

APPENDIX K

SURFACE TRANSPORTATION AND PARKING

K.1 O'HARE INTERNATIONAL TERMINAL AREA ANALYSIS

To support the air quality and noise analysis components of the Chicago O'Hare International Airport Terminal Area Plan (TAP) and Air Traffic Procedures Environmental Assessment (EA), Mead & Hunt, Inc. (Mead & Hunt) conducted the surface transportation and parking analysis of the Proposed Action. The analysis compiled and documented physical attributes of surface transportation facilities and expected traffic volumes and performed arterial and intersection capacity analyses.

This appendix evaluates the surface transportation of existing and future No Action and Proposed Action Alternatives to evaluate the impacts of the proposed improvements outlined in the EA. The analyses were conducted in two parts: 1) on-airport roadways and terminal areas and 2) off-airport area-wide analysis. The analyses examined two alternatives—the No Action Alternative and the Proposed Action Alternative—under three conditions: Existing Condition, Interim Condition, and Build Out Condition. The data sources and analysis methodology used to develop inputs for the air quality and noise analysis for the EA are summarized below. Throughout this appendix, on-airport roadways refer to roadways within the terminal area owned and maintained by the City of Chicago Department of Aviation (CDA). Off-airport roadways include other roadways in the study area which have other owners and operators such as the City of Chicago, other municipalities, or the State of Illinois.

Study Area

O'Hare is surrounded by a developed surface transportation system that includes regional highways, expressways, major arterial roadways, public transit service, and railways. Access to the airport includes off-airport roadways that feed into on-airport roadways serving a densely developed urban area. In addition, O'Hare provides on-airport ground transportation facilities to employees, visitors, and passengers for access to both on-airport and off-airport areas. On-airport ground transportation services and facilities include the Airport Transit System (ATS), the Chicago Transit Authority (CTA) Blue Line, and various shuttle buses. Off-airport services and facilities include Pace buses, taxi and livery services, Metra, and various transportation network providers (TNP).

The study area for the surface transportation analysis was selected, in consultation with the CDA Airport Operations Division, to capture the area where significant impacts from the Proposed Action are most likely to occur based on existing and future roadway network and traffic patterns. The study area for the surface transportation analysis of this EA is bounded by:

- Irving Park Road to the south,
- West/East Touhy Avenue and I-90 to the north,
- North York Road/South Elmhurst Road to the west, and
- North Mannheim Road to the east.

Exhibit K-1 shows existing intersections/nodes in the study area, while **Exhibit K-2** shows existing transportation facilities at the airport.

Alternative Scenario Descriptions

The surface transportation analyses examined two alternatives—the No Action Alternative and the Proposed Action Alternative—under three conditions: Existing Condition, Interim Condition, and Build Out Condition. This section summarizes the background and proposed project improvements assumed in the surface transportation analysis of the on-airport and off-airport study areas under each scenario.

Existing Condition

The existing conditions of the O'Hare terminal area and the study area roadways match the existing roadway and curbside layouts and configurations as of 2018.

Interim No Action

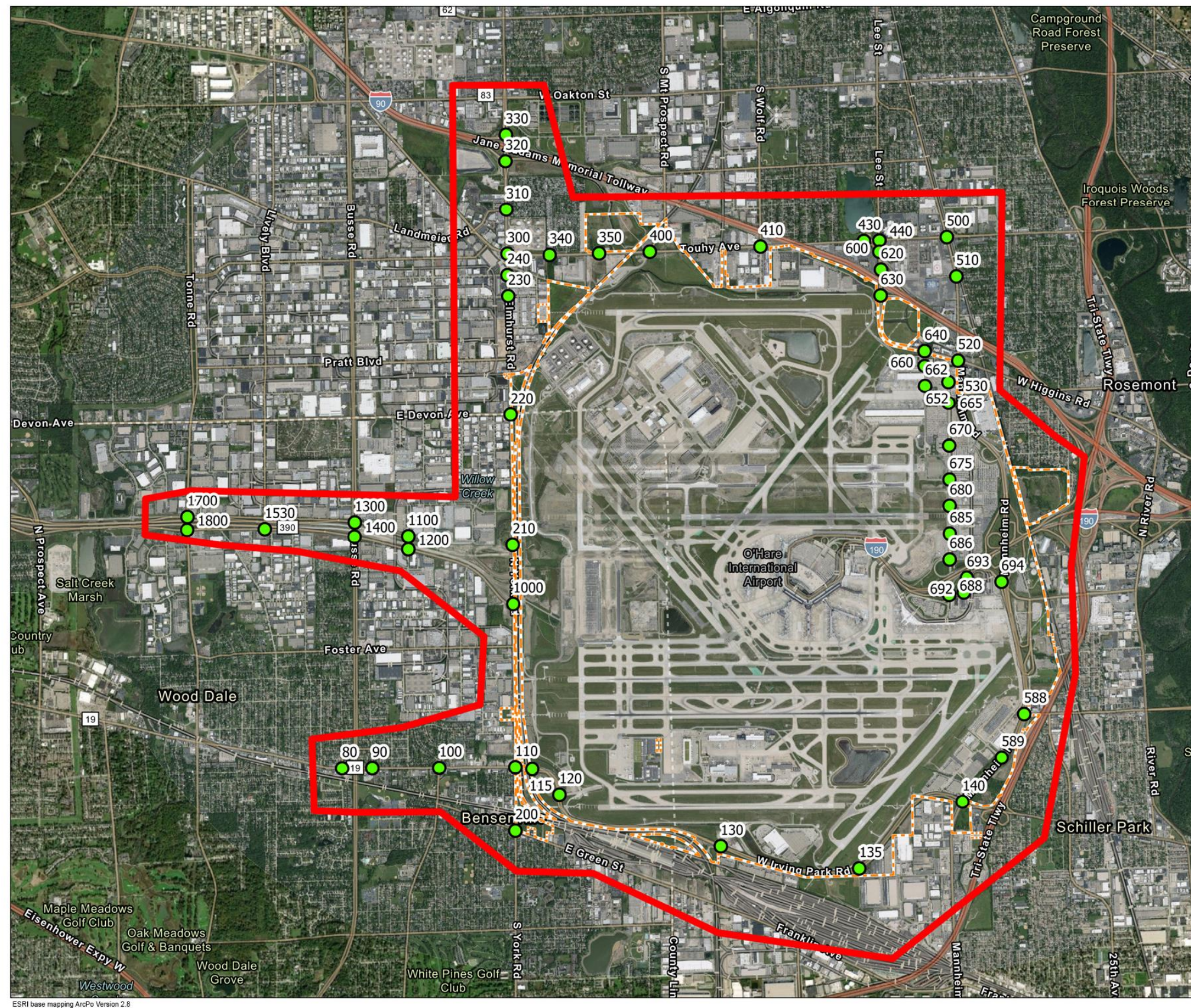
This section summarizes the background improvements to on-airport and off-airport terminal area roadways assumed in the surface transportation analysis by the interim design year 202, regardless of the Proposed Action.

On-Airport




The changes to the terminal area roadways, curbsides, and parking facilities that would be in place by the Interim Condition from the Existing Condition are as follows:

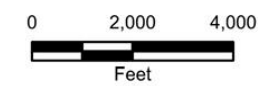
- Terminal 1
 - Lower Level: 330 feet of shuttle pick-up curbside would be converted to private vehicle pick-up area as shuttle facilities move offsite to the O'Hare Multi-Modal Facility (MMF).¹
- Terminal 2
 - Lower Level: 250 feet of shuttle pick-up curbside would be converted to private vehicle pick-up area as shuttle facilities move to the MMF station.
 - Upper Level: 450 feet of TNP (i.e., Uber, Lyft) curbside would be moved to the Hilton Chicago O'Hare Airport frontage, and the curbside space would be repurposed to mixed-use departure drop-off.
- Terminal 3
 - Lower Level: 320 feet of shuttle pick-up curbside would be converted to private vehicle pick-up area as shuttle facilities move offsite to the MMF station.
- Hotel Frontage
 - 730 feet of shuttle pick-up curbside would be moved offsite to the MMF station and repurposed for TNP relocated from Terminal 2. The direction of traffic flow would be reversed from westbound to eastbound.

¹ The MMF is assumed not to be operational for the purpose of the analysis of existing conditions although it opened for use in late 2018. Traffic counts used in the analysis were taken before 2018, prior to the MMF becoming operational.

Chicago O'Hare
International Airport

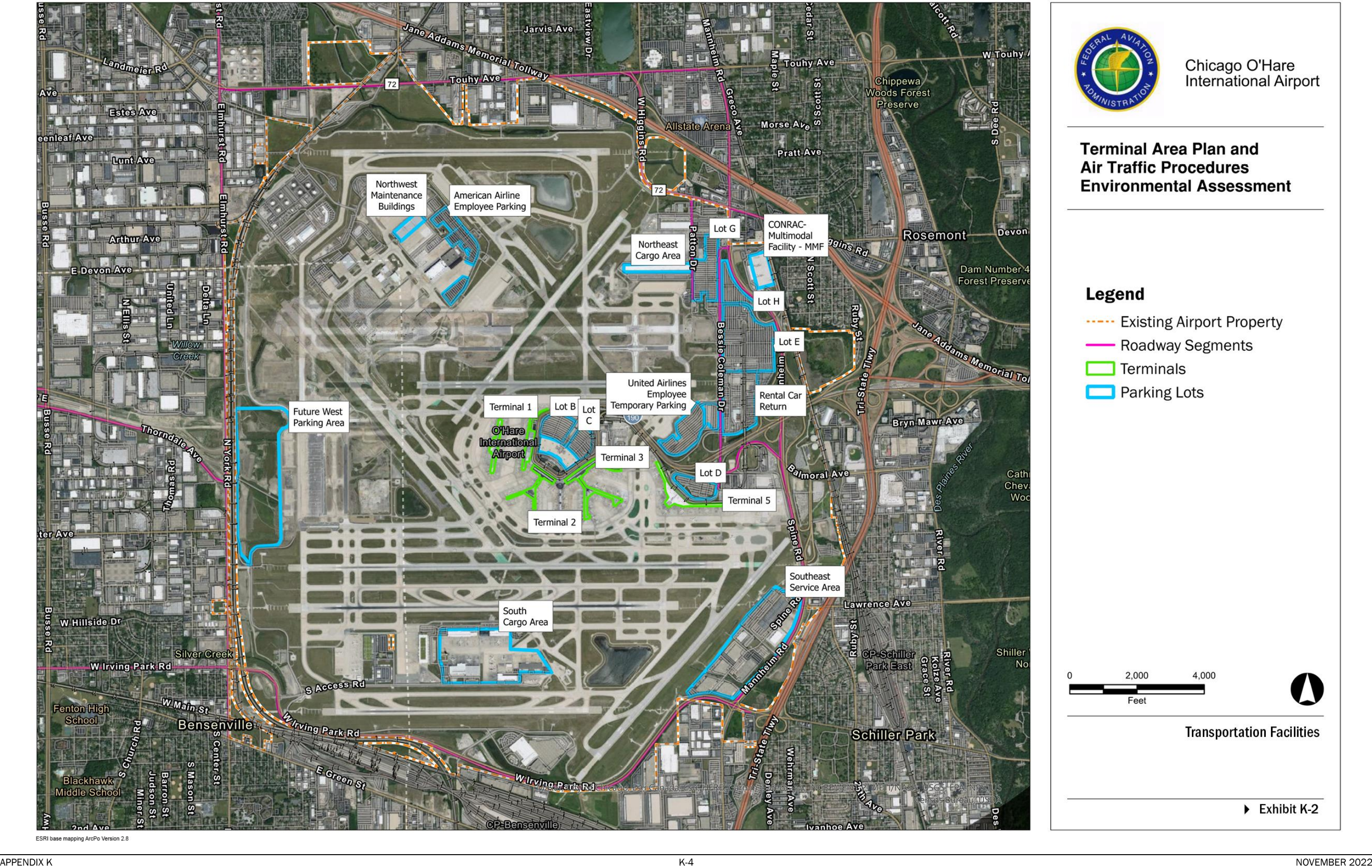
Terminal Area Plan and Air Traffic Procedures Environmental Assessment

-  Intersections / nodes
-  Existing Airport Property
-  Study Area



Study Area – On/Off Airport Intersection Nodes

► Exhibit K-1



- Terminal 5
 - Upper level: 263 feet of charter bus pick-up curbside would be converted to private vehicle pick-up area as shuttle facilities move offsite to the MMF station.
- Public Parking Facilities
 - Lot E (Economy) would be converted from public parking to airport employee parking.
 - Rental car lot would be converted to mixed use of rental car storage and public parking.
 - MMF¹ Station parking garage:
 - 2,734 spaces would open on levels 1 through 3 for rental car storage.
 - 5,466 spaces would open on levels 4 through 9 for public use.
- Employee Parking Facilities
 - United Airlines:
 - Temporary lot located on east side of airport near CVA lot: 3,951 spaces
 - American Airlines:
 - Guard Post 1 – Northwest maintenance buildings and American Airlines parking: 3,732 spaces
 - Delta and other airlines:
 - Delta employee parking would be in the southeast service area: 1,600 spaces.
 - Other airline employee parking would be in Lot H: 1,207 spaces.

Off-Airport

Changes to the off-airport roadway network between Existing and the Interim No Action Alternative are detailed below:

- The new I-90 interchange at Lee Street would provide an off-ramp from eastbound I-90
- Ramp would be widened from one to two lanes from the intersection of Bessie Coleman Drive/Terminal 5 and Balmoral Avenue/West O'Hare Avenue to I-190 eastbound.

Interim Proposed Action

The Interim Proposed Action includes all on-airport and off-airport improvements described in the Interim No Action including the following improvements under the Proposed Action.

On-Airport

Additional improvements associated with the Proposed Action to on-airport facilities under the Interim Proposed Action would include:

- Public Parking Facility
 - Lot D (Terminal 5 – International): Phase One of the newly constructed parking garage would be expected to open. The new parking garage would include seven levels and provide 2,600

parking spaces. Another 500 parking spaces would be available in the completed adjacent surface lot.

Off-Airport

Under the Interim Proposed Action, no geometric changes would be made to the off-airport roadway network with construction of the Proposed Action.

Build Out No Action

The Build Out No Action assumes all on-airport and off-airport improvements described in the Interim No Action Alternative regardless of the Proposed Action.

On-Airport

No additional background improvements to the on-airport surface transportation network or parking lots would result in the build out year as compared to interim year.

Off-Airport

The Build Out No Action represents all geometric changes and new roadways to be constructed by 2032 without the changes to traffic patterns and traffic volumes caused by the Proposed Action. The traffic models contain all changes to the roadway network that would occur between the Interim and Build Out Conditions, as detailed below:²

- I-490 would be complete, connecting I-294 to I-94 on the west side of the airport. I-490 would merge with West Irving Park Road west of Taft Avenue, then continue north along the west side of the airport, connecting to I-90 near mile marker 74.4.
- Old Higgins Road would be realigned to its intersection with Estes Avenue at Elmhurst Road to the west and would be extended north, east of the Super 8 motel, to intersect with West Touhy Avenue. It would be a four-lane road with two lanes in each direction. The intersections at Elmhurst Road and Touhy Avenue would be signalized. Westbound lefts would be removed from the intersection of Elmhurst Road and West Touhy Avenue, and traffic bound for southbound Elmhurst Road from westbound West Touhy Avenue would be redirected through Old Higgins Road.
- Mount Prospect Road would be realigned to run perpendicular to Touhy Avenue at their intersection.
- The Elgin-O'Hare Tollway (IL-390), which would connect to I-490, would provide direct access to the western employee parking facilities of the airport as well as ramp connections to South Elmhurst Road and York Road.
- Improvements on I-190 between the O'Hare terminals and I-90 would include "Chicago only" lanes, a new collector-distributor road west of Bessie Coleman Drive, and updated pavement and geometrics for the eastbound direction. In the westbound direction, additional flyovers would be constructed to improve outdated geometrics and reduce conflicts between entering/exiting traffic.

² There has been a two-year shift in the construction schedule of the project from the originally anticipated 2023 Interim Proposed Action and 2030 Build Out Proposed Action to a 2025 Interim Proposed Action and 2032 Build Out Proposed Action. The 2018 Existing Condition served as the baseline for the analysis presented in the EA.

Build Out Proposed Action

The Build Out Proposed Action assumes all on-airport and off-airport improvements described in the Build Out No Action Alternative including the following improvements proposed under the Proposed Action.

On-Airport

The Build Out Proposed Action represents the total completion of all Proposed Action project phases. The changes to the terminal roadways, curbsides, and parking facilities from the Build Out Proposed Action are detailed below.

- Public Parking Facilities
 - Lot D (Terminal 5 – International): Phase Two of the parking garage construction at Terminal 5 would be completed, expanding the Phase One Garage to add another 1,200 spaces. The complete construction of the garage would provide 3,800 spaces, and the surface lot would provide 500 spaces, for a total of 4,300 public parking spaces at Terminal 5.
 - Taxi Holding Area: A total of 12,000 square feet of pavement would be added to the taxi holding area, designated for public parking, which would provide an additional 67 spaces to the existing lot for a total of 827 spaces.
- Employee Parking Facilities
 - Construction of the Western Employee Parking Terminal and Screening facility (WESF) would provide 14,000 total spaces to be divided among employees of United, American, Delta, and other airlines. A bus terminal would provide service to the terminals from the parking garage. Division of spaces by airline is detailed as follows:
 - United Airlines: 4,377 spaces,
 - American Airlines: 4,134 spaces, and
 - Delta and other airlines: 1,337 spaces.

Off-Airport

The Build Out Proposed Action scenario represents all geometric changes and new roadways to be constructed by 2032. The roadway changes between the No Action and Proposed Action Alternatives are detailed as follows:

- The exit from Terminal 5 would be realigned and widened to five lanes. An overpass over West O'Hare Avenue would provide direct access to I-190 EB from Terminal 5, bypassing the intersection of West O'Hare Avenue and Bessie Coleman Drive. There would be no ramp to I-190 from the intersection. The ramp to I-190 would branch off to connect to West O'Hare Avenue.

K.2 ON-AIRPORT TERMINAL ANALYSIS

This section documents the data sources and methodology used in the surface transportation analysis of the on-airport terminal roadways in support of the noise and air quality analyses. The on-airport roadway analyses included the operations of curbside roadways at each terminal, on-airport roadways connecting the various airport facilities, and parking lots, as well as operational profiles.

K.2.1 Curbside Analysis

The surface transportation curbside analysis included the two-level terminal curbside roadways serving domestic terminals (Terminal 1, Terminal 2, and Terminal 3) and the international terminal (Terminal 5). The curbside analysis documented the following elements by zone in each alternative:

- Curbside length,
- Posted speed limit,
- Vehicle types by zone,
- Average Daily Traffic (ADT),
- AM and PM peak hour volumes, and
- AM and PM peak hour average dwell time.

Physical characteristics along the curbside roadways, including zone size, use, and posted speed limits, were compiled from previous studies provided by the CDA and field-verified using aerial and street view imagery.

Baseline ADT volumes passing through each curbside zone were developed by balancing existing ADT count data (provided by the CDA) throughout the upper and lower levels of terminal roadways. Once the balanced existing conditions volumes were established, ADTs for future No Action and Proposed Action alternatives were developed. Future landside demand, which included future passenger flight schedules and Vissim models of the future year scenarios, was provided by Ricondo & Associates, Inc. (Ricondo, aviation consultant) and the CDA. The future landside demand data was reviewed and used to determine the future Interim and Build Out design year ADTs.

Peak hour specific dwell time and volume demand data for each curbside zone in Terminals 1, 2, 3, and 5 was extracted from Vissim models of each alternative developed by Ricondo and provided by the CDA. In addition to the Vissim models, the CDA also provided an accompanying calibration memorandum and field data, which was used to validate the model inputs along with a visual inspection of the model simulations. After thorough review of the models and background assumptions, the AM and PM peak hour dwell time and demand volume data for each zone was post-processed from the simulations by vehicle type. Vehicle type data was aggregated as necessary for zones serving multiple vehicle types.

Table K-1 provides the Existing Condition data, while **Tables K-2** through **K-5** list the curbside data collected from the CDA and the Vissim Models for the Interim No Action, Build Out No Action, Interim Proposed Action, and Build Out Proposed Action.

TABLE K-1
EXISTING CONDITION TERMINAL CURBSIDE DATA

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (Feet) | AM Peak Hour Vehicles | AM Average Dwell Time (Seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (Seconds) | Existing Condition ADT |
|--------------------------|-------------------------------------|--|---------------------------|-------------------------------|------------------------------|--|------------------------------|--|-------------------------------|
| Terminal 1 - Lower Level | Private Vehicle Pick-up, Rental | | 35 MPH | 600 | 97 | 106 | 236 | 106 | 18,718 |
| Terminal 2 - Lower Level | Private Vehicle Pick-up, Rental | | 35 MPH | 500 | 0 | 106 | 137 | 106 | 14,048 |
| Terminal 3 - Lower Level | Private Vehicle Pick-up, Rental | | 35 MPH | 600 | 126 | 106 | 253 | 30 | 24,868 |
| Terminal 5 - Lower Level | Private Vehicle Pick-up, Rental | | 30 MPH | 446 | 188 | 92 | 202 | 94 | 1,624 |
| Hotel Road | Shuttle Bus Center | Off-airport Rental Car Shuttles, Hotel/Motel Courtesy Shuttles, Off-airport Parking Shuttles, and Charter Buses Pick-up and Drop-off | 20 MPH | 730 | 54 | 79 | 49 | 169 | 3,150 |
| Terminal 1 - Lower Level | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | 35 MPH | 330 | 73 | 83 | 76 | 83 | 802 |
| Terminal 2 - Lower Level | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | 35 MPH | 250 | 73 | 83 | 80 | 83 | 5,679 |
| Terminal 3 - Lower Level | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | 35 MPH | 320 | 0 | 83 | 79 | 83 | 0 |
| Terminal 1 - Lower Level | Taxi Pick-up | | 35 MPH | 380 | 46 | 106 | 272 | 30 | 267 |
| Terminal 2 - Lower Level | Taxi Pick-up | | 35 MPH | 390 | 0 | - | 271 | 30 | 1,196 |
| Terminal 3 - Lower Level | Taxi Pick-up | | 35 MPH | 375 | 59 | 30 | 274 | 30 | 936 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (Feet) | AM Peak Hour Vehicles | AM Average Dwell Time (Seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (Seconds) | Existing Condition ADT |
|--|---|---|---------------------------|-------------------------------|------------------------------|--|------------------------------|--|-------------------------------|
| Terminal 5 - Lower Level first location | Taxi Pick-up | | 30 MPH | 273 | 11 | 30 | 150 | 30 | 1,344 |
| Terminal 5 - Lower Level second location | Taxi Pick-up | | 30 MPH | 165 | 3 | 20 | 34 | 20 | |
| Terminal 1 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 700 | 43 | 105 | 63 | 112 | 6,952 |
| Terminal 2 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 780 | 0 | 85 | 39 | 103 | 8,967 |
| Terminal 3 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 1,025 | 45 | 125 | 61 | 125 | 936 |
| Terminal 5 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 30 MPH | 100 | 9 | 115 | 43 | 115 | 1,904 |
| Terminal 1 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 340 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 2 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 400 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 3 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 750 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 5 - Lower Level | Go Airport Express Pick-up | | 30 MPH | 62 | 0 | 1,200 | 0 | 1,200 | 168 |
| Terminal 5 - Lower Level | Charter Bus Pick-up | Charter Buses- Pick-up and Drop-off | 30 MPH | 263 | 0 | 186 | 0 | 186 | 5,600 |
| Terminal 1 - Upper Level | Private, Rental | | 20 MPH | 660 | 3,432 | 35 | 782 | 39 | 4,878 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 998 |
| | Taxi Pick-up | | | | | | | | 1,330 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (Feet) | AM Peak Hour Vehicles | AM Average Dwell Time (Seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (Seconds) | Existing Condition ADT |
|--|---|---|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|------------------------|
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 3,769 |
| | Go Airport Express Pick-up | | | | | | | | 111 |
| Terminal 1, 2 - Upper Level | TNP | Transportation Network Provider (TNP) | 20 MPH | 200 | 54 | 106 | 185 | 106 | |
| Terminal 2 - Upper Level | Private, Rental | | 20 MPH | 730 | 377 | 69 | 230 | 70 | 5,100 |
| | Multimodal Facility Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 2,550 |
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 2,772 |
| | Go Airport Express Pick-up | | | | | | | | 333 |
| Terminal 2, 3 - Upper Level | TNP | Transportation Network Provider (TNP) | 20 MPH | 255 | 36 | 106 | 129 | 106 | |
| Terminal 3 - Upper Level | Private, Rental | | 20 MPH | 1,010 | 576 | 78 | 492 | 68 | 6,652 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 6,652 |
| | Taxi Pick-up | | | | | | | | 3,104 |
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 333 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level first section | Private, Rental | | 30 MPH | 92 | 161 | 152 | 171 | 160 | 488 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 81 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (Feet) | AM Peak Hour Vehicles | AM Average Dwell Time (Seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (Seconds) | Existing Condition ADT |
|---|---|---|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|------------------------|
| | Taxi Pick-up | | | | | | | | 81 |
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 52 |
| | Go Airport Express Pick-up | | | | | | | | 104 |
| Terminal 5 - Upper Level second section | Private, Rental | | 30 MPH | 92 | 161 | 152 | 171 | 160 | 488 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 81 |
| | Taxi Pick-up | | | | | | | | 81 |
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 52 |
| | Go Airport Express Pick-up | | | | | | | | 104 |
| Terminal 5 - Upper Level third section | Private, Rental | | 30 MPH | 92 | 161 | 152 | 171 | 160 | 488 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 81 |
| | Taxi Pick-up | | | | | | | | 81 |
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 52 |
| | Go Airport Express Pick-up | | | | | | | | 104 |
| Terminal 5 - Upper Level fourth section | Private, Rental | | 30 MPH | 92 | 161 | 152 | 171 | 160 | 488 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 81 |
| | Taxi Pick-up | | | | | | | | 81 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (Feet) | AM Peak Hour Vehicles | AM Average Dwell Time (Seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (Seconds) | Existing Condition ADT |
|---|---|---|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|------------------------|
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 52 |
| | Go Airport Express Pick-up | | | | | | | | 104 |
| Terminal 5 - Upper Level fourth section | Private, Rental | | 30 MPH | 92 | 161 | 152 | 171 | 160 | 488 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 81 |
| | Taxi Pick-up | | | | | | | | 81 |
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 52 |
| | Go Airport Express Pick-up | | | | | | | | 104 |
| Terminal 5 - Upper Level fifth section | Private, Rental | | 30 MPH | 92 | 161 | 152 | 171 | 160 | 488 |
| | Multimodal Facility/Shuttle Pick-up | Charter, Shuttle, Door- to-Door, Courtesy | | | | | | | 81 |
| | Taxi Pick-up | | | | | | | | 81 |
| | Limousine and Uber Black/Livery Pick-up | | | | | | | | 52 |
| | Go Airport Express Pick-up | | | | | | | | 104 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

TABLE K-2
INTERIM NO ACTION - TERMINAL CURBSIDE DATA

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim No Action ADT |
|--|--------------------------------------|---|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------|
| Terminal 1 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 930 | 82 | 106 | 314 | 106 | 12,788 |
| Terminal 2 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 750 | 0 | 106 | 159 | 106 | 9,951 |
| Terminal 3 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 600 | 102 | 106 | 287 | 106 | 20,516 |
| Terminal 5 - Lower Level | Private Vehicle Pick-up | | 30 MPH | 709 | 54 | 96 | 228 | 96 | 2,126 |
| Terminal 5 - Lower Level | Transportation Network Pick-up (TNP) | | 30 MPH | 709 | 29 | 96 | 198 | 96 | 76 |
| Hotel Road | Transportation Network Pick-up (TNP) | Off-airport Rental Car Shuttles, Hotel/ Motel Courtesy Shuttles, Off-airport Parking Shuttles, and Charter Buses Pick-up and Drop-off | 20 MPH | 730 | 99 | 106 | 363 | 106 | 3,300 |
| Terminal 1 - Lower Level | Taxi Pick-up | | 35 MPH | 380 | 18 | 20 | 119 | 20 | 320 |
| Terminal 2 - Lower Level | Taxi Pick-up | | 35 MPH | 390 | 0 | 20 | 61 | 20 | 1,731 |
| Terminal 3 - Lower Level | Taxi Pick-up | | 35 MPH | 1,125 | 22 | 20 | 110 | 20 | 772 |
| Terminal 5 - Lower Level first location | Taxi Pick-up | | 30 MPH | 273 | 0 | 20 | 40 | 20 | 911 |
| Terminal 5 - Lower Level second location | Taxi Pick-up | | 30 MPH | 165 | 4 | 20 | 0 | 20 | 911 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim No Action ADT |
|--------------------------|--|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------|
| Terminal 1 - Lower Level | Limousine and Uber Black/ Livery Pick-up | | 35 MPH | 700 | 29 | 125 | 71 | 125 | 8,312 |
| Terminal 2 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 780 | 0 | 125 | 31 | 125 | 12,979 |
| Terminal 3 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 1,025 | 34 | 125 | 65 | 125 | 772 |
| Terminal 5 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 30 MPH | 100 | 16 | 115 | 21 | 115 | 2,582 |
| Terminal 1 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 340 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 2 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 400 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 3 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 750 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 5 - Lower Level | Go Airport Express Pick-up | | 30 MPH | 62 | 0 | 1,200 | 0 | 1,200 | 76 |
| Terminal 1 - Upper Level | Private, Rental | | 20 MPH | 860 | 3,611 | 68 | 808 | 68 | 4,885 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 1,430 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 4,051 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 2 - Upper Level | Private, Rental | | 20 MPH | 730 | 327 | 69 | 167 | 74 | 4,374 |
| | Multimodal/Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 2,959 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 3,216 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| | Private, Rental | | 20 MPH | 1,265 | 1,644 | 67 | 446 | 67 | 7,383 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim No Action ADT |
|---|-------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------|
| Terminal 3 - Upper Level | Multimodal/Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 3,445 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 369 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level first section | Private, Rental | | 30 MPH | 92 | 441 | 155 | 209 | 157 | 388 |
| | Multimodal/Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level second section | Private, Rental | | 30 MPH | 92 | 441 | 155 | 209 | 157 | 388 |
| | Multimodal/Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level third section | Private, Rental | | 30 MPH | 92 | 441 | 155 | 209 | 157 | 388 |
| | Multimodal/Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level fourth section | Private, Rental | | 30 MPH | 92 | 441 | 155 | 209 | 157 | 388 |
| | Multimodal/Shuttle Pick-up | Moves to MMF | | | | | | | 0 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim No Action ADT |
|--|-------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------|
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level fifth section | Private, Rental | | 30 MPH | 92 | 441 | 155 | 209 | 157 | 388 |
| | Multimodal/Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: Go Airport Express is a shared van service that pairs passengers headed in the same general direction into vans holding 9-15 passengers to reduce cost per passenger compared to a single-party vehicle. These values are anticipated to be very low, as they are low-volume, long-dwelling modes that may have entered the roadway network prior to the start of the peak hour model.

Private vehicle and limo pick-up at Terminal 2/OGT in the AM Peak hour are zero because no flights arrive at Terminal 2/OGT in the early morning peak hours.

TABLE K-3
BUILD OUT NO ACTION – TERMINAL CURBSIDE DATA

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out No Action ADT |
|--|--------------------------------------|--|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------|
| Terminal 1 – Lower Level | Private Vehicle Pick-up | | 35 MPH | 930 | 121 | 106 | 379 | 106 | 16,157 |
| Terminal 2 – Lower Level | Private Vehicle Pick-up | | 35 MPH | 750 | 0 | 106 | 151 | 106 | 12,569 |
| Terminal 3 – Lower Level | Private Vehicle Pick-up | | 35 MPH | 600 | 165 | 106 | 271 | 106 | 25,919 |
| Terminal 5 – Lower Level | Private Vehicle Pick-up | | 30 MPH | 709 | 16 | 115 | 319 | 95 | 2,458 |
| Terminal 5 – Lower Level | Transportation Network Pick-up (TNP) | | 30 MPH | 709 | 0 | 157 | 350 | 78 | 88 |
| Hotel Road | Transportation Network Pick-up (TNP) | Off-airport Rental Car Shuttles, Hotel/Motel Courtesy Shuttles, Off-airport Parking Shuttles, and Charter Buses Pick-up and drop-off | 20 MPH | 730 | 153 | 157 | 385 | 106 | 3,690 |
| Terminal 1 – Lower Level | Taxi Pick-up | | 35 MPH | 380 | 27 | 20 | 144 | 20 | 404 |
| Terminal 2 – Lower Level | Taxi Pick-up | | 35 MPH | 390 | 0 | 20 | 58 | 20 | 2,186 |
| Terminal 3 – Lower Level | Taxi Pick-up | | 35 MPH | 1,125 | 36 | 20 | 103 | 20 | 975 |
| Terminal 5 – Lower Level first location | Taxi Pick-up | | 30 MPH | 273 | 0 | 20 | 0 | 20 | 1,054 |
| Terminal 5 – Lower Level second location | Taxi Pick-up | | 30 MPH | 165 | 23 | 20 | 57 | 20 | 1,054 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out No Action ADT |
|--------------------------|---|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------|
| Terminal 1 – Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 700 | 44 | 125 | 87 | 125 | 10,502 |
| Terminal 2 – Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 780 | 0 | 125 | 30 | 125 | 16,395 |
| Terminal 3 – Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 1,025 | 55 | 125 | 60 | 125 | 975 |
| Terminal 5 – Lower Level | Limousine and Uber Black/Livery Pick-up | | 30 MPH | 100 | 16 | 115 | 69 | 115 | 2,985 |
| Terminal 1 – Lower Level | Go Airport Express Pick-up | | 35 MPH | 340 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 2 – Lower Level | Go Airport Express Pick-up | | 35 MPH | 400 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 3 – Lower Level | Go Airport Express Pick-up | | 35 MPH | 750 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 5 – Lower Level | Go Airport Express Pick-up | | 30 MPH | 62 | 0 | 1,200 | 0 | 1,200 | 88 |
| Terminal 1 – Upper Level | Private, Rental | | 20 MPH | 860 | 4,055 | 35 | 899 | 86 | 5,395 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 1,579 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 4,474 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| | Private, Rental | | 20 MPH | 730 | 441 | 69 | 246 | 95 | 4,830 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out No Action ADT |
|---|--------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------|
| Terminal 2 – Upper Level | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 3,267 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 3,551 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 3 – Upper Level | Private, Rental | | 20 MPH | 1265 | 1925 | 67 | 576 | 90 | 8,152 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 3,804 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 408 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 – Upper Level first section | Private, Rental | | 30 MPH | 92 | 903 | 100 | 678 | 99 | 472 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 94 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 60 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 – Upper Level second section | Private, Rental | | 30 MPH | 92 | 903 | 100 | 678 | 99 | 472 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 94 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 60 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out No Action ADT |
|---|--------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------|
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 – Upper Level third section | Private, Rental | | 30 MPH | 92 | 903 | 100 | 678 | 99 | 472 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 94 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 60 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 – Upper Level fourth section | Private, Rental | | 30 MPH | 92 | 903 | 100 | 678 | 99 | 472 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 94 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 60 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 – Upper Level fifth section | Private, Rental | | 30 MPH | 92 | 903 | 100 | 678 | 99 | 472 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 94 |
| | Limousine/ Uber/Livery Pick-up | | | | | | | | 60 |
| | Go Airport Express Pick-up | | | | | | | | 0 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: Go Airport Express is a shared van service that pairs passengers headed in the same general direction into vans holding 9-15 passengers to reduce cost per passenger compared to a single-party vehicle. These values are anticipated to be very low, as they are low-volume, long-dwelling modes that may have entered the roadway network prior to the start of the peak hour model.

Private vehicle and limo pick-up at Terminal 2/OGT in the AM Peak hour are zero because no flights arrive at Terminal 2/OGT in the early morning peak hours.

TABLE K-4
INTERIM PROPOSED ACTION - TERMINAL CURBSIDE DATA

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim Proposed Action ADT |
|--|---|-------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------------|
| Terminal 1 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 930 | 113 | 106 | 310 | 106 | 12,788 |
| Terminal 2 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 750 | 0 | 0 | 156 | 106 | 9,951 |
| Terminal 3 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 920 | 125 | 106 | 287 | 106 | 20,516 |
| Terminal 5 - Lower Level | Private Vehicle Pick-up | | 30 MPH | 709 | 105 | 96 | 224 | 96 | 2,126 |
| Terminal 5 - Lower Level | Transportation Network Pick-up (TNP) | | 30 MPH | 75 | 105 | 27 | 206 | 93 | 76 |
| Hotel Road | Transportation Network Pick-up (TNP) | | 20 MPH | 730 | 129 | 106 | 356 | 106 | 2,417 |
| Terminal 1 - Lower Level | Taxi Pick-up | | 35 MPH | 380 | 25 | 20 | 138 | 20 | 320 |
| Terminal 2 - Lower Level | Taxi Pick-up | | 35 MPH | 390 | 0 | 0 | 0 | 0 | 1,731 |
| Terminal 3 - Lower Level | Taxi Pick-up | | 35 MPH | 375 | 27 | 20 | 127 | 20 | 772 |
| Terminal 5 - Lower Level first location | Taxi Pick-up | | 30 MPH | 273 | 0 | 20 | 177 | 20 | 911 |
| Terminal 5 - Lower Level second location | Taxi Pick-up | | 30 MPH | 165 | 43 | 20 | 126 | 20 | 911 |
| Terminal 1 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 700 | 41 | 125 | 70 | 125 | 8,312 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim Proposed Action ADT |
|--------------------------|---|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------------|
| Terminal 2 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 780 | 0 | 125 | 32 | 125 | 12,979 |
| Terminal 3 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 1,025 | 41 | 125 | 67 | 125 | 772 |
| Terminal 5 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 30 MPH | 100 | 36 | 115 | 50 | 115 | 2,582 |
| Terminal 1 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 340 | 0 | 1,200 | 0 | 1,200 | 639 |
| Terminal 2 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 400 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 3 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 750 | 0 | 1,200 | 0 | 1,200 | 0 |
| Terminal 5 - Lower Level | Go Airport Express Pick-up | | 30 MPH | 62 | 0 | 1,200 | 0 | 1,200 | 76 |
| Terminal 1 - Upper Level | Private, Rental | | 20 MPH | 860 | 3,402 | 67 | 752 | 67 | 4,885 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 1,430 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 4,051 |
| | Go Airport Express Pick-up | | | | | | | | 834 |
| Terminal 2 - Upper Level | Private, Rental | | 20 MPH | 730 | 307 | 67 | 153 | 67 | 4,374 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 2,959 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 3,216 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim Proposed Action ADT |
|---|--------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------------|
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 3 - Upper Level | Private, Rental | | 20 MPH | 1,265 | 1,667 | 66 | 450 | 67 | 7,383 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 3,445 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 369 |
| | Go Airport Express Pick-up | | | | | | | | 123 |
| Terminal 5 - Upper Level first section | Private, Rental | | 30 MPH | 92 | 266 | 108 | 135 | 107 | 388 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level second section | Private, Rental | | 30 MPH | 92 | 266 | 108 | 135 | 107 | 388 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level third section | Private, Rental | | 30 MPH | 92 | 266 | 108 | 135 | 107 | 388 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Interim Proposed Action ADT |
|---|--------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------------|
| Terminal 5 - Upper Level fourth section | Private, Rental | | 30 MPH | 92 | 266 | 108 | 135 | 107 | 388 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level fifth section | Private, Rental | | 30 MPH | 92 | 266 | 108 | 135 | 107 | 388 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 78 |
| | Limousine/Uber /Livery Pick-up | | | | | | | | 49 |
| | Go Airport Express Pick-up | | | | | | | | 0 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: Go Airport Express is a shared van service that pairs up passengers headed in the same general direction into vans holding 9-15 passengers to reduce cost per passenger compared to a single-party vehicle. These values are anticipated to be very low, as they are low-volume, long-dwelling modes that may have entered the roadway network prior to the start of the peak hour model.

Private vehicle and limo pick-up at Terminal 2/OGT in the AM Peak hour are zero because no flights arrive at Terminal 2/OGT in the early morning peak hours.

Terminal 5 – Upper Level will have an inner and outer curbside. Based on the Vissim models, there will be 32.35% on the outer section and 67.65% on the inner section.

The ADT for TNP came from the White Paper (developed by Ricondo for the CDA for Chicago O'Hare International Airport, May 2019), page 50, in which a 2018 count was performed and the range of daily trips estimated between 1,800 and 2,500. For this study, a value of 2,200 ADT will be used for the Existing Condition volume. A 1.9% growth factor is used to grow the Existing Condition to the Build Out Condition ADT ($2,200 * 1.9 = 4,180$).

TABLE K-5
BUILD OUT PROPOSED ACTION - TERMINAL CURBSIDE DATA

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out Proposed Action ADT |
|--|---|-------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------------|
| Terminal 1 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 930 | 114 | 106 | 363 | 102 | 15,577 |
| Terminal 2 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 750 | 0 | 0 | 180 | 106 | 12,117 |
| Terminal 3 - Lower Level | Private Vehicle Pick-up | | 35 MPH | 920 | 122 | 106 | 326 | 106 | 24,989 |
| Terminal 5 - Lower Level | Private Vehicle Pick-up | | 30 MPH | 709 | 49 | 94 | 240 | 96 | 3,366 |
| Terminal 5 - Lower Level | Transportation Network Pick-up (TNP) | | 30 MPH | 75 | 49 | 94 | 240 | 96 | 120 |
| Hotel Road | Transportation Network Pick-up (TNP) | | 20 MPH | 730 | 125 | 106 | 381 | 106 | 2,757 |
| Terminal 1 - Lower Level | Taxi Pick-up | | 35 MPH | 380 | 25 | 20 | 138 | 20 | 389 |
| Terminal 2 - Lower Level | Taxi Pick-up | | 35 MPH | 390 | 0 | 0 | 0 | 0 | 2,107 |
| Terminal 3 - Lower Level | Taxi Pick-up | | 35 MPH | 375 | 27 | 20 | 127 | 20 | 940 |
| Terminal 5 - Lower Level first location | Taxi Pick-up | | 30 MPH | 273 | 0 | 0 | 177 | 20 | 1,443 |
| Terminal 5 - Lower Level second location | Taxi Pick-up | | 30 MPH | 165 | 43 | 20 | 0 | 0 | 1,443 |
| Terminal 1 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 700 | 41 | 125 | 83 | 125 | 10,125 |
| Terminal 2 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 780 | 0 | 0 | 38 | 125 | 15,805 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out Proposed Action ADT |
|--------------------------|---|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------------|
| Terminal 3 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 35 MPH | 1,025 | 41 | 125 | 75 | 125 | 940 |
| Terminal 5 - Lower Level | Limousine and Uber Black/Livery Pick-up | | 30 MPH | 100 | 36 | 115 | 50 | 115 | 4,087 |
| Terminal 1 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 340 | 0 | 0 | 0 | 0 | 779 |
| Terminal 2 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 400 | 0 | 0 | 0 | 0 | 0 |
| Terminal 3 - Lower Level | Go Airport Express Pick-up | | 35 MPH | 750 | 0 | 0 | 0 | 0 | 0 |
| Terminal 5 - Lower Level | Go Airport Express Pick-up | | 30 MPH | 62 | 0 | 0 | 0 | 0 | 120 |
| Terminal 1 - Upper Level | Private, Rental | | 20 MPH | 860 | 3,404 | 34 | 709 | 79 | 4,858 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 1,422 |
| | Limousine/Uber/ Livery Pick-up | | | | | | | | 4,029 |
| | Go Airport Express Pick-up | | | | | | | | 829 |
| Terminal 2 - Upper Level | Private, Rental | | 20 MPH | 730 | 305 | 67 | 145 | 116 | 4,349 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 2,942 |
| | Limousine/Uber/ Livery Pick-up | | | | | | | | 3,198 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 3 - Upper Level | Private, Rental | | 20 MPH | 1,265 | 1609 | 67 | 425 | 67 | 7,341 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out Proposed Action ADT |
|---|-------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------------|
| | Taxi Pick-up | | | | | | | | 3,426 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 367 |
| | Go Airport Express Pick-up | | | | | | | | 122 |
| Terminal 5 - Upper Level first section | Private, Rental | | 30 MPH | 92 | 738 | 154 | 219 | 155 | 535 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 107 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 68 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level second section | Private, Rental | | 30 MPH | 92 | 738 | 154 | 219 | 155 | 535 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 107 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 68 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level third section | Private, Rental | | 30 MPH | 92 | 738 | 154 | 219 | 155 | 535 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 107 |
| | Limousine/Uber/Livery Pick-up | | | | | | | | 68 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| | Private, Rental | | 30 MPH | 92 | 738 | 154 | 219 | 155 | 535 |

| Location | Vehicle Type | Description | Posted Speed Limit | Curbside Length (feet) | AM Peak Hour Vehicles | AM Average Dwell Time (seconds) | PM Peak Hour Vehicles | PM Average Dwell Time (seconds) | Build Out Proposed Action ADT |
|--|--------------------------------|--------------|--------------------|------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-------------------------------|
| Terminal 5 - Upper Level fourth section | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 107 |
| | Limousine/Uber/ Livery Pick-up | | | | | | | | 68 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level fifth section | Private, Rental | | 30 MPH | 92 | 738 | 154 | 219 | 155 | 535 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 107 |
| | Limousine/Uber/ Livery Pick-up | | | | | | | | 68 |
| | Go Airport Express Pick-up | | | | | | | | 0 |
| Terminal 5 - Upper Level new outer section | Private, Rental | | 30 MPH | 650 | 352 | 154 | 105 | 155 | 1,277 |
| | Multimodal/ Shuttle Pick-up | Moves to MMF | | | | | | | 0 |
| | Taxi Pick-up | | | | | | | | 255 |
| | Limousine/Uber/ Livery Pick-up | | | | | | | | 163 |
| | Go Airport Express Pick-up | | | | | | | | 0 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: Go Airport Express is a shared van service that pairs up passengers headed in the same general direction into vans holding 9–15 passengers to reduce cost per passenger compared to a single-party vehicle. These values are anticipated to be very low, as they are low-volume, long-dwelling modes that may have entered the roadway network prior to the start of the peak hour model.

Private vehicle and limo pick-up at Terminal 2/OGT in the AM Peak hour are zero because no flights arrive at Terminal 2/OGT in the early morning peak hours.

The ADT for TNP came from the White Paper (developed by Ricondo for the CDA for Chicago O'Hare International Airport, May 2019), page 50, in which a 2018 count was performed and the range of daily trips estimated between 1,800 and 2,500. For this study, a value of 2,200 ADT will be used for Existing Condition volume. A 1.9% growth factor is used to grow the Existing Condition to Build Out Condition ADT ($2,200 * 1.9 = 2,757$).

K.2.2 Terminal Roadway Analysis

The surface transportation terminal roadway analysis covers the on-airport roadways that provide access to the air cargo facilities, maintenance facilities, public and employee parking lots, commercial vehicle holding areas, and rental car parking. The primary roadways include Bessie Coleman Drive, Zemke Road, Mount Prospect Road, Main Cargo Road, Spine Road, Montrose Avenue, and Balmoral Avenue.

The terminal roadway analysis documented the following information for select roadway segments in each alternative:

- Posted speed limit
- Roadway widths
- Number of travel lanes
- Peak hour volumes
- Link capacity and Level of Service (LOS)
- ADT
- Vehicle classification

Physical characteristics along the on-airport terminal roadways, including posted speed limits and geometric data such as roadway widths and the number of travel lanes, were provided by the CDA or measured from the most recent aerial and street view imagery.

The roadway segment volume, LOS, and capacity ratios (V/C) for each roadway in the terminal area were provided by Ricondo. LOS is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS measures the quality of traffic service and may be determined for intersections, roadway segments, or arterial corridors based on delay, congested speed, V/C ratio, or vehicle density by functional class. Overall delay can be categorized into deceleration delay, stopped delay, and acceleration delay. LOS standards as set in the Highway Capacity Manual (HCM) and the American Association of State Highway and Transportation Facilities Geometric Design of Highways and Streets use letter grades A through F with A indicating the best operating condition and F indicating the worst (failing) operating condition. LOS values from A through D indicate adequate capacity and good to average operations. LOS value E indicates that volumes are approaching intersection capacity and an LOS of F is considered oversaturated.

ADT and vehicle classification data for existing conditions was gathered through classification counts collected by Ricondo. For future scenarios, growth rates specific to each alternative were developed by comparing existing link peak hour growth to each alternative. Future classification percentages were adjusted as needed based on changes in the curbside used for each terminal (e.g., the relocation of rental vehicle returns from terminal curbsides to the MMF station off-site).

Table K-6 provides the Existing Condition data, while **Tables K-7** through **K-10** list the Interim No Action, Build Out No Action, Interim Proposed Action, and Build Out Proposed Action.

