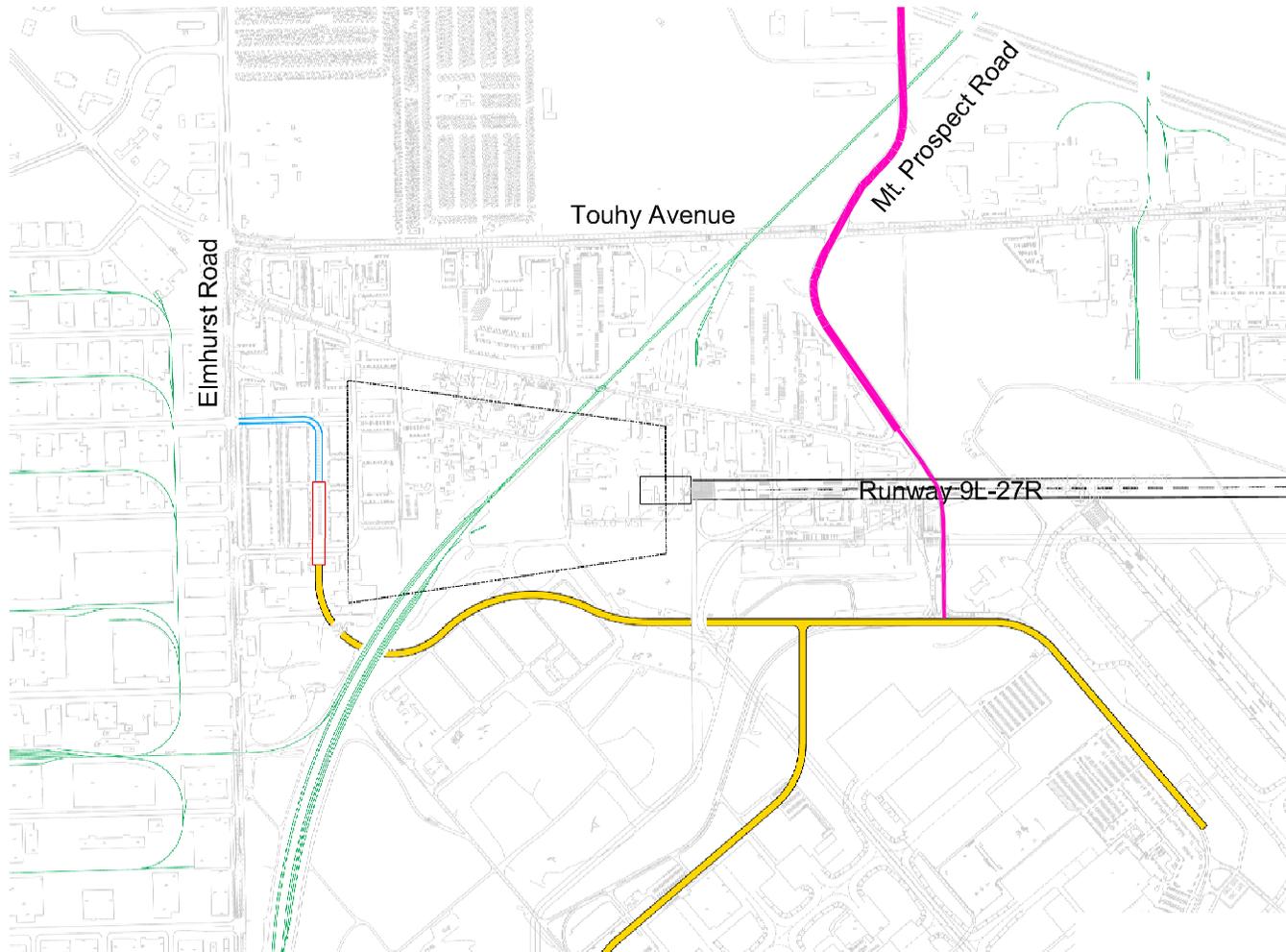


Source: Kimley Horn and Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
Department of Aviation Airport Management and Records  
Prepared by: Kimley-Horn and Associates, Inc.