TABLE K-6
EXISTING CONDITION AM/PM/ADT FOR ON-AIRPORT ROADWAY DATA

| Loc # | Location Name | Roadway | From | To | ADT | AM | PM | Posted Speed (MPH) | Width | # of Lanes | Existing Condition AM Link Capacity | | Existing Condition PM Link Capacity | | Percent Vehicle Type | | | | | | | | | |
|-------|---|---|---|---------------------------------|--------|-------|-------|--------------------|-------|------------|-------------------------------------|------|-------------------------------------|-----|----------------------|-------|------------|--------------------|---------------|--------------------|----------|------|------------------|--|
| | | | | | | | | | | | V/C | LOS* | V/C | LOS | Private | Limos | Rental Car | Charter/ Intercity | Super Shuttle | Other Door-to-Door | Courtesy | Taxi | Airport-operated | |
| 1 | I-90-WB2 | I-190-WB | Bessie Coleman Drive Off-ramp | Bessie Coleman Drive On-ramp | 42,000 | 3,400 | 2,300 | 40 | 36 | 3 | 0.80 | D | 0.50 | B | 46 | 22 | 10 | 1 | 0 | 2 | 4 | 14 | 1 | |
| 2 | CVHA-1 | Commercial Vehicle Hold Area Access Roadway | Taxi Hold Area Lot | I-190 WB On-ramp | 8,100 | 450 | 500 | n/a | 22 | 1 | 0.07 | A | 0.38 | B | 0 | 35 | 10 | 5 | 0 | 0 | 12 | 38 | 0 | |
| 3 | Recirculation Road to Terminals | Parking Exit | Parking A-B-C | Terminals 1-2-3 | 230 | 20 | 50 | n/a | 18 | 1 | - | - | - | - | 90 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | |
| 4 | Park-Enter-1 | Parking A-B-C Entrance | I-190 WB | Parking A-B-C Entrance Ramp | 6,560 | 970 | 450 | 20 | 24 | 2 | 0.36 | B | 0.09 | A | 90 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | |
| 5 | Recirculation Road to Park | Ramp | Recirculation Road | Parking A-B-C Entrance Ramp | 950 | 150 | 50 | n/a | 16 | 1 | 0.03 | A | 0.03 | A | 90 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | |
| 6 | T1-UL | T1 Upper Level Access | I-190 WB | Through Lane Bypass | 33,260 | 2,600 | 1,700 | 35 | 36 | 3 | 0.89 | E | 0.32 | B | 45 | 21 | 5 | 0 | 0 | 3 | 3 | 21 | 2 | |
| 7 | T1-LL | Lower Level Curbside Entry Roadway | Recirculation Road On-ramp | Commercial Vehicle Exit | 24,910 | 600 | 1,550 | 35 | 36 | 3 | 0.10 | A | 0.20 | A | 46 | 18 | 16 | 2 | 0 | 1 | 4 | 13 | 0 | |
| 8 | T1-LL | Terminal 1 Lower Level | Lower Level Entrance | Terminal 2-3 | 26,740 | 620 | 1,600 | 35 | 36 | 3 | - | - | - | - | 50 | 18 | 16 | 2 | 0 | 1 | 0 | 13 | 0 | |
| 9 | T1-LL | Terminal 1 Lower Level | Lower Level Entrance | Terminal 2-3 | 29,890 | 630 | 1,650 | 35 | 36 | 3 | - | - | - | - | 50 | 18 | 16 | 2 | 0 | 1 | 0 | 13 | 0 | |
| 10 | UL to I-190-EB | Upper Level Exit Roadway (Terminal 1-3) | Terminal 3 UL Thru Lane Merge with Departures | Merge with Lower Levels | 31,960 | 2,350 | 1,600 | 40 | 36 | 3 | 0.73 | D | 0.24 | A | 50 | 18 | 16 | 2 | 0 | 1 | 0 | 13 | 0 | |
| 11 | LL to Recirculation Road | Ramp | Terminal 3 LL Thru Lane | Recirculation Road | 1,660 | 250 | 200 | 35 | 16 | 1 | 0.09 | A | 0.11 | A | 46 | 18 | 16 | 2 | 0 | 1 | 4 | 13 | 0 | |
| 12 | LL to I-90-EB | Lower Level Roadway | Terminal 3 | I-190 EB | 25,080 | 780 | 1,900 | 35 | 30 | 2 | 0.21 | A | 0.49 | C | 50 | 18 | 16 | 2 | 0 | 1 | 0 | 13 | 0 | |
| 13 | Parking Exit Ramp to Recirculation Road | Ramp | Parking A-B-C | Recirculation Road | 340 | 20 | 50 | - | 17 | 1 | - | - | - | - | 90 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | |
| 14 | Park Exit 1 | Main Parking Exit | Parking Lot | Recirculation Road/I-190 Ramps | 6,955 | 120 | 450 | 20 | 40 | 3 | 0.05 | A | 0.20 | A | 90 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | |
| 15 | Recirculation Road Bridge | Recirculation Road | Parking Lot On-ramp | Parking Lot Exit Ramp | 9,002 | 550 | 560 | 25 | 33 | 2 | 0.16 | A | 0.30 | B | 90 | 5 | 8 | 1 | 0 | 0.5 | 2 | 9 | 0 | |
| 16 | I-190-EB3 | I-190-EB | Bessie Coleman Drive Exit Ramp | Bessie Coleman Drive SB On-ramp | 46,600 | 3,050 | 2,600 | 40 | 36 | 3 | 0.62 | C | 0.49 | C | 48 | 19 | 10 | 1 | 0 | 2 | 2 | 17 | 1 | |
| 17 | I-190-EB to BC/T5 | I-190 EB Off-ramp | I-190 EB | Bessie Coleman Drive/Terminal 5 | 21,000 | 1,150 | 1,500 | 40 | 22 | 2 | 0.78 | D | 0.48 | C | 44 | 20 | 9 | 3 | 0 | 1 | 1 | 16 | 6 | |
| 18 | T5-1 | T5 Entry Roadway | West O'Hare Avenue | Terminal 5 Recirculation Road | 11,500 | 250 | 1,050 | 25 | 28 | 2 | 0.37 | B | 0.65 | D | 93 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 19 | T5-Park Entry | Terminal 5 Parking Entrance | Terminal 5 Lower Curbside Entrance | Parking Lot | 4,300 | 100 | 450 | n/a | 36 | 3 | 0.15 | A | 0.46 | C | 90 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | |

| Loc # | Location Name | Roadway | From | To | ADT | AM | PM | Posted Speed (MPH) | Width | # of Lanes | Existing Condition AM Link Capacity | | Existing Condition PM Link Capacity | | Percent Vehicle Type | | | | | | | | |
|-------|-----------------------|--|--------------------------|--------------------------------|--------|-------|-------|--------------------|-------|------------|-------------------------------------|------|-------------------------------------|-----|----------------------|-------|------------|--------------------|---------------|--------------------|----------|------|------------------|
| | | | | | | | | | | | V/C | LOS* | V/C | LOS | Private | Limos | Rental Car | Charter/ Intercity | Super Shuttle | Other Door-to-Door | Courtesy | Taxi | Airport-operated |
| 20 | T5-LL | Terminal 5 Lower Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 5,600 | 200 | 700 | 30 | 12 | 1 | 0.10 | A | 0.85 | E | 28 | 34 | 1 | 4 | 1 | 1 | 4 | 24 | 3 |
| 21 | T5-UL | Terminal 5 Upper Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 3,700 | 200 | 700 | 30 | 11 | 1 | 0.46 | C | 0.19 | A | 55 | 7 | 11 | 2 | 0 | 0 | 0 | 11 | 14 |
| 22 | T5-Park Exit | Terminal 5 Parking Exit | Parking Lot | Terminal 5 Lower Curbside Exit | 4,400 | 100 | 500 | n/a | 16 | 1 | 0.03 | A | 0.18 | A | 90 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 23 | T5-Recirculation Road | Recirculation -ramp | Terminal 5 Curbside Exit | Terminal 5 Curbside Entrance | 2,100 | 50 | 250 | n/a | 12 | 1 | 0.05 | A | 0.34 | B | 41 | 20 | 6 | 3 | 1 | 1 | 2 | 18 | 8 |
| A | BC to I-190-WB | Ramp | Bessie Coleman Drive | I-190-WB | 11,500 | 600 | 800 | n/a | 15 | 1 | 0.85 | E | 0.61 | D | 41 | 35 | 3 | 0 | 0 | 7 | 2 | 12 | 1 |
| | T1-UL-IN | Terminal 1 Upper Level Inner/Outer Roadway | Lower Level Split | Terminal 2 | 33,260 | 2,600 | 1,700 | 20 | 36 | 3 | 0.74 | D | 0.20 | A | 41 | 35 | 3 | 0 | 0 | 7 | 2 | 12 | 1 |
| | T1-UL-OUT | | | | | | | 20 | 22 | 2 | 0.96 | E | 0.42 | C | | | | | | | | | |
| | T2-UL-IN | Terminal 2 Upper Level Inner/Outer Roadway | Terminal 1 | Terminal 3 | 33,260 | 2,600 | 1,700 | 20 | 36 | 3 | 0.36 | B | 0.24 | A | 34 | 25 | 12 | 0 | 0 | 0 | 0 | 23 | 6 |
| | T2-UL-OUT | | | | | | | 20 | 22 | 2 | 1.34 | F | 0.37 | B | | | | | | | | | |
| | T3-UL-IN | Terminal 3 Upper Level Inner/Outer Roadway | Terminal 2 | Terminal 3 Exit | 33,260 | 2,600 | 1,700 | 20 | 36 | 3 | 0.69 | D | 0.28 | B | 60 | 3 | 0 | 0 | 0 | 1 | 8 | 28 | 0 |
| | T3-UL-OUT | | | | | | | 20 | 22 | 2 | 1.01 | F | 0.34 | B | | | | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: LOS of D (minimum standard) and E and F (unacceptable) are highlighted in yellow, orange, and red, respectively.

AM & PM peak capacity values are not provided for locations 3, 8-9, and 13. These locations can be removed from data if needed because data is provided on each end of the missing link points.

TABLE K-7
INTERIM NO ACTION AM/PM/ADT FOR ON TERMINAL ROADWAYS - SEGMENT DATA

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted Speed (MPH) | Width | # of Lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|---|---|---------------------------------|--------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|--------|----|--------|---|-----|---|-----|---|-----|---|-------|---|-----|-----|-------|---|-------|-------|-------|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Terminal Segments and Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | I-90-WB2 | I-190-WB | Bessie Coleman Drive Off-ramp | Bessie Coleman Drive On-ramp | 43,970 | 3,450 | 2,480 | 0.65 | 40 | 36 | 3 | 0.82 | D | 0.37 | B | 46 | 20,226 | 22 | 9,673 | 0 | 0 | 1 | 440 | 0 | 0 | 2 | 879 | 0 | 0 | 14 | 6,156 | 1 | 440 | 14 | 6,156 |
| 2 | CVHA-1 | Commercial Vehicle Hold Area Access Roadway | Hold Area Lot | I-190 WB On-ramp | 7,935 | 365 | 575 | 0.46 | n/a | 22 | 1 | 0.06 | A | 0.43 | C | 0 | 0 | 43 | 3,412 | 0 | 0 | 9 | 714 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 3,809 | 0 | 0 | 0 | 0 |
| 3 | Recirculation Road to Terminals | Parking Exit | Parking A-B-C | Terminals 1-2-3 | 240 | 20 | 50 | 0.10 | n/a | 16 | 1 | - | - | - | - | 48 | 115 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 48 | 115 | |
| 4 | Park-Enter-1 | Parking Entrance | I-190 WB | Parking Recirculation On-ramp | 7,065 | 870 | 435 | 0.12 | 20 | 24 | 2 | 0.38 | B | 0.10 | A | 90 | 6,359 | 5 | 353 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 353 | 0 | 0 | 0 | 0 | |
| 5 | Recirculation Road to Park | Ramp | Recirculation Road | Parking Entrance | 1,025 | 160 | 55 | 0.11 | n/a | 16 | 1 | 0.03 | A | 0.04 | A | 90 | 923 | 5 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 51 | 0 | 0 | 0 | 0 | |
| 6 | T1-UL-1 | T1 Upper Level Access | I-190 WB | Through Lane Bypass | 33,960 | 2,670 | 1,725 | 0.29 | 35 | 36 | 3 | 0.91 | E | 0.33 | B | 43 | 14,603 | 36 | 12,226 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2,377 | 0 | 0 | 13 | 4,415 | 1 | 340 | 0 | 0 |
| 7 | T1-LL-1 | Lower Level Curbside Entry Roadway | Recirculation Road On-ramp | Commercial Vehicle Exit | 20,550 | 385 | 1,565 | 0.33 | 35 | 36 | 3 | 0.06 | A | 0.20 | A | 59 | 12,125 | 21 | 4,316 | 0 | 0 | 3 | 617 | 0 | 0 | 1 | 206 | 0 | 0 | 16 | 3,288 | 0 | 0 | 0 | 0 |
| 10 | UL to I-190-EB | Upper Level Exit Roadway (Terminal 1-3) | Terminal 3 UL Thru Lane Merge with Departures | Merge with Lower Levels | 34,550 | 2,475 | 1,775 | 0.23 | 40 | 36 | 3 | 0.76 | D | 0.27 | B | 49 | 16,930 | 22 | 7,601 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1037 | 0 | 0 | 23 | 7,947 | 3 | 1,037 | 0 | 0 |
| 11 | LL to Recirculation Road Main | Ramp | Terminal 3 Lower Level | Recirculation Road | 1,625 | 200 | 230 | 0.17 | 35 | 16 | 1 | 0.02 | A | 0.03 | A | 93 | 1,511 | 4 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 49 | 0 | 0 | 0 | 0 | |
| 12 | LL to I-90-EB | Lower Level Roadway | Terminal 3 | I-190 EB | 19,210 | 440 | 1,840 | 0.45 | 35 | 30 | 2 | 0.12 | A | 0.48 | C | 58 | 11,142 | 23 | 4,418 | 0 | 0 | 2 | 384 | 0 | 0 | 1 | 192 | 0 | 0 | 16 | 3,074 | 0 | 0 | 0 | 0 |
| 13 | Parking Exit Ramp to Recirculation Road | Ramp | Terminal 3 LL Thru Lane | Recirculation Road | 295 | 20 | 45 | 0.15 | n/a | 12 | 1 | - | - | - | - | 48 | 142 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 48 | 142 | |
| 14 | Park Exit 1 | Main Parking Exit | Parking Lot | Recirculation Road/I-190 Ramps | 6,810 | 95 | 515 | 0.20 | 20 | 40 | 3 | 0.04 | A | 0.23 | A | 48 | 3,269 | 2 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 136 | 0 | 0 | 48 | 3,269 | |
| 15 | Recirculation Road Bridge | Recirculation Road | Parking Lot On-ramp | Parking Lot Exit Ramp | 7,045 | 340 | 530 | 0.07 | 25 | 33 | 2 | 0.10 | A | 0.29 | B | 91 | 6,411 | 5 | 352 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 282 | 0 | 0 | 0 | 0 | |
| 16 | I-190-EB3 | I-190-EB | Bessie Coleman Drive Exit Ramp | Bessie Coleman Drive SB On-ramp | 48,695 | 2,995 | 2,880 | 0.30 | 40 | 36 | 3 | 0.61 | C | 0.55 | C | 48 | 23,374 | 18 | 8,765 | 0 | 0 | 1 | 487 | 0 | 0 | 2 | 974 | 0 | 0 | 16 | 7,791 | 1 | 487 | 14 | 6,817 |
| 17 | I-190-EB to BC/T5 | I-190 EB Off-ramp | I-190 EB | Bessie Coleman Drive/Terminal 5 | 19,280 | 1,100 | 1,315 | 0.28 | 40 | 22 | 2 | 0.74 | D | 0.42 | B | 41 | 7,905 | 19 | 3,663 | 0 | 0 | 3 | 514 | 0 | 0 | 1 | 129 | 0 | 0 | 15 | 2,892 | 6 | 1,093 | 16 | 3,085 |
| 18 | T5-1 | T5 Entry Roadway | West O'Hare Avenue | Terminal 5 Recirculation Road | 11,040 | 230 | 1,050 | 0.09 | 25 | 36 | 3 | 0.34 | B | 0.65 | D | 83 | 9,163 | 3 | 331 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 331 | 0 | 0 | 11 | 1,214 | |
| 19 | T5-Park Entry | Terminal 5 Parking Entrance | Terminal 5 Lower Curbside Entrance | Parking Lot | 4,300 | 100 | 450 | 0.06 | n/a | 12 | 1 | 0.15 | A | 0.46 | C | 90 | 3,870 | 5 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 215 | 0 | 0 | 0 | 0 | |
| 20 | T5-LL | Terminal 5 Lower Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 6,885 | 300 | 665 | 0.48 | 30 | 48 | 4 | 0.07 | A | 0.40 | B | 28 | 1,928 | 10 | 689 | 0 | 0 | 4 | 275 | 1 | 69 | 1 | 69 | 0 | 0 | 24 | 1,652 | 3 | 207 | 29 | 1,997 |

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted Speed (MPH) | Width | # of Lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|--|--------------------------|--------------------------------|--------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|-------|----|-------|---|-----|---|-----|---|-----|---|-------|----|-------|-----|-------|----|-----|----|-------|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | | | | |
| 21 | T5-UL | Terminal 5 Upper Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 3,075 | 155 | 625 | 0.52 | 30 | 44 | 4 | 0.18 | A | 0.08 | A | 55 | 1,691 | 7 | 215 | 0 | 0 | 2 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 277 | 14 | 431 | 13 | 400 |
| 22 | T5-Park Exit | Terminal 5 Parking Exit | Parking Lot | Terminal 5 Lower Curbside Exit | 4,400 | 100 | 500 | 0.09 | n/a | 16 | 1 | 0.06 | A | 0.36 | B | 90 | 3,960 | 5 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 220 | 0 | 0 | 0 | 0 | |
| 23 | T5-Recirculation Road | Recirculation-ramp | Terminal 5 Curbside Exit | Terminal 5 Curbside Entrance | 1,765 | 45 | 195 | 0.05 | n/a | 12 | 1 | 0.05 | A | 0.27 | B | 92 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - |
| 24 | BC to I-190-WB | Ramp | Bessie Coleman Dr. | I-190-WB | 10,330 | 555 | 695 | 0.51 | n/a | 15 | 1 | 0.79 | D | 0.53 | C | 41 | 4,235 | 23 | 2376 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 517 | 0 | 0 | 9 | 930 | 1 | 103 | 21 | 2,169 |
| 25 | Recirculation Road to LL | Recirculation Road Ramp | Recirculation Road | Lower Level Terminal 1-3 | No ADT | 200 | 470 | 0.16 | n/a | 17 | 1 | 0.17 | A | 0.54 | C | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - |
| 27 | UL to Recirculation Road | Ramp | Terminal 3 UL Thru Lane | Recirculation Road | No ADT | 65 | 25 | 0.22 | 25 | 20 | 1 | 0.08 | A | 0.27 | B | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - |
| 28 | T1-UL-IN | Terminal 1 Upper Level Inner/Outer Roadway | Lower Level Split | Terminal 2 | 33,960 | 2,670 | 1,725 | 0.43 | 20 | 80 | 7 | 0.70 | D | 0.25 | B | 43 | #### | 36 | #### | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2,377 | 0 | 0 | 13 | 4,415 | 1 | 340 | 0 | 0 |
| 29 | T1-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | T2-UL-IN | Terminal 2 Upper Level Inner/Outer Roadway | Terminal 1 | Terminal 3 | 33,960 | 2,670 | 1,725 | 0.17 | 20 | 80 | 7 | 0.70 | D | 0.25 | B | 39 | #### | 28 | 9,509 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 8,830 | 7 | 2,377 | 0 | 0 | | |
| 31 | T2-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | T3-UL-IN | Terminal 3 Upper Level Inner/Outer Roadway | Terminal 2 | Terminal 3 Exit | 33,960 | 2,670 | 1,725 | 0.31 | 20 | 80 | 7 | 0.70 | D | 0.25 | B | 65 | #### | 4 | 1,358 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 340 | 0 | 0 | 30 | #### | 0 | 0 | 0 | 0 |
| 33 | T3-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: LOS of D (minimum standard) and E and F (unacceptable) are highlighted in yellow, orange, and red, respectively.

TABLE K-8
BUILD OUT NO ACTION AM/PM/ADT FOR ON TERMINAL ROADWAYS - SEGMENT DATA

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted speed (mph) | Width | # of lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|---|---|-----------------------------------|--------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|--------|-------|--------|------------|-----|--------------------|-----|---------------|-----|--------------------|-------|----------|-----|------|-------|------------------|-------|-------|-------|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | Private | | Limos | | Rental Car | | Charter/ Intercity | | Super Shuttle | | Other Door to Door | | Courtesy | | Taxi | | Airport Operated | | TNPs | |
| | | | | | | | | | | | | | | | | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT |
| Terminal Segments and Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | I-90-WB2 | I-190-WB | Bessie Coleman Drive Off-ramp | Bessie Coleman Drive On-ramp | 48,875 | 3,980 | 2,660 | 0.65 | 40 | 36 | 3 | 0.94 | E | 0.40 | B | 46 | 22,483 | 22 | 10,753 | 0 | 0 | 1 | 489 | 0 | 0 | 2 | 978 | 0 | 0 | 14 | 6,843 | 1 | 489 | 14 | 6,843 |
| 2 | CVHA-1 | Commercial Vehicle Hold Area Access Roadway | Hold Area Lot | I-190 WB On-ramp | 10,115 | 575 | 605 | 0.46 | n/a | 22 | 1 | 0.09 | A | 0.46 | C | 0 | 0 | 43 | 4,349 | 0 | 0 | 9 | 910 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 4,855 | 0 | 0 | 0 | 0 |
| 3 | Recirculation Road to Terminals | Parking Exit | Parking A-B-C | Terminals 1-2-3 | 270 | 25 | 60 | 0.10 | n/a | 16 | 1 | - | - | - | - | 48 | 130 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 48 | 130 | |
| 4 | Park-Enter-1 | Parking Entrance | I-190 WB | Parking Recirculation On-ramp | 7,790 | 970 | 475 | 0.12 | 20 | 24 | 2 | 0.43 | C | 0.11 | A | 90 | 7,011 | 5 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 390 | 0 | 0 | 0 | 0 | |
| 5 | Recirculation Road to Park | Ramp | Recirculation Road | Parking Entrance | 1130 | 180 | 60 | 0.11 | n/a | 16 | 1 | 0.03 | A | 0.04 | A | 90 | 1,017 | 5 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 57 | 0 | 0 | 0 | 0 | |
| 6 | T1-UL-1 | T1 Upper Level Access | I-190 WB | Through Lane Bypass | 37,500 | 3,010 | 1,865 | 0.29 | 35 | 33 | 3 | 1.03 | F | 0.35 | B | 43 | 16,125 | 36 | 13,500 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2,625 | 0 | 0 | 13 | 4,875 | 1 | 375 | 0 | 0 |
| 7 | T1-LL-1 | Lower Level Curbside Entry Roadway | Recirculation Road On-ramp | Commercial Vehicle Exit | 25,935 | 610 | 1,655 | 0.33 | 35 | 36 | 3 | 0.10 | A | 0.22 | A | 59 | 15,302 | 21 | 5,446 | 0 | 0 | 3 | 778 | 0 | 0 | 1 | 259 | 0 | 0 | 16 | 4,150 | 0 | 0 | 0 | 0 |
| 10 | UL to I-190-EB | Upper Level Exit Roadway (Terminal 1-3) | Terminal 3 UL Thru Lane Merge with Departures | Merge with Lower Levels | 38,130 | 2,790 | 1,920 | 0.23 | 40 | 36 | 3 | 0.86 | E | 0.29 | B | 49 | 18,684 | 22 | 8,389 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1,144 | 0 | 0 | 23 | 8,770 | 3 | 1,144 | 0 | 0 |
| 11 | LL to Recirculation Road Main | Ramp | Terminal 3 Lower Level | Recirculation Road | 2,075 | 320 | 245 | 0.17 | 35 | 16 | 1 | 0.03 | A | 0.03 | A | 93 | 1,930 | 4 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 0 | 0 | |
| 12 | LL to I-90-EB | Lower Level Roadway | Terminal 3 | I-190 EB | 24,040 | 695 | 1,945 | 0.45 | 35 | 30 | 2 | 0.19 | A | 0.50 | C | 58 | 13,943 | 23 | 5,529 | 0 | 0 | 2 | 481 | 0 | 0 | 1 | 240 | 0 | 0 | 16 | 3,846 | 0 | 0 | 0 | 0 |
| 13 | Parking Exit Ramp to Recirculation Road | Ramp | Terminal 3 LL Thru Lane | Recirculation Road | 365 | 20 | 55 | 0.15 | n/a | 12 | 1 | - | - | - | - | 48 | 175 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 48 | 175 | |
| 14 | Park Exit 1 | Main Parking Exit | Parking Lot | Recirculation Road/I-190 Ramps | 8,685 | 155 | 545 | 0.20 | 20 | 40 | 3 | 0.06 | A | 0.24 | A | 48 | 4,169 | 2 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 174 | 0 | 0 | 48 | 4,169 | |
| 15 | Recirculation Road Bridge | Recirculation Road | Parking Lot On-ramp | Parking Lot Exit Ramp | 8,725 | 515 | 565 | 0.07 | 25 | 33 | 2 | 0.15 | A | 0.30 | B | 91 | 7,940 | 5 | 436 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 349 | 0 | 0 | 0 | 0 | |
| 16 | I-190-EB3 | I-190-EB | Bessie Coleman Drive Exit Ramp | Bessie Coleman Drive SB On-ramp | 54,790 | 3,580 | 3,060 | 0.30 | 40 | 33 | 3 | 0.72 | D | 0.58 | C | 48 | 26,299 | 18 | 9,862 | 0 | 0 | 1 | 548 | 0 | 0 | 2 | 1,096 | 0 | 0 | 16 | 8,766 | 1 | 548 | 14 | 7,671 |
| 17 | I-190-EB to BC/T5 | I-190 EB Off-ramp | I-190 EB | Bessie Coleman Drive/ Terminals 5 | 21,320 | 1250 | 1,415 | 0.28 | 40 | 22 | 2 | 0.84 | E | 0.45 | C | 41 | 8,741 | 19 | 4,051 | 0 | 0 | 3 | 569 | 0 | 0 | 1 | 142 | 0 | 0 | 15 | 3,198 | 6 | 1,208 | 16 | 3,411 |
| 18 | T5-1 | T5 Entry Roadway | West O'Hare Avenue | Terminal 5 Recirculation Road | 12,570 | 235 | 1,310 | 0.09 | 25 | 36 | 3 | 0.35 | B | 0.81 | E | 83 | 10,433 | 3 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 377 | 0 | 0 | 11 | 1,383 | |

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted speed (mph) | Width | # of lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|--|------------------------------------|--------------------------------|--------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|------------|--------|-------|------------|------|--------------------|-----|---------------|------|--------------------|-------|----------|-----|------|-------|------------------|-----|------|-------|---|-----|---|---|---|---|---|----|-------|---|-------|---|---|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | Private | | Limos | | Rental Car | | Charter/ Intercity | | Super Shuttle | | Other Door to Door | | Courtesy | | Taxi | | Airport Operated | | TNPs | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | | | | | | | | | | | |
| 19 | T5-Park Entry | Terminal 5 Parking Entrance | Terminal 5 Lower Curbside Entrance | Parking Lot | 4,285 | 100 | 455 | 0.06 | n/a | 12 | 1 | 0.14 | A | 0.46 | C | 90 | 3,857 | 5 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 214 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| 20 | T5-LL | Terminal 5 Lower Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 7,970 | 305 | 920 | 0.48 | 30 | 48 | 4 | 0.15 | A | 1.11 | F | 28 | 2,232 | 10 | 797 | 0 | 0 | 4 | 319 | 1 | 80 | 1 | 80 | 0 | 0 | 24 | 1,913 | 3 | 239 | 29 | 2,311 | | | | | | | | | | | | | |
| 21 | T5-UL | Terminal 5 Upper Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 3,740 | 160 | 855 | 0.52 | 30 | 44 | 4 | 0.36 | B | 0.23 | A | 55 | 2,057 | 7 | 262 | 0 | 0 | 2 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 337 | 14 | 524 | 13 | 486 | | | | | | | | | | | | | |
| 22 | T5-Park Exit | Terminal 5 Parking Exit | Parking Lot | Terminal 5 Lower Curbside Exit | 4,360 | 100 | 495 | 0.09 | n/a | 16 | 1 | 0.05 | A | 0.36 | B | 90 | 3,924 | 5 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 218 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| 23 | T5-Recirculation Road | Recirculation-ramp | Terminal 5 Curbside Exit | Terminal 5 Curbside Entrance | 2,250 | 45 | 270 | 0.05 | n/a | 12 | 1 | 0.05 | A | 0.38 | B | 92 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - | | | | | | | | | | | | | |
| 24 | BC to I-190-WB | Ramp | Bessie Coleman Drive | I-190-WB | 11,445 | 635 | 745 | 0.51 | n/a | 15 | 1 | 0.90 | E | 0.57 | C | 41 | 4,692 | 23 | 2,632 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 572 | 0 | 0 | 9 | 1,030 | 1 | 114 | 21 | 2,403 | | | | | | | | | | | | | |
| 25 | Recirculation Road to LL | Recirculation Road Ramp | Recirculation Road | Lower Level Terminal 1-3 | No ADT | 320 | 495 | 0.16 | n/a | 17 | 1 | 0.26 | B | 0.57 | C | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - | | | | | | | | | | | | | |
| 27 | UL to Recirculation Road | Ramp | Terminal 3 UL Thru Lane | Recirculation Road | No ADT | 75 | 30 | 0.22 | 25 | 20 | 1 | 0.13 | A | 0.28 | B | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - | | | | | | | | | | | | | |
| 28 | T1-UL-IN | Terminal 1 Upper Level Inner/Outer Roadway | Lower Level Split | Terminal 2 | 37,500 | 3,010 | 1,865 | 0.43 | 20 | 80 | 7 | 0.79 | D | 0.27 | B | 43 | #### | 36 | #### | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2,625 | 0 | 0 | 13 | 4,875 | 1 | 375 | 0 | 0 | | | | | | | | | | | | | |
| 29 | T1-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | T2-UL-IN | | | | | | | | | | | | | | | Terminal 1 | Terminal 3 | 37,500 | 3,010 | 1,865 | 0.17 | 20 | 80 | 7 | 0.79 | D | 0.27 | B | 39 | #### | 28 | #### | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 9,750 | 7 | 2,625 | 0 | 0 |
| 31 | T2-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | T3-UL-IN | Terminal 3 Upper Level Inner/Outer Roadway | Terminal 2 | Terminal 3 Exit | 37,500 | 3,010 | 1,865 | 0.31 | 20 | 80 | 7 | 0.79 | D | 0.27 | B | 65 | #### | 4 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 375 | 0 | 0 | 30 | #### | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| 33 | T3-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: LOS of D (minimum standard) and E and F (unacceptable) are highlighted in yellow, orange, and red, respectively.

TABLE K-9
INTERIM PROPOSED ACTION AM/PM/ADT FOR ON TERMINAL ROADWAYS - SEGMENT DATA

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted speed (mph) | Width | # of lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|---|---|---------------------------------|--------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|----|--------|----|------------|---|--------------------|---|---------------|---|--------------------|---|----------|---|-------|----|------------------|---|-------|----|-----|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | Private | | Limos | | Rental Car | | Charter/ Intercity | | Super Shuttle | | Other Door to Door | | Courtesy | | Taxi | | Airport Operated | | TNPs | | |
| | | | | | | | | | | | | | | | | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT |
| Terminal Segments and Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | I-190-WB2 | I-190-WB | Bessie Coleman Drive Off-ramp | Bessie Coleman Drive On-ramp | 43,970 | 3,450 | 2,480 | 0.65 | 40 | 36 | 3 | 0.82 | D | 0.37 | B | 20,225 | 46 | 9,675 | 22 | 0 | 0 | 440 | 1 | 0 | 0 | 880 | 2 | 0 | 0 | 6,155 | 14 | 440 | 1 | 6,155 | 14 | |
| 2 | CVHA-1 | Commercial Vehicle Hold Area Access Roadway | Hold Area Lot | I-190 WB On-ramp | 7,935 | 365 | 575 | 0.46 | n/a | 22 | 1 | 0.06 | A | 0.43 | C | 0 | 0 | 3,410 | 43 | 0 | 0 | 715 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3,810 | 48 | 0 | 0 | 0 | 0 | |
| 3 | Recirculation Road to Terminals | Parking Exit | Parking A-B-C | Terminals 1-2-3 | 240 | 20 | 50 | 0.10 | n/a | 18 | 1 | - | - | - | - | 115 | 48 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 115 | 48 | |
| 4 | Park-Enter-1 | Parking Entrance | I-190 WB | Parking Recirculation On-ramp | 7,065 | 870 | 435 | 0.12 | 20 | 24 | 2 | 0.38 | B | 0.10 | A | 6,360 | 90 | 355 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 5 | 0 | 0 | 0 | 0 | |
| 5 | Recirculation Road to Park | Ramp | Recirculation Road | Parking Entrance | 1,025 | 160 | 55 | 0.11 | n/a | 16 | 1 | 0.03 | A | 0.04 | A | 925 | 90 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 5 | 0 | 0 | 0 | 0 | |
| 6 | T1-UL-1 | T1 Upper Level Access | I-190 WB | Through Lane Bypass | 33,960 | 2,670 | 1,725 | 0.29 | 35 | 36 | 3 | 0.91 | E | 0.33 | B | 14,605 | 43 | 12,225 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 2,375 | 7 | 0 | 0 | 4,415 | 13 | 340 | 1 | 0 | 0 | |
| 7 | T1-LL-1 | Lower Level Curbside Entry Roadway | Recirculation Road On-ramp | Commercial Vehicle Exit | 20,550 | 385 | 1,565 | 0.33 | 35 | 36 | 3 | 0.06 | A | 0.20 | A | 12,125 | 59 | 4,315 | 21 | 0 | 0 | 615 | 3 | 0 | 0 | 205 | 1 | 0 | 0 | 3,290 | 16 | 0 | 0 | 0 | 0 | |
| 10 | UL to I-190-EB | Upper Level Exit Roadway (Terminal 1-3) | Terminal 3 UL Thru Lane Merge with Departures | Merge with Lower Levels | 34,550 | 2,475 | 1,775 | 0.23 | 40 | 36 | 3 | 0.76 | D | 0.27 | B | 16,930 | 49 | 7,600 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 1,035 | 3 | 0 | 0 | 7,945 | 23 | 1,035 | 3 | 0 | 0 | |
| 11 | LL to Recirculation Road Main | Ramp | Terminal 3 Lower Level | Recirculation Road | 1,625 | 200 | 230 | 0.17 | 35 | 16 | 1 | 0.02 | A | 0.03 | A | 1,510 | 93 | 65 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 3 | 0 | 0 | 0 | 0 | |
| 12 | LL to I-190-EB | Lower Level Roadway | Terminal 3 | I-190 EB | 19,210 | 440 | 1,840 | 0.45 | 35 | 30 | 2 | 0.12 | A | 0.48 | C | 11,140 | 58 | 4,420 | 23 | 0 | 0 | 385 | 2 | 0 | 0 | 190 | 1 | 0 | 0 | 3,075 | 16 | 0 | 0 | 0 | 0 | |
| 13 | Parking Exit Ramp to Recirculation Road | Ramp | Terminal 3 LL Thru Lane | Recirculation Road | 295 | 20 | 45 | 0.15 | n/a | 12 | 1 | - | - | - | - | 140 | 48 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 140 | 48 | |
| 14 | Park Exit 1 | Main Parking Exit | Parking Lot | Recirculation Road/I-190 Ramps | 6,810 | 95 | 515 | 0.20 | 20 | 40 | 3 | 0.04 | A | 0.23 | A | 3,270 | 48 | 135 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 2 | 0 | 0 | 3,270 | 48 | |
| 15 | Recirculation Road Bridge | Recirculation Road | Parking Lot On-ramp | Parking Lot Exit Ramp | 7,045 | 340 | 530 | 0.07 | 25 | 33 | 2 | 0.10 | A | 0.29 | B | 6,410 | 91 | 350 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 4 | 0 | 0 | 0 | 0 | |
| 16 | I-190-EB3 | I-190-EB | Bessie Coleman Drive Exit Ramp | Bessie Coleman Drive SB On-ramp | 48,695 | 2,995 | 2,880 | 0.30 | 40 | 33 | 3 | 0.61 | C | 0.55 | C | 23,375 | 48 | 8,765 | 18 | 0 | 0 | 485 | 1 | 0 | 0 | 975 | 2 | 0 | 0 | 7,790 | 16 | 485 | 1 | 6,815 | 14 | |

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted speed (mph) | Width | # of lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|--|------------------------------------|----------------------------------|--------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|----|-------|----|------------|---|--------------------|---|---------------|---|--------------------|---|----------|----|-------|----|------------------|----|-------|----|-----|---|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | Private | | Limos | | Rental Car | | Charter/ Intercity | | Super Shuttle | | Other Door to Door | | Courtesy | | Taxi | | Airport Operated | | TNPs | | | |
| | | | | | | | | | | | | | | | | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % |
| 17 | I-190-EB to BC/T5 | I-190 EB Off-ramp | I-190 EB | Bessie Coleman Drive/ Terminal 5 | 19,280 | 1,100 | 1,315 | 0.28 | 40 | 22 | 2 | 0.74 | D | 0.42 | B | 7,905 | 41 | 3,665 | 19 | 0 | 0 | 515 | 3 | 65 | 0 | 130 | 1 | 0 | 0 | 2,890 | 15 | 1,095 | 6 | 3,085 | 16 | | |
| 18 | T5-1 | T5 Entry Roadway | West O'Hare Avenue | Terminal 5 Recirculation Road | 11,040 | 230 | 1,050 | 0.09 | 25 | 36 | 3 | 0.34 | B | 0.65 | D | 9,165 | 83 | 330 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 330 | 3 | 0 | 0 | 1,215 | 11 | | |
| 19 | T5-Park Entry | Terminal 5 Parking Entrance | Terminal 5 Lower Curbside Entrance | Parking Lot | 4,300 | 100 | 450 | 0.06 | n/a | 12 | 1 | 0.15 | A | 0.46 | C | 3,870 | 90 | 215 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 5 | 0 | 0 | 0 | 0 | | |
| 20 | T5-LL | Terminal 5 Lower Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 6,885 | 300 | 665 | 0.48 | 30 | 48 | 4 | 0.07 | A | 0.40 | B | 1,930 | 28 | 690 | 10 | 0 | 0 | 275 | 4 | 70 | 1 | 70 | 1 | 0 | 0 | 1,650 | 24 | 205 | 3 | 1,995 | 29 | | |
| 21 | T5-UL | Terminal 5 Upper Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 3,075 | 155 | 625 | 0.54 | 30 | 88 | 8 | 0.18 | A | 0.08 | A | 1,690 | 55 | 215 | 7 | 0 | 0 | 60 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 9 | 430 | 14 | 400 | 13 | | |
| 22 | T5-Park Exit | Terminal 5 Parking Exit | Parking Lot | Terminal 5 Lower Curbside Exit | 4,400 | 100 | 500 | 0.09 | n/a | 16 | 1 | 0.06 | A | 0.36 | B | 3,960 | 90 | 220 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 5 | 0 | 0 | 0 | 0 | | |
| 23 | T5-Recirculation Road | Recirculation-ramp | Terminal 5 Curbside Exit | Terminal 5 Curbside Entrance | 1,765 | 45 | 195 | 0.18 | n/a | 12 | 1 | 0.05 | A | 0.27 | B | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 24 | BC to I-190-WB | Ramp | Bessie Coleman Drive | I-190-WB | 10,330 | 555 | 695 | 0.51 | n/a | 15 | 1 | 0.79 | D | 0.53 | C | 4,235 | 41 | 2,375 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 515 | 5 | 0 | 0 | 930 | 9 | 105 | 1 | 2,170 | 21 | | |
| 25 | Recirculation Road to LL | Recirculation Road Ramp | Recirculation Road | Lower Level Terminal 1-3 | No ADT | 200 | 470 | 0.16 | n/a | 17 | 1 | 0.17 | A | 0.54 | C | - | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | | |
| 27 | UL to Recirculation Road | Ramp | Terminal 3 UL Thru Lane | Recirculation Road | No ADT | 65 | 25 | 0.22 | 25 | 20 | 1 | 0.08 | A | 0.27 | B | - | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | | |
| 28 | T1-UL-IN | Terminal 1 Upper Level Inner/Outer Roadway | Lower Level Split | Terminal 2 | 33,960 | 2,670 | 1,725 | 0.43 | 20 | 80 | 7 | 0.70 | D | 0.25 | B | #### | 43 | #### | 36 | 0 | 0 | 0 | 0 | 2375 | 7 | 0 | 0 | 4,415 | 13 | 340 | 1 | 0 | 0 | | | | |
| 29 | T1-UL-OUT | | | | | | | 0.44 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | T2-UL-IN | Terminal 2 Upper Level Inner/Outer Roadway | Terminal 1 | Terminal 3 | 33,960 | 2,670 | 1,725 | 0.17 | 20 | 80 | 7 | 0.70 | D | 0.25 | B | #### | 39 | 9,510 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,830 | 26 | 2,375 | 7 | 0 | 0 | | | | |
| 31 | T2-UL-OUT | | | | | | | 0.17 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | T3-UL-IN | Terminal 3 Upper Level Inner/Outer Roadway | Terminal 2 | Terminal 3 Exit | 33,960 | 2,670 | 1,725 | 0.31 | 20 | 80 | 7 | 0.70 | D | 0.25 | B | #### | 65 | 1,360 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 340 | 1 | 0 | 0 | #### | 30 | 0 | 0 | 0 | 0 | | |
| 33 | T3-UL-OUT | | | | | | | 0.30 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: LOS of D (minimum standard) and E and F (unacceptable) are highlighted in yellow, orange, and red, respectively.

TABLE K-10
BUILD OUT PROPOSED ACTION AM/PM/ADT FOR ON TERMINAL ROADWAYS - SEGMENT DATA

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted Speed (MPH) | Width | # of Lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|---|---|---------------------------------|--------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|--------|-------|--------|------------|-----|--------------------|-----|---------------|-----|--------------------|-------|----------|-----|------|-------|------------------|-------|-------|-------|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | Private | | Limos | | Rental Car | | Charter/ Intercity | | Super Shuttle | | Other Door-to-Door | | Courtesy | | Taxi | | Airport Operated | | TNPS | |
| | | | | | | | | | | | | | | | | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT |
| Terminal Segments and Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | I-190-WB2 | I-190-WB | Bessie Coleman Drive Off-ramp | Bessie Coleman Drive On-ramp | 45,360 | 3,455 | 2,630 | 0.65 | 40 | 36 | 3 | 0.82 | D | 0.40 | B | 46 | 20,866 | 22 | 9,979 | 0 | 0 | 1 | 454 | 0 | 0 | 2 | 907 | 0 | 0 | 14 | 6,350 | 1 | 454 | 14 | 6,350 |
| 2 | CVHA-1 | Commercial Vehicle Hold Area Access Roadway | Hold Area Lot | I-190 WB On-ramp | 9,685 | 475 | 670 | 0.46 | n/a | 22 | 1 | 0.08 | A | 0.50 | C | 0 | 0 | 43 | 4,165 | 0 | 0 | 9 | 872 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 4,649 | 0 | 0 | 0 | 0 |
| 3 | Recirculation Road to Terminals | Parking Exit | Parking A-B-C | Terminals 1-2-3 | 250 | 20 | 55 | 0.10 | n/a | 16 | 1 | - | - | - | - | 48 | 120 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 48 | 120 | |
| 4 | Park-Enter-1 | Parking Entrance | I-190 WB | Parking Recirculation On-ramp | 6,765 | 850 | 410 | 0.12 | 20 | 24 | 2 | 0.37 | B | 0.09 | A | 90 | 6,089 | 5 | 338 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 338 | 0 | 0 | 0 | 0 | |
| 5 | Recirculation Road to Park | Ramp | Recirculation Road | Parking Entrance | 980 | 155 | 50 | 0.11 | n/a | 16 | 1 | 0.03 | A | 0.04 | A | 90 | 882 | 5 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 49 | 0 | 0 | 0 | 0 | | |
| 6 | T1-UL-1 | T1 Upper Level Access | I-190 WB | Through Lane Bypass | 33,770 | 2,625 | 1,735 | 0.29 | 35 | 33 | 3 | 0.90 | E | 0.33 | B | 43 | 14,521 | 36 | 12,157 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2,364 | 0 | 0 | 13 | 4,390 | 1 | 338 | 0 | 0 |
| 7 | T1-LL-1 | Lower Level Curbside Entry Roadway | Recirculation Road On-ramp | Commercial Vehicle Exit | 25,015 | 500 | 1,815 | 0.33 | 35 | 36 | 3 | 0.08 | A | 0.24 | A | 59 | 14,759 | 21 | 5,253 | 0 | 0 | 3 | 750 | 0 | 0 | 1 | 250 | 0 | 0 | 16 | 4,002 | 0 | 0 | 0 | 0 |
| 10 | UL to I-190-EB | Upper Level Exit Roadway (Terminal 1-3) | Terminal 3 UL Thru Lane Merge with Departures | Merge with Lower Levels | 34,390 | 2,435 | 1,785 | 0.23 | 40 | 36 | 3 | 0.75 | D | 0.27 | B | 49 | 16,851 | 22 | 7,566 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1,032 | 0 | 0 | 23 | 7,910 | 3 | 1,032 | 0 | 0 |
| 11 | LL to Recirculation Road Main | Ramp | Terminal 3 Lower Level | Recirculation Road | 1,985 | 265 | 265 | 0.17 | 35 | 16 | 1 | 0.02 | A | 0.03 | A | 93 | 1,846 | 4 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 0 | 0 | 0 | 0 | |
| 12 | LL to I-90-EB | Lower Level Roadway | Terminal 3 | I-190 EB | 23,330 | 575 | 2,135 | 0.45 | 35 | 30 | 2 | 0.16 | A | 0.55 | C | 58 | 13,531 | 23 | 5366 | 0 | 0 | 2 | 467 | 0 | 0 | 1 | 233 | 0 | 0 | 16 | 3,733 | 0 | 0 | 0 | 0 |
| 13 | Parking Exit Ramp to Recirculation Road | Ramp | Terminal 3 LL Thru Lane | Recirculation Road | 355 | 20 | 55 | 0.15 | n/a | 12 | 1 | - | - | - | - | 48 | 170 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 48 | 170 | |
| 14 | Park Exit 1 | Main Parking Exit | Parking Lot | Recirculation Road/I-190 Ramps | 8,315 | 125 | 600 | 0.20 | 20 | 40 | 3 | 0.05 | A | 0.27 | B | 48 | 3,991 | 2 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 166 | 0 | 0 | 48 | 3,991 | |
| 15 | Recirculation Road Bridge | Recirculation Road | Parking Lot On-ramp | Parking Lot Exit Ramp | 8,380 | 425 | 610 | 0.07 | 25 | 33 | 2 | 0.12 | A | 0.33 | B | 91 | 7626 | 5 | 419 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 335 | 0 | 0 | 0 | 0 | |
| 16 | I-190-EB3 | I-190-EB | Bessie Coleman Drive Exit Ramp | Bessie Coleman Drive SB On-ramp | 52,570 | 3,085 | 3,235 | 0.30 | 40 | 33 | 3 | 0.62 | D | 0.61 | C | 48 | 25,234 | 18 | 9,463 | 0 | 0 | 1 | 526 | 0 | 0 | 2 | 1,051 | 0 | 0 | 16 | 8,411 | 1 | 526 | 14 | 7,360 |
| 17 | I-190-EB to BC/T5 | I-190 EB Off-ramp | I-190 EB | Bessie Coleman Drive/Terminal 5 | 19,340 | 1,090 | 1,345 | 0.28 | 40 | 22 | 2 | 0.73 | D | 0.43 | B | 41 | 7,929 | 19 | 3,675 | 0 | 0 | 3 | 516 | 0 | 0 | 1 | 129 | 0 | 0 | 15 | 2,901 | 6 | 1,096 | 16 | 3,094 |
| 18 | T5-1 | T5 Entry Roadway | West O'Hare Avenue | Terminal 5 Recirculation Road | 17,445 | 475 | 1,185 | 0.09 | 25 | 36 | 3 | 0.70 | D | 0.73 | D | 83 | 14,479 | 3 | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 523 | 0 | 0 | 11 | 1,919 | |

| Link # | Link Name | Roadway | From | To | ADT | AM | PM | Distance (miles) | Posted Speed (MPH) | Width | # of Lanes | AM Link Capacity | | PM Link Capacity | | Percent Vehicle Type | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|--|------------------------------------|---------------------------------------|--------------------------|-------|-------|------------------|--------------------|-------|------------|------------------|-----|------------------|-----|----------------------|-------|-------|-------|------------|-----|--------------------|-----|---------------|-----|--------------------|-------|----------|-----|------|-------|------------------|-----|------|-------|---|
| | | | | | | | | | | | | V/C | LOS | V/C | LOS | Private | | Limos | | Rental Car | | Charter/ Intercity | | Super Shuttle | | Other Door-to-Door | | Courtesy | | Taxi | | Airport Operated | | TNPS | | |
| | | | | | | | | | | | | | | | | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % | ADT | % |
| 19 | T5-Park Entry | Terminal 5 Parking Entrance | Terminal 5 Lower Curbside Entrance | Parking Lot | 4,400 | 105 | 450 | 0.06 | n/a | 12 | 1 | 0.15 | A | 0.46 | C | 90 | 3,960 | 5 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 220 | 0 | 0 | 0 | 0 | |
| 20 | T5-LL | Terminal 5 Lower Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 10,915 | 580 | 705 | 0.48 | 30 | 48 | 4 | 0.14 | A | 0.43 | C | 28 | 3,056 | 10 | 1,092 | 0 | 0 | 4 | 437 | 1 | 109 | 1 | 109 | 0 | 0 | 24 | 2,620 | 3 | 327 | 29 | 3,165 | |
| 21 | T5-UL | Terminal 5 Upper Level Curbside Exit | Parking Lot Entrance | Parking Lot Exit | 6,260 | 385 | 1,025 | 0.52 | 30 | 88 | 8 | 0.44 | C | 0.14 | A | 55 | 3,443 | 7 | 438 | 0 | 0 | 2 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 563 | 14 | 876 | 13 | 814 | |
| 21A | T5 UL/LL Exit | Terminal 5 Exit to Bessie Coleman Drive | Terminal 5 UL/LL Exit | Bessie Coleman Drive | 6,440 | 450 | 490 | 0.08 | 30 | 34 | 3 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | |
| 21B | T5 UL/LL Exit | Terminal 5 Exit to I-190 EB/Ramp to West O'Hare Avenue | Terminal 5 UL/LL Exit | I-190 EB & Ramp to West O'Hare Avenue | 10,735 | 515 | 1,240 | 0.15 | 30 | 36 | 3 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | |
| 21B.1 | T5 Exit B | Terminal 5 Exit to I-190 EB | Terminal 5 Exit B Split | I-190 EB | 9,440 | 480 | 1,025 | 0.08 | 30 | 24 | 2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | |
| 21B.2 | T5 Exit B | Terminal 5 Exit to West O'Hare Avenue | Terminal 5 Exit B Split | West O'Hare Avenue | 1,295 | 35 | 215 | 0.09 | 30 | 24 | 2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | |
| 22 | T5-Park Exit | Terminal 5 Parking Exit | Parking Lot | Terminal 5 Lower Curbside Exit | 4,510 | 105 | 500 | 0.09 | n/a | 16 | 1 | 0.06 | A | 0.36 | B | 90 | 4,059 | 5 | 226 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 226 | 0 | 0 | 0 | 0 | |
| 23 | T5-Recirculation Road | Recirculation -ramp | Terminal 5 Curbside Exit | Terminal 5 Curbside Entrance | NO RECIRC RAMP - REMOVED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | BC to I-190-WB | Ramp | Bessie Coleman Drive | I-190-WB | 10,475 | 555 | 720 | 0.51 | n/a | 15 | 1 | 0.78 | D | 0.55 | C | 41 | 4,295 | 23 | 2,409 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 524 | 0 | 0 | 9 | 943 | 1 | 105 | 21 | 2,200 | |
| 25 | Recirculation Road to LL | Recirculation Road Ramp | Recirculation Road | Lower Level Terminal 1-3 | No ADT | 260 | 545 | 0.16 | n/a | 17 | 1 | 0.22 | A | 0.62 | D | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - | |
| 27 | UL to Recirculation Road | Ramp | Terminal 3 UL Thru Lane | Recirculation Road | No ADT | 65 | 25 | 0.22 | 25 | 20 | 1 | 0.11 | A | 0.31 | B | 93 | - | 4 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - | |
| 28 | T1-UL-IN | Terminal 1 Upper Level Inner/Outer Roadway | Lower Level Split | Terminal 2 | #### | 2,625 | 1,735 | 0.43 | 20 | 80 | 7 | 0.69 | D | 0.25 | B | 43 | #### | 36 | #### | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2,364 | 0 | 0 | 13 | 4,390 | 1 | 338 | 0 | 0 | |
| 29 | T1-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | T2-UL-IN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | T2-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | T3-UL-IN | Terminal 3 Upper Level Inner/Outer Roadway | Terminal 2 | Terminal 3 Exit | #### | 2,625 | 1,735 | 0.31 | 20 | 80 | 7 | 0.69 | D | 0.25 | B | 65 | #### | 4 | 1,351 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 338 | 0 | 0 | 30 | #### | 0 | 0 | 0 | 0 | |
| 33 | T3-UL-OUT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: LOS of D (minimum standard) and E and F (unacceptable) are highlighted in yellow, orange, and red, respectively.

K.2.3 Operational Impacts for Terminal Roadway Segments

An operational impact comparison was made for the terminal roadway segments. The comparison is used to determine whether any degradation in LOS and capacity ratios resulted between the existing conditions (up to and including the Build Out Proposed Action). Based on the results shown in **Tables K-11 through K-15**, no negative impacts would result from the Proposed Action.

Tables K-11 through K-15 show acceptable LOS during the Existing Condition, Interim No Action, and Build Out No Action scenarios. The LOS remains the same or is improved under the Interim Proposed Action and Build Out Proposed Action. No degradation of the terminal roadway segments would result from the Proposed Action.

K.2.4 Employee Parking

The existing American Airlines employee 24-hour bus schedule was provided by the CDA as received from American Airlines on August 15, 2019. These buses carry employees to the terminals. The fleet includes 16 transit buses and two minibuses, with 11 of the transit buses and one minibus in service. All buses in the fleet use diesel fuel. The bus route schedule was developed using the actual bus schedule from March 1, 2019. Using this information, an employee route schedule from parking bus stops 1 through 5 to Terminal G, Terminal L, Terminal 4, and Terminal 5 was developed. The schedule documents the frequency of buses per hour and the number of trips in one direction per hour over a typical 24-hour period.

The existing United Airlines employee and vendor 24-hour bus schedule and routes were provided by the CDA. The United Airlines fleet mix consists of large buses with a 54-passenger capacity. The large buses are "New Flyers" and "Gilligs-Low Floors." Small "Galves-Cut-a-Way" buses, with a capacity of 24, are also used. With this information, a bus schedule was developed which shows the bus routes from the temporary parking on Bessie Coleman Drive to Gates C17, B9, and E4, as well as Terminal 5. The number of trips per hour and the number and size of the buses are shown in the schedule. The buses use diesel fuel.

The CDA provided the vendor employee bus schedule. A 2018 existing bus schedule was developed that shows the bus route from the vendor lot to Gates C17, B9, E4, E5, and E6. The number of trips per hour and the number and size of the buses are shown in the schedule. The buses use diesel fuel.

The Proposed Action includes a West Employee Screening Facility (WESF) located on the western side of the runways. The CDA provided the proposed WESF parking assumptions, bus schedule, and routes for the proposed facility. The estimated employee spaces per airline are 3,400 for American Airlines, 6,600 for United Airlines, and 1,100 for Delta and other smaller carriers. The new facility would have 4,000 surface spaces and an elevated garage with 6,000 additional spaces. According to a Ricondo memo dated June 2019, construction would coincide with the Elgin O'Hare Western Access project (EOWA) western access ramps off York Road, I-390, and I-490 in the Interim Condition. Employee parking will be phased in, beginning in the Interim Condition with 3,600 United Airlines employee spaces. This total is set to increase annually with a 1.4 percent growth factor. In 2030, the WESF would have all required spaces in use including the annual growth.

K.2.4 On-airport Parking

The on-airport parking data for the following lots was developed using vehicle turning counts, occupancy range from the surface transportation study white paper, factored peak hour counts, and percent occupied (estimated from Google Earth):

- Lot A (Hourly),

- Lot A (Daily),
- Lot B,
- Lot C,
- Lot D,
- Lot E (Economy),
- Lot F,
- Lot G,
- Lot H (Economy),
- Rental Car Return,
- Taxi Holding Area,
- Guard Post 1 Services Northwest Maintenance Building,
- Northwest Maintenance Building (American Airlines),
- United Airlines Parking Lot,
- Northeast Cargo Area,
- Southeast Service Area/Delta Airlines, and
- South Cargo Area.

TABLE K-11
EXISTING CONDITION PARKING FACILITIES DATA

| Parking Area Name | Level(s) | Height Of Structures (Foot, Inch) | Annual Vol | Peak Hour Vol | Distance Traveled (Feet) | Idle Time (Seconds) | Speed (Mph) | Motor Vehicle Type Fleet Mix | |
|--|----------|-----------------------------------|------------|---------------|--------------------------|---------------------|-------------|------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| Lot A (Hourly) | 1 | 6'6" | 101,945 | 99 | 2,500 | 10 | 10 | 100 | 0 |
| Lot A (Daily) | 2-6 | 6'6" | 1,248,694 | 590 | 2,500 | 10 | 10 | 100 | 0 |
| Lot B | 1 | 9'0" | 170,981 | 124 | 2,500 | 10 | 10 | 100 | 0 |
| Lot C | 1 | 8'5" | 175,091 | 87 | 2,500 | 10 | 10 | 100 | 0 |
| Lot D (Terminal 5 International) | 1 | | 1,035,145 | 500 | 1,500 | 10 | 10 | 99 | 1 |
| Lot E (Economy) | 1 | | 535,128 | 225 | 2,500 | 10 | 10 | 100 | 0 |
| Lot G | 1 | | 195,288 | 95 | 2,500 | 10 | 10 | 100 | 0 |
| Lot H (Economy) | 1 | | 150,426 | 25 | 2,500 | 10 | 10 | 100 | 0 |
| *Rental Car Return | 1 | | 273,750 | 50 | 4,500 | 15 | 10 | 100 | 0 |
| Taxi Holding Area | 1 | | 180,310 | 580 | 1,000 | 45 | 10 | 100 | 0 |
| Guard Post 1- Northwest Maintenance Buildings/American Airlines Employee Parking | 1 | | 1,034,045 | 400 | 26,000 | 10 | 10 | 98 | 2 |
| United Airlines Temporary Employee Parking | 1 | | 1,034,045 | 414 | 4,000 | 10 | 10 | 100 | 0 |
| Northeast Cargo Area | 1 | | 146,183 | 65 | 3,000 | 10 | 10 | 75 | 25 |
| Southeast Service Area/Delta | 1 | | 620,135 | 200 | 400 | 20 | 10 | 92 | 8 |
| South Cargo Area | 1 | | 182,683 | 250 | 15,000 | 10 | 10 | 72 | 28 |
| TNP (Rideshare Lot) | 1 | | 1,095,000 | 264 | 1,500 | 10 | 10 | 100 | 0 |

Source: The information in the table above was determined with documentation described in detail in the Surface Transportation Study 2016 report for Chicago O'Hare International Airport and the Surface Transportation White Paper prepared for the CDA by Ricondo, Inc.

*Rental Car Return is only shown on its own under the Existing Condition. In the Interim and Build Out Conditions, both with No Action and Proposed Action Alternatives, rental cars will be moved to MMF level 1-3.

Note: Delta was removed and combined with the Southeast Service Area.

TABLE K-12
INTERIM NO ACTION - PARKING FACILITIES DATA

| Parking Area Name | Level(s) | Height of Structures (foot, inch) | Annual Volume | Peak Hour Volume | Distance Traveled (feet) | Idle Time (seconds) | Speed (mph) | Motor Vehicle Type Fleet Mix | |
|---|-------------------------------------|--------------------------------------|---------------|------------------|-----------------------------|------------------------|----------------|---------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| Lot A (Hourly) | 1 | 6'6" | 112,006 | 109 | 2,500 | 10 | 10 | 100 | 0 |
| Lot A (Daily) | 2-6 | 6'6" | 1,371,940 | 648 | 2,500 | 10 | 10 | 100 | 0 |
| Lot B | 1 | 9'0" | 187,856 | 136 | 2,500 | 10 | 10 | 100 | 0 |
| Lot C | 1 | 8'5" | 192,372 | 96 | 2,500 | 10 | 10 | 100 | 0 |
| Lot D (Terminal 5 International) | 1 | | 1,137,314 | 374 | 800 | 10 | 10 | 98 | 2 |
| Lot E (Economy) | 1 | | 117,589 | 32 | 2,500 | 10 | 10 | 100 | 0 |
| Lot G | 1 | | 214,563 | 104 | 2,500 | 10 | 10 | 100 | 0 |
| Lot H (Economy) | 1 | | 165,273 | 27 | 2,500 | 10 | 10 | 100 | 0 |
| *Rental Car Return | Car rental moved to MMF (see below) | | | | | | | | |
| MMF Level 1-3 (Rental Car Operations) | 3 | | 300,769 | 99 | 1,150 | 10 | 5 | 100 | 0 |
| MMF Level 4-9 (Public Parking) | 6 | | 470,356 | 155 | 1,350 | 10 | 5 | 100 | 0 |
| Taxi Holding Area | 1 | | 198,107 | 637 | 1,150 | 45 | 10 | 100 | 0 |
| Guard Post 1 - Northwest Maintenance Buildings/American Airlines Employee Parking | 1 | | 1,136,105 | 439 | 26,000 | 10 | 10 | 98 | 2 |
| United Airlines Temporary Employee Parking | 1 | | 1,136,105 | 455 | 4,000 | 10 | 10 | 100 | 0 |
| Northeast Cargo Area | 1 | | 160,611 | 71 | 3,000 | 10 | 10 | 75 | 25 |
| Southeast Service Area/Delta | 1 | | 651,666 | 220 | 400 | 20 | 10 | 92 | 8 |
| South Cargo Area | 1 | | 200,713 | 275 | 15,000 | 10 | 10 | 72 | 28 |
| TNP (Rideshare Lot) | 1 | | 1,180,621 | 285 | 1,500 | 10 | 10 | 100 | 0 |

Source: The information in the table above was determined with documentation described in detail in the Surface Transportation Study 2016 report for Chicago O'Hare International Airport and the Surface Transportation White Paper prepared for the CDA by Ricondo, Inc.

*Rental Car Return is only shown on its own under the Existing Conditions. In the Interim and Build Out Conditions, both with No Action and Proposed Action Alternatives, rental cars will be moved to MMF level 1-3.

TABLE K-13
BUILD OUT NO ACTION - PARKING FACILITIES DATA

| Parking Area Name | Level(s) | Height of Structures (foot, inch) | Build Out No Action Annual Volume | Build Out No Action Peak Hour Volume | Distance Traveled (feet) | Idle Time (seconds) | Speed (mph) | Motor Vehicle Type Fleet Mix | |
|---|---|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------|---------------------|-------------|------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| Lot A (Hourly) | 1 | 6'6" | 127,777 | 124 | 2,500 | 10 | 10 | 100 | 0 |
| Lot A (Daily) | 2-6 | 6'6" | 1,565,113 | 740 | 2,500 | 10 | 10 | 100 | 0 |
| Lot B | 1 | 9'0" | 214,307 | 155 | 2,500 | 10 | 10 | 100 | 0 |
| Lot C | 1 | 8'5" | 219,458 | 109 | 2,500 | 10 | 10 | 100 | 0 |
| Lot D (Terminal 5 International) | 1 | | 1,297,451 | 427 | 800 | 10 | 10 | 98 | 2 |
| Lot E (Economy) | 1 | | 134,146 | 44 | 2,500 | 10 | 10 | 100 | 0 |
| Lot G | 1 | | 244,774 | 119 | 2,500 | 10 | 10 | 100 | 0 |
| Lot H (Economy) | 1 | | 188,543 | 31 | 2,500 | 10 | 10 | 100 | 0 |
| *Rental Car Return | Car rental was moved to MMF (see below) | | | | | | | | |
| MMF Level 1-3 (Rental Car Operations) | 3 | | 343,118 | 113 | 1,150 | 10 | 5 | 100 | 0 |
| MMF Level 4-9 (Public Parking) | 6 | | 536,584 | 176 | 1,350 | 10 | 5 | 100 | 0 |
| Taxi Holding Area | 1 | | 226,001 | 727 | 1,150 | 45 | 10 | 100 | 0 |
| Guard Post 1 - Northwest Maintenance Buildings/American Airlines Employee Parking | 1 | | 1,295,160 | 500 | 26,000 | 10 | 10 | 98 | 2 |
| United Airlines Temporary Employee Parking | 1 | | 1,295,160 | 519 | 4,000 | 10 | 10 | 100 | 0 |
| Northeast Cargo Area | 1 | | 183,225 | 81 | 3,000 | 10 | 10 | 75 | 25 |

| Parking Area Name | Level(s) | Height of Structures (foot, inch) | Build Out No Action Annual Volume | Build Out No Action Peak Hour Volume | Distance Traveled (feet) | Idle Time (seconds) | Speed (mph) | Motor Vehicle Type Fleet Mix | |
|------------------------------|----------|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------|---------------------|-------------|------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| Southeast Service Area/Delta | 1 | | 743,423 | 251 | 400 | 20 | 10 | 92 | 8 |
| South Cargo Area | 1 | | 228,974 | 313 | 15,000 | 10 | 10 | 72 | 28 |
| TNP (Rideshare Lot) | 1 | | 1,250,000 | 325 | 1,500 | 10 | 10 | 100 | 0 |

Source: The information in the table above was determined with documentation described in detail in the Surface Transportation Study 2016 report for Chicago O'Hare International Airport and the Surface Transportation White Paper prepared for the CDA by Ricondo, Inc.

*Rental Car Return is only shown on its own under the Existing Condition. In the Interim and Build Out conditions, both with No Action and Proposed Action Alternatives, rental cars will be moved to MMF level 1-3.

TABLE K-14
INTERIM PROPOSED ACTION - PARKING FACILITIES DATA

| Parking Area Name | Level(s) | Height of Structures (foot, inch) | Annual Volume | Peak Hour Volume | Distance Traveled (feet) | Idle Time (seconds) | Speed (mph) | Motor Vehicle Type Fleet Mix | |
|----------------------------------|----------|-----------------------------------|---------------|------------------|--------------------------|---------------------|-------------|------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| Lot A (Hourly) | 1 | 6'6" | 112,006 | 109 | 2,500 | 10 | 10 | 100 | 0 |
| Lot A (Daily) | 2-6 | 6'6" | 1,371,940 | 648 | 2,500 | 10 | 10 | 100 | 0 |
| Lot B | 1 | 9'0" | 187,856 | 136 | 2,500 | 10 | 10 | 100 | 0 |
| Lot C | 1 | 8'5" | 192,372 | 96 | 2,500 | 10 | 10 | 100 | 0 |
| LOT D (Terminal 5 International) | | | | | | | | | |
| Phase 1 - Surface Lot | 1 | | 711,750 | 234 | 2,300 | 10 | 5 | 100 | 0 |
| Phase 2 - Surface Lot | 1 | | 136,875 | 45 | 800 | 10 | 10 | 98 | 2 |
| Lot E (Economy) | 3 | | 117,589 | 32 | 2,500 | 10 | 10 | 100 | 0 |
| Lot G | 1 | | 214,563 | 104 | 2,500 | 10 | 10 | 100 | 0 |
| Lot H (Economy) | 1 | | 165,273 | 27 | 2,500 | 10 | 10 | 100 | 0 |

| Parking Area Name | Level(s) | Height of Structures (foot, inch) | Annual Volume | Peak Hour Volume | Distance Traveled (feet) | Idle Time (seconds) | Speed (mph) | Motor Vehicle Type Fleet Mix | |
|---|---|--------------------------------------|---------------|------------------|--------------------------|---------------------|-------------|------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| *Rental Car Return | Car rental was moved to MMF (see below) | | | | | | | | |
| MMF Level 1-3 (Rental Car Operations) | 6 | | 300,769 | 99 | 1,150 | 10 | 5 | 100 | 0 |
| MMF Level 4-9 (Public Parking) | 1 | | 470,356 | 155 | 1,350 | 10 | 5 | 100 | 0 |
| Taxi Holding Area | 1 | | 198,107 | 637 | 1,000 | 45 | 10 | 100 | 0 |
| Guard Post 1 - Northwest Maintenance Buildings/American Airlines Employee Parking | 1 | | 1,136,105 | 439 | 26,000 | 10 | 10 | 98 | 2 |
| United Airlines Temporary Employee Parking | 1 | | 1,136,105 | 455 | 4,000 | 10 | 10 | 100 | 0 |
| Northeast Cargo Area | 1 | | 160,611 | 71 | 3,000 | 10 | 10 | 75 | 25 |
| Southeast Service Area/Delta | 1 | | 651,666 | 220 | 400 | 20 | 10 | 92 | 8 |
| South Cargo Area | 1 | | 200,713 | 275 | 15,000 | 10 | 10 | 72 | 28 |
| TNP (Rideshare Lot) | 1 | | 1,180,621 | 285 | 1,500 | 10 | 10 | 100 | 0 |

Source: The information in the table above was determined with documentation described in detail in the Surface Transportation Study 2016 report for Chicago O'Hare International Airport and the Surface Transportation White Paper prepared for the CDA by Ricondo, Inc.

*Rental Car Return is only shown on its own under the Existing Condition. In the Interim and Build Out Conditions, both with No Action and Proposed Action Alternatives, rental cars will be moved to MMF level 1-3.

TABLE K-15
BUILD OUT PROPOSED ACTION – PARKING FACILITIES DATA

| Parking Area Name | Level(s) | Height of Structures (Foot, Inch) | Annual Volume | Peak Hour Volume | Distance Traveled (Feet) | Idle Time (Seconds) | Speed (MPH) | Motor Vehicle Type Fleet Mix | |
|-------------------|----------|--------------------------------------|---------------|------------------|--------------------------|---------------------|-------------|------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| Lot A (Hourly) | 1 | 6'6" | 127,777 | 124 | 2,500 | 10 | 10 | 100 | 0 |
| Lot A (Daily) | 2-6 | 6'6" | 1,565,113 | 740 | 2,500 | 10 | 10 | 100 | 0 |

| Parking Area Name | Level(s) | Height of Structures (Foot, Inch) | Annual Volume | Peak Hour Volume | Distance Traveled (Feet) | Idle Time (Seconds) | Speed (MPH) | Motor Vehicle Type Fleet Mix | |
|--|---|-----------------------------------|---------------|------------------|--------------------------|---------------------|-------------|------------------------------|----------|
| | | | | | | | | % Cars | % Trucks |
| Lot B | 1 | 9'0" | 214,307 | 155 | 2,500 | 10 | 10 | 100 | 0 |
| Lot C | 1 | 8'5" | 219,458 | 109 | 2,500 | 10 | 10 | 100 | 0 |
| Lot D (Terminal 5 International) | | | | | | | | | |
| Phase 1 - Parking Garage (Interim Condition) | 7 | | 721,240 | 237 | 2,300 | 10 | 5 | 100 | 0 |
| Phase 2 - Parking Garage (2029) | 7 | | 328,500 | 108 | 2,500 | 10 | 5 | 100 | 0 |
| Surface Lot (Interim Condition) | 1 | | 136,875 | 45 | 800 | 10 | 10 | 98 | 2 |
| Lot E (Economy) | 1 | | 134,146 | 37 | 2,500 | 10 | 10 | 100 | 0 |
| Lot G | 1 | | 244,774 | 119 | 2,500 | 10 | 10 | 100 | 0 |
| Lot H (Economy) | 1 | | 188,543 | 31 | 2,500 | 10 | 10 | 100 | 0 |
| *Rental Car Return | Car rental moved to the MMF (see below) | | | | | | | | |
| MMF Level 1-3 (Rental Car Operations) | 3 | | 343,118 | 113 | 1,150 | 10 | 5 | 100 | 0 |
| MMF Level 4-9 (Public Parking) | 6 | | 536,584 | 176 | 1,350 | 10 | 5 | 100 | 0 |
| Taxi Holding Area | 1 | | 226,001 | 727 | 1,150 | 45 | 10 | 100 | 0 |
| Western Access (Parking Garage) | 8 | | 6,470,136 | 1773 | 13,200 | 10 | 5 | 100 | 0 |
| Northeast Cargo Area | 1 | | 183,225 | 81 | 3,000 | 10 | 10 | 75 | 25 |
| Southeast Service Area/Delta | 1 | | 743,423 | 251 | 400 | 20 | 10 | 92 | 8 |
| South Cargo Area | 1 | | 228,974 | 313 | 15,000 | 10 | 10 | 72 | 28 |
| TNP (Rideshare Lot) | 1 | | 1,250,000 | 325 | 1,500 | 10 | 10 | 100 | 0 |

Source: The information in the table above was determined with documentation described in detail in the Surface Transportation Study 2016 report for Chicago O'Hare International Airport and the Surface Transportation White Paper prepared for the CDA by Ricondo, Inc.

*Rental Car Return is only shown on its own under the Existing Condition. In the Interim and Build Out Conditions, both with No Action and Proposed Action Alternatives, rental cars will be moved to MMF level 1-3.

K.2.5 Operational Profiles

The Existing Condition airport operational profiles were provided by the FAA OPSNET and Build Out Condition TAAM forecast. The operational profiles show the hourly, daily, and monthly percentages of aircraft arrivals and departures at O'Hare for the Existing Condition and the project profiles for the Build Out Condition. Operational profiles for on-airport and employee parking were determined using the two-day counts on the on-airport roadways. The parking operational profiles were developed using the Bessie Coleman Drive hourly profile because the parking lots are primarily located off Bessie Coleman Drive. The hourly operational profiles are included in **Attachment K-1** to this appendix.

K.3 OFF-AIRPORT AREA-WIDE ANALYSIS

This section documents the data sources and methodology used in the surface transportation analysis of the off-airport roadways in support of the noise and air quality analyses. The off-airport roadway analyses included the development of link and intersection volume data and microscopic arterial and intersection capacity analyses to determine segment speeds and LOS, respectively. Geometric information of the roadway segments—including lengths, number of lanes, and typical roadway widths—was also provided based on Google Maps aerial imagery.

K.3.1 Volume Development

Detailed information, including TransCAD and Vissim networks, ESRI shape files, traffic counts, trip tables, and traffic estimates for the AM and PM peak hours of each alternative, were produced for the O'Hare Traffic Study and provided by Cambridge Systematics as background data for this study. The report by Cambridge Systematics, titled "Chicago O'Hare International Airport Traffic Study - Analysis of Travel Markets and Demand Forecasting," contains additional documentation and background describing the data, networks, and outputs. The area-wide demand model data was reviewed, including the overall trip table district summaries for each scenario, then compared to baseline data, as well as other traffic pattern shifts that are expected due to anticipated roadway network improvements.

From the Cambridge forecasts, peak hour link and turning movement volumes were extracted from the Vissim models for each alternative. The areawide forecasting models were used to inform the estimated percentage of traffic bound to or from the airport in each segment.

ADT data for existing conditions was established through segment counts provided by Cambridge Systematics. For future scenarios, growth rates specific to each alternative were developed by comparing existing link peak hour growth to each alternative. Heavy vehicle percentages were estimated based on roadway type and adjacent land uses (e.g., higher truck percentages on interstates than surface streets with direct access to the airport).

Tables K-16 through K-25 summarize the link volumes by segment, percent of airport traffic, and heavy vehicle percentages for each alternative.

TABLE K-16
EXISTING CONDITION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - WEST TO EAST INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - From Node To Node | From Node # To Node # | AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | BA Annual Average Daily Volume - ADT Going East To West (WB) | % Airport Traffic | AB Volume AM Peak Hour - Trav. EB | Airport AB Volume AM Peak Hour - Trav. EB | AB Volume PM Peak Hour - Trav. EB | Airport AB Volume PM Peak Hour - Trav. EB | BA Volume AM Peak Hour - Trav. WB | Airport BA Volume AM Peak Hour - Trav. WB | BA Volume PM Peak Hour - Trav. WB | Airport BA Volume PM Peak Hour - Trav. WB | AB DIST. (MILES) EB | BA Dist. (Miles) WB | AB Speed (MPH) EB | BA Speed (MPH) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Existing Condition AM Intersection Capacity | | | Existing Condition PM Intersection Capacity | | | |
|--|---|-----------------------|--|--|--|--|-------------------|---|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|---|------|-----|---|------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West To East Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Touhy Avenue – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300 | South Elmhurst Road | 300 | | | | | | 920 | 254 | 1,050 | 290 | 1,260 | 348 | 1,950 | 538 | | | | | | | | | | | | 43.3 | D | 0.94 | 48.0 | D | 0.98 |
| | Touhy Avenue - South Elmhurst Road to Mount Prospect Road | 300 to 400 | 15,000 | 4,141 | 27,857 | 7,690 | 28% | | | | | | | | | 0.91 | 0.91 | 45 | 45 | 40 | 40 | 3 | 3 | 97% | 3% | | | | | | | |
| 400 | Mount Prospect Road | 400 | | | | | | 1,850 | 511 | 1,780 | 491 | 1,285 | 355 | 1,670 | 461 | | | | | | | | | | | | 22.8 | C | 0.69 | 25.1 | C | 0.81 |
| | East Touhy-Mount Prospect Road to South Wolf Road | 400 to 410 | 25,429 | 7,019 | 23,857 | 6,586 | 28% | | | | | | | | | 0.71 | 0.71 | 45 | 45 | 40 | 40 | 3 | 3 | 97% | 3% | | | | | | | |
| 410 | South Wolf Road | 410 | | | | | | 1,750 | 483 | 1,920 | 530 | 1,500 | 414 | 1,820 | 502 | | | | | | | | | | | | 16.2 | B | 0.62 | 30.8 | C | 0.71 |
| | Touhy Avenue - South Wolf Road to West Lee Street | 410 to 430 | 27,429 | 7,571 | 26,000 | 7,177 | 28% | | | | | | | | | 0.65 | 0.69 | 45 | 45 | 40 | 24 | 3 | 2 | 98% | 2% | | | | | | | |
| 430 | West Lee Street | 430 | | | | | | 1,950 | 538 | 2,420 | 668 | 700 | 193 | 920 | 254 | | | | | | | | | | | | 7.1 | A | 0.57 | 11.5 | B | 0.66 |
| | Touhy Avenue – West Lee Street to East Lee Street | 430 to 440 | 34,571 | 9,543 | 13,143 | 3,628 | 28% | | | | | | | | | 0.06 | 0.06 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 440 | East Lee Street | 440 | | | | | | 850 | 235 | 1,020 | 282 | 750 | 207 | 1,045 | 288 | | | | | | | | | | | | 11.9 | B | 0.45 | 13.2 | B | 0.54 |
| | Touhy Avenue – East Lee Street to Mannheim Road | 440 to 500 | 14,571 | 4,022 | 14,929 | 4,121 | 28% | | | | | | | | | 0.43 | 0.43 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 500 | Mannheim Road | 500 | | | | | | 980 | 271 | 1,145 | 316 | 690 | 190 | 1,165 | 322 | | | | | | | | | | | | 33.3 | C | 0.77 | 53.5 | D | 1.00 |
| Thorndale Avenue WB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | North Wood Dale Road | 1800 | One-way westbound, therefore there is no | | | | | One-way westbound, therefore there is no vehicular traffic traveling east | | | | 350 | 18 | 600 | 30 | | | | | | | | | | | | 16.8 | B | 0.35 | 25.5 | C | 0.42 |

| Node # | Main Roadway - From Node To Node | From Node # To Node # | AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | BA Annual Average Daily Volume - ADT Going East To West (WB) | % Airport Traffic | AB Volume AM Peak Hour - Trav. EB | Airport AB Volume AM Peak Hour - Trav. EB | AB Volume PM Peak Hour - Trav. EB | Airport AB Volume PM Peak Hour - Trav. EB | BA Volume AM Peak Hour - Trav. WB | Airport BA Volume AM Peak Hour - Trav. WB | BA Volume PM Peak Hour - Trav. WB | Airport BA Volume PM Peak Hour - Trav. WB | AB DIST. (MILES) EB | BA Dist. (Miles) WB | AB Speed (MPH) EB | BA Speed (MPH) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Existing Condition AM Intersection Capacity | | | Existing Condition PM Intersection Capacity | | | | | | | | |
|---|--|-----------------------|--|--|---|--|-------------------|-----------------------------------|---|-----------------------------------|---|--|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|---|------|-----|---|------|--------------|------|------|--------------|----|---|------|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue westbound - North Wood Dale to Lively Boulevard | 1800 to 1520 | vehicular traffic traveling east | | 8,571 | 429 | 5% | | | | | | | | | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | | | | | | |
| 1520 | Lively Boulevard | 1520 | | | | | | | | | | | 100 | 5 | 110 | 6 | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | | |
| | Thorndale Avenue westbound - Lively Boulevard to Busse Road | 1520 to 1300 | | | 1,571 | 79 | 5% | | | | | | | | | | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | | | | | |
| 1300 | Busse Road | 1300 | | | | | | | | | | | 370 | 19 | 650 | 33 | | | | | | | | | | | | | | | | 13.3 | B | 0.68 | 19 | B | 0.67 |
| | Thorndale Avenue westbound - Busse Road to Supreme Drive | 1300 to 1200 | | | 9,286 | 464 | 5% | | | | | | | | | | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | | | | | |
| 1200 | Supreme Drive | 1200 | | | | | | | | | | The east leg of the intersection is terminated. No traffic arrives from the east or turns to the east. Also, Thorndale westbound is one-way WB | | | | | | | | | | | | 36.3 | D | 0.25 | 29.1 | C | 0.45 | | | | | | | | |
| Tollway - Begin at North Wood Dale Road and end at Busse Road, where it physically ends; vehicles ext and enter at Busse Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 to 1800 | Tollway at North Wood Dale | | | | | | 5% | 400 | 20 | 730 | 37 | 430 | 22 | 350 | 18 | | | | | | | | | | | | | | | | | | | | | | |
| | Tollway - North Wood Dale to Lively Boulevard | | 10,429 | 521 | 6,143 | 307 | | | | | | | | | | 0.49 | 0.49 | 55 | 55 | 24 | 36 | 2 | 3 | 97% | 3% | Free Flow | | | | | | | | | | | |
| 1520 to 1530 | Tollway at Lively Boulevard | | | | | | 5% | 770 | 39 | 900 | 45 | 630 | 32 | 800 | 40 | | | | | | | | | | | | | | | | | | | | | | |
| | Tollway - Lively Boulevard to Busse Road | | 12,857 | 643 | 11,429 | 571 | | | | | | | | | | 1 | 0.57 | 55 | 55 | 12 | 12 | 1 | 1 | 97% | 3% | Free Flow | | | | | | | | | | | |
| 1300 to 1400 | Tollway at Busse Road | | 0 | | 0 | | 5% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | |
| Thorndale Avenue EB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1800 | North Wood Dale Road | 1800 | | | One-way eastbound, therefore there is no vehicular traffic traveling west | | | 100 | 5 | 100 | 5 | One-way eastbound, therefore there is no vehicular traffic traveling west | | | | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | 7.3 | A | 0.08 | 7.3 | A | 0.08 | | | | |
| | Thorndale Avenue EB - North Wood Dale to Lively Boulevard | 1800 to 1530 | 1,429 | 71 | | | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1530 | Lively Boulevard | 1530 | | | | | | 170 | 9 | 250 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Node # | Main Roadway - From Node To Node | From Node # To Node # | AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | BA Annual Average Daily Volume - ADT Going East To West (WB) | | AB Volume AM Peak Hour - Trav. EB | Airport AB Volume AM Peak Hour - Trav. EB | AB Volume PM Peak Hour - Trav. EB | Airport AB Volume PM Peak Hour - Trav. EB | BA Volume AM Peak Hour - Trav. WB | Airport BA Volume AM Peak Hour - Trav. WB | BA Volume PM Peak Hour - Trav. WB | Airport BA Volume PM Peak Hour - Trav. WB | AB DIST. (MILES) EB | BA Dist. (Miles) WB | AB Speed (MPH) EB | BA Speed (MPH) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Existing Condition AM Intersection Capacity | | | Existing Condition PM Intersection Capacity | | | | | | | | |
|---|--|-----------------------|--|--|--|--|-----|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|---|------|-----|---|------|-----|------|--|--|--|--|--|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB - Lively Boulevard to Busse Road | 1530 to 1400 | 3,571 | 179 | | | 5% | | | | | | | | | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | | | | | | |
| 1400 | Busse Road | 1400 | | | | | | 610 | 31 | 600 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB - Busse Road to Supreme Drive | 1400 to 1100 | 8,571 | 429 | | | 5% | | | | | | | | | | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | | | | | |
| 1100 | Supreme Drive | 1100 | | | | | | 600 | 30 | 600 | 30 | 320 | 16 | 450 | 23 | | | | | | | | | | | | 20.8 | C | 0.33 | 27.5 | C | 0.43 | | | | | |
| Thorndale Ave EB/WB – Begin at Supreme and end at York Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB - Supreme Drive to York Road | 1100 to 1000 | 8,571 | 429 | | | 5% | | | | | | | | | 0.77 | 0.77 | 55 | 55 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | | | | | | |
| 1000 | York Road | 1000 | | | | | | 400 | 20 | 700 | 35 | - | - | - | - | | | | | | | | | | | | 7.4 | A | 0.49 | 29.3 | C | 0.43 | | | | | |
| Balmoral Avenue – Begin at Bessie Coleman Drive and end at Mannheim Road (NB US 45 Exit/Entrance Ramps) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 688 | Bessie Coleman Drive/Terminal 5 | 688 | | | | | | 1,150 | 920 | 1,500 | 1,200 | 150 | 120 | 220 | 176 | | | | | | | | | | | | 30.3 | C | 0.34 | 31.8 | C | 0.73 | | | | | |
| | Balmoral - Bessie Coleman Drive to Service Road | 688 to 139 | 21,429 | 17,143 | 3,143 | 2,514 | 80% | | | | | | | | | 0.10 | 0.10 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | | | | | | | |
| 139 | Service Road | 139 | | | | | | 670 | 536 | 775 | 620 | 150 | 120 | 170 | 136 | | | | | | | | | | | Unsignalized | | | Unsignalized | | | | | | | | |
| | Balmoral Avenue - Service Road to Mannheim Road SB Entrance Ramp | 139 to 692 | 11,071 | 8,857 | 2,429 | 1,943 | 80% | | | | | | | | | 0.37 | 0.37 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | | | | | | | |
| 692 | Mannheim Road SB Entrance Ramp | 692 | | | | | | 670 | 536 | 775 | 620 | 340 | 272 | 470 | 376 | | | | | | | | | | | | 9.1 | A | 0.06 | 19.2 | C | 0.18 | | | | | |
| West Irving Park Road – Begin at Spruce Avenue and end at the Exit/Entrance Ramps at I-294 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | Spruce Avenue | 80 | | | | | | 770 | 308 | 1,320 | 528 | 980 | 392 | 940 | 376 | | | | | | | | | | | | 7.9 | A | 0.42 | 4 | A | 0.48 | | | | | |
| | West Irving Park Road - Spruce Avenue to Marshall Road | 80 to 90 | 18,857 | 7,543 | 13,429 | 5,371 | 40% | | | | | | | | | 0.19 | 0.19 | 35 | 35 | 22 | 22 | 2 | 2 | 0.97 | 0.03 | | | | | | | | | | | | |
| 90 | Marshall Road | 90 | | | | | | 840 | 336 | 1,250 | 500 | 1,205 | 482 | 1,250 | 500 | | | | | | | | | | | | 8.9 | A | 0.41 | 5.7 | A | 0.5 | | | | | |

| Node # | Main Roadway - From Node To Node | From Node # To Node # | AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | BA Annual Average Daily Volume - ADT Going East To West (WB) | % Airport Traffic | AB Volume AM Peak Hour - Trav. EB | Airport AB Volume AM Peak Hour - Trav. EB | AB Volume PM Peak Hour - Trav. EB | Airport AB Volume PM Peak Hour - Trav. EB | BA Volume AM Peak Hour - Trav. WB | Airport BA Volume AM Peak Hour - Trav. WB | BA Volume PM Peak Hour - Trav. WB | Airport BA Volume PM Peak Hour - Trav. WB | AB DIST. (MILES) EB | BA Dist. (Miles) WB | AB Speed (MPH) EB | BA Speed (MPH) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Existing Condition AM Intersection Capacity | | | Existing Condition PM Intersection Capacity | | |
|--------|--|-----------------------|--|--|--|--|-------------------|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|---|-----|------|---|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C |
| | West Irving Park Road - Marshall Avenue to North Church Road | 90 to 100 | 17,857 | 7,143 | 17,857 | 7,143 | 40% | | | | | | | | | 0.54 | 0.54 | 35 | 35 | 24 | 24 | 2 | 2 | 0.97 | 0.03 | | | | | | |
| 100 | North Church Road | 100 | | | | | | 880 | 352 | 1,220 | 488 | 930 | 372 | 1,280 | 512 | | | | | | | | | | | 11.3 | B | 0.38 | 10.7 | B | 0.48 |
| | West Irving Park Road - North Church Road to North York | 100 to 110 | 17,429 | 6,971 | 18,286 | 7,314 | 40% | | | | | | | | | 0.48 | 0.48 | 35 | 35 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 110 | York Road | 110 | | | | | | 900 | 360 | 1,200 | 480 | 1,450 | 580 | 1,600 | 640 | | | | | | | | | | | 37.8 | D | 0.75 | 71.1 | E | 0.96 |
| | West Irving Park Road - North York to Cargo Road | 110 to 120 | 17,143 | 6,857 | 22,857 | 9,143 | 40% | | | | | | | | | 0.38 | 0.39 | 35 | 35 | 50 | 24 | 3 | 2 | 94% | 6% | | | | | | |
| 120 | West Cargo Road | 120 | | | | | | 1,430 | 572 | 2,050 | 820 | 1,450 | 580 | 1,600 | 640 | | | | | | | | | | | 10.4 | B | 0.61 | 11 | B | 0.75 |
| | West Irving Park Road - Cargo Road to Taft Avenue | 120 to 130 | 29,286 | 11,714 | 22,857 | 9,143 | 40% | | | | | | | | | 1.17 | 1.18 | 45 | 45 | 26 | 26 | 2 | 2 | 93% | 7% | | | | | | |
| 130 | Taft Avenue | 130 | | | | | | 1,490 | 596 | 2,100 | 840 | 1,500 | 600 | 1,550 | 620 | | | | | | | | | | | 12.5 | B | 0.60 | 25.1 | C | 0.89 |
| | West Irving Park Road - Taft Avenue to Seymour Avenue | 130 to 135 | 30,000 | 12,000 | 22,143 | 8,857 | 40% | | | | | | | | | 0.9 | 0.92 | 45 | 45 | 24 | 24 | 2 | 2 | 93% | 7% | | | | | | |
| 135 | Seymour Avenue | 135 | | | | | | 1,450 | 580 | 2,100 | 840 | 1,450 | 580 | 1,450 | 580 | | | | | | | | | | | 9.3 | A | 0.58 | 11.3 | B | 0.77 |
| | West Irving Park Road - Seymour Avenue to Mannheim Road | 135 to 140 | 30,000 | 12,000 | 20,714 | 8,286 | 40% | | | | | | | | | 0.88 | 0.87 | 40 | 45 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 140 | Mannheim Road | 140 | | | | | | 1,470 | 588 | 2,050 | 820 | 1,420 | 568 | 950 | 380 | | | | | | | | | | | 51.8 | D | 0.91 | 44.9 | D | 0.94 |
| | West Irving Park Road - Mannheim Road to I-294 SB Ramps | 140 to 150 | 29,286 | 11,714 | 13,571 | 5,429 | 40% | | | | | | | | | 0.14 | 0.14 | 40 | 40 | 36 | 48 | 3 | 4 | 97% | 3% | | | | | | |
| 150 | I-294 SB Ramps | 150 | | | | | | 1,370 | 548 | 2,050 | 820 | 970 | 388 | 650 | 260 | | | | | | | | | | | Unsignalized | | | Unsignalized | | |

| Node # | Main Roadway - From Node To Node | From Node # To Node # | AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport AB Annual Average Daily Volume - ADT Going West To East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | BA Annual Average Daily Volume - ADT Going East To West (WB) | % Airport Traffic | AB Volume AM Peak Hour - Trav. EB | Airport AB Volume AM Peak Hour - Trav. EB | AB Volume PM Peak Hour - Trav. EB | Airport AB Volume PM Peak Hour - Trav. EB | BA Volume AM Peak Hour - Trav. WB | Airport BA Volume AM Peak Hour - Trav. WB | BA Volume PM Peak Hour - Trav. WB | Airport BA Volume PM Peak Hour - Trav. WB | AB DIST. (MILES) EB | BA Dist. (Miles) WB | AB Speed (MPH) EB | BA Speed (MPH) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Existing Condition AM Intersection Capacity | | | Existing Condition PM Intersection Capacity | | | |
|--|--|-----------------------|--|--|--|--|-------------------|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|---------------------------|-------------|------------------------------|----------|---|--------------|-----|---|--------------|-----|--|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | West Irving Park Road - I-294 SB Ramps to I-294 NB Ramps | 150 to 160 | 29,286 | 11,714 | 9,286 | 3,714 | 40% | | | | | | | | | 0.07 | 0.07 | 40 | 40 | 36 | 24 | 3 | 2 | 97% | 3% | | | | | | | |
| 160 | I-294 NB Ramps | 160 | | | | | | 1,820 | 728 | 2,360 | 944 | 1,570 | 628 | 1,000 | 400 | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| I-90 – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | I-90 WB on-ramp at South Elmhurst Road | 330 | | | 12,000 | 480 | 4% | N/A | | N/A | | 430 | 17 | 840 | 1 | | | | 30 | | 16 | | 1 | | | | | | | | | |
| Ramp | I-90 WB off-ramp at South Elmhurst Road | 330 | | | 17,857 | 714 | 4% | N/A | | N/A | | 1,250 | 50 | 1,050 | 2 | | | | 30 | | 16 | | 1 | | | | | | | | | |
| Ramp | I-90 EB off-ramp at South Elmhurst Road | 320 | 16,429 | 657 | | | | 1,150 | 46 | 600 | 24 | N/A | | N/A | | | | 30 | | 16 | | 1 | | | | | | | | | | |
| Ramp | I-90 EB on-ramp at South Elmhurst Road | 320 | 9,286 | 371 | | | | 650 | 26 | 750 | 30 | N/A | | N/A | | | | 30 | | 16 | | 1 | | | | | | | | | | |
| Ramp | I-90 WB off-ramp at Lee Street | 620 | | | 13,429 | 537 | 4% | N/A | | N/A | | 900 | 36 | 940 | 38 | | | | 30 | | 16 | | 1 | | | | | | | | | |
| Ramp | I-90 EB on-ramp at Lee Street | 630 | 10,000 | 400 | | | | 605 | 24.2 | 700 | 28 | N/A | | N/A | | | | 30 | | 16 | | 1 | | | | | | | | | | |
| I-190 | I-90 Between South Elmhurst Road and Lee Street | I-190 | | | 157,200 | 6,288 | 4% | This is the two-way ADT on I-90 | | | | | | | | 2.55 | 2.55 | 55/variable | 55/variable | 50' EB and 50' WB | | 4 Lanes EB and 4 Lanes WB | | | | | | | | | | |
| I-190 | I-90 Between Lee Street and Mannheim Road | I-190 | | | 170,200 | 6,808 | 4% | This is the two-way ADT on I-90 | | | | | | | | 0.58 | 0.58 | 55/variable | 55/variable | 50' EB and 50' WB | | 4 Lanes EB and 4 Lanes WB | | | | | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown in bold above each group. (Example: Touhy Avenue – begin at South Elmhurst Road and end at Mannheim Road.) The first roadway listed is South Elmhurst Road. The information is for the intersection of South Elmhurst and Touhy Avenue. The next line is for the roadway segment Touhy Avenue – South Elmhurst Road to Mount Prospect Road.

TABLE K-17
EXISTING CONDITION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS – NORTH TO SOUTH INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway – from Node to Node | From Node # to Node # | AB Annual Average Daily Volume – ADT Going North to South (SB) | Airport AB Average Daily Volume – ADT Going North to South (SB) | BA Annual Average Daily Volume – ADT Going South to North (NB) | Airport BA Average Daily Volume – ADT Going South to North (NB) | % Airport Traffic | AB Volume AM Peak Hour – Traveling SB | Airport AB Vol. AM Peak Hour – Traveling SB | AB Volume PM Peak Hour – Traveling SB | Airport AB Vol. PM Peak Hour – Traveling SB | BA Volume AM Peak Hour – Trav. NB | Airport BA Vol. AM Peak Hour – Trav. NB | BA Volume PM Peak Hour – Trav. NB | Airport BA Vol. PM Peak Hour – Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Existing Condition AM Intersection Capacity | | | Existing Condition PM Intersection Capacity | | |
|---|--|-----------------------|--|---|--|---|-------------------|---------------------------------------|---|---------------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|---------------|---|-----|------|---|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North to South Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Busse Road – Begin at West Irving Park Road and end at Thorndale Avenue Eastbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Busse Road – West Irving Road to Thorndale Avenue | | 45,900 – Two-way ADT | | | | 0% | 4,964 | | 9,805 | | 10,306 | | 5,655 | | 1.47 | 1.47 | 45 | 45 | 36 | 36 | 3 | 3 | | Not Available | | | | | | |
| South Elmhurst/York Road – Begin at I-90 Tollway and end at East Green Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330 | I-90 Tollway WB | 330 | | | | | | 1,030 | 41 | 1,340 | 54 | 1,150 | 46 | 1,500 | 60 | | | | | | | | | | | 20.5 | C | 0.49 | 17.8 | B | 0.49 |
| | South Elmhurst Road – I-90 Tollway WB to I-90 Tollway EB | 330 to 320 | 19,143 | 766 | 21,429 | 857 | 4% | | | | | | | | | 0.20 | 0.20 | 30 | 30 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 320 | I-90 Tollway EB | 320 | | | | | | 1,450 | 58 | 1,450 | 58 | 950 | 38 | 1,700 | 68 | | | | | | | | | | | 22.44 | C | 0.55 | 22.5 | C | 0.59 |
| | South Elmhurst Road – I-90 Tollway EB to Landmeier Road | 320 to 310 | 20,714 | 829 | 24,286 | 971 | 4% | | | | | | | | | 0.30 | 0.30 | 30 | 30 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 310 | Landmeier Road | 310 | | | | | | 1,750 | 70 | 1,500 | 60 | 650 | 26 | 1,100 | 44 | | | | | | | | | | | 15.9 | B | 0.49 | 33.1 | C | 0.56 |
| | South Elmhurst Road – Landmeier Road to Touhy Avenue | 310 to 300 | 21,429 | 857 | 15,714 | 629 | 4% | | | | | | | | | 0.29 | 0.29 | 40 | 40 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 300 | Touhy Avenue | 300 | | | | | | 1,350 | 54 | 1,100 | 44 | 1,310 | 52 | 1,700 | 68 | | | | | | | | | | | 43.3 | D | 0.94 | 48 | D | 0.98 |
| | York Road/South Elmhurst Road – Touhy Avenue to Devon Avenue | 300 to 220 | 15,714 | 629 | 24,286 | 971 | 4% | | | | | | | | | 1.00 | 1.00 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 220 | Devon Avenue | 220 | | | | | | 1,530 | 61 | 1,950 | 78 | 1,200 | 48 | 950 | 38 | | | | | | | | | | | 24.6 | C | 0.84 | 28.4 | C | 0.85 |
| | York Road – Devon Road to Thorndale Avenue | 220 to 1000 | 27,857 | 1,114 | 13,571 | 543 | 4% | | | | | | | | | 1.21 | 1.21 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 1000 | Thorndale Avenue | 1000 | | | | | | 720 | 29 | 1,650 | 66 | 900 | 36 | 1,000 | 40 | | | | | | | | | | | 7.4 | A | 0.49 | 29.3 | C | 0.97 |
| | York Road – Thorndale Avenue to West Irving Park Road | 1000 to 110 | 23,571 | 943 | 14,286 | 571 | 4% | | | | | | | | | 1.05 | 1.05 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 110 | West Irving Park Road | 110 | | | | | | 900 | 36 | 2,000 | 80 | 900 | 36 | 730 | 29 | | | | | | | | | | | 37.8 | D | 0.75 | 77.1 | E | 1.00 |

| Node # | Main Roadway – from Node to Node | From Node # to Node # | AB Annual Average Daily Volume – ADT Going North to South (SB) | Airport AB Average Daily Volume – ADT Going North to South (SB) | BA Annual Average Daily Volume – ADT Going South to North (NB) | Airport BA Average Daily Volume – ADT Going South to North (NB) | % Airport Traffic | AB Volume AM Peak Hour – Traveling SB | Airport AB Vol. AM Peak Hour – Traveling SB | AB Volume PM Peak Hour – Traveling SB | Airport AB Vol. PM Peak Hour – Traveling SB | BA Volume AM Peak Hour – Trav. NB | Airport BA Vol. AM Peak Hour – Trav. NB | BA Volume PM Peak Hour – Trav. NB | Airport BA Vol. PM Peak Hour – Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Existing Condition AM Intersection Capacity | | | Existing Condition PM Intersection Capacity | | |
|--|---|-----------------------|--|---|--|---|-------------------|---------------------------------------|---|---------------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|---|-----|------|---|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | York Road – West Irving Park Road to East Green Street | 110 to 200 | 28,571 | 1,143 | 10,429 | 417 | 4% | | | | | | | | | 0.40 | 0.40 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 200 | East Green Street | 200 | | | | | | 490 | 20 | 1,200 | 48 | 840 | 34 | 530 | 21 | | | | | | | | | | | 25.5 | C | 0.74 | 33.5 | C | 0.81 |
| Lee Street/West Higgins Road – Begin at Touhy Avenue and end at Devon Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 430 | Touhy Avenue | 430 | | | | | | 0 | 0 | 0 | 0 | 800 | 440 | 900 | 495 | | | | | | | | | | | 7.1 | A | 0.57 | 11.5 | B | 0.66 |
| | Lee Street – Touhy Avenue to Mall Entrance | 430 to 600 | 0 | 0 | 12,857 | 7,071 | 55% | | | | | | | | | 0.15 | 0.15 | 40 | 40 | 24 | 32 | 2 | 3 | 98% | 2% | | | | | | |
| 600 | Mall Entrance | 600 | | | | | | 1,100 | 605 | 1,400 | 770 | 1,000 | 550 | 900 | 495 | | | | | | | | | | | 11.7 | B | 0.56 | 17.3 | B | 0.72 |
| | Lee Street – Mall Entrance to I-90 WB off-ramp | 600 to 620 | 20,000 | 11,000 | 12,857 | 7,071 | 55% | | | | | | | | | 0.04 | 0.04 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 620 | I-90 WB Exit Ramp | 620 | | | | | | 1,185 | 652 | 1,400 | 770 | 500 | 275 | 600 | 330 | | | | | | | | | | | 19.7 | B | 0.7 | 17.9 | B | 0.75 |
| | Lee Street – I-90 WB Exit Ramp to I-90 EB Entrance Ramp | 620 to 630 | 20,000 | 11,000 | 8,571 | 4,714 | 55% | | | | | | | | | 0.16 | 0.16 | 40 | 40 | 40 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 630 | I-90 EB Entrance Ramp | 630 | | | | | | 1,585 | 872 | 1,800 | 990 | 820 | 451 | 940 | 517 | | | | | | | | | | | 5.7 | A | 0.51 | 6.7 | A | 0.52 |
| | West Higgins Road – I-90 Entrance Ramp to Patton Drive | 630 to 640 | 25,714 | 14,143 | 13,429 | 7,386 | 55% | | | | | | | | | 0.55 | 0.55 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | |
| 640 | Patton Drive | 640 | | | | | | 1,300 | 715 | 1,500 | 825 | 870 | 479 | 850 | 468 | | | | | | | | | | | 8.1 | A | 0.57 | 23.8 | C | 0.77 |
| | West Higgins Road – Patton Drive to Mannheim Road | 640 to 520 | 21,429 | 11,786 | 12,143 | 6,679 | 55% | | | | | | | | | 0.22 | 0.22 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | |
| 520 | Mannheim Road | 520 | | | | | | 1,200 | 660 | 1650 | 908 | 650 | 358 | 1,000 | 550 | | | | | | | | | | | 34.7 | C | 0.88 | 67.6 | E | 1.12 |
| Zemke Boulevard – Begin at Bessie Coleman Drive and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 652 | Bessie Coleman Drive | | | | | | | 25 | 25 | 20 | 20 | 30 | 30 | 120 | 120 | | | | | | | | | | | 11 | B | 0.05 | 17.8 | C | 0.32 |
| | Zemke Boulevard – Bessie Coleman Drive to Mannheim Road | | 286 | 286 | 1,714 | 1,714 | 100% | | | | | | | | | 0.06 | 0.06 | 30 | 30 | 36 | 24 | 3 | 2 | 98% | 2% | | | | | | |
| 530 | Mannheim Road | | | | | | | 445 | 445 | 620 | 620 | 75 | 75 | 335 | 335 | | | | | | | | | | | 34.8 | C | 0.76 | 35.7 | D | 0.90 |
| Bessie Coleman Drive – Begin at Zemke Boulevard and end at Terminal 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 665 | Zemke Boulevard | 665 | | | | | | 145 | 145 | 340 | 340 | 575 | 575 | 790 | 790 | | | | | | | | | | | 318.5 | F | 1.23 | >300 | F | 2.97 |