Exhibit V-93



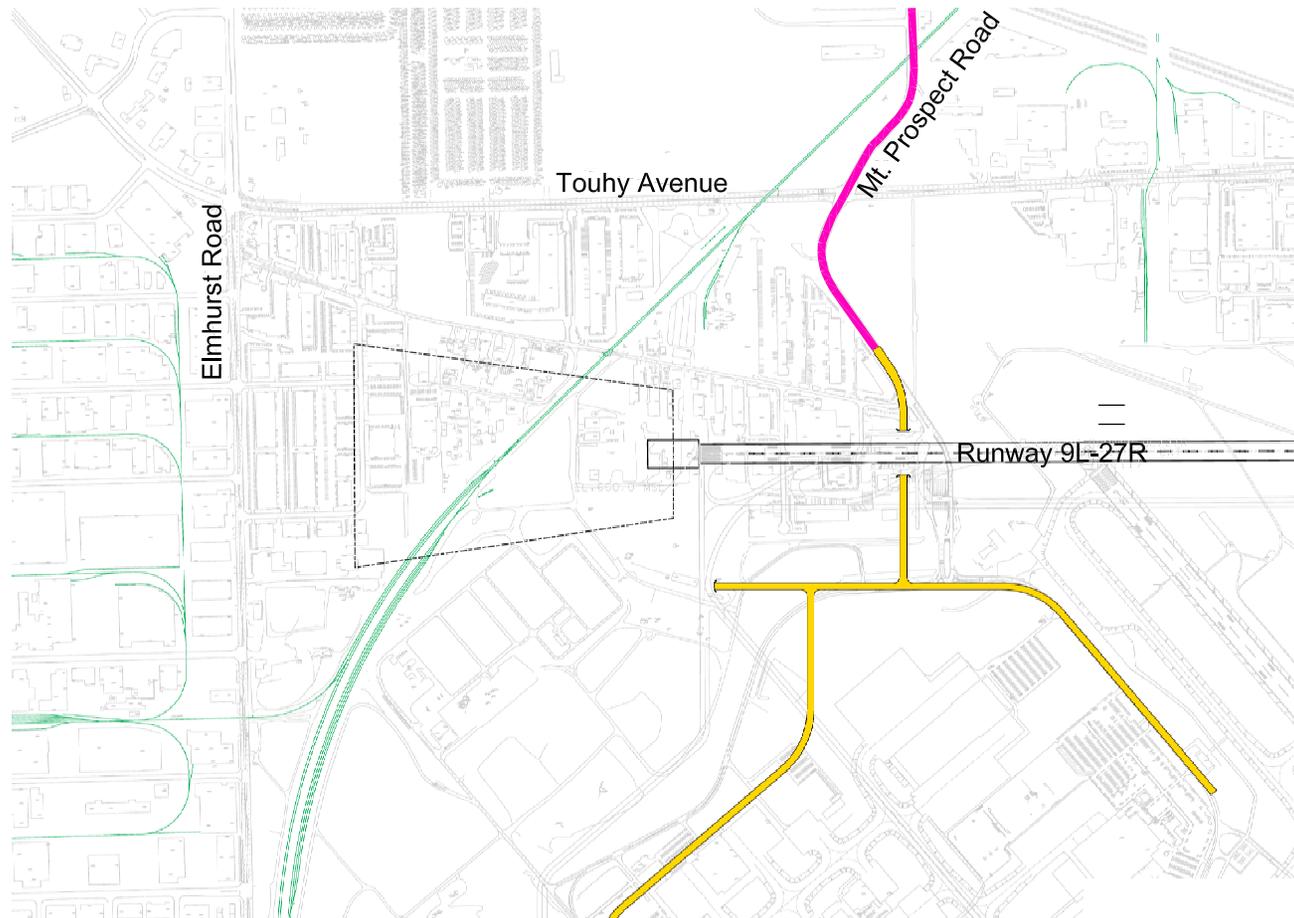
## Mt. Prospect Road Concepts Concept 1



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.

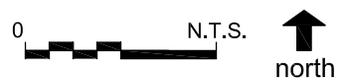
Exhibit V-94

## Mt. Prospect Road Concepts Concept 2



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-95



## Mt. Prospect Road Concepts Concept 3

**Table V-16**

## Summary of Comparison of Mount Prospect Road Concepts

Evaluation Criteria	Concept		
	1	2	3
New Signalized Intersection Required	No	Yes	No
Length of Tunnel Sections Required (linear feet)	0	200	700
Length of Roadway (linear feet)	5,500	5,800	1,200
Order of Magnitude Roadway Cost (in millions of \$) <sup>1/</sup>	6	12	21
Property Acquisition (acres)	0	9	0

1/ Order of magnitude cost includes only cost for roadway, tunnel section, and signals. Cost estimate excludes cost for property acquisition and any changes to existing service roads based on new connections.

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 is located entirely on Airport property and has no impacts to off-Airport property. This concept is at-grade and includes no tunnel sections. The length of the roadway in Concept 1 is longer from Touhy Avenue than Concept 3, because it wraps around the end of Runway 9L.

Concept 2 requires property acquisition for a section between Elmhurst Road and the Railroads. This concept will also require a 200-foot covered tunnel section.

Concept 3 is located entirely on Airport property and does not impact off-Airport property. This concept requires a 700-foot covered tunnel section under the future north runway, which would add significantly to the cost of this concept.

The preferred concept is Concept 1, shown in Exhibit V-93. This concept was selected because it requires no additional property acquisition and is the least costly as demonstrated in the order of magnitude cost analysis documented in Table V-16, due to that fact that it has no costly tunnel sections. As noted above, a portion of realigned Mount Prospect Road in Concept 1 penetrates the northwest corner of the Runway 9L-27R object free area. It is anticipated that further refinement of this roadway alignment will occur during design. It is noted that this roadway alignment does not impact the 300-foot corridor maintained for the proposed alignment of the Western By-Pass. The proposed By-Pass alignment on-Airport property is located to the south of the Mount Prospect Road alignment depicted in Concept 1.

Traffic back-ups on Mount Prospect Road are not expected to impact the RPZ. Vehicle queues resulting for the Mount Prospect Road Guard Post would occur on the north side of the Guard Post (away from the RPZ). Additionally, it is anticipated that the T-intersection of Mount Prospect Road and Tank Farm Road, immediately to the south of the RPZ, would allow for free-flow traffic movements on Mount Prospect Road. Traffic stop controls for this intersection would be located on Tank Farm Road. Therefore, vehicle queues forming at this unsignalized intersection would be to the south (away from the RPZ).

#### 5.4.2.4 I-190 Realignment Concepts

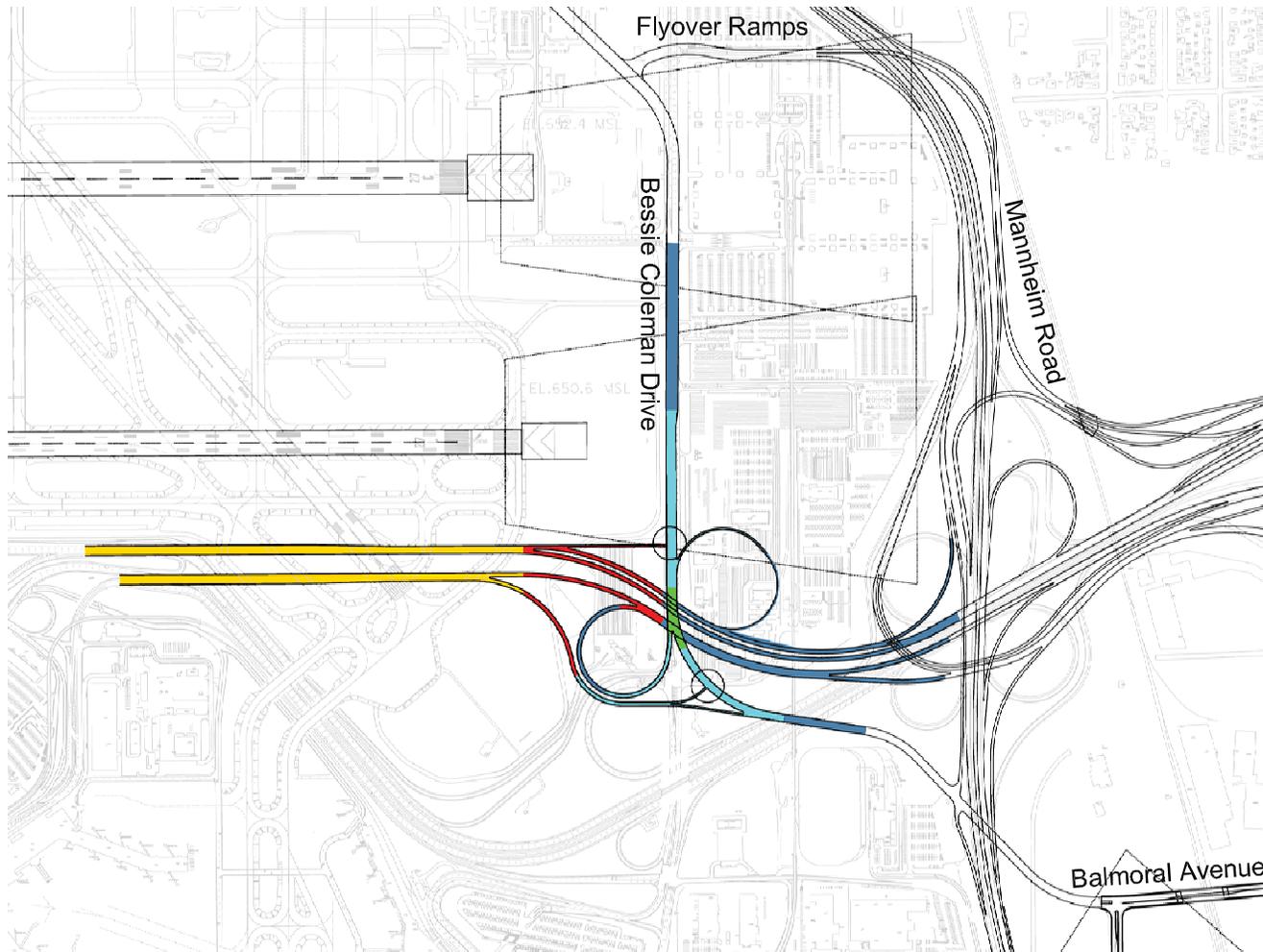
A major upgrade to the I-190 collector/distributor system is planned between Cumberland Avenue and the Airport to address existing operational, congestion, and safety issues along I-190. The existing roadway configuration, with inadequately spaced entrance and exit ramps, does not meet current design highway standards. This roadway improvement is an IDOT project. As part of this project, Mannheim Road will be widened from four to six lanes between Higgins Road and Irving Park Road to help accommodate the Mannheim Road ramp improvements on I-190.<sup>4</sup>