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|--------|--|-----------------------|--|---|--|---|-------------------|---------------------------------------|---|---------------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|---|--------------|-----|---|--------------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Bessie Coleman Drive – Zemke Road to Parking Lot H/G | 665 to 670 | 4,857 | 4,857 | 11,286 | 11,286 | 100% | | | | | | | | | 0.32 | 0.32 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | | |
| 670 | Parking Lot G/H Access | 670 | | | | | | 640 | 640 | 840 | 840 | 585 | 585 | 820 | 820 | | | | | | | | | | | | 32.1 | D | 0.01 | 62.5 | F | 0.07 |
| | Bessie Coleman Drive – Parking Lot H/G to Parking Lot E | 670 to 675 | 12,000 | 12,000 | 11,714 | 11,714 | 100% | | | | | | | | | 0.22 | 0.22 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | | |
| 675 | Parking Lot E (Schlitz Road) | 675 | | | | | | 540 | 540 | 845 | 845 | 725 | 725 | 830 | 830 | | | | | | | | | | | | 69.4 | F | 0.51 | 198.3 | F | 1.00 |
| | Bessie Coleman Drive – Parking Lot E to Rental Car Return | 675 to 680 | 12,071 | 12,071 | 11,857 | 11,857 | 100% | | | | | | | | | 0.17 | 0.17 | 30 | 30 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | | |
| 680 | Rental Car Return | 680 | | | | | | 530 | 530 | 930 | 930 | 725 | 725 | 1,010 | 1,010 | | | | | | | | | | | | 8.1 | A | 0.25 | 4.6 | A | 0.25 |
| | Bessie Coleman Drive – Rental Return to United Airlines Temp. Park/Taxi Lot | 680 to 685 | 13,286 | 13,286 | 14,429 | 14,429 | 100% | | | | | | | | | 0.17 | 0.17 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | | |
| 685 | Temporary United Airlines/Taxi Lot | 685 | | | | | | 630 | 630 | 930 | 930 | 1,195 | 1,195 | 1,500 | 1,500 | | | | | | | | | | | | 8.8 | A | 0.46 | 24.6 | C | 0.81 |
| | Bessie Coleman Drive – United Airlines Temp. Park. To Rental Car Return/WB I-190 Exit Ramp | 685 to 686 | 13,286 | 13,286 | 21,429 | 21,429 | 100% | | | | | | | | | 0.16 | 0.16 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | | |
| 686 | WB I-190 Exit Ramp/Rental Car Return | 686 | | | | | | 840 | 840 | 1,450 | 1,450 | 835 | 835 | 1,240 | 1,240 | | | | | | | | | | | | 14.1 | B | 0.46 | 24.7 | C | 0.79 |
| | Bessie Coleman Drive – WB I-190 Exit Ramp to EB & WB I-190 Entrance Ramp | 686 to 687 | 20,714 | 20,714 | 17,714 | 17,714 | 100% | | | | | | | | | 0.17 | 0.17 | 30 | 30 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 687 | EB & WB I-190 Ramps | 687 | | | | | | 450 | 450 | 1,245 | 1,245 | 915 | 915 | 2,040 | 2,040 | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Bessie Coleman Drive – EB/WB I-190 Ramps to Balmoral Avenue | 687 to 688 | 17,786 | 17,786 | 29,143 | 29,143 | 100% | | | | | | | | | 0.05 | 0.05 | 30 | 30 | 36 | 50 | 3 | 3 | 98% | 2% | | | | | | | |
| 688 | Balmoral Avenue/ Terminal 5 | 688 | | | | | | 250 | 250 | 945 | 945 | 285 | 285 | 1,200 | 1,200 | | | | | | | | | | | | 30.3 | C | 0.34 | 31.8 | C | 0.73 |
| | Bessie Coleman Drive – Balmoral Avenue to Terminal 5 | 688 to 690 | 13,500 | 13,500 | 17,143 | 17,143 | 100% | | | | | | | | | 0.15 | 0.15 | 25 | 25 | 24 | 36 | 2 | 3 | 98% | 2% | | | | | | | |

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|---|--|-----------------------|--|---|--|---|-------------------|---------------------------------------|---|---------------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|--|----------|---|--------------|------|---|--------------|------|------|
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | Patton Drive – Begin at West Higgins Road and end at West Zemke Road | | | | | | | | |
| 640 | West Higgins Road | 640 | | | | | | 25 | 25 | 100 | 100 | 135 | 135 | 350 | 350 | | | | | | | | | | | 8.1 | A | 0.57 | 23.8 | C | 0.77 | |
| | Patton Drive – West Higgins Road to West Johnson Road | 640 to 650 | 17,786 | 17,786 | 29,143 | 29,143 | 100% | | | | | | | | | 0.10 | 0.10 | 35 | 5 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | | |
| 660 | West Johnson Road | 650 | | | | | | 235 | 235 | 195 | 195 | 95 | 95 | 110 | 110 | | | | | | | | | | | | 8.6 | A | 0.36 | 9.6 | A | 0.36 |
| | Patton Drive – West Johnson Road to Zemke Road | 650 to 653 | 13,500 | 13,500 | 17,143 | 17,143 | 100% | | | | | | | | | 0.13 | 0.13 | 35 | 35 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | | |
| 662 | Zemke Road | 653 | | | | | | 120 | 120 | 80 | 80 | 100 | 100 | 110 | 110 | | | | | | | | | | | | 10.1 | B | 0.08 | 9.7 | A | 0.05 |
| Mannheim Road – Begin at Touhy Avenue and end at Irving Park Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 500 | Touhy Avenue | 500 | | | | | | 780 | 117 | 1,445 | 217 | 920 | 138 | 1,050 | 158 | | | | | | | | | | | | 33.3 | C | 0.77 | 53.5 | D | 1.00 |
| | Mannheim Road – Touhy Avenue to Lunt Avenue | 500 to 510 | 20,643 | 3,096 | 15,000 | 2,250 | 15% | | | | | | | | | 0.25 | 0.25 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 510 | Lunt Avenue | 510 | | | | | | 830 | 125 | 1,400 | 210 | 970 | 146 | 1,100 | 165 | | | | | | | | | | | | 4.5 | A | 0.38 | 10.1 | B | 0.64 |
| | Mannheim Road – Lunt Avenue to Higgins Road | 510 to 520 | 20,000 | 3,000 | 15,714 | 2,357 | 15% | | | | | | | | | 0.54 | 0.53 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 520 | Higgins Road | 520 | | | | | | 830 | 125 | 1,400 | 210 | 1,850 | 278 | 1,600 | 240 | | | | | | | | | | | | 34.7 | C | 0.88 | 67.6 | E | 1.12 |
| | Mannheim Road – Higgins Road to Zemke Boulevard | 520 to 530 | 20,000 | 3,000 | 22,857 | 3,429 | 15% | | | | | | | | | 0.23 | 0.23 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 530 | Zemke Boulevard | 530 | | | | | | 1,200 | 180 | 2,300 | 345 | 2,160 | 324 | 1,350 | 203 | | | | | | | | | | | | 34.8 | C | 0.76 | 35.8 | D | 0.90 |
| | Mannheim Road – Zemke Boulevard to Coffey Road (MMF) | 530 to 540 | 32,857 | 4,929 | 30,857 | 4,629 | 15% | | | | | | | | | 0.45 | 0.45 | 40 | 40 | 40 | 50 | 3 | 4 | 98% | 2% | | | | | | | |
| 540 | Coffey Road (MMF) Ramps | 540 | | | | | | 1,160 | 174 | 2,400 | 360 | 2,160 | 324 | 1,350 | 203 | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road – Coffey Road (CONRAC) Ramps to NB Mannheim Road Exit Ramp (MMF) | 540 to 545 | 34,286 | 5,143 | 30,857 | 4,629 | 15% | | | | | | | | | 0.23 | 0.22 | 40 | 40 | 36 | 40 | 3 | 3 | 95% | 5% | | | | | | | |
| 545 | Coffey Road (MMF) | 545 | | | | | | 1,160 | 174 | 2,400 | 360 | 2,160 | 324 | 1,350 | 203 | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road – Coffey Road (MMF) to EB/WB I-190 ramps | 545 to 550 | 34,286 | 5,143 | 30,857 | 4,629 | 15% | | | | | | | | | 0.31 | 0.30 | 40 | 40 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | | |
| 550 | EB Exit Ramp/WB Entrance Ramp I-190 | 550 | | | | | | 1,160 | 232 | 2,400 | 480 | 1,760 | 352 | 610 | 122 | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |

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|--------|--|-----------------------|--|---|--|---|-------------------|---------------------------------------|---|---------------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|---|-----|------|---|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | Mannheim Road – EB/WB I-190 to EB I-190 Ramp | 550 to 555 | 34,286 | 6,857 | 25,143 | 5,029 | 20% | | | | | | | | | 0.10 | 0.10 | 40 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 555 | EB Exit Ramp/EB Entrance Ramp I-190 | 555 | | | | | | 960 | 192 | 2,150 | 430 | 2,270 | 454 | 900 | 180 | | | | | | | | | | | | | | | | |
| | Mannheim Road – NB Exit Ramp to I-190 to SB Exit Ramp to I-190 EB | 555 to 580 | 30,714 | 6,143 | 32,429 | 6,486 | 20% | | | | | | | | | 0.48 | 0.48 | 50 | 50 | 36 | 6 | 3 | 3 | 95% | 5% | | | | | | |
| 580 | SB Exit Ramp to I-190 | 580 | | | | | | 1,160 | 232 | 2,800 | 560 | 2,270 | 454 | 900 | 180 | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| Ramp | Mannheim Road – SB exit to SB Entrance | 580 to 585 | 40,000 | 8,000 | 32,429 | 64,86 | 20% | | | | | | | | | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 585 | NB Exit Ramp to I-190 EB | 585 | | | | | | 960 | 192 | 2,500 | 500 | 2,800 | 560 | 1,570 | 314 | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| Ramp | Mannheim Road – NB Exit Ramp to I-190 EB to Balmoral Avenue, NB entrance | 585 to 586 | 35,714 | 7,143 | 40,000 | 8,000 | 20% | | | | | | | | | 0.36 | 0.36 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 586 | Balmoral Avenue Entrance Ramp NB | 586 | | | | | | 1,450 | 290 | 3,100 | 620 | 2,500 | 500 | 1,470 | 294 | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road – Balmoral Avenue Entrance Ramp NB to Balmoral Avenue | 586 to 587 | 44,286 | 8,857 | 35,714 | 7,143 | 20% | | | | | | | | | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 587 | NB Mannheim Balmoral Avenue Exit Ramp | 587 | | | | | | 1,400 | 280 | 3,070 | 614 | 2,600 | 520 | 1,700 | 340 | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road – Balmoral Avenue Exit Ramp to Lawrence Avenue | 587 to 588 | 43,857 | 8,771 | 37,143 | 7,429 | 20% | | | | | | | | | 0.26 | 0.26 | 50 | 50 | 60 | 48 | 5 | 4 | 95% | 5% | | | | | | |
| 588 | Lawrence Avenue | 588 | | | | | | 1,400 | 280 | 3,070 | 614 | 2,300 | 460 | 1,800 | 360 | | | | | | | | | | | 13.7 | B | 0.73 | 26.9 | C | 0.85 |
| | Mannheim Road – Lawrence to Montrose Avenue | 588 to 589 | 43,857 | 8,771 | 25,714 | 5,143 | 20% | | | | | | | | | 0.32 | 0.32 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 589 | Montrose Avenue | 589 | | | | | | 1,700 | 340 | 2,600 | 520 | 2,350 | 470 | 1,750 | 350 | | | | | | | | | | | 6.6 | A | 0.57 | 15.3 | B | 0.71 |
| | Mannheim Road – Montrose to West Irving Park Road | 589 to 140 | 37,143 | 7,429 | 25,000 | 5,000 | 20% | | | | | | | | | 0.37 | 0.37 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 140 | Irving Park Road | 140 | | | | | | 1,650 | 330 | 2,650 | 530 | 2,220 | 444 | 1,600 | 320 | | | | | | | | | | | 51.8 | D | 0.91 | 44.9 | D | 0.94 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: South Elmhurst/York Road – begin at I-90 Tollway and end at East Green Street. The first roadway listed is I-90 Tollway WB. The information is for the intersection of South Elmhurst and the I-90 Tollway WB. The next line is for the roadway segment South Elmhurst - I-90 Tollway WB to I-90 EB Tollway.

TABLE K-18
INTERIM NO ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - WEST TO EAST INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Interim Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|--------------|-----|--|--------------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| West to East Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Touhy Avenue – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300 | South Elmhurst Road | 300 | | | | | | | | | | | | | | | | | | | | | | | | 38.2 | D | 0.75 | 36.4 | D | 0.87 |
| | <i>Touhy Avenue - South Elmhurst Road to Mount Prospect Road</i> | 300 to 400 | 12,000 | 25,750 | 3,360 | 7,210 | 1,375 | 385 | 1,530 | 430 | 1,125 | 315 | 1,865 | 520 | 0.91 | 0.91 | 45 | 45 | 40 | 40 | 3 | 3 | 97% | 3% | | | | | | | |
| 400 | Mount Prospect Road | 400 | | | | | | | | | | | | | | | | | | | | | | | | 14.4 | B | 0.57 | 11.1 | B | 0.75 |
| | <i>Touhy Avenue - Mount Prospect Road to South Wolf Road</i> | 400 to 410 | 19,150 | 26,450 | 5,360 | 7,405 | 1,235 | 345 | 1,540 | 430 | 1,190 | 335 | 2,155 | 605 | 0.71 | 0.71 | 45 | 45 | 40 | 40 | 3 | 3 | 97% | 3% | | | | | | | |
| 410 | South Wolf Road | 410 | | | | | | | | | | | | | | | | | | | | | | | | 21 | C | 0.49 | 25.8 | C | 0.69 |
| | <i>Touhy Avenue - South Wolf Road to West Lee Street</i> | 410 to 430 | 19,450 | 27,550 | 5,445 | 7,715 | 1,445 | 405 | 1,640 | 460 | 1,310 | 365 | 2,265 | 635 | 0.65 | 0.69 | 45 | 45 | 40 | 24 | 3 | 2 | 98% | 2% | | | | | | | |
| 430 | West Lee Street | 430 | | | | | | | | | | | | | | | | | | | | | | | | 9.3 | A | 0.54 | 12.9 | B | 0.78 |
| | <i>Touhy Avenue – West Lee Street to East Lee Street</i> | 430 to 440 | 24,300 | 12,750 | 6,805 | 3,570 | 720 | 200 | 570 | 160 | 495 | 140 | 1,135 | 320 | 0.06 | 0.06 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 440 | East Lee Street | 440 | | | | | | | | | | | | | | | | | | | | | | | | 14.4 | B | 0.55 | 19.6 | B | 0.79 |
| | <i>Touhy Avenue – East Lee Street to Mannheim Road</i> | 440 to 500 | 12,000 | 15,100 | 3,360 | 4,230 | 865 | 240 | 875 | 245 | 650 | 180 | 1,210 | 340 | 0.43 | 0.43 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 500 | Mannheim Road | 500 | | | | | | | | | | | | | | | | | | | | | | | | 19.7 | B | 0.65 | 90.3 | F | 1.22 |
| Thorndale Avenue WB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | | 22.1 | C | 0.53 | 35 | C | 0.75 |
| | <i>Thorndale Avenue WB - North Wood Dale Road to Lively Boulevard</i> | 1800 to 1520 | One-Way | 10,700 | One-Way | 535 | One-Way | One-Way | One-Way | One-Way | 450 | 25 | 725 | 35 | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | |
| 1520 | Lively Boulevard | 1520 | | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | <i>Thorndale Avenue WB - Lively Boulevard to Busse Road</i> | 1520 to 1300 | One-Way | 3,050 | One-Way | 155 | One-Way | One-Way | One-Way | One-Way | 200 | 10 | 210 | 10 | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | |
| 1300 | Busse Road | 1300 | | | | | | | | | | | | | | | | | | | | | | | | 19.9 | B | 0.81 | 33.2 | C | 0.87 |
| | <i>Thorndale Avenue WB - Busse Road to Supreme Drive</i> | 1300 to 1200 | One-Way | 12,600 | One-Way | 630 | One-Way | One-Way | One-Way | One-Way | 560 | 30 | 780 | 40 | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | |
| 1200 | Supreme Drive | 1200 | | | | | | | | | | | | | | | | | | | | | | | | 29.2 | C | 0.33 | 29.6 | C | 0.4 |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Interim Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|-----|--|---|------|--|---|------|
| | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | | | | | | | | | | | | | | | | | | | | |
| Tollway - Begin at North Wood Dale Road and end at Busse Road, where it physically ends; vehicles exit and enter at Busse Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700/1800 | Tollway at North Wood Dale | 1700 to 1800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Tollway - North Wood Dale Road to Lively Boulevard | | 9,840 | 5,796 | 492 | 290 | 377 | 19 | 689 | 34 | 406 | 20 | 330 | 17 | 0.49 | 0.49 | 55 | 55 | 24 | 36 | 2 | 3 | 97% | 3% | Uncontrolled | | | | | |
| 1520/1530 | Tollway at Lively Boulevard | 1520 to 1530 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Tollway - Lively Boulevard to Busse Road | | 12,132 | 10,784 | 607 | 539 | 727 | 36 | 849 | 42 | 594 | 30 | 755 | 38 | 0.57 | 0.57 | 55 | 55 | 12 | 12 | 1 | 1 | 97% | 3% | Uncontrolled | | | | | |
| 1300/1400 | Tollway at Busse Road | 1300 to 1400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Thorndale Avenue EB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1800 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | 25.9 | C | 0.65 | 27.7 | C | 0.5 |
| | Thorndale Avenue EB - North Wood Dale Road to Lively Boulevard | 1800 to 1530 | 3,200 | One-Way | 160 | One-Way | 225 | 11 | 225 | 11 | One-Way | One-Way | One-Way | One-Way | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 1530 | Lively Boulevard | 1530 | | | | | | | | | | | | | | | | | | | | | | | 7.8 | A | 0.25 | 7.9 | A | 0.25 |
| | Thorndale Avenue EB - Lively Boulevard to Busse Road | 1530 to 1400 | 5150 | One-Way | 260 | One-Way | 1,525 | 76 | 1,125 | 56 | One-Way | One-Way | One-Way | One-Way | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1400 | Busse Road | 1400 | | | | | | | | | | | | | | | | | | | | | | | 28.2 | C | 0.66 | 18.8 | B | 0.79 |
| | Thorndale Avenue EB - Busse Road to Supreme Drive | 1400 to 1100 | 4,900 | One-Way | 245 | One-Way | 230 | 12 | 455 | 23 | One-Way | One-Way | One-Way | One-Way | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1100 | Supreme Drive | 1100 | | | | | | | | | | | | | | | | | | | | | | | 109.5 | F | 0.2 | 31.2 | C | 0.32 |
| Thorndale Avenue EB/WB – Begin at Supreme Drive and end at York Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB - Supreme Drive to York Road | 1100 to 1000 | 5,550 | 5,550 | 280 | 280 | 230 | 10 | 500 | 25 | 685 | 34 | 790 | 40 | 0.77 | 0.77 | 55 | 55 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 1000 | York Road | 1000 | | | | | | | | | | | | | | | | | | | | | | | 7.6 | A | 0.57 | 15.2 | B | 0.66 |
| O'Hare Avenue – Begin at Bessie Coleman Drive and end at Mannheim Road (NB US 45 Exit/Entrance Ramps) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 688 | Bessie Coleman Drive/Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | 27.4 | C | 0.4 | 105.6 | F | 0.99 |
| | West O'Hare Avenue - Bessie Coleman Drive to Service Road | 688 to 692 | 17,950 | 2,900 | 14,360 | 2,320 | 670 | 535 | 525 | 420 | 130 | 105 | 215 | 170 | 0.10 | 0.10 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | |
| 692 | Service Road | 692 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | West O'Hare Avenue - Service Road to Mannheim Road SB Entrance Ramp | 692 to 694 | 9,300 | 2,600 | 7,440 | 2,080 | 670 | 535 | 525 | 420 | 130 | 105 | 215 | 170 | 0.37 | 0.37 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | |
| 694 | Mannheim Road SB Entrance Ramp | 694 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West Irving Park Road – Begin at Spruce Avenue and end at the Exit/Entrance Ramps at I-294 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | Spruce Avenue | 80 | | | | | | | | | | | | | | | | | | | | | | | 9.3 | A | 0.45 | 4.5 | A | 0.51 |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Interim Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | West Irving Park Road - Spruce Avenue to Marshall Road | 80 to 90 | 22,050 | 14,100 | 8,820 | 5,640 | 1,105 | 440 | 1,280 | 510 | 995 | 400 | 1,310 | 525 | 0.19 | 0.19 | 35 | 35 | 22 | 22 | 2 | 2 | 97% | 3% | | | | | | |
| 90 | Marshall Road | 90 | | | | | | | | | | | | | | | | | | | | | | | 11.3 | B | 0.5 | 4.8 | A | 0.55 |
| | West Irving Park Road - Marshall Avenue to North Church Road | 90 to 100 | 21,300 | 19,000 | 8,520 | 7,600 | 1,195 | 480 | 1,255 | 500 | 955 | 380 | 1,390 | 555 | 0.54 | 0.54 | 35 | 35 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 100 | North Church Road | 100 | | | | | | | | | | | | | | | | | | | | | | | 12.4 | B | 0.47 | 11.4 | B | 0.54 |
| | West Irving Park Road - North Church Road to North York | 100 to 110 | 21,250 | 19,850 | 8,500 | 7,940 | 1,260 | 505 | 1,245 | 500 | 960 | 385 | 1,455 | 580 | 0.48 | 0.48 | 35 | 35 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 110 | York Road | 110 | | | | | | | | | | | | | | | | | | | | | | | 47.1 | D | 0.84 | 68.5 | E | 1.04 |
| | West Irving Park Road - North York to Cargo Road | 110 to 120 | 14,050 | 21,300 | 5,620 | 8,520 | 1,445 | 580 | 1,285 | 515 | 1,360 | 545 | 1,480 | 590 | 0.38 | 0.39 | 35 | 35 | 50 | 24 | 3 | 2 | 94% | 6% | | | | | | |
| 120 | West Cargo Road | 120 | | | | | | | | | | | | | | | | | | | | | | | 12.5 | B | 0.5 | 10.3 | B | 0.54 |
| | West Irving Park Road - Cargo Road to Taft Avenue | 120 to 130 | 21,800 | 20,050 | 8,720 | 8,020 | 1,340 | 535 | 1,240 | 495 | 1,315 | 525 | 1,405 | 560 | 1.17 | 1.18 | 45 | 45 | 26 | 26 | 2 | 2 | 93% | 7% | | | | | | |
| 130 | Taft Avenue | 130 | | | | | | | | | | | | | | | | | | | | | | | 23.4 | C | 0.7 | 27.5 | C | 0.69 |
| | West Irving Park Road - Taft Avenue to Seymour Avenue | 130 to 135 | 23,500 | 19,400 | 9,400 | 7,760 | 1,395 | 560 | 1,280 | 510 | 1,250 | 500 | 1,290 | 515 | 0.9 | 0.92 | 45 | 45 | 24 | 24 | 2 | 2 | 93% | 7% | | | | | | |
| 135 | Seymour Avenue | 135 | | | | | | | | | | | | | | | | | | | | | | | 4.8 | A | 0.51 | 5.6 | A | 0.47 |
| | West Irving Park Road - Seymour Avenue to Mannheim Road | 135 to 140 | 28,000 | 16,000 | 11,200 | 6,400 | 1,410 | 565 | 1,315 | 525 | 1,290 | 515 | 1,315 | 525 | 0.88 | 0.87 | 40 | 45 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 140 | Mannheim Road | 140 | | | | | | | | | | | | | | | | | | | | | | | 40 | D | 0.74 | 32.8 | C | 0.7 |
| | West Irving Park Road - Mannheim Road to I-294 SB Ramps | 140 to 150 | 22,600 | 13,300 | 9,040 | 5,320 | 1,240 | 495 | 1,310 | 525 | 1,220 | 490 | 1,045 | 420 | 0.14 | 0.14 | 40 | 40 | 36 | 48 | 3 | 4 | 97% | 3% | | | | | | |
| I-90 – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | I-90 WB on-ramp at South Elmhurst Road | 330 | One-Way | 18,550 | One-Way | 740 | One-Way | One-Way | One-Way | One-Way | 610 | 25 | 1,405 | 55 | | 0.51 | | 30 | | 16 | | 1 | 97% | 3% | Uncontrolled | | | | | |
| Ramp | I-90 WB off-ramp at South Elmhurst Road | 330 | One-Way | 19,350 | One-Way | 775 | One-Way | One-Way | One-Way | One-Way | 1,230 | 50 | 1,245 | 50 | | 0.22 | | 30 | | 16 | | 1 | 97% | 3% | | | | | | |
| Ramp | I-90 EB off-ramp at South Elmhurst Road | 320 | 19,350 | One-Way | 775 | One-Way | 1,405 | 55 | 680 | 25 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | 97% | 3% | | | | | | |
| Ramp | I-90 EB on-ramp at South Elmhurst Road | 320 | 14,000 | One-Way | 560 | One-Way | 885 | 35 | 1,240 | 50 | One-Way | One-Way | One-Way | One-Way | 0.30 | | 30 | | 16 | | 1 | | 97% | 3% | | | | | | |
| Ramp | I-90 WB off-ramp at Lee Street | 620 | One-Way | 17,850 | One-Way | 715 | One-Way | One-Way | One-Way | One-Way | 1,020 | 40 | 1,070 | 45 | | 0.25 | | 30 | | 16 | | 1 | 97% | 3% | | | | | | |
| Ramp | I-90 EB on-ramp at Lee Street | 630 | 16,050 | | 640 | One-Way | 720 | 30 | 1,295 | 50 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | 97% | 3% | | | | | | |
| I-90 | I-90 between South Elmhurst Road and Lee Street | I-90 | 162,600 | | 6,505 | | 5,455 | 220 | 5,310 | 210 | 5,540 | 220 | 6,910 | 275 | 2.55 | 2.55 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |

| Node # | Main Roadway - From Node to Node (<i>Note: Italicized Roadways are New for the Interim Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|--------|---|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|-----|--|-----|-----|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-90 | I-90 between Lee Street and Mannheim Road | I-90 | 186,000 | | 7,440 | | 5,530 | 220 | 5,385 | 215 | 6,620 | 265 | 7,695 | 310 | 0.58 | 0.58 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: Touhy Avenue – begin at South Elmhurst Road and end at Mannheim Road. The first roadway listed is South Elmhurst Road. The information is for the intersection of South Elmhurst and Touhy Avenue. The next line is for the roadway segment Touhy Avenue - South Elmhurst Road to Mount Prospect Road.

TABLE K-19
INTERIM NO ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - NORTH TO SOUTH INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|---|--|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|---------------|------------------------------|---------------|--|------|------|--|------|-----|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DELAY | LOS | V/C | DELAY | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North to South Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Busse Road - Begin at West Irving Park Road and end at Thorndale Avenue Eastbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Busse Road - West Irving Park Road to Thorndale Avenue | | 61,697 | 0 | 0 | 1,930 | 0 | 2,680 | 0 | 2,045 | 0 | 2,085 | 0 | 1.47 | 1.47 | 45 | 45 | 36 | 36 | 3 | 3 | Not Available | | Not Available | | | | | | |
| South Elmhurst/York Road – Begin at I-90 Tollway and end at East Green Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330 | I-90 Tollway WB | 330 | | | | | | | | | | | | | | | | | | | | | | 22 | C | 0.67 | 24.1 | C | 0.60 | |
| | South Elmhurst Road - I-90 Tollway WB to I-90 Tollway EB | 330 to 320 | 22,650 | 905 | 27,100 | 1,085 | 1,520 | 60 | 1,910 | 75 | 1,500 | 60 | 1,835 | 75 | 0.20 | 0.20 | 30 | 30 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 320 | I-90 Tollway EB | 320 | | | | | | | | | | | | | | | | | | | | | | 20.9 | C | 0.7 | 22.7 | C | 0.69 | |
| | South Elmhurst Road - I-90 Tollway EB to Landmeier Road | 320 to 310 | 24,000 | 960 | 35,250 | 1,410 | 2,080 | 85 | 1,695 | 70 | 1,540 | 60 | 2,180 | 85 | 0.30 | 0.30 | 30 | 30 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 310 | Landmeier Road | 310 | | | | | | | | | | | | | | | | | | | | | | 15.2 | B | 0.58 | 26.7 | C | 0.70 | |
| | South Elmhurst Road - Landmeier Road to Touhy Avenue | 310 to 300 | 25,750 | 1,030 | 26,950 | 1,080 | 1,550 | 60 | 1,380 | 55 | 1,375 | 55 | 1,445 | 60 | 0.29 | 0.29 | 40 | 40 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 300 | Touhy Avenue | 300 | | | | | | | | | | | | | | | | | | | | | | 38.2 | D | 0.75 | 36.4 | D | 0.87 | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | | |
|--|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|------|-----|--|------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DELAY | LOS | V/C | DELAY | LOS | V/C | |
| | South Elmhurst Road - Touhy Avenue to Old Higgins Road/Estes Road | 300 to 220 | 12,300 | 490 | 21,600 | 865 | 1,145 | 45 | 1,590 | 65 | 1,200 | 50 | 1,465 | 60 | 1.00 | 1.00 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | | |
| 220 | Devon Avenue | 220 | | | | | | | | | | | | | | | | | | | | | | | | 29.5 | C | 0.57 | 27.7 | C | 0.67 |
| | York Road - Devon Avenue to Ramp Q5 | 220 to 210 | 21,100 | 845 | 10,950 | 440 | 705 | 30 | 1,080 | 45 | 805 | 30 | 895 | 35 | 1.21 | 1.21 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | | |
| 1000 | Thorndale Avenue | 1000 | | | | | | | | | | | | | | | | | | | | | | | | 7.6 | A | 0.57 | 15.2 | B | 0.66 |
| | York Road - Thorndale Avenue to West Irving Park Road | 1000 to 110 | 18,700 | 750 | 17,350 | 695 | 825 | 35 | 1,310 | 50 | 1,380 | 55 | 1,365 | 55 | 1.05 | 1.05 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | | |
| 110 | West Irving Park Road | 110 | | | | | | | | | | | | | | | | | | | | | | | | 47.1 | D | 0.84 | 68.5 | E | 1.04 |
| | York Road - West Irving Park Road to East Green Street | 110 to 200 | 34,950 | 1,400 | 14,800 | 590 | 740 | 30 | 1,125 | 45 | 1,080 | 45 | 1,195 | 50 | 0.40 | 0.40 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | | |
| 200 | East Green Street | 200 | | | | | | | | | | | | | | | | | | | | | | | | 25.6 | C | 0.66 | 33.1 | C | 0.82 |
| Lee Street/West Higgins Road – Begin at Touhy Avenue and end at Devon Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 430 | Touhy Avenue | 430 | | | | | | | | | | | | | | | | | | | | | | | | 9.3 | A | 0.54 | 12.9 | B | 0.78 |
| | Lee Street - Touhy Avenue to Mall Entrance | 430 to 600 | 8,700 | 4,785 | 18,200 | 10,010 | 876 | 480 | 1,305 | 720 | 1,290 | 710 | 1,725 | 950 | 0.15 | 0.15 | 40 | 40 | 24 | 32 | 2 | 3 | 98% | 2% | | | | | | | |
| 600 | Mall Entrance | 600 | | | | | | | | | | | | | | | | | | | | | | | | 14.7 | B | 0.55 | 13.4 | B | 0.65 |
| | Lee Street - Mall Entrance to I-90 WB off-ramp | 600 to 620 | 16,750 | 9,215 | 20,600 | 11,330 | 925 | 510 | 1,250 | 690 | 1,275 | 700 | 1,735 | 955 | 0.04 | 0.04 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 620 | I-90 WB Exit Ramp | 620 | | | | | | | | | | | | | | | | | | | | | | | | 42 | D | 0.7 | 21.8 | C | 0.72 |
| | Lee Street - I-90 WB Exit Ramp to I-90 EB Entrance Ramp | 620 to 630 | 15,800 | 8,690 | 10,850 | 5,970 | 1,025 | 565 | 1,680 | 925 | 355 | 195 | 1,095 | 600 | 0.16 | 0.16 | 40 | 40 | 40 | 40 | 2 | 3 | 98% | 2% | | | | | | | |
| 630 | I-90 EB Entrance Ramp | 630 | | | | | | | | | | | | | | | | | | | | | | | | 35.7 | D | 0.58 | 88.2 | F | 1.01 |
| | West Higgins Road - I-90 Entrance Ramp to Patton Drive | 630 to 640 | 22,900 | 12,595 | 9,950 | 5,475 | 885 | 485 | 1,650 | 910 | 215 | 120 | 1,145 | 630 | 0.55 | 0.55 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | | |
| 640 | Patton Drive | 640 | | | | | | | | | | | | | | | | | | | | | | | | 13.1 | B | 0.73 | 19.2 | B | 0.68 |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|--|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|-------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DELAY | LOS | V/C | DELAY | LOS | V/C |
| | West Higgins Road - Patton Drive to Mannheim Road | 640 to 520 | 15,000 | 8,250 | 12,950 | 7,125 | 685 | 375 | 1,365 | 750 | 690 | 380 | 1,140 | 625 | 0.22 | 0.22 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | |
| 520 | Mannheim Road | 520 | | | | | | | | | | | | | | | | | | | | | | | 33.1 | C | 0.45 | 57.7 | E | 0.93 |
| Zemke Boulevard – Begin at Bessie Coleman Drive and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 652 | Bessie Coleman Drive | 665 | | | | | | | | | | | | | | | | | | | | | | | 10.4 | B | 0.05 | 15.7 | C | 0.07 |
| | Zemke Boulevard - Bessie Coleman Drive to Mannheim Road | 665 to 530 | 200 | 200 | 2,250 | 900 | 50 | 50 | 885 | 885 | 285 | 285 | 1,680 | 1,680 | 0.06 | 0.06 | 30 | 30 | 36 | 24 | 3 | 2 | 98% | 2% | | | | | | |
| 530 | Mannheim Road | 530 | | | | | | | | | | | | | | | | | | | | | | | 24.7 | C | 0.34 | 58.2 | E | 0.89 |
| Bessie Coleman Drive – Begin at Zemke Boulevard and end at Terminal 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 665 | Zemke Boulevard | 665 | | | | | | | | | | | | | | | | | | | | | | | 12 | B | 0.33 | >300 | F | 9.26 |
| | Bessie Coleman Drive - Zemke Road to Parking Lot H/G | 665 to 670 | 4,350 | 4,350 | 14,800 | 14,800 | 275 | 275 | 1,150 | 1,150 | 285 | 285 | 1,680 | 1,680 | 0.32 | 0.32 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 670 | Parking Lot G/H Access | 670 | | | | | | | | | | | | | | | | | | | | | | | 25.8 | D | 0.03 | >300 | F | >2.00 |
| | Bessie Coleman Drive - Parking Lot H/G to Parking Lot E | 670 to 675 | 8,700 | 8,700 | 12,900 | 12,900 | 240 | 240 | 850 | 850 | 265 | 265 | 1,435 | 1,435 | 0.22 | 0.22 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 675 | Parking Lot E (Schlitz Road) | 675 | | | | | | | | | | | | | | | | | | | | | | | 13.7 | B | 0.03 | >300 | F | 0.83 |
| | Bessie Coleman Drive - Parking Lot E to Rental Car Return | 675 to 680 | 6,350 | 6,350 | 11,150 | 11,150 | 220 | 220 | 595 | 595 | 295 | 295 | 1,220 | 1,220 | 0.17 | 0.17 | 30 | 30 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 680 | Rental Car Return | 680 | | | | | | | | | | | | | | | | | | | | | | | 21.8 | C | 0.18 | 12.2 | B | 0.36 |
| | Bessie Coleman Drive - Rental Return to United Airlines Temporary Park/Taxi Lot | 680 to 685 | 8,300 | 8,300 | 8,750 | 8,750 | 380 | 380 | 600 | 600 | 205 | 205 | 940 | 940 | 0.17 | 0.17 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | |
| 685 | Temporary United Airlines/Taxi Lot | 685 | | | | | | | | | | | | | | | | | | | | | | | 11.2 | B | 0.4 | 10.7 | B | 0.32 |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|--|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DELAY | LOS | V/C | DELAY | LOS | V/C |
| | Bessie Coleman Drive – United Airlines Temporary Park to Rental Car Return/WB I-190 Exit Ramp | 685 to 686 | 5,250 | 5,250 | 14,400 | 14,400 | 515 | 515 | 260 | 260 | 725 | 725 | 1,105 | 1,105 | 0.16 | 0.16 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | |
| 686 | WB I-190 Exit Ramp/ Rental Car Return | 686 | | | | | | | | | | | | | | | | | | | | | | | 39.1 | D | 0.44 | 28.2 | C | 0.50 |
| | Bessie Coleman Drive - WB I-190 Exit Ramp to EB & WB I-190 Entrance Ramp | 686 to 687 | 18,000 | 18,000 | 5,550 | 5,550 | 600 | 600 | 505 | 505 | 20 | 20 | 750 | 750 | 0.17 | 0.17 | 30 | 30 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 687 | EB & WB I-190 Ramps | 687 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Bessie Coleman Drive - EB/WB I-190 Ramps to West O'Hare Avenue | 687 to 688 | 13,450 | 13,450 | 12,550 | 12,550 | 275 | 275 | 390 | 390 | 125 | 125 | 755 | 755 | 0.05 | 0.05 | 30 | 30 | 36 | 50 | 3 | 3 | 98% | 2% | | | | | | |
| 688 | West O'Hare Avenue/ Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | 27.4 | C | 0.4 | 105.6 | F | 0.99 |
| | Bessie Coleman Drive - West O'Hare Avenue to Terminal 5 | 688 to 690 | 9,000 | 9,000 | 19,600 | 19,600 | 145 | 145 | 790 | 790 | 440 | 440 | 890 | 890 | 0.15 | 0.15 | 25 | 25 | 24 | 36 | 2 | 3 | 98% | 2% | | | | | | |
| Patton Drive – Begin at West Higgins Road and end at West Zemke Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 640 | West Higgins Road | 640 | | | | | | | | | | | | | | | | | | | | | | | 13.1 | B | 0.73 | 19.2 | B | 0.68 |
| | Patton Drive – West Higgins Road to West Johnson Road | 640 to 650 | 47,650 | 47,650 | 21,350 | 21,350 | 615 | 615 | 535 | 535 | 115 | 115 | 215 | 215 | 0.10 | 0.10 | 35 | 5 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | |
| 660 | West Johnson Road | 650 | | | | | | | | | | | | | | | | | | | | | | | 13.8 | B | 0.71 | 18.1 | C | 0.80 |
| | Patton Drive - West Johnson Road to Zemke Road | 650 to 653 | 31,350 | 31,350 | 24,400 | 24,400 | 280 | 280 | 185 | 185 | 145 | 145 | 145 | 145 | 0.13 | 0.13 | 35 | 35 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | |
| 662 | Zemke Road | 653 | | | | | | | | | | | | | | | | | | | | | | | 12.3 | B | 0.16 | 9 | A | 0.03 |
| Mannheim Road – Begin at Touhy Avenue and end at Irving Park Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 500 | Touhy Avenue | 500 | | | | | | | | | | | | | | | | | | | | | | | 19.7 | B | 0.65 | 90.3 | F | 1.22 |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|--------|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DELAY | LOS | V/C | DELAY | LOS | V/C |
| | Mannheim Road - Touhy Avenue to Lunt Avenue | 500 to 510 | 17,500 | 2,625 | 14,800 | 2,220 | 815 | 120 | 1,000 | 150 | 630 | 95 | 1350 | 205 | 0.25 | 0.25 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 510 | Lunt Avenue | 510 | | | | | | | | | | | | | | | | | | | | | | | 12.6 | B | 0.41 | 8.5 | A | 0.50 |
| | Mannheim Road - Lunt Avenue to Higgins Road | 510 to 520 | 17,400 | 2,610 | 14,550 | 2,185 | 895 | 135 | 925 | 140 | 550 | 85 | 1,415 | 210 | 0.54 | 0.53 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 520 | Higgins Road | 520 | | | | | | | | | | | | | | | | | | | | | | | 33.1 | C | 0.45 | 57.7 | E | 0.93 |
| | Mannheim Road - Higgins Road to Zemke Boulevard | 520 to 530 | 13,250 | 1,990 | 18,750 | 2,815 | 750 | 115 | 1,605 | 240 | 865 | 130 | 1,915 | 285 | 0.23 | 0.23 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 530 | Zemke Boulevard | 530 | | | | | | | | | | | | | | | | | | | | | | | 24.7 | C | 0.34 | 58.2 | E | 0.89 |
| | Mannheim Road - Zemke Boulevard to Coffey Road (MMF) | 530 to 540 | 17,350 | 2,605 | 14,150 | 2,125 | 535 | 80 | 1,430 | 215 | 760 | 115 | 765 | 115 | 0.45 | 0.45 | 40 | 40 | 40 | 50 | 3 | 4 | 98% | 2% | | | | | | |
| 540 | Coffey Road (MMF) Ramps | 540 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road - Coffey Road (MMF) Ramps to NB Mannheim Road Exit Ramp (MMF) | 540 to 545 | 19,850 | 2,980 | 12,900 | 1,935 | 605 | 90 | 1,530 | 230 | 725 | 110 | 675 | 100 | 0.23 | 0.22 | 40 | 40 | 36 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 545 | Coffey Road (MMF) | 545 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road - Coffey Road (MMF) to EB/WB I-190 ramps | 545 to 550 | 19,850 | 2,980 | 15,250 | 2,290 | 605 | 90 | 1,530 | 230 | 860 | 130 | 795 | 120 | 0.31 | 0.30 | 40 | 40 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 550 | EB Exit Ramp/WB Entrance Ramp I-190 | 550 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road - EB/WB I-190 to EB I-190 Ramp | 550 to 555 | 17,050 | 3,410 | 12,250 | 2,450 | 395 | 80 | 1,255 | 250 | 500 | 100 | 420 | 85 | 0.10 | 0.10 | 40 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 555 | EB Exit Ramp/EB Entrance Ramp I-190 | 555 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Mannheim Road - NB Exit Ramp to I-190 to SB Exit Ramp to I-190 EB | 555 to 580 | 33,350 | 6,670 | 26,750 | 5,350 | 1,615 | 325 | 2,185 | 435 | 1,705 | 340 | 810 | 160 | 0.48 | 0.48 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim No Action AM Intersection Capacity | | | Interim No Action PM Intersection Capacity | | |
|--------|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|--------------|--|-----|--------------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DELAY | LOS | V/C | DELAY | LOS | V/C |
| 580 | SB Exit Ramp to I-190 | 580 | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | | |
| Ramp | Mannheim Road - SB exit to SB Ent | 580 to 585 | 35,300 | 7,060 | 26,750 | 5,350 | 1,010 | 200 | 1,785 | 355 | 1,705 | 340 | 810 | 160 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 585 | NB Exit Ramp to I-190 EB | 585 | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | | |
| Ramp | Mannheim Road - NB Exit Ramp to I-190 EB to Balmoral Avenue NB entrance | 585 to 586 | 29,500 | 5,900 | 26,450 | 5,290 | 1,335 | 265 | 2,270 | 455 | 2,260 | 450 | 1,350 | 270 | 0.36 | 0.36 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 586 | Balmoral Avenue Entrance Ramp NB | 586 | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | | |
| | Mannheim Road - Balmoral Avenue Entrance Ramp NB to Balmoral Avenue | 586 to 587 | 33,800 | 6760 | 29,650 | 5,930 | 1,175 | 235 | 2,110 | 420 | 1,855 | 370 | 1,160 | 230 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 587 | NB Mannheim Balmoral Avenue Exit Ramp | 587 | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | | |
| | Mannheim Road - Balmoral Avenue Exit Ramp to Lawrence Avenue | 587 to 588 | 33,500 | 6,700 | 29,050 | 5,810 | 1,175 | 235 | 2,110 | 420 | 2,290 | 460 | 1,350 | 270 | 0.26 | 0.26 | 50 | 50 | 60 | 48 | 5 | 4 | 95% | 5% | | | | | | |
| 588 | Lawrence Avenue | 588 | | | | | | | | | | | | | | | | | | | | | | | 8.4 | A | 0.64 | 17.3 | B | 0.59 |
| | Mannheim Road - Lawrence to Montrose | 588 to 589 | 34,950 | 6,990 | 19,950 | 3,990 | 1,410 | 280 | 1,990 | 400 | 1,845 | 370 | 1,160 | 230 | 0.32 | 0.32 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 589 | Montrose Avenue | 589 | | | | | | | | | | | | | | | | | | | | | | | 18.3 | B | 0.52 | 30.8 | C | 0.83 |
| | Mannheim Road - Montrose to West Irving Park | 589 to 140 | 32,600 | 6,520 | 19,250 | 3,850 | 1,450 | 290 | 2,235 | 445 | 2,065 | 415 | 1,285 | 255 | 0.37 | 0.37 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 140 | Irving Park Road | 140 | | | | | | | | | | | | | | | | | | | | | | | 40 | D | 0.74 | 32.8 | C | 0.70 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: South Elmhurst/York Road – begin at I-90 Tollway and end at East Green Street. The first roadway listed is I-90 Tollway WB. The information is for the intersection of South Elmhurst and the I-90 Tollway WB. The next line is for the roadway segment South Elmhurst – I-90 Tollway WB to I-90 EB Tollway.