The removal of Runway 14L-32R as a part of the preferred airfield concept allows for the ability to develop a more direct alignment of the Airport Access Road (I-190) west of Mannheim Road. The relocation of I-190 further to the north would open up opportunities for terminal development in the East Terminal Area. Section 5.2 provides a discussion of several terminal concepts in this area developed based on a concept to realign I-190. Several concepts for the relocation of this part of I-190 were identified. It is noted that these concepts have not been evaluated for 14 CFR Part 77 surface and RPZ impacts. The concepts are discussed below.

- *Concept 1*, depicted in **Exhibit V-96**, relocates I-190 to the north, just west of its interchange with Mannheim Road, and connects Bessie Coleman Drive to Balmoral Drive. A collector-distributor lane is added on the north side of I-190 to accommodate the tighter weave between the Mannheim Road interchange and the Bessie Coleman Drive movements. Westbound traffic on I-190 must use the Mannheim Road interchange for access to Bessie Coleman Drive. Eastbound traffic on I-190 must access Bessie Coleman Drive northbound through a signalized intersection. Northbound traffic from Balmoral Drive has a free flow movement onto westbound I-190 into the terminal area, but cannot access eastbound I-190. Southbound traffic on Bessie Coleman Drive has a free flow movement onto I-190 eastbound, but accesses westbound I-190 into the terminal area through a signalized intersection.
- *Concept 2*, depicted in **Exhibit V-97**, is similar to Concept 1 in regards to the relocation of I-190. However, it provides free flow movements for traffic leaving the terminal area on eastbound I-190 and connecting to Bessie Coleman Drive or Balmoral Drive. A third-level flyover is proposed for traffic heading northbound on Bessie Coleman Drive, and a free flow ramp is proposed for traffic heading southbound towards Balmoral Drive. Also, the movement from southbound Bessie Coleman Drive to I-190 westbound, into the terminal area, is proposed as a free flow ramp.
- *Concept 3*, depicted in **Exhibit V-98**, relocates I-190 to the north on the east side of the Mannheim Road interchange. The relocated alignment of I-190 is straightened out and depressed below surface level for a direct connection into the terminal area. There is no connection to or from Bessie Coleman Drive other than through the Mannheim Road interchange. Bessie Coleman Drive connects to an east-west cross airfield roadway at its southern terminus between future Runways 9C-27C and 9R-27L. Free flow movements are provided for Balmoral Drive to and from the terminal area. This concept provides more available contiguous land for development south of the access road.

---

<sup>4</sup> *Final Environmental Assessment, Chicago O'Hare International Airport, World Gateway Program and Other Capital Improvements*, February 8, 2003.

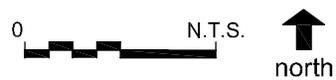


**LEGEND**

-  Elevated Sections
-  Elevated Transition Sections
-  Surface Sections
-  Below Grade Transition Sections
-  Below Grade Sections

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-96



**I-190 Concepts  
Concept 1**