TABLE K-20
BUILD OUT NO ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - WEST TO EAST INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways Are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Condition AM Intersection Capacity | | | Build Out Condition PM Intersection Capacity | | |
|---|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|-----|--|-----|-----|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| West To East Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Touhy Avenue – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300 | South Elmhurst Road | 300 | | | | | | | | | | | | | | | | | | | | | | | 24.2 | C | 0.5 | 26.5 | C | 0.7 |
| | <i>Touhy Avenue - South Elmhurst Road to Old Higgins Road</i> | 300 to 340 | 8,000 | 13,150 | 1,640 | 2,695 | 830 | 170 | 1,095 | 225 | 705 | 145 | 750 | 155 | 0.28 | 0.28 | 45 | 45 | 41 | 41 | 3 | 3 | 97% | 3% | | | | | | |
| 340 | <i>Old Higgins Road</i> | 340 | | | | | | | | | | | | | | | | | | | | | | | 10.6 | B | 0.4 | 14.5 | B | 0.7 |
| | <i>Touhy Avenue - Old Higgins Road to I-490 Northbound Off-ramp</i> | 340 to 350 | 11,400 | 23,300 | 2,340 | 4,780 | 1,215 | 250 | 1,535 | 315 | 1,180 | 240 | 1435 | 295 | 0.21 | 0.21 | 45 | 45 | 41 | 41 | 3 | 3 | 97% | 3% | | | | | | |
| 350 | <i>I-490 Northbound Off-ramp</i> | 350 | | | | | | | | | | | | | | | | | | | | | | | 19.0 | B | 0.6 | 14.0 | B | 0.5 |
| | <i>Touhy Avenue - I-490 Northbound Off-ramp to Mount Prospect Road</i> | 350 to 400 | 12,850 | 33,500 | 2,635 | 6,870 | 1,730 | 355 | 1,390 | 285 | 1,565 | 320 | 2,265 | 465 | 0.53 | 0.53 | 45 | 45 | 39 | 39 | 3 | 3 | 97% | 3% | | | | | | |
| 400 | Mount Prospect Road | 400 | | | | | | | | | | | | | | | | | | | | | | | 18.3 | B | 0.7 | 19.9 | B | 0.9 |
| | Touhy Avenue - Mount Prospect Road to South Wolf Road | 400 to 410 | 17,850 | 28,000 | 3,660 | 5,745 | 1,360 | 280 | 1,200 | 245 | 1,445 | 295 | 2040 | 420 | 0.71 | 0.71 | 45 | 45 | 40 | 40 | 3 | 3 | 98% | 2% | | | | | | |
| 410 | South Wolf Road | 410 | | | | | | | | | | | | | | | | | | | | | | | 27.9 | C | 0.6 | 37.3 | D | 0.9 |
| | Touhy Avenue - South Wolf Road to West Lee Street | 410 to 430 | 10,550 | 19,900 | 2,165 | 4,080 | 980 | 200 | 645 | 130 | 1,005 | 205 | 1565 | 320 | 0.65 | 0.69 | 45 | 45 | 40 | 24 | 3 | 2 | 98% | 2% | | | | | | |
| 430 | West Lee Street | 430 | | | | | | | | | | | | | | | | | | | | | | | 9.7 | A | 0.4 | 10.9 | B | 0.6 |
| | Touhy Avenue – West Lee Street to East Lee Street | 430 to 440 | 18,900 | 10,450 | 3,875 | 2,145 | 580 | 120 | 420 | 85 | 540 | 110 | 755 | 155 | 0.06 | 0.06 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 440 | East Lee Street | 440 | | | | | | | | | | | | | | | | | | | | | | | 21.8 | C | 0.7 | 30.6 | C | 0.9 |
| | Touhy Avenue – East Lee Street to Mannheim Road | 440 to 500 | 12,950 | 12,150 | 2,655 | 2,490 | 990 | 205 | 880 | 180 | 645 | 130 | 800 | 165 | 0.43 | 0.43 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 500 | Mannheim Road | 500 | | | | | | | | | | | | | | | | | | | | | | | 22.3 | C | 0.6 | 39.6 | D | 1.0 |
| Old Higgins Road – Begin at South Elmhurst Road and end at Touhy Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 240 | <i>South Elmhurst Road</i> | 240 | | | | | | | | | | | | | | | | | | | | | | | 30.2 | C | 0.5 | 38.3 | D | 0.8 |

| Node # | Main Roadway - From Node to Node (Note: Italicized Roadways Are New for the Build Out Condition) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Condition AM Intersection Capacity | | | Build Out Condition PM Intersection Capacity | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | Old Higgins Road - South Elmhurst Road to Touhy Avenue | 240 to-340 | 6,250 | 8,250 | 1,280 | 1,690 | 405 | 85 | 470 | 95 | 480 | 100 | 675 | 140 | 0.44 | 0.44 | 35 | 35 | 39 | 39 | 2 | 2 | 95% | 5% | | | | | | |
| 340 | Touhy Avenue | 340 | | | | | | | | | | | | | | | | | | | | | | | 10.6 | B | 0.4 | 14.5 | B | 0.7 |
| Thorndale Avenue WB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | 40.8 | D | 0.6 | 27.4 | C | 0.5 |
| | Thorndale Avenue WB - North Wood Dale to Lively Boulevard | 1800 to 1520 | One-Way | 11,650 | One-Way | 290 | One-Way | One-Way | One-Way | One-Way | 435 | 10 | 885 | 20 | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 1520 | Lively Boulevard | 1520 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue WB - Lively Boulevard to Busse Road | 1520 to 1300 | One-Way | 6,100 | One-Way | 155 | One-Way | One-Way | One-Way | One-Way | 200 | 5 | 635 | 15 | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1300 | Busse Road | 1300 | | | | | | | | | | | | | | | | | | | | | | | 33.7 | C | 0.75 | 26 | C | 0.80 |
| | Thorndale Avenue WB - Busse Road to Supreme Drive | 1300 to 1200 | One-Way | 10,550 | One-Way | 265 | One-Way | One-Way | One-Way | One-Way | 730 | 20 | 195 | 5 | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1200 | Supreme Drive | 1200 | | | | | | | | | | | | | | | | | | | | | | | 42.7 | D | 0.38 | 38.6 | D | 0.22 |
| Ramp | Ramp to Thorndale Avenue WB from NB I-490 | | One-Way | 3,450 | One-Way | 85 | One-Way Ramp | | | | 180 | 5 | 305 | 10 | | | | | | | | | | | | | | | | |
| Ramp | Ramp to Thorndale Avenue WB from SB I-490 | | One-Way | 3,700 | One-Way | 95 | One-Way Ramp | | | | 255 | 5 | 265 | 5 | | | | | | | | | | | | | | | | |
| Tollway (IL - 390) - Begin at North Wood Dale Road and end at I-490 Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700/1800 | Tollway at North Wood Dale Road | 1,700 to 1800 | | | | | | | | | | | | | | | | | | | | | 97% | 3% | Uncontrolled | | | | | |
| | Tollway - North Wood Dale Road to Lively Boulevard | | 26,950 | 26,950 | 1,480 | 1,480 | 2,210 | 120 | 1,565 | 85 | 1,600 | 90 | 2,170 | 120 | 0.49 | 0.49 | 55 | 55 | 24 | 36 | 2 | 3 | | | | | | | | |
| 1520/1530 | Tollway at Lively Boulevard | 1,520 to 1530 | | | | | | | | | | | | | | | | | | | | | 97% | 3% | | | | | | |
| | Tollway - Lively Boulevard to Busse Road | | | | | | | | | | | | | | 0.57 | 0.57 | 55 | 55 | 12 | 12 | 1 | 1 | | | | | | | | |
| 1300/1400 | Tollway at Busse Road | 1,300 to 1400 | | | | | | | | | | | | | | | | | | | | | 97% | 3% | | | | | | |
| Ramp | Tollway - Ramp from SB I-490 to WB Tollway | | One-Way | 17,500 | One-Way | 965 | One-Way | One-Way | One-Way | One-Way | 1,150 | 65 | 1,300 | 70 | One-Way | 1.15 | One-Way | 45 | One-Way | 12 | One-Way | 1 | 97% | 3% | | | | | | |
| Ramp | Tollway - Ramp from Western Parking Garage to WB Tollway | | One-Way | 0 | One-Way | 0 | One-Way | One-Way | One-Way | One-Way | 0 | 0 | 0 | 0 | One-Way | 0.7 | One-Way | 35 | One-Way | 24 | One-Way | 2 | 97% | 3% | | | | | | |
| Ramp | Tollway - Ramp from NB I-490 to WB Tollway | | One-Way | 13,500 | One-Way | 745 | One-Way | One-Way | One-Way | One-Way | 1,015 | 55 | 875 | 50 | One-Way | 1.14 | One-Way | 50 | One-Way | 24 | One-Way | 2 | 97% | 3% | | | | | | |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways Are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Condition AM Intersection Capacity | | | Build Out Condition PM Intersection Capacity | | |
|---|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| Ramp | Tollway - Ramp to Airport Haul Road from EB Tollway | | 0 | One-Way | 0 | One-Way | 0 | 0 | 0 | 0 | One-Way | One-Way | One-Way | One-Way | 0.88 | One-Way | 45 | One-Way | 36 | One-Way | 3 | One-Way | 97% | 3% | | | | | | |
| Ramp | Tollway - Ramp to NB I-490 from EB Tollway | | 14,200 | One-Way | 780 | One-Way | 1,080 | 60 | 910 | 50 | One-Way | One-Way | One-Way | One-Way | 0.60 | One-Way | 45 | One-Way | 12 | One-Way | 1 | One-Way | 97% | 3% | | | | | | |
| Ramp | Tollway - Ramp to SB I-490 from EB Tollway | | 12,750 | One-Way | 700 | One-Way | 1,130 | 60 | 655 | 35 | One-Way | One-Way | One-Way | One-Way | 0.66 | One-Way | 45 | One-Way | 24 | One-Way | 2 | One-Way | 97% | 3% | | | | | | |
| Thorndale Avenue EB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1800 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | 40.8 | D | 0.55 | 27.4 | C | 0.51 |
| | Thorndale Avenue EB - North Wood Dale Road to Lively Boulevard | 1800 to 1530 | 2,700 | One-Way | 70 | One-Way | 230 | 5 | 150 | 5 | One-Way | One-Way | One-Way | One-Way | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 1530 | Lively Boulevard | 1530 | | | | | | | | | | | | | | | | | | | | | | | 7.9 | A | 0.26 | 7.4 | A | 0.14 |
| | Thorndale Avenue EB - Lively Boulevard to Busse Road | 1530 to 1400 | 3,900 | One-Way | 100 | One-Way | 1,210 | 30 | 805 | 20 | One-Way | One-Way | One-Way | One-Way | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1400 | Busse Road | 1400 | | | | | | | | | | | | | | | | | | | | | | | 19.1 | B | 0.6 | 14.8 | B | 0.68 |
| | Thorndale Avenue EB - Busse Road to Supreme Drive | 1400 to 1100 | 10,650 | One-Way | 265 | One-Way | 1,210 | 30 | 280 | 5 | One-Way | One-Way | One-Way | One-Way | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1100 | Supreme Drive | 1100 | | | | | | | | | | | | | | | | | | | | | | | 44.7 | D | 0.11 | 26 | C | 0.21 |
| Thorndale Ave EB/WB – Begin at Supreme and end at York Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB - Supreme Drive to York Road | 1100 to 1000 | 2,650 | 2,650 | 65 | 65 | 95 | 0 | 265 | 5 | 155 | 4 | 60 | 0 | 0.77 | 0.77 | 55 | 55 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 1000 | York Road | 1000 | | | | | | | | | | | | | | | | | | | | | | | 2.7 | A | 0.26 | 8.5 | A | 0.60 |
| Ramp | Thorndale Avenue - Ramp from Thorndale to Airport Haul Road | | 0 | One-Way | 0 | One-Way | 0 | 0 | 0 | 0 | One-Way | One-Way | One-Way | One-Way | 0.88 | One-Way | 45 | One-Way | 12 | One-Way | 1 | One-Way | 98% | 2% | | | | | | |
| West O'Hare Avenue (Formerly Balmoral Avenue) – Begin at Bessie Coleman Drive and end at Mannheim Road (NB US 45 Exit/Entrance Ramps) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 688 | Bessie Coleman Drive/Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | 28 | C | 0.36 | 80.8 | F | 1.07 |
| | West O'Hare Avenue - Bessie Coleman Drive to Balmoral Avenue | 688 to 692 | 21,050 | 2,200 | 5,265 | 550 | 330 | 85 | 1,140 | 285 | 75 | 20 | 200 | 50 | 0.10 | 0.10 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | |
| 692 | Balmoral Avenue (Formerly Service Road) | 692 | | | | | | | | | | | | | | | | | | | | | | | 9.6 | A | 0.06 | 9.5 | A | 0.01 |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways Are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Condition AM Intersection Capacity | | | Build Out Condition PM Intersection Capacity | | |
|---|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | West O'Hare Avenue - Balmoral Avenue to Airport exit roadway | 692 to 694 | 11,300 | 2,700 | 2,825 | 675 | 380 | 95 | 1,145 | 285 | 75 | 20 | 295 | 75 | 0.37 | 0.37 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | |
| 694 | Mannheim Road SB Entrance Ramp | 694 | | | | | | | | | | | | | | | | | | | | | | | 11 | B | 0.07 | 16.9 | C | 0.16 |
| West Irving Park Road – Begin at Spruce Avenue and end at the Exit/Entrance Ramps at I-294 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | Spruce Avenue | 80 | | | | | | | | | | | | | | | | | | | | | | | 8 | A | 0.45 | 7.6 | A | 0.57 |
| | West Irving Park Road - Spruce Avenue to Marshall Road | 80 to 90 | 20,000 | 15,250 | 1,400 | 1,070 | 1,065 | 75 | 1,070 | 75 | 1,080 | 75 | 1,405 | 100 | 0.19 | 0.19 | 35 | 35 | 22 | 22 | 2 | 2 | 97% | 3% | | | | | | |
| 90 | Marshall Road | 90 | | | | | | | | | | | | | | | | | | | | | | | 12.6 | B | 0.46 | 9.6 | A | 0.59 |
| | West Irving Park Road - Marshall Avenue to North Church Road | 90 to 100 | 20,100 | 20,650 | 1,405 | 1,445 | 1,145 | 80 | 1,160 | 80 | 1,080 | 75 | 1,455 | 100 | 0.54 | 0.54 | 35 | 35 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 100 | North Church Road | 100 | | | | | | | | | | | | | | | | | | | | | | | 12.2 | B | 0.47 | 16.4 | B | 0.65 |
| | West Irving Park Road - North Church Road to North York | 100 to 110 | 20,800 | 22,000 | 1,455 | 1,540 | 1,220 | 85 | 1,240 | 85 | 1,110 | 80 | 1,555 | 110 | 0.48 | 0.48 | 35 | 35 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 110 | York Road | 110 | | | | | | | | | | | | | | | | | | | | | | | 29.6 | C | 0.7 | 41.7 | D | 0.82 |
| | West Irving Park Road - North York to I-490 Southbound On-Off-ramps | 110 to 115 | 12,300 | 22,300 | 860 | 1,560 | 1,020 | 70 | 1,485 | 105 | 1,690 | 120 | 1,260 | 90 | 0.11 | 0.11 | 35 | 35 | 30 | 48 | 3 | 4 | 94% | 6% | | | | | | |
| 115 | I-490 Southbound On-Off-ramps | 115 | | | | | | | | | | | | | | | | | | | | | | | 37.1 | D | 0.84 | 68.2 | E | 0.73 |
| | W. Irving Park Road-I-490 SB On-Off-ramp to I-490 NB Ramp/West Cargo Road | 115 to 120 | 5,700 | 20,650 | 400 | 1,445 | 715 | 50 | 335 | 25 | 1520 | 105 | 1,215 | 85 | 0.31 | 0.31 | 35 | 35 | 30 | 40 | 2 | 3 | 94% | 6% | | | | | | |
| 120 | I-490 Northbound On-ramp/West Cargo Road | 120 | | | | | | | | | | | | | | | | | | | | | | | 22.5 | C | 0.68 | 17 | B | 0.44 |
| | West Irving Park Road (One-way) - West Cargo Road to I-490 | | One-Way | 19,100 | One-Way | 1,335 | One-Way | One-Way | One-Way | One-Way | 1,495 | 105 | 1,180 | 85 | 0.22 | 0.22 | 45 | 45 | 26 | 26 | 2 | 2 | 97% | 3% | | | | | | |
| | I-490 - West Irving Park (west) to West Irving Park (east) | | 49,450 | 54,250 | 3,460 | 3,800 | 3140 | 220 | 3785 | 265 | 3,870 | 270 | 3,725 | 260 | 0.44 | 0.44 | 45 | 45 | 26 | 26 | 2 | 2 | 97% | 3% | | | | | | |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways Are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Condition AM Intersection Capacity | | | Build Out Condition PM Intersection Capacity | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | West Irving Park (east) - I-490 to Taft Avenue | | 18,850 | 18,850 | 1320 | 1,320 | 960 | 65 | 1680 | 120 | 1,410 | 100 | 1,230 | 85 | 0.49 | 0.49 | 45 | 45 | 26 | 26 | 2 | 2 | 97% | 3% | | | | | | |
| 130 | Taft Avenue | 130 | | | | | | | | | | | | | | | | | | | | | | | 25 | C | 0.64 | 27.6 | C | 0.75 |
| | West Irving Park Road - Taft Avenue to Seymour Avenue | 130 to 135 | 20,400 | 16,450 | 3,265 | 2,630 | 870 | 140 | 1605 | 255 | 1,135 | 180 | 1,020 | 165 | 0.9 | 0.92 | 45 | 45 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 135 | Seymour Avenue | 135 | | | | | | | | | | | | | | | | | | | | | | | 4.6 | A | 0.39 | 4.7 | A | 0.58 |
| | West Irving Park Road - Seymour Avenue to Mannheim Road | 135 to 140 | 25,900 | 13,800 | 4,145 | 2,210 | 880 | 140 | 1635 | 260 | 1,180 | 190 | 1,040 | 165 | 0.88 | 0.87 | 40 | 45 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 140 | Mannheim Road | 140 | | | | | | | | | | | | | | | | | | | | | | | 38 | D | 0.66 | 42.8 | D | 0.74 |
| | West Irving Park Road - Mannheim Road to I-294 SB Ramps | 140 to 150 | 18,050 | 15,700 | 2,890 | 2,510 | 855 | 135 | 1250 | 200 | 1,300 | 210 | 1,326 | 210 | 0.14 | 0.14 | 40 | 40 | 36 | 48 | 3 | 4 | 97% | 3% | | | | | | |
| I-90 – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | I-90 WB on-ramp at South Elmhurst Road | 330 | One-Way | 20,800 | One-Way | 830 | One-Way | One-Way | One-Way | One-Way | 725 | 30 | 1,495 | 60 | | 0.51 | | 30 | | 16 | | 1 | 98% | 2% | Uncontrolled | | | | | |
| Ramp | I-90 WB off-ramp at South Elmhurst Road | 330 | One-Way | 20,700 | One-Way | 830 | One-Way | One-Way | One-Way | One-Way | 1,410 | 55 | 1,250 | 50 | | 0.22 | | 30 | | 16 | | 1 | 98% | 2% | | | | | | |
| Ramp | I-90 EB off-ramp at South Elmhurst Road | 320 | 18,600 | One-Way | 745 | One-Way | 1080 | 45 | 795 | 30 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | 98% | 2% | | | | | | |
| Ramp | I-90 EB on-ramp at South Elmhurst Road | 320 | 18,350 | One-Way | 735 | One-Way | 1125 | 45 | 1665 | 65 | One-Way | One-Way | One-Way | One-Way | 0.30 | | 30 | | 16 | | 1 | | 98% | 2% | | | | | | |
| Ramp | I-90 WB off-ramp at Lee Street | 620 | One-Way | 11,400 | One-Way | 455 | One-Way | One-Way | One-Way | One-Way | 840 | 35 | 535 | 20 | | 0.25 | | 30 | | 16 | | 1 | 98% | 2% | | | | | | |
| Ramp | I-90 EB on-ramp at Lee Street | 630 | 6,850 | One-Way | 275 | One-Way | 465 | 20 | 385 | 15 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | | | | | | | | |
| I-90 | I-90 Between South Elmhurst Road and Lee Street | I-90 | 161,600 | | 6,465 | | 5,405 | 215 | 5,860 | 235 | 5,525 | 220 | 5,587 | 225 | 2.55 | 2.55 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |
| I-90 | I-90 Between Lee Street and Mannheim Road | I-90 | 156,650 | | 6,265 | | 5,130 | 205 | 5,265 | 210 | 6,350 | 255 | 6,910 | 275 | 0.58 | 0.58 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: Touhy Avenue – begin at South Elmhurst Road and end at Mannheim Road. The first roadway listed is South Elmhurst Road. The information is for the intersection of South Elmhurst and Touhy Avenue. The next line is for the roadway segment Touhy Avenue - South Elmhurst Road to Mount Prospect Road.

TABLE K-21
BUILD OUT NO ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - NORTH TO SOUTH INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out No Action AM Intersection Capacity | | | Build Out No Action PM Intersection Capacity | | |
|---|---|--------------------------|--|---|--|---|--|--|---|--|--|--|--|--|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|-------------------|-------------------|---|----------|---|-----|------|---|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL | LOS | V/C | DEL | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | North to South Intersections and Segments | | | | | | | |
| Busse Road - Begin at West Irving Park Road and end at Thorndale Avenue Eastbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Busse Road - West Irving Road to Thorndale Avenue | | | | 58,200 | | 1,785 | 0 | 2,385 | 0 | 2,000 | 0 | 1,980 | 0 | 1.47 | 1.47 | 45 | 45 | 36 | 36 | 3 | 3 | Not Available | | | | | | | |
| South Elmhurst/York Road - Begin at I-90 Tollway and end at East Green Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330 | I-90 Tollway WB | 330 | | | | | | | | | | | | | | | | | | | | | | | 27.5 | C | 0.67 | 24.7 | C | 0.75 |
| | South Elmhurst Road - I-90 Tollway WB to I-90 Tollway EB | 330 to 320 | 23,650 | 2,130 | 22,550 | 2,030 | 1,795 | 160 | 1,785 | 160 | 1,310 | 120 | 1,445 | 130 | 0.20 | 0.20 | 30 | 30 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 320 | I-90 Tollway EB | 320 | | | | | | | | | | | | | | | | | | | | | | | 20.3 | C | 0.54 | 22.5 | C | 0.54 |
| | South Elmhurst Road - I-90 Tollway EB to Landmeier Road | 320 to 310 | 18,000 | 1,620 | 31,200 | 2,810 | 1,690 | 150 | 1,160 | 105 | 1,250 | 115 | 2,130 | 190 | 0.30 | 0.30 | 30 | 30 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 310 | Landmeier Road | 310 | | | | | | | | | | | | | | | | | | | | | | | 14.3 | B | 0.51 | 22.9 | C | 0.75 |
| | South Elmhurst Road - Landmeier Road to Touhy Avenue | 310 to 300 | 22,500 | 2,025 | 20,600 | 1,855 | 1,340 | 120 | 1,220 | 110 | 880 | 80 | 1,395 | 125 | 0.29 | 0.29 | 40 | 40 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 300 | Touhy Avenue | 300 | | | | | | | | | | | | | | | | | | | | | | | 24.2 | C | 0.47 | 26.5 | C | 0.65 |
| | South Elmhurst Road - Touhy Avenue to Old Higgins Road/Estes Avenue | 300 to 240 | 7,600 | 685 | 21,700 | 1,955 | 750 | 70 | 935 | 85 | 845 | 75 | 1,940 | 175 | 0.12 | 0.12 | 40 | 40 | 36 | 48 | 3 | 4 | 94% | 6% | | | | | | |
| 240 | Old Higgins Road/Estes Avenue | 240 | | | | | | | | | | | | | | | | | | | | | | | 30.2 | C | 0.53 | 38.3 | D | 0.83 |
| | South Elmhurst Road - Old Higgins Road/Estes Avenue to Greenleaf Avenue | 240 to 230 | 9,450 | 850 | 22,850 | 2,055 | 800 | 70 | 1,330 | 120 | 1,005 | 90 | 1,895 | 170 | 0.12 | 0.12 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 230 | Greenleaf Avenue | 230 | | | | | | | | | | | | | | | | | | | | | | | 28.8 | C | 0.63 | 91.4 | F | 1.40 |
| | York Road/South Elmhurst Road - Greenleaf Avenue to Devon Avenue | 230 to 220 | 7,100 | 640 | 14,850 | 1,335 | 410 | 35 | 1,245 | 110 | 800 | 70 | 1,040 | 95 | 0.15 | 0.15 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 220 | Devon Avenue | 220 | | | | | | | | | | | | | | | | | | | | | | | 25.8 | C | 0.33 | 30.1 | C | 0.63 |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out No Action AM Intersection Capacity | | | Build Out No Action PM Intersection Capacity | | | |
|--|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|--|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | York Road - Devon Avenue to Ramp Q5 | 220 to 210 | 12,850 | 1,155 | 8,150 | 735 | 210 | 20 | 1,100 | 100 | 680 | 60 | 605 | 55 | 0.75 | 0.73 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | | |
| 210 | Ramp Q5 | 210 | | | | | | | | | | | | | | | | | | | | | | | 0.1 | A | 0.23 | 0.2 | A | 0.39 | |
| | York Road - Ramp Q5 to Thorndale Avenue | 210 to 1000 | 13,400 | 1,205 | 7,800 | 700 | 210 | 20 | 1,165 | 105 | 680 | 60 | 555 | 50 | 0.46 | 0.46 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | | |
| 1000 | Thorndale Avenue | 1000 | | | | | | | | | | | | | | | | | | | | | | | 2.7 | A | 0.26 | 8.5 | A | 0.60 | |
| | York Road - Thorndale Avenue to West Irving Park Road | 1000 to 110 | 11,700 | 1,055 | 8,250 | 745 | 250 | 25 | 1,395 | 125 | 780 | 70 | 555 | 50 | 1.05 | 1.05 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | | |
| 110 | West Irving Park Road | 110 | | | | | | | | | | | | | | | | | | | | | | | 29.6 | C | 0.7 | 41.7 | D | 0.82 | |
| | York Road - West Irving Park Road to East Green Street | 110 to 200 | 38,850 | 3,495 | 9,000 | 810 | 880 | 80 | 1,110 | 100 | 630 | 55 | 750 | 70 | 0.40 | 0.40 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | | |
| 200 | East Green Street | 200 | | | | | | | | | | | | | | | | | | | | | | | 15.9 | B | 0.53 | 19.9 | B | 0.70 | |
| Lee Street/West Higgins Road – Begin at Touhy Avenue and end at Devon Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 430 | Touhy Avenue | 430 | | | | | | | | | | | | | | | | | | | | | | | 9.7 | A | 0.36 | 10.9 | B | 0.55 | |
| | Lee Street - Touhy Avenue to Mall Entrance | 430 to 600 | 8,700 | 4,260 | 13,350 | 6,540 | 675 | 330 | 500 | 245 | 1,145 | 560 | 1,050 | 515 | 0.15 | 0.15 | 40 | 40 | 24 | 32 | 2 | 3 | 98% | 2% | | | | | | | |
| 600 | Mall Entrance | 600 | | | | | | | | | | | | | | | | | | | | | | | 16.9 | B | 0.59 | 7.3 | A | 0.51 | |
| | Lee Street - Mall Entrance to I-90 WB off-ramp | 600 to 620 | 8,250 | 4,040 | 14,700 | 7,200 | 620 | 305 | 420 | 205 | 1,135 | 555 | 1,035 | 505 | 0.04 | 0.04 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 620 | I-90 WB Exit Ramp | 620 | | | | | | | | | | | | | | | | | | | | | | | 26 | C | 0.53 | 16.9 | B | 0.49 | |
| | Lee Street - I-90 WB Exit Ramp to I-90 EB Entrance Ramp | 620 to 630 | 7,900 | 3,870 | 6,400 | 3,135 | 710 | 350 | 620 | 305 | 385 | 190 | 435 | 215 | 0.16 | 0.16 | 40 | 40 | 40 | 40 | 2 | 3 | 98% | 2% | | | | | | | |
| 630 | I-90 EB Entrance Ramp | 630 | | | | | | | | | | | | | | | | | | | | | | | 32.8 | C | 0.53 | 28.8 | C | 0.68 | |
| | West Higgins Road - I-90 Entrance Ramp to Patton Drive | 630 to 640 | 14,550 | 7,130 | 5,950 | 2,915 | 815 | 400 | 760 | 370 | 135 | 65 | 680 | 335 | 0.55 | 0.55 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | | |
| 640 | Patton Drive | 640 | | | | | | | | | | | | | | | | | | | | | | | 8 | A | 0.26 | 11.4 | B | 0.41 | |
| | West Higgins Road - Patton Drive to Mannheim Road | 640 to 520 | 10,700 | 5,240 | 8,400 | 4,115 | 570 | 280 | 865 | 425 | 370 | 180 | 815 | 400 | 0.22 | 0.22 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | | |
| 520 | Mannheim Road | 520 | | | | | | | | | | | | | | | | | | | | | | | 30.4 | C | 0.41 | 31.6 | C | 0.56 | |
| Zemke Boulevard – Begin at Bessie Coleman Drive and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 652 | Bessie Coleman Drive | 665 | | | | | | | | | | | | | | | | | | | | | | | 144.3 | F | 1.14 | >300 | F | 1.65 | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out No Action AM Intersection Capacity | | | Build Out No Action PM Intersection Capacity | | |
|---|--|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Zemke Boulevard - Bessie Coleman Drive to Mannheim Road | 665 to 530 | 200 | 200 | 1,450 | 900 | 525 | 525 | 465 | 465 | 700 | 700 | 355 | 355 | 0.06 | 0.06 | 30 | 30 | 36 | 24 | 3 | 2 | 98% | 2% | | | | | | |
| 530 | Mannheim Road | 530 | | | | | | | | | | | | | | | | | | | | | | | 53.7 | D | 0.53 | 36.1 | D | 0.58 |
| Bessie Coleman Drive – Begin at Zemke Boulevard and end at Terminal 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 665 | Zemke Boulevard | 665 | | | | | | | | | | | | | | | | | | | | | | | 144.3 | F | 1.14 | >300 | F | 1.65 |
| | Bessie Coleman Drive - Zemke Road to Parking Lot H/G | 665 to 670 | 3,700 | 3,700 | 9,400 | 9,400 | 580 | 580 | 515 | 515 | 700 | 700 | 355 | 355 | 0.32 | 0.32 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 670 | Parking Lot G/H Access | 670 | | | | | | | | | | | | | | | | | | | | | | | 19.7 | C | 0.15 | 26.7 | D | 0.40 |
| | Bessie Coleman Drive - Parking Lot H/G to Parking Lot E | 670 to 675 | 9,200 | 9,200 | 8,200 | 8,200 | 475 | 475 | 550 | 550 | 575 | 575 | 345 | 345 | 0.22 | 0.22 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 675 | Parking Lot E (Schlitz Road) | 675 | | | | | | | | | | | | | | | | | | | | | | | 24 | C | 0.05 | 234.4 | F | 1.11 |
| | Bessie Coleman Drive - Parking Lot E to Rental Car Return | 675 to 680 | 8,600 | 8,600 | 7,050 | 7,050 | 465 | 465 | 510 | 510 | 605 | 605 | 295 | 295 | 0.17 | 0.17 | 30 | 30 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 680 | Rental Car Return | 680 | | | | | | | | | | | | | | | | | | | | | | | 11.3 | B | 0.19 | 13.1 | B | 0.29 |
| | Bessie Coleman Drive - Rental Return to United Airlines Temporary Park/Taxi Lot | 680 to 685 | 10,600 | 10,600 | 6,300 | 6,300 | 550 | 550 | 670 | 670 | 480 | 480 | 215 | 215 | 0.17 | 0.17 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | |
| 685 | Temporary United Airlines/Taxi Lot | 685 | | | | | | | | | | | | | | | | | | | | | | | 10 | B | 0.46 | 12 | B | 0.52 |
| | Bessie Coleman Drive - UA Temporary Park to Rental Car Return/WB I-190 Exit Ramp | 685 to 686 | 9,000 | 9,000 | 13,350 | 13,350 | 700 | 700 | 755 | 755 | 965 | 965 | 660 | 660 | 0.16 | 0.16 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | |
| 686 | WB I-190 Exit Ramp/Rental Car Return | 686 | | | | | | | | | | | | | | | | | | | | | | | 32.4 | C | 0.51 | 32.1 | C | 0.60 |
| | Bessie Coleman Drive - WB I-190 Exit Ramp to EB & WB I-190 Entrance Ramp | 686 to 687 | 21,350 | 21,350 | 8,300 | 8,300 | 565 | 565 | 1,005 | 1,005 | 350 | 350 | 640 | 640 | 0.17 | 0.17 | 30 | 30 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 687 | EB & WB I-190 Ramps | 687 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Bessie Coleman Drive - EB/WB I-190 Ramps to Balmoral Avenue | 687 to 688 | 13,000 | 13,000 | 14,550 | 14,550 | 200 | 200 | 625 | 625 | 350 | 350 | 640 | 640 | 0.05 | 0.05 | 30 | 30 | 36 | 50 | 3 | 3 | 98% | 2% | | | | | | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out No Action AM Intersection Capacity | | | Build Out No Action PM Intersection Capacity | | | |
|--|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|--------------|-----|--|--------------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 688 | Balmoral Avenue/ Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | | 28 | C | 0.36 | 80.8 | F | 1.07 |
| | Bessie Coleman Drive - Balmoral Avenue to Terminal 5 | 688 to 690 | 7,750 | 7,750 | 12,000 | 12,000 | 115 | 115 | 720 | 720 | 335 | 335 | 270 | 270 | 0.15 | 0.15 | 25 | 25 | 24 | 36 | 2 | 3 | 98% | 2% | | | | | | | |
| Patton Drive – Begin at West Higgins Road and end at West Zemke Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 640 | West Higgins Road | 640 | | | | | | | | | | | | | | | | | | | | | | | | 8 | A | 0.26 | 11.4 | B | 0.41 |
| | Patton Drive - West Higgins Road to West Johnson Road | 640 to 650 | 25,900 | 25,900 | 18,350 | 18,350 | 365 | 365 | 265 | 265 | 85 | 85 | 220 | 220 | 0.10 | 0.10 | 35 | 5 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | | |
| 660 | West Johnson Road | 660 | | | | | | | | | | | | | | | | | | | | | | | | 10 | B | 0.46 | 10.2 | B | 0.45 |
| | Patton Drive - West Johnson Road to Zemke Road | 650 to 653 | 24,750 | 24,750 | 20,650 | 20,650 | 230 | 230 | 140 | 140 | 95 | 95 | 155 | 155 | 0.13 | 0.13 | 35 | 35 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | | |
| 662 | Zemke Road | 653 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mannheim Road – Begin at Touhy Avenue and end at Irving Park Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 500 | Touhy Avenue | 500 | | | | | | | | | | | | | | | | | | | | | | | | 22.3 | C | 0.6 | 39.6 | D | 0.99 |
| | Mannheim Road - Touhy Avenue to Lunt Avenue | 500 to 510 | 18,100 | 3,620 | 11,950 | 2,390 | 815 | 165 | 1,080 | 215 | 625 | 125 | 960 | 190 | 0.25 | 0.25 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 510 | Lunt Avenue | 510 | | | | | | | | | | | | | | | | | | | | | | | | 11 | B | 0.4 | 11.1 | B | 0.47 |
| | Mannheim Road - Lunt Avenue to Higgins Road | 510 to 520 | 18,450 | 3,690 | 11,750 | 2,350 | 890 | 180 | 1,085 | 215 | 560 | 110 | 1,010 | 200 | 0.54 | 0.53 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 520 | Higgins Road | 520 | | | | | | | | | | | | | | | | | | | | | | | | 30.4 | C | 0.41 | 31.6 | C | 0.56 |
| | Mannheim Road - Higgins Road to Zemke Boulevard | 520 to 530 | 10,500 | 2,100 | 14,700 | 2,940 | 650 | 130 | 1,165 | 235 | 735 | 145 | 1,455 | 290 | 0.23 | 0.23 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 530 | Zemke Boulevard | 530 | | | | | | | | | | | | | | | | | | | | | | | | 53.7 | D | 0.53 | 36.1 | D | 0.58 |
| | Mannheim Road - Zemke Boulevard to Coffey Road (MMF) | 530 to 540 | 10,700 | 2,140 | 19,950 | 3,990 | 275 | 55 | 995 | 200 | 825 | 165 | 1,230 | 245 | 0.45 | 0.45 | 40 | 40 | 40 | 50 | 3 | 4 | 98% | 2% | | | | | | | |
| 540 | Coffey Road (MMF) Ramps | 540 | | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Coffey Road (MMF) Ramps to NB Mannheim Road Exit Ramp (MMF) | 540 to 545 | 8,600 | 1,720 | 18,450 | 3,690 | 275 | 55 | 635 | 125 | 820 | 165 | 1,100 | 220 | 0.23 | 0.22 | 40 | 40 | 36 | 40 | 3 | 3 | 95% | 5% | | | | | | | |
| 545 | Coffey Road (MMF) | 545 | | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Coffey Road (MMF) to EB/WB I-190 ramps | 545 to 550 | 8,600 | 1,720 | 21,100 | 4,220 | 275 | 55 | 635 | 125 | 945 | 190 | 1,255 | 250 | 0.31 | 0.30 | 40 | 40 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out No Action AM Intersection Capacity | | | Build Out No Action PM Intersection Capacity | | |
|--------|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| 550 | EB Exit Ramp/WB Entrance Ramp I-190 | 550 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - EB/WB I-190 to EB I-190 Ramp | 550 to 555 | 9,950 | 1,990 | 18,900 | 3,780 | 275 | 55 | 635 | 125 | 485 | 95 | 750 | 150 | 0.10 | 0.10 | 40 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 555 | EB Exit Ramp/EB Entrance Ramp I-190 | 555 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - NB Exit Ramp to I-190 to SB Exit Ramp to I-190 EB | 555 to 580 | 20,100 | 4,020 | 46,100 | 9,220 | 1,115 | 225 | 970 | 195 | 1,460 | 290 | 1,980 | 395 | 0.48 | 0.48 | 50 | 50 | 36 | 6 | 3 | 3 | 95% | 5% | | | | | | |
| 580 | SB Exit Ramp to I-190 | 580 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| Ramp | Mannheim Road - SB exit to SB Entrance | 580 to 585 | 31,000 | 6,200 | 37,600 | 7,520 | 1,115 | 225 | 970 | 195 | 1,620 | 325 | 1,445 | 290 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 585 | NB Exit Ramp to I-190 EB | 585 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| Ramp | Mannheim Road - NB Exit Ramp to I-190 EB to Balmoral Avenue NB entrance | 585 to 586 | 28,750 | 5,750 | 35,250 | 7,050 | 1,415 | 285 | 1,970 | 395 | 2355 | 470 | 2,130 | 425 | 0.36 | 0.36 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 586 | Balmoral Avenue Entrance Ramp NB | 586 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Balmoral Avenue Entrance Ramp NB to Balmoral Avenue | 586 to 587 | 31,850 | 6,370 | 38,950 | 7,790 | 1,185 | 235 | 1,820 | 365 | 1,830 | 365 | 1,396 | 280 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 587 | NB Mannheim Balmoral Avenue Exit Ramp | 587 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Balmoral Avenue Exit Ramp to Lawrence Avenue | 587 to 588 | 31,550 | 6,310 | 30,200 | 6,040 | 1,185 | 235 | 1,820 | 365 | 2,095 | 420 | 1,940 | 390 | 0.26 | 0.26 | 50 | 50 | 60 | 48 | 5 | 4 | 95% | 5% | | | | | | |
| 588 | Lawrence Avenue | 588 | | | | | | | | | | | | | | | | | | | | | | | 18.4 | B | 0.69 | 30.4 | C | 0.84 |
| | Mannheim Road - Lawrence to Montrose | 588 to 589 | 23,850 | 4,770 | 22,350 | 4,470 | 1,040 | 210 | 1,235 | 245 | 1,520 | 305 | 1,895 | 380 | 0.32 | 0.32 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 589 | Montrose Avenue | 589 | | | | | | | | | | | | | | | | | | | | | | | 19.6 | B | 0.47 | 18.1 | B | 0.63 |
| | Mannheim Road - Montrose to West Irving Park Road | 589 to 140 | 23,250 | 4,650 | 22,750 | 4,550 | 1,045 | 210 | 1,580 | 315 | 1,735 | 345 | 1,040 | 210 | 0.37 | 0.37 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 140 | Irving Park Road | 140 | | | | | | | | | | | | | | | | | | | | | | | 38 | D | 0.66 | 42.8 | D | 0.74 |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out No Action AM Intersection Capacity | | | Build Out No Action PM Intersection Capacity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | I-490 - West Irving Park Road to Touhy Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | I-490 Ramps at Irving Park Road | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: South Elmhurst/York Road – begin at I-90 Tollway and end at East Green Street. The first roadway listed is I-90 Tollway WB. The information is for the intersection of South Elmhurst and the I-90 Tollway WB. The next line is for the roadway segment South Elmhurst - I-90 Tollway WB to I-90 EB Tollway.

TABLE K-22
INTERIM PROPOSED ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - WEST TO EAST INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - from Node to Node <i>(Note: Italicized Roadways are New for the Interim Condition)</i> | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | |
|--|---|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West To East Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Touhy Avenue – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300 | South Elmhurst Road | 300 | | | | | | | | | | | | | | | | | | | | | | | 37.6 | D | 0.80 | 41.1 | D | 0.84 |
| | Touhy Avenue - South Elmhurst Road to Mount Prospect Road | 300 to 400 | 12,250 | 24,700 | 3,430 | 6,915 | 1,595 | 445 | 1,370 | 385 | 1,435 | 400 | 1,240 | 345 | 0.91 | 0.91 | 45 | 45 | 40 | 40 | 3 | 3 | 97% | 3% | | | | | | |
| 400 | Mount Prospect Road | 400 | | | | | | | | | | | | | | | | | | | | | | | 14.9 | B | 0.65 | 11.3 | B | 0.59 |
| | Touhy Avenue - Mount Prospect Road to South Wolf Road | 400 to 410 | 19,850 | 25,000 | 5,560 | 7,000 | 1,490 | 415 | 1,365 | 380 | 1,535 | 430 | 1,505 | 420 | 0.71 | 0.71 | 45 | 45 | 40 | 40 | 3 | 3 | 97% | 3% | | | | | | |
| 410 | South Wolf Road | 410 | | | | | | | | | | | | | | | | | | | | | | | 19.2 | B | 0.56 | 26.2 | C | 0.54 |
| | Touhy Avenue - South Wolf Road to West Lee Street | 410 to 430 | 20,150 | 25,450 | 5,640 | 7,125 | 1,670 | 470 | 1,485 | 415 | 1,645 | 460 | 1,565 | 440 | 0.65 | 0.69 | 45 | 45 | 40 | 24 | 3 | 2 | 98% | 2% | | | | | | |
| 430 | West Lee Street | 430 | | | | | | | | | | | | | | | | | | | | | | | 10.9 | B | 0.64 | 13.5 | B | 0.56 |

| Node # | Main Roadway - from Node to Node (Note: Italicized Roadways are New for the Interim Condition) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|--|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| | Touhy Avenue – West Lee Street (W) to East Lee Street | 430 to 440 | 19,250 | 12,050 | 5,390 | 3,375 | 560 | 155 | 465 | 130 | 725 | 205 | 735 | 205 | 0.06 | 0.06 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 440 | East Lee Street | 440 | | | | | | | | | | | | | | | | | | | | | | | 13.9 | B | 0.50 | 20.2 | C | 0.59 | |
| | Touhy Avenue – East Lee Street to Mannheim Road | 440 to 500 | 10,000 | 13,550 | 2,800 | 3,795 | 805 | 225 | 630 | 175 | 715 | 200 | 900 | 250 | 0.43 | 0.43 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 500 | Mannheim Road | 500 | | | | | | | | | | | | | | | | | | | | | | | 18.8 | B | 0.74 | 41.1 | D | 0.74 | |
| Thorndale Avenue WB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | 22.1 | C | 0.53 | 34.9 | C | 0.75 | |
| | Thorndale Avenue WB - North Wood Dale Road to Lively Boulevard | 1800 to 1520 | One-Way | 10,650 | One-Way | 535 | One-Way | One-Way | One-Way | One-Way | 450 | 25 | 720 | 35 | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | |
| 1520 | Lively Boulevard | 1520 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | | |
| | Thorndale Avenue WB - Lively Boulevard to Busse Road | 1520 to 1300 | One-Way | 2,950 | One-Way | 150 | One-Way | One-Way | One-Way | One-Way | 200 | 10 | 195 | 10 | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | |
| 1300 | Busse Road | 1300 | | | | | | | | | | | | | | | | | | | | | | | 19.9 | B | 0.81 | 32.3 | C | 0.86 | |
| | Thorndale Avenue WB - Busse Road to Supreme Drive | 1300 to 1200 | One-Way | 12,300 | One-Way | 615 | One-Way | One-Way | One-Way | One-Way | 560 | 30 | 735 | 35 | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | |
| 1200 | Supreme Drive | 1200 | | | | | | | | | | | | | | | | | | | | | | | 29.2 | C | 0.33 | 30.4 | C | 0.38 | |
| Tollway - Begin at North Wood Dale Road and end at Busse Road, where it physically ends; vehicles exit and enter at Busse Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 to 1800 | Tollway at North Wood Dale Road | 1700 to 1800 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | | | | |
| | Tollway - North Wood Dale Road to Lively Boulevard | | 9,840 | 5,796 | 492 | 290 | 377 | 19 | 689 | 34 | 406 | 20 | 330 | 17 | 0.49 | 0.49 | 55 | 55 | 24 | 36 | 2 | 3 | 97% | 3% | | | | | | | |
| 1520 to 1530 | Tollway at Lively Boulevard | 1520 to 1530 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Tollway - Lively Boulevard to Busse Road | | 12,132 | 10,784 | 607 | 539 | 727 | 36 | 849 | 42 | 594 | 30 | 755 | 38 | 0.57 | 0.57 | 55 | 55 | 12 | 12 | 1 | 1 | 97% | 3% | | | | | | | |
| 1300 to 1400 | Tollway at Busse Road | 1,300 to 1400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Thorndale Avenue EB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1800 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | 25.9 | C | 0.65 | 27.7 | C | 0.50 | |

| Node # | Main Roadway - from Node to Node (<i>Note: Italicized Roadways are New for the Interim Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | |
|--|---|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | Thorndale Avenue EB - North Wood Dale Road to Lively Boulevard | 1800 to 1530 | 3,200 | One-Way | 160 | One-Way | 225 | 0 | 225 | 0 | One-Way | One-Way | One-Way | One-Way | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 1530 | Lively Boulevard | 1530 | | | | | | | | | | | | | | | | | | | | | | | 7.8 | A | 0.25 | 7.9 | A | 0.25 |
| | Thorndale Avenue EB - Lively Boulevard to Busse Road | 1530 to 1400 | 5,150 | One-Way | 260 | One-Way | 1,525 | 0 | 1,125 | 0 | One-Way | One-Way | One-Way | One-Way | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1400 | Busse Road | 1400 | | | | | | | | | | | | | | | | | | | | | | | 28.2 | C | 0.53 | 18.7 | B | 0.79 |
| | Thorndale Avenue EB - Busse Road to Supreme Drive | 1400 to 1100 | 4,900 | One-Way | 245 | One-Way | 230 | 0 | 455 | 0 | One-Way | One-Way | One-Way | One-Way | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | |
| 1100 | Supreme Drive | 1100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Thorndale Avenue EB/WB – Begin at Supreme Drive and end at York Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB - Supreme Drive to York Road | 1100 to 1000 | 5,550 | 5,550 | 280 | 280 | 230 | 10 | 500 | 25 | 685 | 34 | 735 | 35 | 0.77 | 0.77 | 55 | 55 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 1000 | York Road | 1000 | | | | | | | | | | | | | | | | | | | | | | | 6.9 | A | 0.6 | 15.5 | B | 0.63 |
| West O'Hare Avenue – Begin at Bessie Coleman Drive and end at Mannheim Road (NB US 45 Exit/Entrance Ramps) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 688 | Bessie Coleman Drive/Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | 28.8 | C | 0.47 | 41.0 | D | 0.81 |
| | West O'Hare Avenue - Bessie Coleman Drive to Service Road | 688 to 692 | 31,150 | 1,350 | 24,920 | 1,080 | 750 | 600 | 1,385 | 1,110 | 40 | 30 | 130 | 105 | 0.10 | 0.10 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | |
| 692 | Service Road | 692 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | West O'Hare Avenue - Service Road to Mannheim Road SB Entrance Ramp | 692 to 694 | 15,700 | 1,250 | 12,560 | 1,000 | 700 | 560 | 1,390 | 1,110 | 40 | 30 | 130 | 105 | 0.37 | 0.37 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | |
| 694 | Mannheim Road SB Entrance Ramp | 694 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| West Irving Park Road – Begin at Spruce Avenue and end at the Exit/Entrance Ramps at I-294 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | Spruce Avenue | 80 | | | | | | | | | | | | | | | | | | | | | | | 9.3 | A | 0.45 | 4.5 | A | 0.51 |
| | West Irving Park Road - Spruce Avenue to Marshall Road | 80 to 90 | 22,050 | 14,000 | 8,820 | 5,600 | 1,105 | 440 | 1,280 | 510 | 975 | 390 | 1,310 | 525 | 0.19 | 0.19 | 35 | 35 | 22 | 22 | 2 | 2 | 97% | 3% | | | | | | |
| 90 | Marshall Road | 90 | | | | | | | | | | | | | | | | | | | | | | | 11.3 | B | 0.5 | 4.8 | A | 0.55 |

| Node # | Main Roadway - from Node to Node (Note: Italicized Roadways are New for the Interim Condition) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|------|------|--|------|------|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| | West Irving Park Road - Marshall Avenue to North Church Road | 90 to 100 | 21,300 | 18,800 | 8,520 | 7,520 | 1,195 | 480 | 1,255 | 500 | 935 | 375 | 1,390 | 555 | 0.54 | 0.54 | 35 | 35 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | |
| 100 | North Church Road | 100 | | | | | | | | | | | | | | | | | | | | | | | 12.3 | B | 0.47 | 11.3 | B | 0.54 | |
| | West Irving Park Road - North Church Road to North York | 100 to 110 | 21,250 | 19,550 | 8,500 | 7,820 | 1,260 | 505 | 1,245 | 500 | 935 | 375 | 1,450 | 580 | 0.48 | 0.48 | 35 | 35 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | | |
| 110 | York Road | 110 | | | | | | | | | | | | | | | | | | | | | | | 60.9 | E | 0.86 | 62.8 | E | 0.83 | |
| | West Irving Park Road - North York to West Cargo Road | 110 to 120 | 14,750 | 21,050 | 5,900 | 8,420 | 1,505 | 600 | 1,375 | 550 | 1,305 | 520 | 1,510 | 605 | 0.38 | 0.39 | 35 | 35 | 50 | 24 | 3 | 2 | 94% | 6% | | | | | | | |
| 120 | West Irving Park Road - North York to Cargo Road | 120 | | | | | | | | | | | | | | | | | | | | | | | 12.7 | B | 0.5 | 10.4 | B | 0.56 | |
| | West Irving Park Road - West Cargo Road to Taft Avenue | 120 to 130 | 23,050 | 19,800 | 9,220 | 7,920 | 1,400 | 560 | 1,330 | 530 | 1,240 | 495 | 1,445 | 580 | 1.17 | 1.18 | 45 | 45 | 26 | 26 | 2 | 2 | 93% | 7% | | | | | | | |
| 130 | Taft Avenue | 130 | | | | | | | | | | | | | | | | | | | | | | | | 21.6 | B | 0.71 | 28.2 | C | 0.73 |
| | West Irving Park Road - Taft Avenue to Seymour Avenue | 130 to 135 | 24,450 | 19,300 | 9,780 | 7,720 | 1,405 | 560 | 1,405 | 560 | 1,145 | 460 | 1,380 | 550 | 0.9 | 0.92 | 45 | 45 | 24 | 24 | 2 | 2 | 93% | 7% | | | | | | | |
| 135 | Seymour Avenue | 135 | | | | | | | | | | | | | | | | | | | | | | | 4.6 | A | 0.51 | 5.5 | A | 0.52 | |
| | West Irving Park Road - Seymour Avenue to Mannheim | 135 to 140 | 29,600 | 15,700 | 11,840 | 6,280 | 1,425 | 570 | 1,455 | 580 | 1,185 | 475 | 1,410 | 565 | 0.88 | 0.87 | 40 | 45 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | |
| 140 | Mannheim Road | 140 | | | | | | | | | | | | | | | | | | | | | | | 40.9 | D | 0.75 | 33.1 | C | 0.71 | |
| | West Irving Park Road - Mannheim Road to I-294 SB Ramps | 140 to 150 | 23,150 | 13,450 | 9,260 | 5,380 | 1,250 | 500 | 1,370 | 550 | 1,225 | 490 | 1,060 | 425 | 0.14 | 0.14 | 40 | 40 | 36 | 48 | 3 | 4 | 97% | 3% | | | | | | | |
| I-90 – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | I-90 WB on-ramp at South Elmhurst Road | 330 | | 18,850 | | 755 | One-Way | One-Way | One-Way | One-Way | 745 | 30 | 1,185 | 45 | | 0.51 | | 30 | | 16 | | 1 | 97% | 3% | Uncontrolled | | | | | | |
| Ramp | I-90 WB off-ramp at South Elmhurst Road | 330 | | 19,850 | | 795 | One-Way | One-Way | One-Way | One-Way | 1,175 | 45 | 1,350 | 55 | | 0.22 | | 30 | | 16 | | 1 | 97% | 3% | | | | | | | |
| Ramp | I-90 EB off-ramp at South Elmhurst Road | 320 | 19,400 | | 775 | | 1,430 | 55 | 670 | 25 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | 97% | 3% | | | | | | | |
| Ramp | I-90 EB on-ramp at South Elmhurst Road | 320 | 12,550 | | 500 | | 630 | 25 | 1,300 | 50 | One-Way | One-Way | One-Way | One-Way | 0.30 | | 30 | | 16 | | 1 | | 97% | 3% | | | | | | | |

| Node # | Main Roadway - from Node to Node (<i>Note: Italicized Roadways are New for the Interim Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BA Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East To West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | |
|--------|---|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|-----|--|-----|-----|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| Ramp | I-90 WB off-ramp at Lee Street | 620 | | 14,000 | | 560 | One-Way | One-Way | One-Way | One-Way | 875 | 35 | 780 | 30 | | 0.25 | | 30 | | 16 | | 1 | 97% | 3% | | | | | | |
| Ramp | I-90 EB on-ramp at Lee Street | 630 | 16,750 | | 670 | | 900 | 35 | 1,190 | 50 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | 97% | 3% | | | | | | |
| I-90 | I-90 Between South Elmhurst Road and Lee Street | I-90 | 152,150 | | 6,085 | | 5,190 | 210 | 5,435 | 215 | 5430 | 215 | 7060 | 280 | 2.55 | 2.55 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |
| I-90 | I-90 Between Lee Street and Mannheim Road | I-90 | 121,350 | | 4,855 | | 4,270 | 170 | 3,800 | 150 | 6260 | 250 | 7680 | 305 | 0.58 | 0.58 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: Touhy Avenue – begin at South Elmhurst Road and end at Mannheim Road. The first roadway listed is South Elmhurst Road. The information is for the intersection of South Elmhurst and Touhy Avenue. The next line is for the roadway segment Touhy Avenue - South Elmhurst Road to Mount Prospect Road.

TABLE K-23
INTERIM PROPOSED ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - NORTH TO SOUTH INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | |
|---|--|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|---------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| North to South Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Busse Road - Begin at West Irving Park Road and end at Thorndale Avenue Eastbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Busse Road - West Irving Park Road to Thorndale Avenue | | | 61,697 | | 1,930 | 0 | 2,680 | 0 | 2,045 | 0 | 2,085 | 0 | 1.47 | 1.47 | 45 | 45 | 36 | 36 | 3 | 3 | Not Available | | | | | | | | |
| South Elmhurst/York Road – Begin at I-90 Tollway and end at East Green Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330 | I-90 Tollway WB | 330 | | | | | | | | | | | | | | | | | | | | | | | 20.9 | C | 0.67 | 23.8 | C | 0.60 |
| | South Elmhurst Road - I-90 Tollway WB to I-90 Tollway EB | 330 to 320 | 22,900 | 915 | 26,450 | 1,060 | 1,465 | 60 | 2,005 | 80 | 1,640 | 65 | 1,565 | 65 | 0.20 | 0.20 | 30 | 30 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 320 | I-90 Tollway EB | 320 | | | | | | | | | | | | | | | | | | | | | | | 22.4 | C | 0.72 | 25.0 | C | 0.64 |
| | South Elmhurst Road - I-90 Tollway EB to Landmeier Road | 320 to 310 | 24,500 | 980 | 32,950 | 1,320 | 2,135 | 85 | 1,720 | 70 | 1,510 | 60 | 1,910 | 75 | 0.30 | 0.30 | 30 | 30 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | | |
|--|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|------|-----|--|------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | |
| 310 | Landmeier Road | 310 | | | | | | | | | | | | | | | | | | | | | | | | 15.7 | B | 0.62 | 25.2 | C | 0.67 |
| | South Elmhurst Road - Landmeier Road to Touhy Avenue | 310 to 300 | 25,400 | 1,015 | 25,400 | 1,015 | 1,445 | 60 | 1,430 | 55 | 1,390 | 55 | 1,205 | 50 | 0.29 | 0.29 | 40 | 40 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | | |
| 300 | Touhy Avenue | 300 | | | | | | | | | | | | | | | | | | | | | | | | 37.6 | D | 0.80 | 41.1 | D | 0.84 |
| | South Elmhurst Road - Touhy Avenue to Devon Avenue | 300 to 220 | 12,350 | 495 | 20,200 | 810 | 1,315 | 55 | 1,390 | 55 | 1,165 | 45 | 1,315 | 55 | 1.00 | 1.00 | 40 | 40 | 36 | 48 | 3 | 4 | 94% | 6% | | | | | | | |
| 220 | Devon Avenue | 220 | | | | | | | | | | | | | | | | | | | | | | | | 37.7 | D | 0.59 | 49.9 | D | 0.60 |
| | York Road - Devon Avenue to Thorndale Avenue | 220 to 1000 | 20,800 | 830 | 9,750 | 390 | 810 | 30 | 835 | 35 | 760 | 30 | 760 | 30 | 1.21 | 1.21 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | | |
| 1000 | Thorndale Avenue | 1000 | | | | | | | | | | | | | | | | | | | | | | | | 6.9 | A | 0.60 | 15.5 | B | 0.63 |
| | York Road - Thorndale Avenue to West Irving Park Road | 1000 to 110 | 19,400 | 775 | 18,050 | 720 | 915 | 35 | 1,230 | 50 | 1,593 | 65 | 1,300 | 50 | 1.05 | 1.05 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | | |
| 110 | West Irving Park Road | 110 | | | | | | | | | | | | | | | | | | | | | | | | 60.9 | E | 0.86 | 62.8 | E | 0.83 |
| | York Road - West Irving Park Road to East Green Street | 110 to 200 | 33,200 | 1,330 | 14,250 | 570 | 710 | 30 | 1,050 | 40 | 990 | 40 | 1,190 | 50 | 0.40 | 0.40 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | | |
| 200 | East Green Street | 200 | | | | | | | | | | | | | | | | | | | | | | | | 25.2 | C | 0.69 | 32.9 | C | 0.80 |
| Lee Street/West Higgins Road – Begin at Touhy Avenue and end at Devon Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 430 | Touhy Avenue | 430 | | | | | | | | | | | | | | | | | | | | | | | | 10.9 | B | 0.64 | 13.5 | B | 0.56 |
| | Lee Street - Touhy Avenue to Mall Entrance | 430 to 600 | 20,000 | 11,000 | 16,600 | 9,130 | 1,225 | 675 | 1,260 | 695 | 1,485 | 815 | 1,230 | 675 | 0.15 | 0.15 | 40 | 40 | 24 | 32 | 2 | 3 | 98% | 2% | | | | | | | |
| 600 | Mall Entrance | 600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Lee Street - Mall Entrance to I-90 WB off-ramp | 600 to 620 | 17,950 | 9,875 | 17,600 | 9,680 | 1,095 | 600 | 1,220 | 670 | 1,390 | 765 | 1,215 | 670 | 0.04 | 0.04 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 620 | I-90 WB Exit Ramp | 620 | | | | | | | | | | | | | | | | | | | | | | | | 21.1 | C | 0.69 | 17.8 | B | 0.64 |
| | Lee Street - I-90 WB Exit Ramp to I-90 EB Entrance Ramp | 620 to 630 | 15,750 | 8,665 | 10,250 | 5,640 | 1,230 | 675 | 1,440 | 790 | 650 | 360 | 655 | 360 | 0.16 | 0.16 | 40 | 40 | 40 | 40 | 2 | 3 | 98% | 2% | | | | | | | |
| 630 | I-90 EB Entrance Ramp | 630 | | | | | | | | | | | | | | | | | | | | | | | | 42.7 | D | 0.85 | 47.8 | D | 0.85 |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | | | |
|--|--|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|--------------|-----|--|------|-----|------|--|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C | | |
| | West Higgins Road - I-90 Entrance Ramp to Patton Drive | 630 to 640 | 25,400 | 13,970 | 9,500 | 5,225 | 1,440 | 790 | 1,300 | 715 | 625 | 345 | 610 | 335 | 0.55 | 0.55 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | | | |
| 640 | Patton Drive | 640 | | | | | | | | | | | | | | | | | | | | | | | | 11.8 | B | 0.69 | 11.9 | B | 0.49 | |
| | West Higgins Road - Patton Drive to Mannheim Road | 640 to 520 | 17,550 | 9,655 | 10,800 | 5,940 | 1,170 | 645 | 1,095 | 600 | 885 | 485 | 645 | 355 | 0.22 | 0.22 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | | | |
| 520 | Mannheim Road | 520 | | | | | | | | | | | | | | | | | | | | | | | | 31.5 | C | 0.64 | 39.1 | C | 0.66 | |
| Zemke Boulevard – Begin at Bessie Coleman Drive and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 652 | Bessie Coleman Drive | 665 | | | | | | | | | | | | | | | | | | | | | | | | 11.7 | B | 0.06 | 16.3 | C | 0.29 | |
| | Zemke Boulevard - Bessie Coleman Drive to Mannheim Road | 665-530 | 250 | 200 | 1,800 | 900 | 545 | 545 | 670 | 670 | 495 | 495 | 980 | 980 | 0.06 | 0.06 | 30 | 30 | 36 | 24 | 3 | 2 | 98% | 2% | | | | | | | | |
| 530 | Mannheim Road | 530 | | | | | | | | | | | | | | | | | | | | | | | | 31.0 | C | 0.52 | 40.2 | D | 0.66 | |
| Bessie Coleman Drive – Begin at Zemke Boulevard and end at Terminal 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 665 | Zemke Boulevard | 665 | | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | | | | |
| | Bessie Coleman Drive - Zemke Road to Parking Lot H/G | 665 to 670 | 5,050 | 5,050 | 11,850 | 11,850 | 685 | 685 | 855 | 855 | 495 | 495 | 980 | 980 | 0.32 | 0.32 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | | | |
| 670 | Parking Lot G/H Access | 670 | | | | | | | | | | | | | | | | | | | | | | | | 27.3 | D | 0.27 | 69.3 | F | 0.60 | |
| | Bessie Coleman Drive - Parking Lot H/G to Parking Lot E | 670 to 675 | 11,800 | 11,800 | 10,550 | 10,550 | 605 | 605 | 715 | 715 | 440 | 440 | 860 | 860 | 0.22 | 0.22 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | | | |
| 675 | Parking Lot E (Schlitz Road) | 675 | | | | | | | | | | | | | | | | | | | | | | | | 32.2 | D | 0.29 | >300 | F | 0.60 | |
| | Bessie Coleman Drive - Parking Lot E to Rental Car Return | 675 to 680 | 9,750 | 9,750 | 9,000 | 9,000 | 525 | 525 | 580 | 580 | 425 | 425 | 770 | 770 | 0.17 | 0.17 | 30 | 30 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | | | |
| 680 | Rental Car Return | 680 | | | | | | | | | | | | | | | | | | | | | | | | 14.5 | B | 0.23 | 11.7 | B | 0.24 | |
| | Bessie Coleman Dr. - Rental Return to United Airlines Temp Park/Taxi Lot | 680 to 685 | 10,200 | 10,200 | 6,650 | 6,650 | 590 | 590 | 555 | 555 | 250 | 250 | 580 | 580 | 0.17 | 0.17 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | | | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | |
|--|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| 685 | Temporary United Airlines/Taxi Lot | 685 | | | | | | | | | | | | | | | | | | | | | | | 17.6 | B | 0.54 | 8.6 | A | 0.29 |
| | Bessie Coleman Dr.- UA Temp Park. to Rental Car Return/WB I-190 Exit Ramp | 685 to 686 | 6,050 | 6,050 | 9,950 | 9,950 | 455 | 455 | 540 | 540 | 395 | 395 | 895 | 895 | 0.16 | 0.16 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | |
| 686 | WB I-190 Exit Ramp /Rental Car Return | 686 | | | | | | | | | | | | | | | | | | | | | | | 14.9 | B | 0.45 | 23.5 | C | 0.54 |
| | Bessie Coleman Drive - WB I-190 Exit Ramp to EB & WB I-190 Entrance Ramp | 686 to 687 | 13,900 | 13,900 | 3,650 | 3,650 | 300 | 300 | 840 | 840 | 100 | 100 | 360 | 360 | 0.17 | 0.17 | 30 | 30 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 687 | EB & WB I-190 Ramps | 687 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | |
| | Bessie Coleman - EB/WB I-190 Ramps to Balmoral Avenue | 687 to 688 | 16,150 | 16,150 | 19,700 | 19,700 | 280 | 280 | 660 | 660 | 370 | 370 | 985 | 985 | 0.05 | 0.05 | 30 | 30 | 36 | 50 | 3 | 3 | 98% | 2% | | | | | | |
| 688 | Balmoral Avenue / Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | 28.8 | C | 0.47 | 41.0 | D | 0.81 |
| | Bessie Coleman Drive - Balmoral Avenue to Terminal 5 | 688 to 690 | 5,750 | 5,750 | 20,000 | 20,000 | 75 | 75 | 580 | 580 | 440 | 440 | 950 | 950 | 0.15 | 0.15 | 25 | 25 | 24 | 36 | 2 | 3 | 98% | 2% | | | | | | |
| Patton Drive – Begin at West Higgins Road and end at West Zemke Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 640 | West Higgins Road | 640 | | | | | | | | | | | | | | | | | | | | | | | 11.8 | B | 0.69 | 11.9 | B | 0.49 |
| | Patton Drive - West Higgins Road to West Johnson Road | 640 to 650 | 39,500 | 39,500 | 21,850 | 21,850 | 490 | 490 | 460 | 460 | 135 | 135 | 175 | 175 | 0.10 | 0.10 | 35 | 5 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | |
| 660 | West Johnson Road | 650 | | | | | | | | | | | | | | | | | | | | | | | 12.6 | B | 0.66 | 14.2 | B | 0.70 |
| | Patton Drive - West Johnson Road to Zemke Road | 650 to 653 | 25,050 | 25,050 | 20,200 | 20,200 | 205 | 205 | 160 | 160 | 90 | 90 | 155 | 155 | 0.13 | 0.13 | 35 | 35 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | |
| 662 | Zemke Road | 653 | | | | | | | | | | | | | | | | | | | | | | | 11.4 | B | 0.1 | 11.1 | B | 0.16 |
| Mannheim Road – Begin at Touhy Avenue and end at Irving Park Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 500 | Touhy Avenue | 500 | | | | | | | | | | | | | | | | | | | | | | | 18.8 | B | 0.74 | 41.1 | D | 0.98 |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | |
|--------|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| | Mannheim Road - Touhy Avenue to Lunt Avenue | 500 to 510 | 15,700 | 2,355 | 14,050 | 2,110 | 790 | 120 | 800 | 120 | 810 | 120 | 1,045 | 155 | 0.25 | 0.25 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 510 | Lunt Avenue | 510 | | | | | | | | | | | | | | | | | | | | | | | 11.1 | B | 0.4 | 8 | A | 0.40 |
| | Mannheim Road - Lunt Avenue to Higgins Road | 510 to 520 | 16,200 | 2,430 | 13,950 | 2,095 | 905 | 135 | 740 | 110 | 755 | 115 | 1,095 | 165 | 0.54 | 0.53 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 520 | Higgins Road | 520 | | | | | | | | | | | | | | | | | | | | | | | 31.5 | C | 0.64 | 39.1 | D | 0.70 |
| | Mannheim Road - Higgins Road to Zemke Boulevard | 520 to 530 | 15,400 | 2,310 | 19,700 | 2,955 | 1,225 | 185 | 1,190 | 180 | 1,395 | 210 | 1,610 | 240 | 0.23 | 0.23 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 530 | Zemke Boulevard | 530 | | | | | | | | | | | | | | | | | | | | | | | 31.0 | C | 0.52 | 40.2 | D | 0.66 |
| | Mannheim Road - Zemke Boulevard to Coffey Road (MMF) | 530 to 540 | 20,250 | 3,040 | 20,800 | 3,120 | 890 | 135 | 1,120 | 170 | 1,375 | 205 | 960 | 145 | 0.45 | 0.45 | 40 | 40 | 40 | 50 | 3 | 4 | 98% | 2% | | | | | | |
| 540 | Coffey Road (MMF) Ramps | 540 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Coffey Road (MMF) Ramps to NB Mannheim Road Exit Ramp (MMF) | 540 to 545 | 22,550 | 3,385 | 19,300 | 2,895 | 930 | 140 | 1,235 | 185 | 1,320 | 200 | 865 | 130 | 0.23 | 0.22 | 40 | 40 | 36 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 545 | Coffey Road (MMF) | 545 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Coffey Road (MMF) to EB/WB I-190 ramps | 545 to 550 | 22,550 | 3,385 | 20,750 | 3,115 | 930 | 140 | 1,235 | 185 | 1,320 | 200 | 990 | 150 | 0.31 | 0.30 | 40 | 40 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 550 | EB Exit Ramp/WB Entrance Ramp I-190 | 550 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - EB/WB I-190 to EB I-190 Ramp | 550 to 555 | 17,100 | 3,420 | 16,400 | 3,280 | 505 | 100 | 1,015 | 205 | 740 | 150 | 540 | 110 | 0.10 | 0.10 | 40 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 555 | EB Exit Ramp/EB Entrance Ramp I-190 | 555 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - NB Exit Ramp to I-190 to SB Exit Ramp to I-190 EB | 555 to 580 | 26,450 | 5,290 | 34,650 | 6,930 | 1,050 | 210 | 2,285 | 455 | 1,985 | 395 | 1,135 | 225 | 0.48 | 0.48 | 50 | 50 | 36 | 6 | 3 | 3 | 95% | 5% | | | | | | |
| 580 | SB Exit Ramp to I-190 | 580 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |

| Node # | Main Roadway - from Node to Node | From Node # to Node # | AB Annual Average Daily Volume - ADT Going North to South (SB) | Airport AB Average Daily Volume - ADT Going North to South (SB) | BA Annual Average Daily Volume - ADT Going South to North (NB) | Airport BA Average Daily Volume - ADT Going South to North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB Dist. (Miles) SB | BA Dist. (Miles) NB | AB Speed (Mph) SB | BA Speed (Mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Interim Proposed Action AM Intersection Capacity | | | Interim Proposed Action PM Intersection Capacity | | |
|--------|---|-----------------------|--|---|--|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL. | LOS | V/C | DEL. | LOS | V/C |
| Ramp | Mannheim Road - SB exit to SB Ent | 580 to 585 | 29,500 | 5,900 | 34,650 | 6,930 | 795 | 160 | 1,615 | 325 | 1,985 | 395 | 1,135 | 225 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 585 | NB Exit Ramp to I-190 EB | 585 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| Ramp | Mannheim Road - NB Exit Ramp to I-190 EB to Balmoral Avenue NB entrance | 585 to 586 | 26,500 | 5,300 | 33,300 | 6,660 | 1105 | 220 | 2,235 | 445 | 2,635 | 525 | 1,805 | 360 | 0.36 | 0.36 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 586 | Balmoral Avenue Entrance Ramp NB | 586 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Balmoral Avenue Entrance Ramp NB to Balmoral Avenue | 586 to 587 | 31,950 | 6,390 | 36,050 | 7,210 | 1,040 | 210 | 2150 | 430 | 1,975 | 395 | 1,250 | 250 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 587 | NB Mannheim Balmoral Avenue Exit Ramp | 587 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Balmoral Avenue Exit Ramp to Lawrence Avenue | 587 to 588 | 31,650 | 6,330 | 29,600 | 5,920 | 1,040 | 210 | 2,150 | 430 | 2,235 | 445 | 1,460 | 290 | 0.26 | 0.26 | 50 | 50 | 60 | 48 | 5 | 4 | 95% | 5% | | | | | | |
| 588 | Lawrence Avenue | 588 | | | | | | | | | | | | | | | | | | | | | | | 8.8 | A | 0.63 | 15.8 | B | 0.60 |
| | Mannheim Road - Lawrence Avenue to Montrose Avenue | 588 to 589 | 34,550 | 6,910 | 20,600 | 4,120 | 1,320 | 265 | 2,075 | 415 | 1,820 | 365 | 1,250 | 250 | 0.32 | 0.32 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 589 | Montrose Avenue | 589 | | | | | | | | | | | | | | | | | | | | | | | 17.6 | B | 0.52 | 30.5 | C | 0.85 |
| | Mannheim Road - Montrose Avenue to West Irving Park Road | 589 to 140 | 32,000 | 6,400 | 19,850 | 3,970 | 1,350 | 270 | 2,310 | 460 | 2,050 | 410 | 1,375 | 275 | 0.37 | 0.37 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 140 | Irving Park Road | 140 | | | | | | | | | | | | | | | | | | | | | | | 40.9 | D | 0.75 | 33.1 | B | 0.71 |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: South Elmhurst/York Road – begin at I-90 Tollway and end at East Green Street. The first roadway listed is I-90 Tollway WB. The information is for the intersection of South Elmhurst and the I-90 Tollway WB. The next line is for the roadway segment South Elmhurst - I-90 Tollway WB to I-90 EB Tollway.

TABLE K-24
BUILD OUT PROPOSED ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS - WEST TO EAST INTERSECTION AND SEGMENT DATA

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BB Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Proposed Action AM Intersection Capacity | | | Build Out Proposed Action PM Intersection Capacity | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL | LOS | V/C | DEL | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West To East Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Touhy Avenue – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300 | South Elmhurst Road | 300 | | | | | | | | | | | | | | | | | | | | | | | 24.4 | C | 0.54 | 28.7 | C | 0.65 |
| | <i>Touhy Avenue - South Elmhurst Road to Old Higgins Road</i> | 300 to 340 | 8,550 | 10,200 | 1,755 | 2,090 | 1,015 | 210 | 1,050 | 215 | 460 | 95 | 715 | 145 | 0.28 | 0.28 | 45 | 45 | 41 | 41 | 3 | 3 | 97% | 3% | | | | | | |
| 340 | <i>Old Higgins Road</i> | 340 | | | | | | | | | | | | | | | | | | | | | | | 21.1 | C | 0.52 | 14.4 | B | 0.61 |
| | <i>Touhy Avenue - Old Higgins Road to I-490 Northbound Off-ramp</i> | 340 to 350 | 8,850 | 20,150 | 1,815 | 4,135 | 1,125 | 230 | 1,015 | 210 | 965 | 200 | 1,330 | 275 | 0.21 | 0.21 | 45 | 45 | 41 | 41 | 3 | 3 | 97% | 3% | | | | | | |
| 350 | <i>I-490 Northbound Off-ramp</i> | 350 | | | | | | | | | | | | | | | | | | | | | | | 24.9 | C | 0.76 | 14.5 | B | 0.50 |
| | <i>Touhy Avenue - I-490 Northbound Off-ramp to Mount Prospect Road</i> | 350 to 400 | 15,100 | 24,600 | 3,095 | 5,045 | 2,290 | 470 | 1,380 | 285 | 1,610 | 330 | 950 | 195 | 0.53 | 0.53 | 45 | 45 | 39 | 39 | 3 | 3 | 97% | 3% | | | | | | |
| 400 | Mount Prospect Road | 400 | | | | | | | | | | | | | | | | | | | | | | | 18.0 | B | 0.72 | 21.8 | C | 0.78 |
| | <i>Touhy Avenue - Mount Prospect Road to South Wolf Road</i> | 400 to 410 | 22,500 | 27,350 | 4,615 | 5,610 | 1,985 | 405 | 1,220 | 250 | 1,555 | 320 | 1,810 | 370 | 0.71 | 0.71 | 45 | 45 | 40 | 40 | 3 | 3 | 98% | 2% | | | | | | |
| 410 | South Wolf Road | 410 | | | | | | | | | | | | | | | | | | | | | | | 26.0 | C | 0.71 | 31.3 | C | 0.78 |
| | <i>Touhy Avenue - South Wolf Road to West Lee Street</i> | 410 to 430 | 14,850 | 19,300 | 3,045 | 3,960 | 1,540 | 315 | 705 | 145 | 1,055 | 215 | 1,425 | 290 | 0.65 | 0.69 | 45 | 45 | 40 | 24 | 3 | 2 | 98% | 2% | | | | | | |
| 430 | West Lee Street | 430 | | | | | | | | | | | | | | | | | | | | | | | 7.6 | A | 0.44 | 8.9 | A | 0.49 |
| | <i>Touhy Avenue – West Lee Street to East Lee Street</i> | 430 to 440 | 20,950 | 10,900 | 4,295 | 2,235 | 610 | 125 | 505 | 105 | 570 | 115 | 780 | 160 | 0.06 | 0.06 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 440 | East Lee Street | 440 | | | | | | | | | | | | | | | | | | | | | | | 12.2 | B | 0.43 | 17.1 | B | 0.55 |
| | <i>Touhy Avenue – East Lee Street to Mannheim Road</i> | 440 to 500 | 10,700 | 12,150 | 2,195 | 2,490 | 810 | 165 | 735 | 150 | 630 | 130 | 825 | 170 | 0.43 | 0.43 | 45 | 45 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 500 | Mannheim Road | 500 | | | | | | | | | | | | | | | | | | | | | | | 19.9 | B | 0.64 | 30.8 | C | 0.86 |
| Old Higgins Road – Begin at South Elmhurst Road and end at Touhy Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 240 | <i>South Elmhurst Road</i> | 240 | | | | | | | | | | | | | | | | | | | | | | | 29.9 | C | 0.61 | 34.7 | C | 0.8 |
| | <i>Old Higgins Road - South Elmhurst Road to Touhy Avenue</i> | 240 to 340 | 7,550 | 7,200 | 1,550 | 1,475 | 440 | 90 | 615 | 125 | 520 | 105 | 485 | 100 | 0.44 | 0.44 | 35 | 35 | 39 | 39 | 2 | 2 | 95% | 5% | | | | | | |
| 340 | <i>Touhy Avenue</i> | 340 | | | | | | | | | | | | | | | | | | | | | | | 21.1 | C | 0.52 | 14.4 | B | 0.61 |
| Thorndale Avenue WB – Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BB Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Proposed Action AM Intersection Capacity | | | Build Out Proposed Action PM Intersection Capacity | | | | | | | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|--|--|--|--|--|--|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL | LOS | V/C | DEL | LOS | V/C | | | | | | |
| 1700 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | 22 | C | 0.47 | 38.1 | D | 0.75 | | | | | | |
| | Thorndale Avenue WB - North Wood Dale Road to Lively Boulevard | 1800 to 1520 | One-Way | 11,200 | One-Way | 110 | One-Way | One-Way | One-Way | One-Way | 400 | 5 | 885 | 10 | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | | | | | | |
| 1520 | Lively Boulevard | 1520 | | | | | | | | | | | | | | | | | | | | | | | Unsignalized | | | Unsignalized | | | | | | | | |
| | Thorndale Avenue WB - Lively Boulevard to Busse Road | 1520 to 1300 | One-Way | 5,700 | One-Way | 55 | One-Way | One-Way | One-Way | One-Way | 150 | 0 | 635 | 5 | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | | | | | | |
| 1300 | Busse Road | 1300 | | | | | | | | | | | | | | | | | | | | | | | 20.8 | C | 0.58 | 25.8 | C | 0.80 | | | | | | |
| | Thorndale Avenue WB - Busse Road to Supreme Drive | 1300 to 1200 | One-Way | 2,600 | One-Way | 25 | One-Way | One-Way | One-Way | One-Way | 95 | 0 | 195 | 0 | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | | | | | | |
| 1200 | Supreme Drive | 1200 | | | | | | | | | | | | | | | | | | | | | | | 41.3 | D | 0.30 | 46.9 | D | 0.24 | | | | | | |
| Ramp | Ramp to Thorndale Avenue WB from NB I-490 | | One-Way | 1,950 | One-Way | 20 | One-Way Ramp | | | | | 180 | 0 | 95 | 0 | | | | | | | | | | | | | | | | | | | | | |
| Ramp | Ramp to Thorndale Avenue WB from SB I-490 | | One-Way | 2,700 | One-Way | 25 | One-Way Ramp | | | | | 255 | 5 | 125 | 0 | | | | | | | | | | | | | | | | | | | | | |
| Tollway (IL - 390) - Begin at North Wood Dale Road and end at I-490 Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 to 1800 | Tollway at North Wood Dale Road | 1,700 to 1800 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | | | | | | | | | |
| | Tollway - North Wood Dale Road to Lively Boulevard | | 27,700 | 26,100 | 1,940 | 1,825 | 2,275 | 160 | 1,605 | 110 | 1,475 | 105 | 2,180 | 155 | 0.49 | 0.49 | 55 | 55 | 24 | 36 | 2 | 3 | 97% | 3% | | | | | | | | | | | | |
| 1520 to 1530 | Tollway at Lively Boulevard | 1,520 to 1530 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Tollway - Lively Boulevard to Busse Road | | | | | | | | | | | | | | 0.57 | 0.57 | 55 | 55 | 12 | 12 | 1 | 1 | 97% | 3% | | | | | | | | | | | | |
| 1300 to 1400 | Tollway at Busse Road | 1,300 to 1400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | Tollway - Ramp from SB I-490 to WB Tollway | | One-Way | 14,150 | One-Way | 990 | One-Way | One-Way | One-Way | One-Way | 850 | 60 | 1,130 | 80 | One-Way | 1.15 | One-Way | 45 | One-Way | 12 | One-Way | 1 | 97% | 3% | | | | | | | | | | | | |
| Ramp | Tollway - Ramp from Western Parking Garage to WB Tollway | | One-Way | 300 | One-Way | 300 | One-Way | One-Way | One-Way | One-Way | 15 | 15 | 25 | 25 | One-Way | 0.7 | One-Way | 35 | One-Way | 24 | One-Way | 2 | 97% | 3% | | | | | | | | | | | | |
| Ramp | Tollway - Ramp from NB I-490 to WB Tollway | | One-Way | 11,800 | One-Way | 825 | One-Way | One-Way | One-Way | One-Way | 615 | 45 | 1,040 | 75 | One-Way | 1.14 | One-Way | 50 | One-Way | 24 | One-Way | 2 | 97% | 3% | | | | | | | | | | | | |
| Ramp | Tollway - Ramp to Airport Haul Road from EB Tollway | | 200 | One-Way | 200 | One-Way | 15 | 15 | 10 | 10 | One-Way | One-Way | One-Way | One-Way | 0.88 | One-Way | 45 | One-Way | 36 | One-Way | 3 | One-Way | 97% | 3% | | | | | | | | | | | | |
| Ramp | Tollway - Ramp to NB I-490 from EB Tollway | | 13,300 | One-Way | 930 | One-Way | 1,050 | 75 | 815 | 55 | One-Way | One-Way | One-Way | One-Way | 0.60 | One-Way | 45 | One-Way | 12 | One-Way | 1 | One-Way | 97% | 3% | | | | | | | | | | | | |
| Ramp | Tollway - Ramp to SB I-490 from EB Tollway | | 14,250 | One-Way | 1,000 | One-Way | 1,210 | 85 | 785 | 55 | One-Way | One-Way | One-Way | One-Way | 0.66 | One-Way | 45 | One-Way | 24 | One-Way | 2 | One-Way | 97% | 3% | | | | | | | | | | | | |
| Thorndale Avenue EB - Begin at North Wood Dale Road and end at Supreme Drive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1800 | North Wood Dale Road | 1800 | | | | | | | | | | | | | | | | | | | | | | | 40.8 | D | 0.55 | 27.4 | C | 0.52 | | | | | | |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BB Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Proposed Action AM Intersection Capacity | | | Build Out Proposed Action PM Intersection Capacity | | | |
|---|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|------|-----|--|------|-----|-------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL | LOS | V/C | DEL | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB – North Wood Dale Road to Lively Boulevard | 1800 to 1530 | 2,700 | One-Way | 25 | One-Way | 230 | 0 | 150 | 0 | One-Way | One-Way | One-Way | One-Way | 0.54 | 0.54 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | |
| 1530 | Lively Boulevard | 1530 | | | | | | | | | | | | | | | | | | | | | | | | 7.9 | A | 0.26 | 7.4 | A | 0.14 |
| | Thorndale Avenue EB - Lively Boulevard to Busse Road | 1530 to 1400 | 3,900 | One-Way | 40 | One-Way | 1,210 | 10 | 805 | 10 | One-Way | One-Way | One-Way | One-Way | 0.57 | 0.57 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | |
| 1400 | Busse Road | 1400 | | | | | | | | | | | | | | | | | | | | | | | | 22.3 | C | 0.60 | 15.1 | B | 0.68 |
| | Thorndale Avenue EB - Busse Road to Supreme Drive | 1400 to 1100 | 3,050 | One-Way | 30 | One-Way | 35 | 0 | 390 | 5 | One-Way | One-Way | One-Way | One-Way | 0.35 | 0.35 | 55 | 55 | 24 | 24 | 2 | 2 | 90% | 10% | | | | | | | |
| 1100 | Supreme Drive | 1100 | | | | | | | | | | | | | | | | | | | | | | | | 43.1 | D | 0.09 | 28.7 | C | 0.25 |
| Thorndale Avenue EB/WB – Begin at Supreme Drive and end at York Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Thorndale Avenue EB - Supreme Drive to York Road | 1100 to 1000 | 2,550 | 2,550 | 25 | 25 | 65 | 0 | 300 | 5 | 45 | 0 | 50 | 0 | 0.77 | 0.77 | 55 | 55 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 1000 | York Road | 1000 | | | | | | | | | | | | | | | | | | | | | | | | 2.8 | A | 0.34 | 11.0 | B | 0.64 |
| Ramp | Thorndale Avenue - Ramp from Thorndale to Airport Haul Road | | 700 | One-Way | 700 | One-Way | 70 | 70 | 25 | 25 | One-Way | One-Way | One-Way | One-Way | 0.88 | One-Way | 45 | One-Way | 12 | One-Way | 1 | One-Way | 98% | 2% | | | | | | | |
| West O'Hare Avenue (Formerly Balmoral Avenue) – Begin at Bessie Coleman Drive and end at Mannheim Road (NB US 45 Exit/Entrance Ramps) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 688 | Bessie Coleman Drive/Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | | 35.4 | D | 0.33 | 40.6 | D | 0.77 |
| | West O'Hare Avenue - Bessie Coleman Drive to Balmoral Avenue | 688 to 692 | 24,100 | 7,800 | 6,025 | 1,950 | 400 | 100 | 1,280 | 320 | 400 | 100 | 505 | 125 | 0.10 | 0.10 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | | |
| 692 | Balmoral Avenue (Formerly Service Road) | 692 | | | | | | | | | | | | | | | | | | | | | | | | 9.6 | A | 0.06 | 10.0 | A | 0.06 |
| | West O'Hare Avenue - Balmoral Avenue to Airport exit roadway | 692 to 693 | 12,400 | 6,850 | 3,100 | 1,715 | 400 | 100 | 1,275 | 320 | 400 | 100 | 505 | 125 | 0.20 | 0.20 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | | |
| 693 | Airport Exit Roadway - Terminal 5 | 693 | | | | | | | | | | | | | | | | | | | | | | | | 16.5 | C | 0.22 | 26.4 | D | 0.45 |
| | West O'Hare Avenue - Airport Exit Road to Mannheim Road SB Entrance Ramp | 693 to 694 | 13,300 | 6,800 | 3,325 | 1,700 | 400 | 100 | 1,400 | 350 | 400 | 100 | 500 | 125 | 0.27 | 0.27 | 30 | 30 | 30 | 30 | 2 | 2 | 97% | 3% | | | | | | | |
| 694 | Mannheim Road SB Entrance Ramp | 694 | | | | | | | | | | | | | | | | | | | | | | | | 19.1 | C | 0.25 | >200 | F | >2.00 |
| West Irving Park Road – Begin at Spruce Avenue and end at the Exit/Entrance Ramps at I-294 NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | Spruce Avenue | 80 | | | | | | | | | | | | | | | | | | | | | | | | 7.9 | A | 0.44 | 7.7 | A | 0.55 |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BB Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Proposed Action AM Intersection Capacity | | | Build Out Proposed Action PM Intersection Capacity | | |
|--------|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL | LOS | V/C | DEL | LOS | V/C |
| | West Irving Park Road - Spruce Avenue to Marshall Road | 80-90 | 20,050 | 14,700 | 3,210 | 2,350 | 1,060 | 170 | 1,080 | 175 | 1,035 | 165 | 1,365 | 220 | 0.19 | 0.19 | 35 | 35 | 22 | 22 | 2 | 2 | 97% | 3% | | | | | | |
| 90 | Marshall Road | 90 | | | | | | | | | | | | | | | | | | | | | | | 12.5 | B | 0.45 | 9.6 | A | 0.57 |
| | West Irving Park Road - Marshall Avenue to North Church Road | 90 to 100 | 20,050 | 19,750 | 3,210 | 3,160 | 1,140 | 180 | 1,160 | 185 | 1,025 | 165 | 1,405 | 225 | 0.54 | 0.54 | 35 | 35 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 100 | North Church Road | 100 | | | | | | | | | | | | | | | | | | | | | | | 11.8 | B | 0.46 | 16.2 | B | 0.63 |
| | West Irving Park Road - North Church Road to North York | 100 to 110 | 20,750 | 21,050 | 3,320 | 3,370 | 1,205 | 195 | 1,250 | 200 | 1,040 | 165 | 1,515 | 240 | 0.48 | 0.48 | 35 | 35 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 110 | York Road | 110 | | | | | | | | | | | | | | | | | | | | | | | 30.7 | C | 0.69 | 47.8 | D | 0.93 |
| | West Irving Park Road - North York Road to I-490 Southbound On-Off-ramps | 110 to 115 | 16,250 | 23,500 | 2,600 | 3,760 | 1,480 | 235 | 1,765 | 280 | 1,580 | 255 | 1,550 | 250 | 0.11 | 0.11 | 35 | 35 | 30 | 48 | 3 | 4 | 94% | 6% | | | | | | |
| 115 | I-490 Southbound On-Off-ramps | 115 | | | | | | | | | | | | | | | | | | | | | | | 53.0 | D | 0.70 | 60.4 | E | 1.08 |
| | W. Irving Park Road - I-490 SB On-Off-ramp to I-490 NB Ramp/West Cargo Road | 115-120 | 6,700 | 20,450 | 1,070 | 3,270 | 500 | 80 | 440 | 70 | 1,440 | 230 | 1,420 | 225 | 0.31 | 0.31 | 35 | 35 | 30 | 40 | 2 | 3 | 94% | 6% | | | | | | |
| 120 | I-490 Northbound On-ramp/West Cargo Road | 120 | | | | | | | | | | | | | | | | | | | | | | | 17.2 | B | 0.52 | 15.3 | B | 0.51 |
| | West Irving Park Road (One-way) - West Cargo Road to I-490 | | One-Way | 21,300 | One-Way | 3,410 | One-Way | One-Way | One-Way | One-Way | 1,470 | 235 | 1,420 | 225 | 0.22 | 0.22 | 45 | 45 | 26 | 26 | 2 | 2 | 97% | 3% | | | | | | |
| | I-490 - West Irving Park Road (west) to West Irving Park Road (east) | | 51,500 | 53,650 | 3,605 | 3,755 | 3,745 | 260 | 3,465 | 245 | 3,495 | 245 | 4,015 | 280 | 0.44 | 0.44 | 45 | 45 | 26 | 26 | 2 | 2 | 97% | 3% | | | | | | |
| | West Irving Park Road (east) - I-490 to Taft Avenue | | 27,900 | 18,250 | 4,465 | 2,920 | 1,630 | 260 | 1,735 | 280 | 1,065 | 170 | 1,490 | 240 | 0.49 | 0.49 | 45 | 45 | 26 | 26 | 2 | 2 | 97% | 3% | | | | | | |
| 130 | Taft Avenue | 130 | | | | | | | | | | | | | | | | | | | | | | | 21.3 | C | 0.67 | 29.2 | C | 0.76 |
| | West Irving Park Road - Taft Avenue to Seymour Avenue | 130 to 135 | 26,750 | 15,900 | 4,280 | 2,545 | 1,495 | 240 | 1,595 | 255 | 850 | 135 | 1,230 | 195 | 0.9 | 0.92 | 45 | 45 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 135 | Seymour Avenue | 135 | | | | | | | | | | | | | | | | | | | | | | | 4.1 | A | 0.53 | 4.9 | A | 0.58 |
| | West Irving Park Road - Seymour Avenue to Mannheim Road | 135 to 140 | 32,100 | 12,500 | 5,135 | 2,000 | 1,500 | 240 | 1,625 | 260 | 865 | 140 | 1,235 | 200 | 0.88 | 0.87 | 40 | 45 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | |
| 140 | Mannheim Road | 140 | | | | | | | | | | | | | | | | | | | | | | | 44.6 | D | 0.77 | 41.9 | D | 0.75 |
| | West Irving Park Road - Mannheim Road to I-294 SB Ramps | 140 to 150 | 20,500 | 15,950 | 3,280 | 2,550 | 1,075 | 170 | 1,260 | 200 | 1,285 | 205 | 1,370 | 220 | 0.14 | 0.14 | 40 | 40 | 36 | 48 | 3 | 4 | 97% | 3% | | | | | | |

| Node # | Main Roadway - From Node to Node (Note: <i>Italicized Roadways are New for the Build Out Condition</i>) | From Node # to Node # | AB Annual Average Daily Volume - ADT Going West to East (EB) | BB Annual Average Daily Volume - ADT Going East to West (WB) | Airport AB Annual Average Daily Volume - ADT Going West to East (EB) | Airport BA Annual Average Daily Volume - ADT Going East to West (WB) | AB Vol. AM Peak Hour - Trav. EB | Airport AB Vol. AM Peak Hour - Trav. EB | AB Vol. PM Peak Hour - Trav. EB | Airport AB Vol. PM Peak Hour - Trav. EB | BA Vol. AM Peak Hour - Trav. WB | Airport BA Vol. AM Peak Hour - Trav. WB | BA Vol. PM Peak Hour - Trav. WB | Airport BA Vol. PM Peak Hour - Trav. WB | AB Dist. (Miles) EB | BA Dist. (Miles) WB | AB Speed (Mph) EB | BA Speed (Mph) WB | AB Width (Feet) EB | BA Width (Feet) WB | AB Lanes EB | BA Lanes WB | Motor Vehicle Type Fleet Mix | | Build Out Proposed Action AM Intersection Capacity | | | Build Out Proposed Action PM Intersection Capacity | | |
|--|--|-----------------------|--|--|--|--|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|-------------|------------------------------|----------|--|-----|-----|--|-----|-----|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL | LOS | V/C | DEL | LOS | V/C |
| I-90 – Begin at South Elmhurst Road and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | I-90 WB on-ramp at South Elmhurst Road | 330 | One-Way | 19,350 | One-Way | 775 | One-Way | One-Way | One-Way | One-Way | 620 | 25 | 1,495 | 60 | | 0.51 | | 30 | | 16 | | 1 | 98% | 2% | Uncontrolled | | | | | |
| Ramp | I-90 WB off-ramp at South Elmhurst Road | 330 | One-Way | 18,650 | One-Way | 745 | One-Way | One-Way | One-Way | One-Way | 945 | 40 | 1,400 | 55 | | 0.22 | | 30 | | 16 | | 1 | 98% | 2% | | | | | | |
| Ramp | I-90 EB off-ramp at South Elmhurst Road | 320 | 14,750 | One-Way | 590 | One-Way | 1,080 | 45 | 515 | 20 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | 98% | 2% | | | | | | |
| Ramp | I-90 EB on-ramp at South Elmhurst Road | 320 | 17,450 | One-Way | 700 | One-Way | 860 | 35 | 1,825 | 75 | One-Way | One-Way | One-Way | One-Way | 0.30 | | 30 | | 16 | | 1 | | 98% | 2% | | | | | | |
| Ramp | I-90 WB off-ramp at Lee Street | 620 | One-Way | 11800 | One-Way | 470 | One-Way | One-Way | One-Way | One-Way | 555 | 20 | 800 | 30 | | 0.25 | | 30 | | 16 | | 1 | 98% | 2% | | | | | | |
| Ramp | I-90 EB on-ramp at Lee Street | 630 | 11,850 | One-Way | 475 | One-Way | 750 | 30 | 725 | 30 | One-Way | One-Way | One-Way | One-Way | 0.37 | | 30 | | 16 | | 1 | | 98% | 2% | | | | | | |
| I-90 | I-90 Between South Elmhurst Road and Lee Street | I-90 | 118,250 | | 4,730 | | 3,755 | 150 | 4,450 | 180 | 4,975 | 200 | 6,025 | 240 | 2.55 | 2.55 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |
| I-90 | I-90 Between Lee Street and Mannheim Road | I-90 | 142,900 | | 5,715 | | 4,970 | 200 | 4,530 | 180 | 4,710 | 190 | 7,225 | 290 | 0.58 | 0.58 | 55 | 55 | 50 | 50 | 4 | 4 | 95% | 5% | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: Touhy Avenue – begin at South Elmhurst Road and end at Mannheim Road. The first roadway listed is South Elmhurst Road. The information is for the intersection of South Elmhurst and Touhy Avenue. The next line is for the roadway segment Touhy Avenue - South Elmhurst Road to Mount Prospect Road.

TABLE K-25
BUILD OUT PROPOSED ACTION AM/PM/ADT FOR OFF-AIRPORT ROADWAYS – NORTH TO SOUTH INTERSECTION AND SEGMENT DATA

| Node # | Main Road–Way - From Node To Node | From Node # To Node # | AB Annual Average Daily Volume - ADT Going North To South (SB) | Airport AB Average Daily Volume - ADT Going North To South (SB) | BA Annual Average Daily Volume - ADT Going South To North (NB) | Airport BA Average Daily Volume - ADT Going South To North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB dist. (miles) SB | BA Dist. (Miles) NB | AB Speed (mph) SB | BA Speed (mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out Proposed Action AM Intersection Capacity | | | Build Out Proposed Action PM Intersection Capacity | | | |
|---|--|--------------------------|---|---|--|---|--|--|--|--|--|--|--|--|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|-------------------|-------------------|---------------------------------|----------|--|------|-----|--|------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North to South Intersections and Segments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Busse Road - Begin at West Irving Park Road and end at Thorndale Avenue Eastbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Busse Road - West Irving Park Road to Thorndale Avenue | | | | | 52,411 | 1,505 | 0 | 2,385 | 0 | 2,005 | 0 | 1,980 | 0 | 1.47 | 1.47 | 45 | 45 | 36 | 36 | 3 | 3 | Not Available | | | | | | | | |
| South Elmhurst/York Road – Begin at I-90 Tollway and end at East Green Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330 | I-90 Tollway WB | 330 | | | | | | | | | | | | | | | | | | | | | | | | 22.8 | C | 0.58 | 29.4 | C | 0.77 |
| | South Elmhurst Road - I-90 Tollway WB to I-90 Tollway EB | 330 to 320 | 22,700 | 2,045 | 22,250 | 2,005 | 1,655 | 150 | 1,785 | 160 | 1,280 | 115 | 1,445 | 130 | 0.20 | 0.20 | 30 | 30 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | | |
| 320 | I-90 Tollway EB | 320 | | | | | | | | | | | | | | | | | | | | | | | | 17.2 | B | 0.54 | 22.7 | C | 0.52 |

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|--------|---|--------------------------|---|---|--|---|--|--|--|--|--|--|--|--|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|-------------------|-------------------|---------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C |
| | South Elmhurst Road - I-90 Tollway EB to Landmeier Road | 320 to 310 | 17,950 | 1,615 | 29,100 | 2,620 | 1,680 | 150 | 1,160 | 105 | 1,085 | 100 | 2,130 | 190 | 0.30 | 0.30 | 30 | 30 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 310 | Landmeier Road | 310 | | | | | | | | | | | | | | | | | | | | | | | 13.1 | B | 0.49 | 19.6 | B | 0.73 |
| | South Elmhurst Road - Landmeier Road to Touhy Avenue | 310 to 300 | 23,550 | 2,120 | 19,950 | 1,795 | 1,470 | 130 | 1,220 | 110 | 825 | 75 | 1,395 | 125 | 0.29 | 0.29 | 40 | 40 | 36 | 36 | 3 | 3 | 97% | 3% | | | | | | |
| 300 | Touhy Avenue | 300 | | | | | | | | | | | | | | | | | | | | | | | 24.4 | C | 0.54 | 28.7 | C | 0.65 |
| | South Elmhurst Road - Touhy Avenue to Old Higgins Road/Estes Avenue | 300 to 240 | 7,950 | 715 | 23,850 | 2,145 | 815 | 75 | 935 | 85 | 1,080 | 95 | 1,940 | 175 | 0.12 | 0.12 | 40 | 40 | 36 | 48 | 3 | 4 | 94% | 6% | | | | | | |
| 240 | Old Higgins Road/Estes Avenue | 240 | | | | | | | | | | | | | | | | | | | | | | | 29.9 | C | 0.61 | 34.7 | C | 0.80 |
| | South Elmhurst Road - Old Higgins Road/Estes Avenue to Greenleaf Avenue | 240 to 230 | 9,850 | 885 | 25,100 | 2,260 | 870 | 80 | 1,330 | 120 | 1,245 | 110 | 1,895 | 170 | 0.12 | 0.12 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 230 | Greenleaf Avenue | 230 | | | | | | | | | | | | | | | | | | | | | | | 26.2 | C | 0.70 | 106.7 | F | 1.29 |
| | York Road/South Elmhurst Road - Greenleaf Avenue to Devon Avenue | 230 to 220 | 7,700 | 695 | 17,450 | 1,570 | 525 | 45 | 1,245 | 110 | 1,080 | 95 | 1,040 | 95 | 0.15 | 0.15 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 220 | Devon Avenue | 220 | | | | | | | | | | | | | | | | | | | | | | | 26.1 | C | 0.43 | 24.3 | C | 0.61 |
| | York Road - Devon Avenue to Ramp Q5 | 220-210 | 13,700 | 1,235 | 9,500 | 855 | 260 | 25 | 1,100 | 100 | 920 | 85 | 605 | 55 | 0.75 | 0.73 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 210 | Ramp Q5 | 210 | | | | | | | | | | | | | | | | | | | | | | | 2.7 | A | 0.32 | 4.5 | A | 0.41 |
| | York Road - Ramp Q5 to Thorndale Avenue | 210 to 1000 | 14,750 | 1,330 | 9,050 | 815 | 290 | 25 | 1,165 | 105 | 895 | 80 | 555 | 50 | 0.46 | 0.46 | 40 | 40 | 26 | 26 | 2 | 2 | 94% | 6% | | | | | | |
| 1000 | Thorndale Avenue | 1000 | | | | | | | | | | | | | | | | | | | | | | | 2.8 | A | 0.34 | 11.0 | B | 0.64 |
| | York Road - Thorndale Avenue to West Irving Park Road | 1000 to 110 | 12,150 | 1,095 | 9,250 | 835 | 285 | 25 | 1,395 | 125 | 960 | 85 | 555 | 50 | 1.05 | 1.05 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 110 | West Irving Park Road | 110 | | | | | | | | | | | | | | | | | | | | | | | 30.7 | C | 0.69 | 47.8 | D | 0.93 |
| | York Road - West Irving Park Road to East Green Street | 110 to 200 | 23,250 | 2,095 | 9,750 | 880 | 345 | 30 | 1,110 | 100 | 755 | 70 | 750 | 70 | 0.40 | 0.40 | 40 | 40 | 24 | 24 | 2 | 2 | 94% | 6% | | | | | | |
| 200 | East Green Street | 200 | | | | | | | | | | | | | | | | | | | | | | | 17.7 | B | 0.39 | 21.8 | C | 0.79 |

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|--|--|--------------------------|---|---|--|---|--|--|--|--|--|--|--|--|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|-------------------|-------------------|---------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lee Street/West Higgins Road – Begin at Touhy Avenue and end at Devon Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 430 | Touhy Avenue | 430 | | | | | | | | | | | | | | | | | | | | | | | 7.6 | A | 0.44 | 8.9 | A | 0.49 |
| | Lee Street - Touhy Avenue to Mall Entrance | 430 to 600 | 0 | 0 | 11,400 | 55,85 | 1,135 | 555 | 500 | 245 | 835 | 410 | 1,050 | 515 | 0.15 | 0.15 | 40 | 40 | 24 | 32 | 2 | 3 | 98% | 2% | | | | | | |
| 600 | Mall Entrance | 600 | | | | | | | | | | | | | | | | | | | | | | | 16.8 | B | 0.57 | 10.8 | B | 0.52 |
| | Lee Street - Mall Entrance to I-90 WB off- ramp | 600 to 620 | 12,000 | 5,880 | 12,600 | 6,170 | 1,065 | 520 | 420 | 205 | 810 | 395 | 1,035 | 505 | 0.04 | 0.04 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 620 | I-90 WB Exit Ramp | 620 | | | | | | | | | | | | | | | | | | | | | | | 18.0 | B | 0.60 | 23.6 | C | 0.39 |
| | Lee Street - I- 90 WB Exit Ramp to I-90 EB Entrance Ramp | 620 to 630 | 10,250 | 5,020 | 5,400 | 2,645 | 1,080 | 530 | 620 | 305 | 270 | 130 | 435 | 215 | 0.16 | 0.16 | 40 | 40 | 40 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 630 | I-90 EB Entrance Ramp | 630 | | | | | | | | | | | | | | | | | | | | | | | 26.3 | C | 0.64 | 30.4 | C | 0.39 |
| | West Higgins Road - I-90 Entrance Ramp to Patton Drive | 630 to 640 | 17,200 | 8,425 | 6,450 | 3,160 | 1,080 | 530 | 760 | 370 | 195 | 95 | 680 | 335 | 0.55 | 0.55 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | |
| 640 | Patton Drive | 640 | | | | | | | | | | | | | | | | | | | | | | | 9.2 | A | 0.38 | 12.8 | B | 0.49 |
| | West Higgins Road - Patton Drive to Mannheim Road | 640 to 520 | 14,400 | 7,055 | 8250 | 4,040 | 985 | 485 | 865 | 425 | 345 | 170 | 815 | 400 | 0.22 | 0.22 | 40 | 40 | 24 | 24 | 2 | 2 | 96% | 4% | | | | | | |
| 520 | Mannheim Road | 520 | | | | | | | | | | | | | | | | | | | | | | | 30.3 | C | 0.48 | 32.8 | C | 0.61 |
| Zemke Boulevard – Begin at Bessie Coleman Drive and end at Mannheim Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 652 | Bessie Coleman Drive | 665 | | | | | | | | | | | | | | | | | | | | | | | 13.0 | B | 0.13 | 12.7 | B | 0.07 |
| | Zemke Boulevard - Bessie Coleman Drive to Mannheim Road | 665 to 530 | 200 | 200 | 900 | 900 | 400 | 400 | 465 | 465 | 355 | 355 | 355 | 355 | 0.06 | 0.06 | 30 | 30 | 36 | 24 | 3 | 2 | 98% | 2% | | | | | | |
| 530 | Mannheim Road | 530 | | | | | | | | | | | | | | | | | | | | | | | 27.5 | C | 0.39 | 29.0 | C | 0.56 |
| Bessie Coleman Drive – Begin at Zemke Boulevard and end at Terminal 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 665 | Zemke Boulevard | 665 | | | | | | | | | | | | | | | | | | | | | | | 15.6 | C | 0.26 | 63.0 | F | 0.85 |
| | Bessie Coleman Drive - Zemke Road to Parking Lot H/G | 665 to 670 | 2,450 | 2,450 | 6,000 | 6,000 | 250 | 250 | 515 | 515 | 355 | 355 | 355 | 355 | 0.32 | 0.32 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 670 | Parking Lot G/H Access | 670 | | | | | | | | | | | | | | | | | | | | | | | 13.1 | B | 0.10 | 18.5 | C | 0.14 |
| | Bessie Coleman Drive - Parking Lot H/G to Parking Lot E | 670 to 675 | 6,350 | 6,350 | 5,900 | 5,900 | 220 | 220 | 550 | 550 | 345 | 345 | 345 | 345 | 0.22 | 0.22 | 25 | 25 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | |
| 675 | Parking Lot E (Schlitz Road) | 675 | | | | | | | | | | | | | | | | | | | | | | | 14.4 | B | 0.03 | 49.0 | E | 0.47 |

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|--|---|--------------------------|---|---|--|---|--|--|--|--|--|--|--|--|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|-------------------|-------------------|---------------------------------|----------|--|--------------|-----|--|--------------|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C | |
| | Bessie Coleman Drive - Parking Lot E to Rental Car Return | 675 to 680 | 5,400 | 5,400 | 5,000 | 5,000 | 185 | 185 | 510 | 510 | 355 | 355 | 295 | 295 | 0.17 | 0.17 | 30 | 30 | 24 | 40 | 2 | 3 | 98% | 2% | | | | | | | |
| 680 | Rental Car Return | 680 | | | | | | | | | | | | | | | | | | | | | | | | 21.6 | C | 0.13 | 16.6 | B | 0.26 |
| | Bessie Coleman Drive - Rental Return to United Airlines Temporary Park/Taxi Lot | 680 to 685 | 7,900 | 7,900 | 3,550 | 3,550 | 295 | 295 | 670 | 670 | 200 | 200 | 215 | 215 | 0.17 | 0.17 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | | |
| 685 | Temporary United Airlines/Taxi Lot | 685 | | | | | | | | | | | | | | | | | | | | | | | | 13.6 | B | 0.41 | 13.5 | B | 0.38 |
| | Bessie Coleman Drive - UA Temporary Parking to Rental Car Return/WB I- 190 Exit Ramp | 685 to 686 | 7,200 | 7,200 | 11,000 | 11,000 | 475 | 475 | 755 | 755 | 700 | 700 | 660 | 660 | 0.16 | 0.16 | 30 | 30 | 24 | 50 | 2 | 4 | 98% | 2% | | | | | | | |
| 686 | WB I-190 Exit Ramp /Rental Car Return | 686 | | | | | | | | | | | | | | | | | | | | | | | | 21.4 | C | 0.55 | 28.4 | C | 0.64 |
| | Bessie Coleman Drive - WB I-190 Exit Ramp to EB & WB I-190 Entrance Ramp | 686 to 687 | 23,800 | 23,800 | 12,450 | 12,450 | 670 | 670 | 1,005 | 1,005 | 745 | 745 | 640 | 640 | 0.17 | 0.17 | 30 | 30 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | | |
| 687 | EB & WB I-190 Ramps | 687 | | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Bessie Coleman Drive - EB/WB I-190 Ramps to Balmoral Avenue | 687 to 688 | 14,950 | 14,950 | 20,850 | 20,850 | 255 | 255 | 625 | 625 | 745 | 745 | 640 | 640 | 0.05 | 0.05 | 30 | 30 | 36 | 50 | 3 | 3 | 98% | 2% | | | | | | | |
| 688 | Balmoral Avenue/ Terminal 5 | 688 | | | | | | | | | | | | | | | | | | | | | | | | 35.4 | D | 0.33 | 40.6 | D | 0.77 |
| | Bessie Coleman Drive - Balmoral Avenue to Terminal 5 | 688 to 690 | 8,700 | 8,700 | 4,950 | 4,950 | 150 | 150 | 720 | 720 | 100 | 100 | 270 | 270 | 0.15 | 0.15 | 25 | 25 | 24 | 36 | 2 | 3 | 98% | 2% | | | | | | | |
| Patton Drive – Begin at West Higgins Road and end at West Zemke Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 640 | West Higgins Road | 640 | | | | | | | | | | | | | | | | | | | | | | | | 9.2 | A | 0.38 | 12.8 | B | 0.49 |
| | Patton Drive - West Higgins Road to West Johnson Road | 640 to 650 | 20,200 | 20,200 | 24,800 | 24,800 | 215 | 215 | 265 | 265 | 145 | 145 | 220 | 220 | 0.10 | 0.10 | 35 | 5 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | | |
| 660 | West Johnson Road | 650 | | | | | | | | | | | | | | | | | | | | | | | | 8.8 | A | 0.26 | 9.4 | A | 0.37 |
| | Patton Drive - West Johnson Road to Zemke Road | 650 to 653 | 24,750 | 24,750 | 20,650 | 20,650 | 230 | 230 | 140 | 140 | 95 | 95 | 155 | 155 | 0.13 | 0.13 | 35 | 35 | 22 | 22 | 2 | 2 | 98% | 2% | | | | | | | |
| 662 | Zemke Road | 653 | | | | | | | | | | | | | | | | | | | | | | | | 11.4 | B | 0.10 | 10.9 | B | 0.10 |
| Mannheim Road – Begin at Touhy Avenue and end at Irving Park Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|--------|---|--------------------------|---|---|--|---|--|--|--|--|--|--|--|--|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|-------------------|-------------------|---------------------------------|----------|--|-----|------|--|-----|------|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C |
| 500 | Touhy Avenue | 500 | | | | | | | | | | | | | | | | | | | | | | | 19.9 | B | 0.64 | 30.8 | C | 0.86 |
| | Mannheim Road - Touhy Avenue to Lunt Avenue | 500 to 510 | 16,350 | 3,270 | 13,050 | 2,610 | 675 | 135 | 1,080 | 215 | 760 | 150 | 960 | 190 | 0.25 | 0.25 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 510 | Lunt Avenue | 510 | | | | | | | | | | | | | | | | | | | | | | | 10.7 | B | 0.34 | 9.6 | A | 0.48 |
| | Mannheim Road - Lunt Avenue to Higgins Road | 510 to 520 | 17,450 | 3,490 | 12,900 | 2,580 | 805 | 160 | 1,085 | 215 | 705 | 140 | 1,010 | 200 | 0.54 | 0.53 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 520 | Higgins Road | 520 | | | | | | | | | | | | | | | | | | | | | | | 30.3 | C | 0.48 | 32.8 | C | 0.61 |
| | Mannheim Road - Higgins Road to Zemke Boulevard | 520 to 530 | 12,750 | 2,550 | 15,750 | 3,150 | 920 | 185 | 1,165 | 235 | 910 | 180 | 1,455 | 290 | 0.23 | 0.23 | 40 | 40 | 24 | 24 | 2 | 2 | 98% | 2% | | | | | | |
| 530 | Zemke Boulevard | 530 | | | | | | | | | | | | | | | | | | | | | | | 27.5 | C | 0.39 | 29.0 | C | 0.56 |
| | Mannheim Road - Zemke Boulevard to Coffey Road (MMF) | 530 to 540 | 17,800 | 3,560 | 21,850 | 4,370 | 775 | 155 | 995 | 200 | 1,090 | 220 | 1,230 | 245 | 0.45 | 0.45 | 40 | 40 | 40 | 50 | 3 | 4 | 98% | 2% | | | | | | |
| 540 | Coffey Road (MMF) Ramps | 540 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Coffey Road (MMF) Ramps to NB Mannheim Road Exit Ramp (MMF) | 540 to 545 | 9,700 | 1,940 | 19,950 | 3,990 | 350 | 70 | 635 | 125 | 1,035 | 205 | 1,100 | 220 | 0.23 | 0.22 | 40 | 40 | 36 | 40 | 3 | 3 | 95% | 5% | | | | | | |
| 545 | Coffey Road (MMF) | 545 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - Coffey Road (MMF) to EB/WB I-190 ramps | 545 to 550 | 9,700 | 1,940 | 25,300 | 5,060 | 350 | 70 | 635 | 125 | 1,535 | 305 | 1,255 | 250 | 0.31 | 0.30 | 40 | 40 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 550 | EB Exit Ramp/WB Entrance Ramp I-190 | 550 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - EB/WB I-190 to EB I- 190 Ramp | 550 to 555 | 11,300 | 2,260 | 20,250 | 4,050 | 350 | 70 | 635 | 125 | 670 | 135 | 750 | 150 | 0.10 | 0.10 | 40 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 555 | EB Exit Ramp/EB Entrance Ramp I-190 | 555 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| | Mannheim Road - NB Exit Ramp to I-190 to SB Exit Ramp to I-190 EB | 555 to 580 | 14,500 | 2,900 | 47,250 | 9,450 | 695 | 140 | 970 | 195 | 1,620 | 325 | 1,980 | 395 | 0.48 | 0.48 | 50 | 50 | 36 | 6 | 3 | 3 | 95% | 5% | | | | | | |
| 580 | SB Exit Ramp to I-190 | 580 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |
| Ramp | Mannheim Road - SB exit to SB Entrance | 580 to 585 | 22,250 | 4,450 | 37,600 | 7,520 | 695 | 140 | 970 | 195 | 1,620 | 325 | 1,445 | 290 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | |
| 585 | NB Exit Ramp to I-190 EB | 585 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | |

| Node # | Main Road–Way - From Node To Node | From Node # To Node # | AB Annual Average Daily Volume - ADT Going North To South (SB) | Airport AB Average Daily Volume - ADT Going North To South (SB) | BA Annual Average Daily Volume - ADT Going South To North (NB) | Airport BA Average Daily Volume - ADT Going South To North (NB) | AB Volume AM Peak Hour - Trav. SB | Airport AB Vol. AM Peak Hour - Trav. SB | AB Volume PM Peak Hour - Trav. SB | Airport AB Vol. PM Peak Hour - Trav. SB | BA Volume AM Peak Hour - Trav. NB | Airport BA Vol. AM Peak Hour - Trav. NB | BA Volume PM Peak Hour - Trav. NB | Airport BA Vol. PM Peak Hour - Trav. NB | AB dist. (miles) SB | BA Dist. (Miles) NB | AB Speed (mph) SB | BA Speed (mph) NB | AB Width (Feet) SB | BA Width (Feet) NB | AB Lanes SB | BA Lanes NB | Motor Vehicle Type Fleet Mix | | Build Out Proposed Action AM Intersection Capacity | | | Build Out Proposed Action PM Intersection Capacity | | | | | | | | | |
|---|---|--------------------------|---|---|--|---|--|--|--|--|--|--|--|--|---------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|-----------------------------|-------------------|-------------------|---------------------------------|----------|--|--------------|-----|--|------|-----|------|--|--|--|--|--|--|
| | | | | | | | | | | | | | | | | | | | | | | | % Cars | % Trucks | DEL (sec) | LOS | V/C | DEL (sec) | LOS | V/C | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ramp | Mannheim Road - NB Exit Ramp to I-190 EB to Balmoral Avenue NB Entrance | 585 to 586 | 23,700 | 4,740 | 35,250 | 7,050 | 1,005 | 200 | 1,970 | 395 | 2,355 | 470 | 2,130 | 425 | 0.36 | 0.36 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | | | | | | | | |
| 586 | Balmoral Avenue Entrance Ramp NB | 586 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | | | | | | | | |
| | Mannheim Road - Balmoral Avenue Entrance Ramp NB to Balmoral Avenue | 586 to 587 | 26,650 | 5,330 | 41,000 | 8,200 | 855 | 170 | 1,820 | 365 | 2,120 | 425 | 1,396 | 280 | 0.33 | 0.33 | 50 | 50 | 36 | 36 | 3 | 3 | 95% | 5% | | | | | | | | | | | | | |
| 587 | NB Mannheim Balmoral Avenue Exit Ramp | 587 | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | Uncontrolled | | | | | | | | | |
| | Mannheim Road - Balmoral Avenue Exit Ramp to Lawrence Avenue | 587 to 588 | 26,400 | 5,280 | 32,700 | 6,540 | 855 | 170 | 1,820 | 365 | 2,445 | 490 | 1,940 | 390 | 0.26 | 0.26 | 50 | 50 | 60 | 48 | 5 | 4 | 95% | 5% | | | | | | | | | | | | | |
| 588 | Lawrence Avenue | 588 | | | | | | | | | | | | | | | | | | | | | | | | 18.5 | B | 0.73 | 29.8 | C | 0.86 | | | | | | |
| | Mannheim Road - Lawrence to Montrose Avenue | 588 to 589 | 19,900 | 3,980 | 24,750 | 4,950 | 735 | 145 | 1,235 | 245 | 1,945 | 390 | 1,895 | 380 | 0.32 | 0.32 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | | | | | | | | |
| 589 | Montrose Avenue | 589 | | | | | | | | | | | | | | | | | | | | | | | | 16.1 | B | 0.55 | 21.8 | C | 0.69 | | | | | | |
| | Mannheim Road - Montrose Avenue to West Irving Park | 589 to 140 | 20,050 | 4,010 | 25,150 | 5,030 | 760 | 150 | 1,580 | 315 | 2,185 | 435 | 1,040 | 210 | 0.37 | 0.37 | 50 | 50 | 40 | 40 | 3 | 3 | 95% | 5% | | | | | | | | | | | | | |
| 140 | Irving Park Road | 140 | | | | | | | | | | | | | | | | | | | | | | | | 44.6 | D | 0.77 | 41.9 | D | 0.75 | | | | | | |
| I-490 - West Irving Park Road to Touhy Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | I-490 Ramps at Irving Park | 115 | | | | | | | | | | | | | | | | | | | | | | | | Uncontrolled | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | I-490 - Irving Park Road to 390 Tollway Ramps | 115-Ramps | 38,100 | 2,665 | 39,000 | 2,730 | 2,925 | 205 | 2,410 | 170 | 2,470 | 175 | 2,990 | 210 | 2.08 | 2.08 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | | | | | | | |
| Ramp s | I-490 at Tollway (IL-390) Ramps | Ramps | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | I-490 - 390 Tollway Ramps to Touhy Avenue | Ramps 340 to 350 | 40,850 | 2,860 | 39,100 | 2,735 | 2,800 | 195 | 2,920 | 205 | 2,635 | 185 | 2,840 | 200 | 1.39 | 1.42 | 55 | 55 | 24 | 24 | 2 | 2 | 97% | 3% | | | | | | | | | | | | | |
| 340 to 350 | I-490 at Touhy Avenue | 340 to 350 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: The information shown above is for the roadway shown bold above each group. Example: South Elmhurst/York Road – begin at I-90 Tollway and end at East Green Street. The first roadway listed is I-90 Tollway WB. The information is for the intersection of South Elmhurst and the I-90 Tollway WB. The next line is for the roadway segment South Elmhurst - I-90 Tollway WB to I-90 EB Tollway.

K.3.2 Baseline Model Development

All study intersections were coded into a Synchro network to perform the intersection capacity and arterial analysis. Synchro™ is a deterministic and macroscopic signal analysis computer program that models street networks and traffic signal systems. Geometric data such as number of lanes, lane configuration, storage lengths, tapers, and distances between intersections were entered into Synchro, as were the balanced turning movement volumes discussed in the previous section. Signal timings and phasing for each peak hour were coded into Synchro based on signal timing sheets and the Vissim models provided by the CDA and Cambridge Systematics, respectively.

The volumes, lane configurations, and signal timings were adjusted as necessary in each alternative to reflect changes in traffic patterns and the off-airport roadway network. Lane configuration diagrams were provided for existing conditions for all intersections and for planned intersections in all future models.

K.3.3 Arterial and Intersection Capacity Analyses

Arterial and intersection capacity analyses for all study intersections and roadway segments were performed using the industry standard National Academy of Sciences Transportation Research Board's Highway Capacity Manual (HCM) methodology. Performance measures of effectiveness include LOS, V/C ratio, and average vehicle delay (sec/veh). Key performance measures are defined as follows:

LOS is a qualitative measure describing operational conditions of an intersection or any other transportation facility. LOS measures the quality of traffic service and may be determined for intersections, roadway segments, or arterial corridors based on delay, congested speed, V/C ratio, or vehicle density by functional class. Overall delay can be categorized into deceleration delay, stopped delay, and acceleration delay. LOS is a letter designation that corresponds to a certain range of roadway operating conditions ranging from A to F, with A indicating the best operating condition and F indicating the worst (failing) operating condition. LOS for intersections was determined based on HCM signalized and unsignalized average vehicle delay thresholds from Synchro's HCM 2000 reports. Arterial LOS is based on a comparison between modeled travel time and free-flow travel times and was created by using Synchro's arterial reports for each segment and corridor.

The V/C ratio is the ratio of current flow rate to the capacity of the intersection. This ratio is often used to determine sufficiency of capacity on a given roadway. A 1.0 ratio generally indicates that the roadway is operating at capacity. A ratio greater than 1.0 indicates that the facility is operating above capacity, as the number of vehicles exceeds the roadway capacity.

The arterial and intersection capacity analysis for each alternative were used in the air quality analysis and are shown in **Tables K-26 through K-30**.

TABLE K-26
ARTERIAL AND INTERSECTION CAPACITY ANALYSIS, EXISTING CONDITION

| Node | Intersection | AM (PM) | | |
|------|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 80 | Spruce Avenue & Irving Park Road | Signal | | |
| | | 7.9 (4.0) | A (A) | 0.42 (0.48) |
| 90 | Marshall Road & Irving Park Road | Signal | | |
| | | 8.9 (5.7) | A (A) | 0.41 (0.50) |
| 100 | North Church Road & Irving Park Road | Signal | | |
| | | 11.3 (10.7) | B (B) | 0.38 (0.48) |
| 110 | York Road & Irving Park Road | Signal | | |
| | | 37.8 (71.1) | D (E) | 0.75 (0.96) |
| 120 | Irving Park Road & South Access Road | Signal | | |
| | | 10.4 (11.0) | B (B) | 0.61 (0.75) |
| 130 | Taft Avenue & Irving Park Road | Signal | | |
| | | 12.5 (25.1) | B (C) | 0.60 (0.89) |
| 135 | Seymour Avenue & Irving Park Road | Signal | | |
| | | 9.3 (11.3) | A (B) | 0.58 (0.77) |
| 140 | Mannheim Road & Irving Park Road | Signal | | |
| | | 51.8 (44.9) | D (D) | 0.91 (0.94) |
| 200 | York Road & Green Street | Signal | | |
| | | 25.5 (33.5) | C (C) | 0.74 (0.81) |
| 220 | York Road/South Elmhurst Road & Devon Avenue | Signal | | |
| | | 24.6 (28.4) | C (C) | 0.84 (0.85) |
| 300 | South Elmhurst Road & Higgins Road/Touhy Avenue | Signal | | |
| | | 43.3 (48.0) | D (D) | 0.94 (0.98) |
| 310 | South Elmhurst Road & Landmeier Road | Signal | | |
| | | 15.9 (33.1) | B (C) | 0.49 (0.56) |
| 320 | South Elmhurst Road & I-90 EB Ramps | Signal | | |
| | | 22.4 (22.5) | C (C) | 0.55 (0.59) |

| Node | Intersection | AM (PM) | | |
|------|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 330 | South Elmhurst Road & I-90 WB Ramps | Signal | | |
| | | 20.5 (17.8) | C (B) | 0.49 (0.49) |
| 400 | Mount Prospect Road & Touhy Avenue | Signal | | |
| | | 22.8 (25.1) | C (C) | 0.69 (0.81) |
| 410 | Wolf Road & Touhy Avenue | Signal | | |
| | | 16.2 (30.8) | B (C) | 0.62 (0.71) |
| 430 | Lee Street & Touhy Avenue | Signal | | |
| | | 7.1 (11.5) | A (B) | 0.57 (0.66) |
| 440 | Lee Street & Touhy Avenue | Signal | | |
| | | 11.9 (13.2) | B (B) | 0.45 (0.54) |
| 500 | Mannheim Road & Touhy Avenue | Signal | | |
| | | 33.3 (53.5) | C (D) | 0.77 (1.00) |
| 510 | Mannheim Road & Lunt Avenue | Signal | | |
| | | 4.5 (10.1) | A (B) | 0.38 (0.64) |
| 520 | Mannheim Road & Higgins Road | Signal | | |
| | | 34.7 (67.6) | C (E) | 0.88 (1.12) |
| 530 | Mannheim Road & Zemke Boulevard | Signal | | |
| | | 34.8 (35.7) | C (D) | 0.76 (0.90) |
| 588 | Mannheim Road & Lawrence Avenue | Signal | | |
| | | 13.7 (26.9) | B (C) | 0.73 (0.85) |
| 589 | Mannheim Road & Montrose Avenue | Signal | | |
| | | 6.6 (15.3) | A (B) | 0.57 (0.71) |
| 620 | Lee Street & I-90 WB Ramps | Signal | | |
| | | 19.7 (17.9) | B (B) | 0.70 (0.75) |
| 630 | Higgins Road/Lee Street & I-90 EB Ramps | Signal | | |
| | | 5.7 (6.7) | A (A) | 0.51 (0.52) |
| 640 | Patton Drive & Higgins Road | Signal | | |
| | | 8.1 (23.8) | A (C) | 0.57 (0.77) |

| Node | Intersection | AM (PM) | | |
|------|---|-----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 652 | Schilling Road & Zemke Road | Stop (2-Way)* | | |
| | | 11.0 (17.8) | B (C) | 0.05 (0.32) |
| 660 | Patton Drive & Johnson Road | Stop (All-Way) | | |
| | | 8.6 (9.6) | A (A) | 0.36 (0.36) |
| 662 | Patton Drive & Zemke Road | Stop (T Int)* | | |
| | | 10.1 (9.7) | B (A) | 0.08 (0.05) |
| 665 | Bessie Coleman Drive/Schilling Road & Zemke Boulevard | Stop (2-Way)* | | |
| | | 218.5 (>300) | F (F) | 1.23 (2.97) |
| 670 | Bessie Coleman Drive & Lot G Access/Lot H Access | Stop (2-Way)* | | |
| | | 32.1 (62.5) | D (F) | 0.01 (0.07) |
| 675 | Bessie Coleman Drive & Schlitz Road/Lot E Access | Stop (2-Way)* | | |
| | | 69.4 (198.3) | F (F) | 0.51 (1.00) |
| 680 | Bessie Coleman Drive & Rental Car Return | Signal | | |
| | | 8.1 (4.6) | A (A) | 0.25 (0.25) |
| 685 | Bessie Coleman Drive & Taxi Lot Access | Signal | | |
| | | 8.8 (24.6) | A (C) | 0.46 (0.81) |
| 686 | Bessie Coleman Drive & I-190 WB Ramps/Rental Car Return | Signal | | |
| | | 14.1 (24.7) | B (C) | 0.46 (0.79) |
| 688 | Bessie Coleman Drive & I-190 EB Ramps/Balmoral Avenue | Signal | | |
| | | 30.3 (31.8) | C (C) | 0.34 (0.73) |
| 692 | Balmoral Avenue & Service Road | Stop (T Int)* | | |
| | | 9.1 (19.2) | A (C) | 0.06 (0.18) |
| 1000 | York Road & Thorndale Avenue | Signal | | |
| | | 7.4 (29.3) | A (C) | 0.49 (0.97) |
| 1100 | Supreme Drive & South Thorndale Avenue/Thorndale Avenue | Signal | | |
| | | 20.8 (27.5) | C (C) | 0.33 (0.43) |
| 1200 | Supreme Drive & North Thorndale Avenue | Signal | | |
| | | 36.3 (29.1) | D (C) | 0.25 (0.45) |

| Node | Intersection | AM (PM) | | |
|---|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 1300 | Busse Road & North Thorndale Avenue | Signal | | |
| | | 13.3 (19.0) | B (B) | 0.68 (0.67) |
| 1400 | Busse Road & South Thorndale Avenue | Signal | | |
| | | 20.8 (18.2) | C (B) | 0.61 (0.73) |
| 1530 | South Thorndale Avenue & Lively Boulevard | Stop (All-Way) | | |
| | | 7.3 (7.3) | A (A) | 0.08 (0.08) |
| 1700 | North Wood Dale Road & North Thorndale Avenue | Signal | | |
| | | 16.8 (25.5) | B (C) | 0.35 (0.42) |
| 1800 | South Thorndale Avenue & North Wood Dale Road | Signal | | |
| | | 28.1 (18.4) | C (B) | 0.39 (0.35) |
| *The worst stop-controlled movement is reported per HCM guidelines. | | | | |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

TABLE K-27
ARTERIAL AND INTERSECTION CAPACITY ANALYSIS, INTERIM NO ACTION

| Node | Intersection | AM (PM) | | |
|------|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 80 | Spruce Avenue & Irving Park Road | Signal | | |
| | | 9.3 (4.5) | A (A) | 0.45 (0.51) |
| 90 | Marshall Road & Irving Park Road/Irving Park Road | Signal | | |
| | | 11.3 (4.8) | B (A) | 0.50 (0.55) |
| 100 | North Church Road & Irving Park Road | Signal | | |
| | | 12.4 (11.4) | B (B) | 0.47 (0.54) |
| 110 | York Road & Irving Park Road | Signal | | |
| | | 47.1 (68.5) | D (E) | 0.84 (1.04) |
| 120 | Irving Park Road & South Access Road | Signal | | |
| | | 12.5 (10.3) | B (B) | 0.50 (0.54) |

| Node | Intersection | AM (PM) | | |
|------|--|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 130 | Taft Avenue & Irving Park Road | Signal | | |
| | | 23.4 (27.5) | C (C) | 0.70 (0.69) |
| 135 | Seymour Avenue & Irving Park Road | Signal | | |
| | | 4.8 (5.6) | A (A) | 0.51 (0.47) |
| 140 | Mannheim Road & Irving Park Road | Signal | | |
| | | 40.0 (32.8) | D (C) | 0.74 (0.70) |
| 200 | York Road #10/York Road & Green Street | Signal | | |
| | | 25.6 (33.1) | C (C) | 0.66 (0.82) |
| 220 | York Road #10/South Elmhurst Road & Devon Avenue | Signal | | |
| | | 29.5 (27.7) | C (C) | 0.57 (0.67) |
| 300 | South Elmhurst Road & Touhy Avenue | Signal | | |
| | | 38.2 (36.4) | D (D) | 0.75 (0.87) |
| 310 | South Elmhurst Road & Landmeier Road | Signal | | |
| | | 15.2 (26.7) | B (C) | 0.58 (0.70) |
| 320 | South Elmhurst Road & I-90 EB Ramps | Signal | | |
| | | 20.9 (22.7) | C (C) | 0.70 (0.69) |
| 330 | South Elmhurst Road & I-90 WB Ramps | Signal | | |
| | | 22.0 (24.1) | C (C) | 0.67 (0.60) |
| 400 | Mount Prospect Road & Touhy Avenue | Signal | | |
| | | 14.4 (11.1) | B (B) | 0.57 (0.75) |
| 410 | Wolf Road & Touhy Avenue | Signal | | |
| | | 21.0 (25.8) | C (C) | 0.49 (0.69) |
| 430 | Lee Street & Touhy Avenue | Signal | | |
| | | 9.3 (12.9) | A (B) | 0.54 (0.78) |
| 440 | Lee Street & Touhy Avenue | Signal | | |
| | | 14.4 (19.6) | B (B) | 0.55 (0.79) |
| 500 | Mannheim Road & Touhy Avenue | Signal | | |
| | | 19.7 (90.3) | B (F) | 0.65 (1.22) |

| Node | Intersection | AM (PM) | | |
|------|--|----------------|-------|-----------------|
| | | Delay (sec) | LOS | V/C |
| 510 | Mannheim Road & Lunt Avenue | Signal | | |
| | | 12.6 (8.5) | B (A) | 0.41 (0.50) |
| 520 | Mannheim Road & West Higgins Road | Signal | | |
| | | 33.1 (57.7) | C (E) | 0.45 (0.93) |
| 530 | Mannheim Road & Zemke Boulevard | Signal | | |
| | | 24.7 (58.2) | C (E) | 0.34 (0.89) |
| 588 | Mannheim Road & Lawrence Avenue | Signal | | |
| | | 8.4 (17.3) | A (B) | 0.64 (0.59) |
| 589 | Mannheim Road & Montrose Avenue | Signal | | |
| | | 18.3 (30.8) | B (C) | 0.52 (0.83) |
| 600 | Lee Street & Mall Entrance | Signal | | |
| | | 11.8 (13.4) | B (B) | 0.55 (0.65) |
| 620 | Lee Street & I-90 WB Ramps | Signal | | |
| | | 42.0 (21.8) | D (C) | 0.70 (0.72) |
| 630 | West Higgins Road/Lee Street & I-90 EB Ramp | Signal | | |
| | | 35.7 (88.2) | D (F) | 0.58 (1.01) |
| 640 | Patton Drive & West Higgins Road | Signal | | |
| | | 13.1 (19.2) | B (B) | 0.73 (0.68) |
| 652 | Bessie Coleman Drive & Zemke Road | Stop (2-Way) | | |
| | | 10.4 (15.7) | B (C) | 0.05 (0.07) |
| 660 | Patton Drive & Johnson Road | Stop (All-Way) | | |
| | | 13.8 (18.1) | B (C) | 0.71 (0.80) |
| 662 | Patton Drive & Zemke Road | Stop (T Int) | | |
| | | 12.3 (9.0) | B (A) | 0.16 (0.03) |
| 665 | Bessie Coleman Drive & Zemke Boulevard | Stop (2-Way) | | |
| | | 12.0 (>300) | B (F) | 0.33 (9.26) |
| 670 | Bessie Coleman Drive & Lot G Access/Lot H Access | Stop (2-Way) | | |
| | | 25.8 (>300) | D (F) | 0.03 (>2.00) |

| Node | Intersection | AM (PM) | | |
|------|--|-----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 675 | Bessie Coleman Drive & Schlitz Road/Lot E Access | Stop (2-Way) | | |
| | | 13.7 (>300) | B (F) | 0.03 (0.83) |
| 680 | Bessie Coleman Drive & Rental Car Return | Signal | | |
| | | 21.8 (12.2) | C (B) | 0.18 (0.36) |
| 685 | Bessie Coleman Drive & Taxi Lot Access | Signal | | |
| | | 11.2 (10.7) | B (B) | 0.40 (0.32) |
| 686 | Bessie Coleman Drive & I-190 WB Ramps/Rental Car Return | Signal | | |
| | | 39.1 (28.2) | D (C) | 0.44 (0.50) |
| 688 | Bessie Coleman Drive & I-190 EB Ramps/West O'Hare Avenue | Signal | | |
| | | 27.4 (105.6) | C (F) | 0.40 (0.99) |
| 692 | West O'Hare Avenue & Service Road | Stop (T Int) | | |
| | | 0.0 (0.0) | - (-) | - (-) |
| 1000 | York Road & South Thorndale Avenue | Signal | | |
| | | 7.6 (15.2) | A (B) | 0.57 (0.66) |
| 1100 | Supreme Drive & South Thorndale Avenue | Signal | | |
| | | 109.5 (31.2) | F (C) | 0.20 (0.32) |
| 1200 | Supreme Drive & North Thorndale Avenue | Signal | | |
| | | 29.2 (29.6) | C (C) | 0.33 (0.40) |
| 1300 | Busse Road & North Thorndale Avenue | Signal | | |
| | | 19.9 (33.2) | B (C) | 0.81 (0.87) |
| 1400 | Busse Road & South Thorndale Avenue | Signal | | |
| | | 28.2 (18.8) | C (B) | 0.66 (0.79) |
| 1530 | South Thorndale Avenue & Lively Boulevard | Stop (All-Way) | | |
| | | 7.8 (7.9) | A (A) | 0.25 (0.25) |
| 1700 | North Wood Dale Road & North Thorndale Avenue | Signal | | |
| | | 22.1 (35.0) | C (C) | 0.53 (0.75) |
| 1800 | North Wood Dale Road & South Thorndale Avenue | Signal | | |
| | | 25.9 (27.7) | C (C) | 0.65 (0.50) |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

*The worst stop-controlled movement is reported per HCM guidelines.

TABLE K-28
ARTERIAL AND INTERSECTION CAPACITY ANALYSIS, BUILD OUT NO ACTION

| Node | Intersection | AM (PM) | | |
|------|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 80 | Spruce Avenue & Irving Park Road/Irving Park Road | Signal | | |
| | | 8.0 (8.0) | A (A) | 0.45 (0.45) |
| 90 | Marshall Road & Irving Park Road | Signal | | |
| | | 12.6 (12.6) | B (B) | 0.46 (0.46) |
| 100 | North Church Road & Irving Park Road | Signal | | |
| | | 12.2 (12.2) | B (B) | 0.47 (0.47) |
| 110 | York Road & Irving Park Road | Signal | | |
| | | 30.0 (30.0) | C (C) | 0.70 (0.70) |
| 115 | I-490 SB On-ramp/I-490 SB Off-ramp & Irving Park Road | Signal | | |
| | | 45.0 (45.0) | D (D) | 0.84 (0.84) |
| 120 | Irving Park Road & I-490 NB On-ramp/South Access Road | Signal | | |
| | | 36.4 (36.4) | D (D) | 0.68 (0.68) |
| 130 | Taft Avenue & Irving Park Road | Signal | | |
| | | 25.8 (25.8) | C (C) | 0.64 (0.64) |
| 135 | Seymour Avenue & Irving Park Road | Signal | | |
| | | 4.8 (4.8) | A (A) | 0.39 (0.39) |
| 140 | Mannheim Road & Irving Park Road | Signal | | |
| | | 37.4 (37.4) | D (D) | 0.66 (0.66) |
| 200 | York Road & Green Street | Signal | | |
| | | 15.9 (15.9) | B (B) | 0.53 (0.53) |
| 210 | York Road & Ramp Q5 | Signal | | |
| | | 0.1 (0.1) | A (A) | 0.23 (0.23) |
| 220 | York Road/South Elmhurst Road & Devon Avenue | Signal | | |

| Node | Intersection | AM (PM) | | |
|------|--|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| | | 26.9 (26.9) | C (C) | 0.33 (0.33) |
| 230 | South Elmhurst Road & Greenleaf Road | Signal | | |
| | | 28.9 (28.9) | C (C) | 0.63 (0.63) |
| 240 | South Elmhurst Road & Estes Avenue/Old Higgins Road | Signal | | |
| | | 30.0 (30.0) | C (C) | 0.53 (0.53) |
| 300 | South Elmhurst Road & East Higgins Road/Touhy Avenue | Signal | | |
| | | 24.2 (24.2) | C (C) | 0.47 (0.47) |
| 310 | South Elmhurst Road & Landmeier Road | Signal | | |
| | | 14.5 (14.5) | B (B) | 0.51 (0.51) |
| 320 | South Elmhurst Road & I-90 EB Ramps | Signal | | |
| | | 19.5 (19.5) | B (B) | 0.54 (0.54) |
| 330 | South Elmhurst Road & I-90 WB Ramps | Signal | | |
| | | 27.8 (27.8) | C (C) | 0.67 (0.67) |
| 340 | Old Higgins Road & Touhy Avenue | Signal | | |
| | | 12.0 (12.0) | B (B) | 0.47 (0.47) |
| 350 | I-490 NB off-ramp & Touhy Avenue | Signal | | |
| | | 19.7 (19.7) | B (B) | 0.58 (0.58) |
| 400 | Mount Prospect Road & Touhy Avenue | Signal | | |
| | | 17.4 (17.4) | B (B) | 0.72 (0.72) |
| 410 | Wolf Road & Touhy Avenue | Signal | | |
| | | 27.7 (27.7) | C (C) | 0.63 (0.63) |
| 430 | Lee Street & Touhy Avenue | Signal | | |
| | | 10.9 (10.9) | B (B) | 0.36 (0.36) |
| 440 | Lee Street & Touhy Avenue | Signal | | |
| | | 24.8 (24.8) | C (C) | 0.67 (0.67) |
| 500 | Mannheim Road & Touhy Avenue | Signal | | |
| | | 21.6 (21.6) | C (C) | 0.60 (0.60) |
| 510 | Mannheim Road & Lunt Avenue | Signal | | |

| Node | Intersection | AM (PM) | | |
|------|--|------------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| | | 11.2 (11.2) | B (B) | 0.40 (0.40) |
| 520 | Mannheim Road & West Higgins Road | Signal | | |
| | | 30.3 (30.3) | C (C) | 0.41 (0.41) |
| 530 | Mannheim Road & Zemke Boulevard | Signal | | |
| | | 53.9 (53.9) | D (D) | 0.53 (0.53) |
| 588 | Mannheim Road & Lawrence Avenue | Signal | | |
| | | 20.8 (20.8) | C (C) | 0.69 (0.69) |
| 589 | Mannheim Road & Montrose Avenue | Signal | | |
| | | 18.4 (18.4) | B (B) | 0.47 (0.47) |
| 600 | Lee Street & Mall Entrance | Signal | | |
| | | 36.1 (36.1) | D (D) | 0.59 (0.59) |
| 620 | Lee Street & I-90 WB Ramps | Signal | | |
| | | 27.7 (27.7) | C (C) | 0.53 (0.53) |
| 630 | West Higgins Road/Lee Street & I-90 EB Ramps | Signal | | |
| | | 28.3 (28.3) | C (C) | 0.53 (0.53) |
| 640 | Patton Drive & West Higgins Road | Signal | | |
| | | 8.7 (8.7) | A (A) | 0.26 (0.26) |
| 652 | Bessie Coleman Drive & Zemke Road | Stop (2-Way) | | |
| | | 15.1 (15.1) | C (C) | 0.14 (0.14) |
| 660 | Patton Drive & Johnson Road | Stop (All-Way) | | |
| | | 10.0 (10.0) | B (B) | 0.46 (0.46) |
| 662 | Patton Drive & Zemke Road | Stop (T Int) | | |
| | | 11.4 (11.4) | B (B) | 0.10 (0.10) |
| 665 | Bessie Coleman Drive & Zemke Boulevard | Stop (2-Way) | | |
| | | 144.3 (144.3) | F (F) | 1.14 (1.14) |
| 670 | Bessie Coleman Drive & Lot G Access/Lot H Access | Stop (2-Way) | | |
| | | 19.7 (19.7) | C (C) | 0.15 (0.15) |
| 675 | Bessie Coleman Drive & Schlitz Road/Lot E Access | Stop (2-Way) | | |

| Node | Intersection | AM (PM) | | |
|------|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| | | 24.0 (24.0) | C (C) | 0.05 (0.05) |
| 680 | Bessie Coleman Drive & Rental Car Return | Signal | | |
| | | 11.6 (11.6) | B (B) | 0.19 (0.19) |
| 685 | Bessie Coleman Drive & Taxi Lot Access | Signal | | |
| | | 9.4 (9.4) | A (A) | 0.46 (0.46) |
| 686 | Bessie Coleman Drive & I-190 WB Ramps/Rental Car Return | Signal | | |
| | | 34.5 (34.5) | C (C) | 0.51 (0.51) |
| 688 | Bessie Coleman Drive & I-190 EB Ramps/West O'Hare Ave | Signal | | |
| | | 28.4 (28.4) | C (C) | 0.36 (0.36) |
| 692 | West O'Hare Avenue & Service Road | Stop (T Int) | | |
| | | 9.6 (9.6) | A (A) | 0.06 (0.06) |
| 694 | West O'Hare Avenue & Mannheim Road SB Ramp | Stop (2-Way) | | |
| | | 11.0 (11.0) | B (B) | 0.07 (0.07) |
| 1000 | York Road & South Thorndale Avenue | Signal | | |
| | | 4.2 (4.2) | A (A) | 0.26 (0.26) |
| 1100 | Supreme Drive & South Thorndale Avenue | Signal | | |
| | | 40.6 (40.6) | D (D) | 0.11 (0.11) |
| 1200 | Supreme Drive & North Thorndale Avenue/North Thorndale Avenue | Signal | | |
| | | 43.3 (43.3) | D (D) | 0.38 (0.38) |
| 1300 | Busse Road & North Thorndale Avenue | Signal | | |
| | | 34.8 (34.8) | C (C) | 0.75 (0.75) |
| 1400 | Busse Road & South Thorndale Avenue | Signal | | |
| | | 20.5 (20.5) | C (C) | 0.60 (0.60) |
| 1530 | South Thorndale Avenue & Lively Boulevard | Stop (All-Way) | | |
| | | 7.9 (7.9) | A (A) | 0.26 (0.26) |
| 1700 | North Wood Dale Road & North Thorndale Avenue | Signal | | |
| | | 22.8 (22.8) | C (C) | 0.48 (0.48) |

| Node | Intersection | AM (PM) | | |
|------|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 1800 | North Wood Dale Road & South Thorndale Avenue | Signal | | |
| | | 41.0 (41.0) | D (D) | 0.55 (0.55) |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

*The worst stop-controlled movement is reported per HCM guidelines.

TABLE K-29
ARTERIAL AND INTERSECTION CAPACITY ANALYSIS, INTERIM PROPOSED ACTION

| Node | Intersection | AM (PM) | | |
|------|--------------------------------------|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 80 | Spruce Avenue & Irving Park Road | Signal | | |
| | | 9.3 (4.5) | A (A) | 0.45 (0.51) |
| 90 | Marshall Road & Irving Park Road | Signal | | |
| | | 11.3 (4.8) | B (A) | 0.50 (0.55) |
| 100 | North Church Road & Irving Park Road | Signal | | |
| | | 12.3 (11.3) | B (B) | 0.47 (0.54) |
| 110 | York Road & Irving Park Road | Signal | | |
| | | 60.9 (62.8) | E (E) | 0.86 (0.83) |
| 120 | Irving Park Road & South Access Road | Signal | | |
| | | 12.7 (10.4) | B (B) | 0.50 (0.56) |
| 130 | Taft Avenue & Irving Park Road | Signal | | |
| | | 21.6 (28.2) | C (C) | 0.71 (0.73) |
| 135 | Seymour Avenue & Irving Park Road | Signal | | |
| | | 4.6 (5.5) | A (A) | 0.51 (0.52) |
| 140 | Mannheim Road & Irving Park Road | Signal | | |
| | | 40.9 (33.1) | D (C) | 0.75 (0.71) |
| 200 | York Road & Green Street | Signal | | |
| | | 25.2 (32.9) | C (C) | 0.69 (0.80) |

| Node | Intersection | AM (PM) | | |
|------|---|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 220 | York Road/South Elmhurst Road & Devon Avenue | Signal | | |
| | | 37.7 (49.9) | D (D) | 0.59 (0.60) |
| 300 | South Elmhurst Road & Higgins Road/Touhy Avenue | Signal | | |
| | | 37.6 (41.1) | D (D) | 0.80 (0.84) |
| 310 | South Elmhurst Road & Landmeier Road | Signal | | |
| | | 15.7 (25.2) | B (C) | 0.62 (0.67) |
| 320 | South Elmhurst Road & I-90 EB Ramps | Signal | | |
| | | 22.4 (25.0) | C (C) | 0.72 (0.64) |
| 330 | South Elmhurst Road & I-90 WB Ramps | Signal | | |
| | | 20.9 (23.8) | C (C) | 0.67 (0.60) |
| 400 | Mount Prospect Road & Touhy Avenue | Signal | | |
| | | 14.9 (11.3) | B (B) | 0.65 (0.59) |
| 410 | Wolf Road & Touhy Avenue | Signal | | |
| | | 19.2 (26.2) | B (C) | 0.56 (0.54) |
| 430 | Lee Street & Touhy Avenue | Signal | | |
| | | 10.9 (13.5) | B (B) | 0.64 (0.56) |
| 440 | Lee Street & Touhy Avenue | Signal | | |
| | | 13.9 (20.2) | B (C) | 0.50 (0.59) |
| 500 | Mannheim Road & Touhy Avenue | Signal | | |
| | | 18.8 (41.1) | B (D) | 0.74 (0.98) |
| 510 | Mannheim Road & Lunt Avenue | Signal | | |
| | | 11.1 (8.0) | B (A) | 0.40 (0.40) |
| 520 | Mannheim Road & Higgins Road | Signal | | |
| | | 31.5 (39.1) | C (D) | 0.64 (0.70) |
| 530 | Mannheim Road & Zemke Boulevard | Signal | | |
| | | 31.0 (40.2) | C (D) | 0.52 (0.66) |
| 588 | Mannheim Road & Lawrence Avenue | Signal | | |
| | | 8.8 (15.8) | A (B) | 0.63 (0.60) |

| Node | Intersection | AM (PM) | | |
|------|--|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 589 | Mannheim Road & Montrose Avenue | Signal | | |
| | | 17.6 (30.5) | B (C) | 0.52 (0.85) |
| 620 | Lee Street & I-90 WB Ramps | Signal | | |
| | | 21.1 (17.8) | C (B) | 0.69 (0.64) |
| 630 | Higgins Road/Lee Street & I-90 EB Ramps | Signal | | |
| | | 42.7 (47.8) | D (D) | 0.85 (0.85) |
| 640 | Patton Drive & Higgins Road | Signal | | |
| | | 11.8 (11.9) | B (B) | 0.69 (0.49) |
| 652 | Schilling Road & Zemke Road | Stop (2-Way) | | |
| | | 11.7 (16.3) | B (C) | 0.06 (0.29) |
| 660 | Patton Drive & Johnson Road | Stop (All-Way) | | |
| | | 12.6 (14.2) | B (B) | 0.66 (0.70) |
| 662 | Patton Drive & Zemke Road | Stop (T Int) | | |
| | | 11.4 (11.1) | B (B) | 0.10 (0.16) |
| 665 | Bessie Coleman Drive/Schilling Road & Zemke Boulevard | Stop (2-Way) | | |
| | | >300 (>300) | F (F) | 1.61 (2.75) |
| 670 | Bessie Coleman Drive & Lot G Access/Lot H Access | Stop (2-Way) | | |
| | | 27.3 (69.3) | D (F) | 0.27 (0.60) |
| 675 | Bessie Coleman Drive & Schlitz Road/Lot E Access | Stop (2-Way) | | |
| | | 32.2 (>300) | D (F) | 0.29 (1.62) |
| 680 | Bessie Coleman Drive & Rental Car Return | Signal | | |
| | | 14.5 (11.7) | B (B) | 0.23 (0.24) |
| 685 | Bessie Coleman Drive & Taxi Lot Access | Signal | | |
| | | 17.6 (8.6) | B (A) | 0.54 (0.29) |
| 686 | Bessie Coleman Drive & I-190 WB Ramps/Rental Car Return | Signal | | |
| | | 14.9 (23.5) | B (C) | 0.45 (0.54) |
| 688 | Bessie Coleman Drive & I-190 EB Ramps/West O'Hare Avenue | Signal | | |
| | | 28.8 (41.0) | C (D) | 0.47 (0.81) |

| Node | Intersection | AM (PM) | | |
|------|---|-----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| 692 | West O'Hare Avenue & Service Road | Stop (T Int) | | |
| | | 10.2 (10.1) | B (B) | 0.07 (0.08) |
| 1000 | York Road & Thorndale Avenue | Signal | | |
| | | 6.9 (15.5) | A (B) | 0.60 (0.63) |
| 1100 | Supreme Drive & South Thorndale Avenue/Thorndale Avenue | Signal | | |
| | | 103.0 (31.2) | F (C) | 0.20 (0.32) |
| 1200 | Supreme Drive & North Thorndale Avenue | Signal | | |
| | | 29.2 (30.4) | C (C) | 0.33 (0.38) |
| 1300 | Busse Road & North Thorndale Avenue | Signal | | |
| | | 19.9 (32.3) | B (C) | 0.81 (0.86) |
| 1400 | Busse Road & South Thorndale Avenue | Signal | | |
| | | 28.2 (18.7) | C (B) | 0.66 (0.79) |
| 1530 | South Thorndale Avenue & Lively Boulevard | Stop (All-Way) | | |
| | | 7.8 (7.9) | A (A) | 0.25 (0.25) |
| 1700 | North Wood Dale Road & North Thorndale Avenue | Signal | | |
| | | 22.1 (34.9) | C (C) | 0.53 (0.75) |
| 1800 | South Thorndale Avenue & North Wood Dale Road | Signal | | |
| | | 25.9 (27.7) | C (C) | 0.65 (0.50) |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

*The worst stop-controlled movement is reported per HCM guidelines.

TABLE K-30
ARTERIAL AND INTERSECTION CAPACITY ANALYSIS, BUILD OUT PROPOSED ACTION

| Node | Intersection (<i>New intersections are shown italicized</i>) | AM (PM) | | |
|------|--|-------------|-----|-----|
| | | Delay (sec) | LOS | V/C |
| 80 | Spruce Avenue & Irving Park Road | Signal | | |

| Node | Intersection (<i>New intersections are shown italicized</i>) | AM (PM) | | |
|------|---|-----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| | | 7.9 (7.7) | A (A) | 0.44 (0.55) |
| 90 | Marshall Road & Irving Park Road | Signal | | |
| | | 12.5 (9.6) | B (A) | 0.45 (0.57) |
| 100 | North Church Road & Irving Park Road | Signal | | |
| | | 11.8 (16.2) | B (B) | 0.46 (0.63) |
| 110 | York Road & Irving Park Road | Signal | | |
| | | 30.7 (47.8) | C (D) | 0.69 (0.93) |
| 115 | <i>I-490 Southbound On- & Off-ramp & Irving Park Road</i> | Signal | | |
| | | 53.0 (60.4) | D (E) | 0.70 (1.08) |
| 120 | Irving Park Road & South Access Road | Signal | | |
| | | 17.2 (15.3) | B (B) | 0.52 (0.51) |
| 130 | Taft Avenue & Irving Park Road | Signal | | |
| | | 21.3 (29.2) | C (C) | 0.67 (0.76) |
| 135 | Seymour Avenue & Irving Park Road | Signal | | |
| | | 4.1 (4.9) | A (A) | 0.53 (0.58) |
| 140 | Mannheim Road & Irving Park Road | Signal | | |
| | | 44.6 (41.9) | D (D) | 0.77 (0.75) |
| 200 | York Road & Green Street | Signal | | |
| | | 17.7 (21.8) | B (C) | 0.39 (0.79) |
| 210 | <i>York Road & Ramp Q5</i> | Signal | | |
| | | 2.7 (4.5) | A (A) | 0.32 (0.41) |
| 220 | York Road/South Elmhurst Road & Devon Avenue | Signal | | |
| | | 26.1 (24.3) | C (C) | 0.43 (0.61) |
| 230 | South Elmhurst Road & Greenleaf Road | Signal | | |
| | | 26.2 (106.7) | C (F) | 0.70 (1.29) |
| 240 | South Elmhurst Road & Old Higgins Road/Estes Road | Signal | | |
| | | 29.9 (34.7) | C (C) | 0.61 (0.80) |
| 300 | South Elmhurst Road & Higgins Road/Touhy Avenue | Signal | | |

| Node | Intersection (<i>New intersections are shown italicized</i>) | AM (PM) | | |
|------|--|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| | | 24.4 (28.7) | C (C) | 0.54 (0.65) |
| 310 | South Elmhurst Road & Landmeier Road | Signal | | |
| | | 13.1 (19.6) | B (B) | 0.49 (0.73) |
| 320 | South Elmhurst Road & I-90 EB Ramps | Signal | | |
| | | 17.2 (22.7) | B (C) | 0.54 (0.52) |
| 330 | South Elmhurst Road & I-90 WB Ramps | Signal | | |
| | | 22.8 (29.4) | C (C) | 0.58 (0.77) |
| 340 | <i>Old Higgins Road & Touhy Avenue</i> | Signal | | |
| | | 21.1 (14.4) | C (B) | 0.52 (0.61) |
| 350 | <i>I-490 Northbound Off-ramp & Touhy Avenue</i> | Signal | | |
| | | 24.9 (14.5) | C (B) | 0.76 (0.50) |
| 400 | Mount Prospect Road & Touhy Avenue | Signal | | |
| | | 18.0 (21.8) | B (C) | 0.72 (0.78) |
| 410 | Wolf Road & Touhy Avenue | Signal | | |
| | | 26.0 (31.3) | C (C) | 0.71 (0.78) |
| 430 | Lee Street & Touhy Avenue | Signal | | |
| | | 7.6 (8.9) | A (A) | 0.44 (0.49) |
| 440 | Lee Street & Touhy Avenue | Signal | | |
| | | 12.2 (17.1) | B (B) | 0.43 (0.55) |
| 500 | Mannheim Road & Touhy Avenue | Signal | | |
| | | 19.9 (30.8) | B (C) | 0.64 (0.86) |
| 510 | Mannheim Road & Lunt Avenue | Signal | | |
| | | 10.7 (9.6) | B (A) | 0.34 (0.48) |
| 520 | Mannheim Road & Higgins Road | Signal | | |
| | | 30.3 (32.8) | C (C) | 0.48 (0.61) |
| 530 | Mannheim Road & Zemke Boulevard | Signal | | |
| | | 27.5 (29.0) | C (C) | 0.39 (0.56) |
| 588 | Mannheim Road & Lawrence Road | Signal | | |

| Node | Intersection (<i>New intersections are shown italicized</i>) | AM (PM) | | |
|------|--|----------------|-------|----------------|
| | | Delay (sec) | LOS | V/C |
| | | 18.5 (29.8) | B (C) | 0.73 (0.86) |
| 589 | Mannheim Road & Montrose Avenue | Signal | | |
| | | 16.1 (21.8) | B (C) | 0.55 (0.69) |
| 600 | Lee Street & Mall Entrance | Signal | | |
| | | 16.8 (10.8) | B (B) | 0.57 (0.52) |
| 620 | Lee Street & I-90 WB Ramps | Signal | | |
| | | 18.0 (23.6) | B (C) | 0.60 (0.39) |
| 630 | Higgins Road/Lee Street & I-90 EB Ramps | Signal | | |
| | | 26.3 (30.4) | C (C) | 0.64 (0.39) |
| 640 | Patton Drive & Higgins Road | Signal | | |
| | | 9.2 (12.8) | A (B) | 0.38 (0.49) |
| 652 | Schilling Road & Zemke Road | Stop (2-Way) | | |
| | | 13.0 (12.7) | B (B) | 0.13 (0.07) |
| 660 | Patton Drive & Johnson Road | Stop (All-Way) | | |
| | | 8.8 (9.4) | A (A) | 0.26 (0.37) |
| 662 | Patton Drive & Zemke Road | Stop (T Int) | | |
| | | 11.4 (10.9) | B (B) | 0.10 (0.10) |
| 665 | Bessie Coleman Drive/Schilling Road & Zemke Boulevard | Stop (2-Way) | | |
| | | 15.6 (63.0) | C (F) | 0.26 (0.85) |
| 670 | Bessie Coleman Drive & Lot G Access/Lot H Access | Stop (2-Way) | | |
| | | 13.1 (18.5) | B (C) | 0.10 (0.14) |
| 675 | Bessie Coleman Drive & Schlitz Road/Lot E Access | Stop (2-Way) | | |
| | | 14.4 (49.0) | B (E) | 0.03 (0.47) |
| 680 | Bessie Coleman Drive & Rental Car Return | Signal | | |
| | | 21.6 (16.6) | C (B) | 0.13 (0.26) |
| 685 | Bessie Coleman Drive & Taxi Lot Access | Signal | | |
| | | 13.6 (13.5) | B (B) | 0.41 (0.38) |
| 686 | Bessie Coleman Drive & I-190 WB Ramps/Rental Car Return | Signal | | |

| Node | Intersection (<i>New intersections are shown italicized</i>) | AM (PM) | | |
|---|--|----------------|-------|-------------|
| | | Delay (sec) | LOS | V/C |
| | | 21.4 (28.4) | C (C) | 0.55 (0.64) |
| 688 | Bessie Coleman Drive & I-190 EB Ramps/W. O'Hare Ave | Signal | | |
| | | 35.4 (40.6) | D (D) | 0.33 (0.77) |
| 692 | West O'Hare Avenue & Service Road | Stop (T Int) | | |
| | | 9.6 (10.0) | A (A) | 0.06 (0.06) |
| 693 | West O'Hare Avenue & Airport Exit Roadway | Stop (T Int) | | |
| | | 16.5 (26.4) | C (D) | 0.22 (0.45) |
| 694 | West O'Hare Avenue & Manheim Road SB Entrance | Stop (T Int) | | |
| | | 19.1 (>200) | C (F) | 0.25 (>2.0) |
| 1000 | York Road & Thorndale Avenue | Signal | | |
| | | 2.8 (11.0) | A (B) | 0.34 (0.64) |
| 1100 | Supreme Drive & South Thorndale Avenue/Thorndale Avenue | Signal | | |
| | | 43.1 (28.7) | D (C) | 0.09 (0.25) |
| 1200 | Supreme Drive & North Thorndale Avenue | Signal | | |
| | | 41.3 (46.9) | D (D) | 0.30 (0.24) |
| 1300 | Busse Road & North Thorndale Avenue | Signal | | |
| | | 20.8 (25.8) | C (C) | 0.58 (0.80) |
| 1400 | Busse Road & South Thorndale Avenue | Signal | | |
| | | 22.3 (15.1) | C (B) | 0.60 (0.68) |
| 1530 | South Thorndale Avenue & Lively Boulevard | Stop (All-Way) | | |
| | | 7.9 (7.4) | A (A) | 0.26 (0.14) |
| 1700 | North Wood Dale Road & North Thorndale Avenue | Signal | | |
| | | 22.0 (38.1) | C (D) | 0.47 (0.75) |
| 1800 | South Thorndale Avenue & North Wood Dale Road | Signal | | |
| | | 40.8 (27.4) | D (C) | 0.55 (0.52) |
| Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo | | | | |
| *The worst stop-controlled movement is reported per HCM guidelines. | | | | |

K.3.4 Operational Impacts for Off-Airport Roadway Intersections

An operational impact comparison was made for the off-airport roadway intersections. The purpose of the comparison is to determine whether any degradation in LOS and capacity ratios resulted between the Existing Condition up to and including the Build Out Proposed Action. Based on the results in **Table K-31**, which shows the LOS, V/C, and capacity ratios for the off-airport roadway intersections, no negative impacts result from the Proposed Action.

TABLE K-31
OFF-AIRPORT ROADWAY INTERSECTIONS

| Node | Intersection | Existing Condition | | | Interim No Action | | | Interim Proposed Action | | | Build Out No Action | | | Build Out Proposed Action | | |
|------|---|--------------------|-------|-------------|-------------------|-------|-------------|-------------------------|-------|-------------|---------------------|-------|-------------|---------------------------|-------|-------------|
| | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | |
| | | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C |
| 80 | Spruce Avenue & Irving Park Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 7.9 (4.0) | A (A) | 0.42 (0.48) | 7.9 (3.8) | A (A) | 0.48 (0.53) | 7.9 (3.9) | A (A) | 0.48 (0.51) | 7.7 (4.1) | A (A) | 0.48 (0.51) | 7.9 (4.1) | A (A) | 0.45 (0.51) |
| 90 | Marshall Road & Irving Park Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 8.9 (5.7) | A (A) | 0.41 (0.50) | 10.2 (4.5) | B (A) | 0.51 (0.56) | 10.3 (4.5) | B (A) | 0.51 (0.54) | 11.4 (5.5) | B (A) | 0.47 (0.54) | 11.1 (5.5) | B (A) | 0.44 (0.54) |
| 100 | North Church Road & Irving Park Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 11.3 (10.7) | B (B) | 0.38 (0.48) | 11.1 (12.4) | B (B) | 0.49 (0.54) | 11.2 (12.3) | B (B) | 0.49 (0.51) | 10.7 (11.8) | B (B) | 0.45 (0.53) | 10.3 (11.8) | B (B) | 0.41 (0.53) |
| 110 | York Road & Irving Park Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 37.8 (71.1) | D (E) | 0.75 (0.96) | 42.6 (76.1) | D (E) | 0.89 (0.96) | 45.9 (71.5) | D (E) | 0.94 (0.96) | 30.0 (47.7) | C (D) | 0.64 (0.94) | 30.7 (56.1) | C (E) | 0.76 (1.00) |
| 115 | I-490 Southbound On & Off-ramp & Irving Park Road | | | | | | | | | | Signal | | | Signal | | |
| | | | | | | | | | | | 39.1 (65.6) | D (E) | 0.70 (0.81) | 62.5 (55.2) | E (E) | 0.59 (0.95) |
| 120 | Irving Park Road & South Access Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 10.4 (11.0) | B (B) | 0.61 (0.75) | 8.6 (10.6) | A (B) | 0.57 (0.66) | 8.3 (11.4) | A (B) | 0.59 (0.66) | 22.7 (18.6) | C (B) | 0.77 (0.61) | 20.9 (18.3) | C (B) | 0.62 (0.67) |
| 130 | Taft Avenue & Irving Park Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 12.5 (25.1) | B (C) | 0.60 (0.89) | 14.1 (32.3) | B (C) | 0.59 (0.74) | 16.5 (30.0) | B (C) | 0.62 (0.74) | 22.1 (32.2) | C (C) | 0.55 (0.74) | 22.4 (33.6) | C (C) | 0.73 (0.71) |
| 135 | Seymour Avenue & Irving Park Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 9.3 (11.3) | A (B) | 0.58 (0.77) | 10.1 (19.4) | B (B) | 0.61 (0.67) | 9.8 (14.0) | A (B) | 0.62 (0.66) | 12.3 (13.8) | B (B) | 0.41 (0.63) | 17.1 (14.4) | B (B) | 0.68 (0.63) |
| 140 | Mannheim Road & Irving Park Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 51.8 (44.9) | D (D) | 0.91 (0.94) | 42.0 (38.2) | D (D) | 0.80 (0.71) | 43.3 (37.6) | D (D) | 0.86 (0.74) | 35.5 (41.0) | D (D) | 0.67 (0.75) | 43.1 (41.7) | D (D) | 0.85 (0.78) |
| 200 | York Road & Green Street | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 25.5 (33.5) | C (C) | 0.74 (0.81) | 36.2 (31.7) | D (C) | 0.82 (0.78) | 43.8 (31.0) | D (C) | 0.88 (0.76) | 25.2 (25.5) | C (C) | 0.72 (0.82) | 23.9 (32.8) | C (C) | 0.61 (0.95) |
| 210 | York Road & Ramp Q5 | | | | | | | | | | Signal | | | Signal | | |
| | | | | | | | | | | | 0.2 (0.2) | A (A) | 0.39 (0.35) | 0.3 (0.2) | A (A) | 0.46 (0.37) |
| 220 | York Road/South Elmhurst Road & Devon Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 24.6 (28.4) | C (C) | 0.84 (0.85) | 18.8 (25.5) | B (C) | 0.72 (0.88) | 16.2 (21.5) | B (C) | 0.74 (0.82) | 21.7 (36.3) | C (D) | 0.55 (0.56) | 21.7 (31.2) | C (C) | 0.61 (0.55) |
| 230 | South Elmhurst Road & Greenleaf Avenue | | | | | | | | | | Signal | | | Signal | | |
| | | | | | | | | | | | 34.1 (43.5) | C (D) | 0.80 (0.84) | 36.3 (39.3) | D (D) | 0.87 (0.81) |

| Node | Intersection | Existing Condition | | | Interim No Action | | | Interim Proposed Action | | | Build Out No Action | | | Build Out Proposed Action | | |
|------|---|--------------------|-------|----------------|-------------------|-------|----------------|-------------------------|-------|----------------|---------------------|-------|----------------|---------------------------|-------|----------------|
| | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | |
| | | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C |
| 240 | South Elmhurst Road & Old Higgins Road/Estes Avenue | | | | | | | | | | Signal | | | Signal | | |
| | | | | | | | | | | | 24.6 (49.7) | C (D) | 0.61 (0.63) | 25.8 (43.9) | C (D) | 0.68 (0.62) |
| 300 | South Elmhurst Road & Higgins Road/Touhy Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 43.3 (48.0) | D (D) | 0.94 (0.98) | 40.8 (44.4) | D (D) | 0.90 (0.96) | 43.9 (44.3) | D (D) | 0.95 (0.92) | 28.0 (30.5) | C (C) | 0.62 (0.48) | 28.4 (32.0) | C (C) | 0.62 (0.47) |
| 310 | South Elmhurst Road & Landmeier Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 15.9 (33.1) | B (C) | 0.49 (0.56) | 15.6 (26.0) | B (C) | 0.65 (0.81) | 15.4 (25.4) | B (C) | 0.69 (0.81) | 13.5 (27.4) | B (C) | 0.51 (0.67) | 10.6 (36.0) | B (D) | 0.48 (0.63) |
| 320 | South Elmhurst Road & I-90 EB Ramps | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 22.4 (22.5) | C (C) | 0.55 (0.59) | 27.5 (28.9) | C (C) | 0.87 (0.85) | 28.5 (32.4) | C (C) | 0.90 (0.82) | 20.8 (26.1) | C (C) | 0.59 (0.62) | 18.3 (25.4) | B (C) | 0.57 (0.62) |
| 330 | South Elmhurst Road & I-90 WB Ramps | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 20.5 (17.8) | C (B) | 0.49 (0.49) | 28.0 (33.5) | C (C) | 0.76 (0.85) | 29.0 (30.8) | C (C) | 0.78 (0.88) | 26.1 (18.1) | C (B) | 0.65 (0.56) | 23.5 (18.9) | C (B) | 0.61 (0.55) |
| 340 | Old Higgins Road & Touhy Avenue | | | | | | | | | | Signal | | | Signal | | |
| | | | | | | | | | | | 12.7 (18.8) | B (B) | 0.52 (0.58) | 14.4 (13.7) | B (B) | 0.60 (0.53) |
| 350 | I-490 Northbound Off-ramp & Touhy Avenue | | | | | | | | | | Signal | | | Signal | | |
| | | | | | | | | | | | 18.0 (14.6) | B (B) | 0.62 (0.46) | 22.9 (16.4) | C (B) | 0.80 (0.49) |
| 400 | Mount Prospect Road & Touhy Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 22.8 (25.1) | C (C) | 0.69 (0.81) | 16.1 (13.2) | B (B) | 0.71 (0.72) | 17.6 (15.3) | B (B) | 0.80 (0.60) | 16.7 (27.5) | B (C) | 0.76 (0.85) | 24.4 (25.3) | C (C) | 0.80 (0.73) |
| 410 | Wolf Road & Touhy Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 16.2 (30.8) | B (C) | 0.62 (0.71) | 22.2 (23.4) | C (C) | 0.65 (0.62) | 21.8 (26.0) | C (C) | 0.75 (0.50) | 19.3 (27.5) | B (C) | 0.62 (0.63) | 23.3 (30.0) | C (C) | 0.79 (0.56) |
| 430 | Lee Street & Touhy Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 7.1 (11.5) | A (B) | 0.57 (0.66) | 12.1 (16.6) | B (B) | 0.70 (0.75) | 15.8 (13.9) | B (B) | 0.84 (0.59) | 15.1 (18.0) | B (B) | 0.65 (0.67) | 10.8 (17.1) | B (B) | 0.78 (0.66) |
| 440 | Lee Street & Touhy Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 11.9 (13.2) | B (B) | 0.45 (0.54) | 16.0 (22.4) | B (C) | 0.47 (0.71) | 15.5 (24.3) | B (C) | 0.46 (0.69) | 17.2 (24.3) | B (C) | 0.40 (0.51) | 18.7 (26.7) | B (C) | 0.33 (0.50) |
| 500 | Mannheim Road & Touhy Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 33.3 (53.5) | C (D) | 0.77 (1.00) | 28.2 (59.0) | C (E) | 0.76 (1.03) | 30.4 (66.0) | C (E) | 0.89 (1.04) | 38.5 (46.6) | D (D) | 0.70 (0.90) | 37.6 (35.5) | D (D) | 0.74 (0.91) |
| 510 | Mannheim Road & Lunt Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 4.5 (10.1) | A (B) | 0.38 (0.64) | 14.2 (11.3) | B (B) | 0.38 (0.59) | 11.7 (11.4) | B (B) | 0.43 (0.65) | 7.8 (13.4) | A (B) | 0.31 (0.47) | 7.0 (11.7) | A (B) | 0.36 (0.47) |
| 520 | Mannheim Road & Higgins Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 34.7 (67.6) | C (E) | 0.88 (1.12) | 38.0 (64.0) | D (E) | 0.92 (1.13) | 78.4 (49.6) | E (D) | 1.29 (0.95) | 30.3 (34.3) | C (C) | 0.49 (0.70) | 32.4 (56.4) | C (E) | 0.71 (1.07) |
| 530 | Mannheim Road & Zemke Boulevard | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |

| Node | Intersection | Existing Condition | | | Interim No Action | | | Interim Proposed Action | | | Build Out No Action | | | Build Out Proposed Action | | |
|------|---|--------------------|-------|----------------|-------------------|-------|----------------|-------------------------|-------|----------------|---------------------|-------|----------------|---------------------------|-------|----------------|
| | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | |
| | | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C |
| | | 34.8 (35.7) | C (D) | 0.76 (0.90) | 21.8 (67.8) | C (E) | 0.59 (1.06) | 42.5 (45.3) | D (D) | 0.84 (0.78) | 32.5 (28.4) | C (C) | 0.51 (0.83) | 25.5 (36.3) | C (D) | 0.43 (0.68) |
| 588 | Mannheim Road & Lawrence Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 13.7 (26.9) | B (C) | 0.73 (0.85) | 10.3 (21.6) | B (C) | 0.68 (0.71) | 10.6 (20.7) | B (C) | 0.67 (0.77) | 14.0 (11.5) | B (B) | 0.60 (0.54) | 12.4 (12.4) | B (B) | 0.64 (0.58) |
| 589 | Mannheim Road & Montrose Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 6.6 (15.3) | A (B) | 0.57 (0.71) | 13.0 (16.0) | B (B) | 0.50 (0.67) | 16.1 (19.5) | B (B) | 0.62 (0.72) | 16.8 (28.8) | B (C) | 0.53 (0.73) | 17.5 (27.8) | B (C) | 0.59 (0.75) |
| 600 | Lee Street & Mall Entrance | | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | | | | 16.6 (15.3) | B (B) | 0.76 (0.70) | 27.4 (18.6) | C (B) | 0.99 (0.65) | 7.4 (11.9) | A (B) | 0.53 (0.46) | 12.6 (16.3) | B (B) | 0.77 (0.44) |
| 620 | Lee Street & I-90 WB Ramps | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 19.7 (17.9) | B (B) | 0.70 (0.75) | 22.2 (41.3) | C (D) | 0.81 (1.01) | 35.3 (25.1) | D (C) | 1.02 (0.89) | 16.1 (12.8) | B (B) | 0.54 (0.39) | 13.6 (14.7) | B (B) | 0.70 (0.32) |
| 630 | Higgins Road/Lee Street & I-90 EB Ramps | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 5.7 (6.7) | A (A) | 0.51 (0.52) | 32.7 (79.3) | C (E) | 0.76 (1.10) | 80.1 (60.7) | F (E) | 1.13 (0.98) | 25.6 (25.0) | C (C) | 0.62 (0.52) | 28.9 (34.0) | C (C) | 0.74 (0.48) |
| 640 | Patton Drive & Higgins Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 8.1 (23.8) | A (C) | 0.57 (0.77) | 12.2 (21.5) | B (C) | 0.71 (0.77) | 31.0 (19.0) | C (B) | 0.96 (0.57) | 6.1 (24.1) | A (C) | 0.40 (0.53) | 7.3 (35.5) | A (D) | 0.60 (0.90) |
| 652 | Schilling Road & Zemke Road | Stop (2-Way)* | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | |
| | | 11.0 (17.8) | B (C) | 0.05 (0.32) | 10.0 (17.5) | A (C) | 0.04 (0.31) | 10.1 (15.5) | B (C) | 0.04 (0.27) | 11.0 (11.0) | B (B) | 0.05 (0.03) | 10.8 (10.8) | B (B) | 0.05 (0.03) |
| 660 | Patton Drive & Johnson Road | Stop (All-Way) | | | Stop (All-Way) | | | Stop (All-Way) | | | Stop (All-Way) | | | Stop (All-Way) | | |
| | | 8.6 (9.6) | A (A) | 0.36 (0.36) | 11.2 (10.5) | B (B) | 0.57 (0.39) | 10.5 (10.2) | B (B) | 0.52 (0.38) | 8.8 (9.1) | A (A) | 0.38 (0.36) | 8.2 (10.7) | A (B) | 0.22 (0.47) |
| 662 | Patton Drive & Zemke Road | Stop (T Int)* | | | Stop (T Int) | | | Stop (T Int) | | | Stop (T Int) | | | Stop (T Int) | | |
| | | 10.1 (9.7) | B (A) | 0.08 (0.05) | 9.9 (10.4) | A (B) | 0.04 (0.16) | 9.7 (10.5) | A (B) | 0.03 (0.17) | 10.0 (9.9) | A (A) | 0.09 (0.04) | 9.9 (9.8) | A (A) | 0.09 (0.04) |
| 665 | Bessie Coleman Drive/Schilling Road & Zemke Boulevard | Stop (2-Way)* | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | |
| | | 218.5 (>300) | F (F) | 1.23 (2.97) | 13.4 (>300) | B (F) | 0.35 (7.24) | >300 (>300) | F (F) | 2.00 (2.60) | 218.5 (149.1) | F (F) | 1.23 (1.00) | 23.5 (83.2) | C (F) | 0.25 (0.73) |
| 670 | Bessie Coleman Drive & Lot G Access/Lot H Access | Stop (2-Way)* | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | |
| | | 32.1 (62.5) | D (F) | 0.01 (0.07) | 15.4 (>300) | C (F) | 0.03 (0.31) | 31.3 (85.5) | D (F) | 0.07 (0.67) | 21.6 (38.2) | C (E) | 0.14 (0.04) | 22.3 (34.4) | C (D) | 0.14 (0.08) |
| 675 | Bessie Coleman Drive & Schlitz Road/Lot E Access | Stop (2-Way)* | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | | Stop (2-Way) | | |
| | | 69.4 (198.3) | F (F) | 0.51 (1.00) | 15.9 (>300) | C (F) | 0.08 (1.13) | 28.3 (229.0) | D (F) | 0.15 (0.85) | 41.0 (173.2) | E (F) | 0.35 (0.98) | 23.9 (69.3) | C (F) | 0.22 (0.58) |
| 680 | Bessie Coleman Drive & Rental Car Return | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 8.1 (4.6) | A (A) | 0.25 (0.25) | 14.8 (11.6) | B (B) | 0.16 (0.49) | 10.4 (10.5) | B (B) | 0.20 (0.30) | 8.1 (6.3) | A (A) | 0.22 (0.24) | 12.0 (7.2) | B (A) | 0.21 (0.14) |
| 685 | Bessie Coleman Drive & Taxi Lot Access | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 8.8 (24.6) | A (C) | 0.46 (0.81) | 16.5 (76.7) | B (E) | 0.56 (0.97) | 23.4 (98.4) | C (F) | 0.57 (1.05) | 13.8 (10.0) | B (A) | 0.54 (0.43) | 18.8 (12.3) | B (B) | 0.48 (0.36) |

| Node | Intersection | Existing Condition | | | Interim No Action | | | Interim Proposed Action | | | Build Out No Action | | | Build Out Proposed Action | | |
|------|---|--------------------|-------|----------------|-------------------|-------|----------------|-------------------------|-------|----------------|---------------------|-------|----------------|---------------------------|-------|----------------|
| | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | | AM (PM) | | |
| | | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C | Delay (sec) | LOS | V/C |
| 686 | Bessie Coleman Drive & I-190 WB Ramps/Rental Car Return | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 14.1 (24.7) | B (C) | 0.46 (0.79) | 24.2 (24.2) | C (C) | 0.51 (0.63) | 15.6 (24.8) | B (C) | 0.38 (0.75) | 23.6 (26.9) | C (C) | 0.49 (0.58) | 20.0 (34.4) | C (C) | 0.48 (0.91) |
| 688 | Bessie Coleman Drive & I-190 EB Ramps/Balmoral Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 30.3 (31.8) | C (C) | 0.34 (0.73) | 40.3 (41.2) | D (D) | 0.53 (0.87) | 31.4 (28.9) | C (C) | 0.52 (0.62) | 29.4 (57.9) | C (E) | 0.38 (1.04) | 28.4 (50.1) | C (D) | 0.35 (0.67) |
| 692 | Balmoral Avenue & Service Road | Stop (T Int)* | | | Stop (T Int) | | | Stop (T Int) | | | Stop (T Int) | | | Stop (T Int) | | |
| | | 9.1 (19.2) | A (C) | 0.06 (0.18) | 9.0 (13.9) | A (B) | 0.06 (0.12) | 9.0 (16.5) | A (C) | 0.06 (0.15) | 9.6 (19.1) | A (C) | 0.06 (0.14) | 9.4 (13.6) | A (B) | 0.06 (0.09) |
| 693 | West O'Hare Avenue & Airport Exit Roadway | | | | | | | | | | | | | Stop (T Int) | | |
| | | | | | | | | | | | | | | 10.6 (10.6) | B (B) | 0.12 (0.17) |
| 694 | West O'Hare Avenue & Manheim Road SB Entrance | | | | | | | | | | Stop (2-Way) | | | Stop (2-Way) | | |
| | | | | | | | | | | | 10.4 (284.5) | B (F) | 0.06 (1.11) | 10.9 (>300) | B (F) | 0.07 (2.78) |
| 1000 | York Road & Thorndale Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 7.4 (29.3) | A (C) | 0.49 (0.97) | 7.6 (24.7) | A (C) | 0.56 (0.89) | 8.0 (21.9) | A (C) | 0.63 (0.84) | 4.0 (9.2) | A (A) | 0.47 (0.55) | 4.2 (8.4) | A (A) | 0.54 (0.57) |
| 1100 | Supreme Drive & South Thorndale Avenue/Thorndale Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 20.8 (27.5) | C (C) | 0.33 (0.43) | 89.5 (33.6) | F (C) | 0.30 (0.45) | 74.5 (33.2) | E (C) | 0.30 (0.43) | 38.9 (32.4) | D (C) | 0.12 (0.21) | 38.5 (28.2) | D (C) | 0.11 (0.25) |
| 1200 | Supreme Drive & North Thorndale Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 36.3 (29.1) | D (C) | 0.25 (0.45) | 25.6 (29.3) | C (C) | 0.42 (0.54) | 26.4 (29.4) | C (C) | 0.42 (0.49) | 43.9 (44.9) | D (D) | 0.45 (0.22) | 44.0 (49.4) | D (D) | 0.40 (0.21) |
| 1300 | Busse Road & North Thorndale Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 13.3 (19.0) | B (B) | 0.68 (0.67) | 19.9 (33.2) | B (C) | 0.81 (0.87) | 19.9 (32.3) | B (C) | 0.81 (0.86) | 34.8 (34.8) | C (C) | 0.75 (0.75) | 20.8 (25.8) | C (C) | 0.58 (0.80) |
| 1400 | Busse Road & South Thorndale Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 20.8 (18.2) | C (B) | 0.61 (0.73) | 28.2 (18.8) | C (B) | 0.66 (0.79) | 28.2 (18.7) | C (B) | 0.66 (0.79) | 20.5 (20.5) | C (C) | 0.60 (0.60) | 22.3 (15.1) | C (B) | 0.60 (0.68) |
| 1530 | South Thorndale Avenue & Lively Boulevard | Stop (All-Way) | | | Stop (All-Way) | | | Stop (All-Way) | | | Stop (All-Way) | | | Stop (All-Way) | | |
| | | 7.3 (7.3) | A (A) | 0.08 (0.08) | 7.8 (7.9) | A (A) | 0.25 (0.25) | 7.8 (7.9) | A (A) | 0.25 (0.25) | 7.9 (7.9) | A (A) | 0.26 (0.26) | 7.9 (7.4) | A (A) | 0.26 (0.14) |
| 1700 | North Wood Dale Road & North Thorndale Avenue | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 16.8 (25.5) | B (C) | 0.35 (0.42) | 22.1 (35.0) | C (C) | 0.53 (0.75) | 22.1 (34.9) | C (C) | 0.53 (0.75) | 22.8 (22.8) | C (C) | 0.48 (0.48) | 22.0 (38.1) | C (D) | 0.47 (0.75) |
| 1800 | South Thorndale Avenue & North Wood Dale Road | Signal | | | Signal | | | Signal | | | Signal | | | Signal | | |
| | | 28.1 (18.4) | C (B) | 0.39 (0.35) | 25.9 (27.7) | C (C) | 0.65 (0.50) | 25.9 (27.7) | C (C) | 0.65 (0.50) | 41.0 (41.0) | D (D) | 0.55 (0.55) | 40.8 (27.4) | D (C) | 0.55 (0.52) |

Source: Data provided by the CDA from the 2018-2019 O'Hare Traffic Study conducted by Cambridge Systematics and reviewed by Ricondo

Notes: LOS of D (minimum standard) and E and F (unacceptable) are highlighted in yellow, orange, and red, respectively.

The result illustrates the AM/PM LOS and V/C ratios for the Build Out No Action and Build Out Proposed Action off-airport roadways. The following locations have been identified as having a LOS less than "D" and or a V/C ratio greater than 1.0:

- Location 110 – York Road and Irving Park Road (PM) for Build Out Proposed Action; degradation PM D to PM E from V/C ratio 0.94 to 1.00,
- Location 115 (Owned and Operated by the CDA) – I-490 Southbound On- and Off-Ramp & Irving Park Road (PM) for Build Out No Action; degradation AM D to AM E from V/C ratio 0.70 to 0.59,
- Location 520 – Mannheim Road and Higgins Road (PM) for Build Out Proposed Action; degradation PM C to PM E from V/C ratio 0.70 to 1.07,
- Location 665 (Owned and Operated by the CDA) – Bessie Coleman Drive/Schilling Road & Zemke Boulevard (AM and PM) for Build Out No Action; improvement AM F to AM C,
- Location 670 (Owned and Operated by the CDA) – Bessie Coleman Drive & Lot G Access/Lot H Access (PM) for Build Out No Action; improvement PM E to PM D,
- Location 675 (Owned and Operated by the CDA) – Bessie Coleman Drive & Schlitz Road/Lot E Access (AM & PM) for Build Out No Action; improvement AM E to AM C,
- Location 688 (Owned and Operated by the CDA) – Bessie Coleman Drive & I-190 EB Ramps/Balmoral Avenue (PM) for Build Out Proposed Action; improvement PM E to PM D, and
- Location 694 (Owned and Operated by the CDA) – West O'Hare Avenue & Mannheim Road SB Entrance (PM) for Build Out Proposed Action; remains as a PM F with a V/C ratio increase from 1.11 to 2.78 (2-way stop intersection and V/C ratios increase with increase in volume on the minor roadway).

Of these intersections, the following have a LOS reduction:

- Location 110 – York Road and Irving Park Road (PM) for Build Out Proposed Action; degradation PM D to PM E from V/C ratio 0.94 to 1.00.
- Location 115 (Owned and Operated by the CDA) – I-490 Southbound On- and Off-Ramp & Irving Park Road (PM) for Build Out No Action; degradation AM D to AM E from V/C ratio 0.70 to 0.59. and
- Location 520 – Mannheim Road and Higgins Road (PM) for Build Out Proposed Action; degradation PM C to PM E from V/C ratio 0.70 to 1.07.

FAA Order 1050.1F identifies the factors to consider as whether the Proposed Action would have the potential to include a disruption in local traffic patterns that substantially reduce levels of service of the roads serving the airport (see **Section 5.12.4**). The City of Chicago defines the thresholds as no degradation in intersection operation that creates unacceptable queue lengths and V/C ratios. Only three study intersections degrade to a LOS E or F from a LOS D or better. Only one had a V/C ratio over 1.0 (over capacity) but is still below 1.3, which is considered super saturated flow as described in **Section 5.12.4**. Although the results of the macroscopic analysis (HCM LOS and V/C ratio) indicate degradation in intersection operations below a desired threshold, the microsimulation analysis indicates that traffic is able to be processed through each of these intersections without residual impacts to any adjacent intersections. Therefore, the Build Out Proposed Action does not result in significant impacts to the transportation network.

ATTACHMENT K-1

HOURLY PROFILES

EXISTING CONDITION

DATE: 9/9/2019


| HOURLY OPERATIONAL PROFILE - FOR UNITED AIRLINES | | | | |
|---|---------|---------|--------|---------|
| GUARD POST DATA for United Airlines on 4/3/2017-Information received from Ricondo | | | | |
| HOUR | COUNT | PROFILE | COUNT | PROFILE |
| | INGRESS | INGRESS | EGRESS | EGRESS |
| 0:00 | 20 | 0.0181 | 96 | 0.0554 |
| 1:00 | 51 | 0.0462 | 62 | 0.0358 |
| 2:00 | 11 | 0.0100 | 64 | 0.0369 |
| 3:00 | 347 | 0.3143 | 149 | 0.0860 |
| 4:00 | 810 | 0.7337 | 146 | 0.0842 |
| 5:00 | 1104 | 1.0000 | 112 | 0.0646 |
| 6:00 | 523 | 0.4737 | 152 | 0.0877 |
| 7:00 | 462 | 0.4185 | 348 | 0.2008 |
| 8:00 | 241 | 0.2183 | 82 | 0.0473 |
| 9:00 | 224 | 0.2029 | 57 | 0.0329 |
| 10:00 | 301 | 0.2726 | 172 | 0.0992 |
| 11:00 | 401 | 0.3632 | 165 | 0.0952 |
| 12:00 | 681 | 0.6168 | 257 | 0.1483 |
| 13:00 | 738 | 0.6685 | 738 | 0.4259 |
| 14:00 | 306 | 0.2772 | 1733 | 1.0000 |
| 15:00 | 198 | 0.1793 | 304 | 0.1754 |
| 16:00 | 102 | 0.0924 | 142 | 0.0819 |
| 17:00 | 103 | 0.0933 | 163 | 0.0941 |
| 18:00 | 105 | 0.0951 | 145 | 0.0837 |
| 19:00 | 156 | 0.1413 | 297 | 0.1714 |
| 20:00 | 220 | 0.1993 | 378 | 0.2181 |
| 21:00 | 244 | 0.2210 | 778 | 0.4489 |
| 22:00 | 83 | 0.0752 | 876 | 0.5055 |
| 23:00 | 19 | 0.0172 | 330 | 0.1904 |
| 7450 | | 7746 | | |

 - Represents the highest count

| DAILY OPERATIONAL PROFILE - FOR UNITED AIRLINES | | | |
|---|-----------|-------|---------|
| information obtained from Chicago O'Hare International Airport Traffic Study dated August 2, 2019 page 4-13 table 4.7 | | | |
| DATE | DAY | COUNT | PROFILE |
| March of 2017 | Monday | 2454 | 0.8134 |
| | Tuesday | 2934 | 0.9725 |
| | Wednesday | 2979 | 0.9874 |
| | Thursday | 2984 | 0.9891 |
| | Friday | 3017 | 1.0000 |
| | Saturday | 2899 | 0.9609 |
| | Sunday | 2465 | 0.8170 |

 - Represents the highest count

| MONTHLY OPERATIONAL PROFILE- TAKEN FROM ORD AIRCRAFT OPERATIONAL PROFILES | |
|---|---------|
| MONTH | PROFILE |
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

 - Represents the highest count

DATE: 08/27/2019

| EXISTING CONDITIONS ON-AIRPORT HOURLY OPERATIONAL PROFILES | | | | | | | | | |
|--|-----------------------------|--|--|--|--|--|---|--|---------------------------------------|
| Time | Terminal 1-2-3 | | | | | Terminal 5 | | | |
| | #1 Location I-90 Inbound | #6 Location Upper Level before Terminal 1 | #7 Location Lower Level before Terminal 1 | #10 Location Upper Level leaving Terminal 3 | #12 Location Lower Level leaving Terminal 3 | #18 Location entering Terminal 5 | #20 Location Lower Level entering Terminal 5 | #21 Location Upper Level exiting Terminal 5 | # I Location exiting Terminal 5 |
| 1:00 AM | 0.1587 | 0.0991 | 0.3508 | 0.1039 | 0.4734 | 0.1045 | 0.1405 | 0.1212 | 0.1380 |
| 2:00 AM | 0.0665 | 0.0543 | 0.1334 | 0.0569 | 0.2078 | 0.0961 | 0.0997 | 0.0758 | 0.1250 |
| 3:00 AM | 0.0832 | 0.0755 | 0.0691 | 0.0638 | 0.0811 | 0.0756 | 0.1118 | 0.0606 | 0.0750 |
| 4:00 AM | 0.2585 | 0.2186 | 0.0637 | 0.1979 | 0.0537 | 0.0756 | 0.0574 | 0.0394 | 0.1148 |
| 5:00 AM | 0.5821 | 0.5207 | 0.1477 | 0.4820 | 0.1144 | 0.1409 | 0.0665 | 0.0909 | 0.1120 |
| 6:00 AM | 0.9877 | 0.8854 | 0.2924 | 0.8453 | 0.2353 | 0.1660 | 0.0332 | 0.2242 | 0.1676 |
| 7:00 AM | 1.0000 | 1.0000 | 0.4473 | 1.0000 | 0.3532 | 0.1474 | 0.1042 | 0.1818 | 0.1815 |
| 8:00 AM | 0.8019 | 0.8140 | 0.4687 | 0.7934 | 0.4372 | 0.2239 | 0.1073 | 0.2424 | 0.1704 |
| 9:00 AM | 0.7623 | 0.6911 | 0.5545 | 0.6723 | 0.5773 | 0.2817 | 0.1344 | 0.1788 | 0.2194 |
| 10:00 AM | 0.6914 | 0.6364 | 0.6230 | 0.6176 | 0.7262 | 0.3778 | 0.1798 | 0.1909 | 0.3435 |
| 11:00 AM | 0.7436 | 0.6190 | 0.5289 | 0.5848 | 0.6118 | 0.5233 | 0.2613 | 0.4000 | 0.4000 |
| 12:00 PM | 0.7391 | 0.6831 | 0.6861 | 0.6474 | 0.7852 | 0.6045 | 0.2689 | 0.6030 | 0.5009 |
| 1:00 PM | 0.7657 | 0.6710 | 0.6385 | 0.6322 | 0.6894 | 0.7500 | 0.2568 | 0.7939 | 0.6380 |
| 2:00 PM | 0.7772 | 0.6983 | 0.6605 | 0.6769 | 0.7461 | 0.9207 | 0.3927 | 0.8970 | 0.7398 |
| 3:00 PM | 0.7380 | 0.6292 | 0.6683 | 0.6127 | 0.7087 | 1.0000 | 0.5468 | 0.9485 | 0.8769 |
| 4:00 PM | 0.7285 | 0.6512 | 0.6659 | 0.6157 | 0.7910 | 0.7146 | 0.8187 | 0.7394 | 0.9694 |
| 5:00 PM | 0.7565 | 0.6736 | 0.7749 | 0.6234 | 0.8044 | 0.7015 | 0.8731 | 0.6909 | 0.7935 |
| 6:00 PM | 0.6973 | 0.5992 | 0.6945 | 0.5982 | 0.7472 | 0.8144 | 0.6208 | 0.8061 | 0.8583 |
| 7:00 PM | 0.5534 | 0.5059 | 0.7177 | 0.4931 | 0.8097 | 0.9832 | 0.6163 | 1.0000 | 0.8648 |
| 8:00 PM | 0.5660 | 0.4615 | 1.0000 | 0.4534 | 1.0000 | 0.9132 | 0.7417 | 0.9121 | 1.0000 |
| 9:00 PM | 0.5101 | 0.3484 | 0.9357 | 0.3526 | 0.9405 | 0.4235 | 1.0000 | 0.6697 | 0.8333 |
| 10:00 PM | 0.4976 | 0.2801 | 0.8809 | 0.2834 | 0.9685 | 0.2491 | 0.5831 | 0.3364 | 0.3528 |
| 11:00 PM | 0.3866 | 0.1514 | 0.5235 | 0.1578 | 0.6176 | 0.2174 | 0.2508 | 0.2394 | 0.3213 |
| 12:00 AM | 0.2370 | 0.1598 | 0.5521 | 0.1562 | 0.5855 | 0.1632 | 0.1647 | 0.2909 | 0.1741 |

DATE: 08/27/2019

NOTES:

The Hourly profiles was determined by using the two day counts on the on-airport roadways refer to 1.2 hourly profile calculations
 The Monthly and Daily On-Airport Operational data Source: FAA Operations and Performance Data 2018

| EX. COND. ON-AIRPORT DAILY OPERATIONAL PROFILES | |
|---|---------|
| Day | Profile |
| Monday | 0.9624 |
| Tuesday | 0.9655 |
| Wednesday | 0.9830 |
| Thursday | 1.0000 |
| Friday | 0.9907 |
| Saturday | 0.8556 |
| Sunday | 0.9528 |

| EX. COND. ON-AIRPORT MONTHLY OPERATIONAL PROFILES | |
|---|---------|
| Month | Profile |
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

Date: 08/27/2019

OFF-AIRPORT HOURLY OPERATIONAL PROFILES

| Time | Busse Road | South Elmhurst Road/York Road | Lee Street | Higgins Road | Zemke Boulevard | Bessie Coleman | Patton Drive | Mannheim Road | Touhy Avenue | Thorndale Avenue | Balmoral Avenue | West Irving Park Road | Interstate 90 (I-90) |
|----------|------------|-------------------------------|------------|--------------|-----------------|----------------|--------------|---------------|--------------|------------------|-----------------|-----------------------|----------------------|
| 1:00 AM | 0.0996 | 0.1008 | 0.1160 | 0.1160 | 0.1160 | 0.2103 | 0.1160 | 0.1625 | 0.1432 | 0.0769 | 0.1957 | 0.1228 | 0.1253 |
| 2:00 AM | 0.0986 | 0.0904 | 0.0943 | 0.0943 | 0.0943 | 0.1158 | 0.0943 | 0.0997 | 0.1021 | 0.0681 | 0.1739 | 0.0798 | 0.0844 |
| 3:00 AM | 0.0989 | 0.0915 | 0.1008 | 0.1008 | 0.1008 | 0.0938 | 0.1008 | 0.1007 | 0.0720 | 0.0584 | 0.1229 | 0.0741 | 0.0742 |
| 4:00 AM | 0.1533 | 0.1345 | 0.1305 | 0.1305 | 0.1305 | 0.1705 | 0.1305 | 0.1482 | 0.1250 | 0.0843 | 0.1271 | 0.1042 | 0.1235 |
| 5:00 AM | 0.3534 | 0.2901 | 0.2894 | 0.2894 | 0.2894 | 0.3055 | 0.2894 | 0.3058 | 0.2561 | 0.2342 | 0.2408 | 0.2410 | 0.3198 |
| 6:00 AM | 0.6993 | 0.6358 | 0.5765 | 0.5765 | 0.5765 | 0.4973 | 0.5765 | 0.5995 | 0.5859 | 0.5457 | 0.4774 | 0.5513 | 0.7781 |
| 7:00 AM | 0.9294 | 0.7870 | 0.7411 | 0.7411 | 0.7411 | 0.6096 | 0.7411 | 0.7674 | 0.8359 | 0.7017 | 0.7851 | 0.7361 | 0.9183 |
| 8:00 AM | 0.9995 | 0.8651 | 0.8595 | 0.8595 | 0.8595 | 0.7116 | 0.8595 | 0.9328 | 0.9624 | 0.8862 | 0.6789 | 0.8079 | 1.0000 |
| 9:00 AM | 0.8176 | 0.7012 | 0.6371 | 0.6371 | 0.6371 | 0.8260 | 0.6371 | 0.8157 | 0.8472 | 0.7791 | 0.5987 | 0.6806 | 0.9149 |
| 10:00 AM | 0.5825 | 0.5438 | 0.4994 | 0.4994 | 0.4994 | 0.8555 | 0.4994 | 0.6360 | 0.5735 | 0.6638 | 0.6380 | 0.5197 | 0.7368 |
| 11:00 AM | 0.5496 | 0.5338 | 0.4970 | 0.4970 | 0.4970 | 0.8007 | 0.4970 | 0.5888 | 0.5246 | 0.6147 | 0.6196 | 0.4970 | 0.6966 |
| 12:00 PM | 0.6279 | 0.5894 | 0.5580 | 0.5580 | 0.5580 | 0.7842 | 0.5580 | 0.6503 | 0.5486 | 0.6915 | 0.6396 | 0.5529 | 0.7511 |
| 1:00 PM | 0.6606 | 0.6307 | 0.6098 | 0.6098 | 0.6098 | 0.8664 | 0.6098 | 0.6634 | 0.6163 | 0.6936 | 0.7559 | 0.5735 | 0.7321 |
| 2:00 PM | 0.7097 | 0.6531 | 0.6106 | 0.6106 | 0.6106 | 0.9315 | 0.6106 | 0.7104 | 0.6632 | 0.7446 | 0.8537 | 0.6070 | 0.7171 |
| 3:00 PM | 0.8809 | 0.8010 | 0.7945 | 0.7945 | 0.7945 | 0.9185 | 0.7945 | 0.8702 | 0.8038 | 0.8199 | 0.9080 | 0.7087 | 0.8471 |
| 4:00 PM | 0.9346 | 0.8879 | 0.8442 | 0.8442 | 0.8442 | 0.9884 | 0.8442 | 0.9467 | 0.8791 | 0.9424 | 1.0000 | 0.8399 | 0.8961 |
| 5:00 PM | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.9233 | 1.0000 | 1.0000 | 0.9826 | 1.0000 | 0.9030 | 1.0000 | 0.9929 |
| 6:00 PM | 0.9056 | 0.8805 | 0.9767 | 0.9767 | 0.9767 | 1.0000 | 0.9767 | 0.9241 | 1.0000 | 0.7995 | 0.9866 | 0.8625 | 0.9554 |
| 7:00 PM | 0.6033 | 0.5310 | 0.6379 | 0.6379 | 0.6379 | 0.9753 | 0.6379 | 0.6700 | 0.7078 | 0.5271 | 0.9390 | 0.6731 | 0.7782 |
| 8:00 PM | 0.3775 | 0.3510 | 0.4516 | 0.4516 | 0.4516 | 0.7877 | 0.4516 | 0.5421 | 0.5061 | 0.4045 | 0.8972 | 0.5193 | 0.5975 |
| 9:00 PM | 0.2966 | 0.3093 | 0.3986 | 0.3986 | 0.3986 | 0.6178 | 0.3986 | 0.4883 | 0.4120 | 0.2948 | 0.6798 | 0.4247 | 0.4943 |
| 10:00 PM | 0.2880 | 0.2870 | 0.4035 | 0.4035 | 0.4035 | 0.5445 | 0.4035 | 0.4351 | 0.3927 | 0.1852 | 0.5978 | 0.3666 | 0.4574 |
| 11:00 PM | 0.2322 | 0.2272 | 0.3866 | 0.3866 | 0.3866 | 0.3322 | 0.3866 | 0.3812 | 0.3241 | 0.1811 | 0.3679 | 0.2784 | 0.3340 |
| 12:00 AM | 0.1637 | 0.1543 | 0.2196 | 0.2196 | 0.2196 | 0.2740 | 0.2196 | 0.2515 | 0.2335 | 0.1314 | 0.2676 | 0.1864 | 0.2189 |

OFF-AIRPORT DAILY OPERATIONAL PROFILES

| Day | Profile |
|-----------|---------|
| Monday | 0.9624 |
| Tuesday | 0.9655 |
| Wednesday | 0.9830 |
| Thursday | 1.0000 |
| Friday | 0.9907 |
| Saturday | 0.8556 |
| Sunday | 0.9528 |

OFF-AIRPORT MONTHLY OPERATIONAL PROFILES

| Month | Profile |
|-----------|---------|
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

Interstate I-90 DAILY OPERATIONAL PROFILE

| Day | Profile |
|-----------|---------|
| Monday | 0.8170 |
| Tuesday | 0.8522 |
| Wednesday | 0.8696 |
| Thursday | 0.9043 |
| Friday | 1.0000 |
| Saturday | 0.8348 |
| Sunday | 0.8260 |

Interstate I-90 MONTHLY OPERATIONAL PROFILE

| Month | Profile |
|-----------|---------|
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

NOTES: The hourly profiles were determined using the hourly traffic counts taken on 5/1/2018.

Higgins Road profile was used for Lee Street, Zemke Boulevard and Patton Drive

IDOT traffic counts were used for Touhy Avenue and Balmoral Avenue

Refer to tab 1.2 for Hourly profile calculations

Refer to tab 1.3 for Hourly Charts

Refer to Tab 1.4 for IDOT statics regarding monthly and daily trends for comparison and for the Interstate

 - Use the daily and monthly operational profiles shown in green for I-90

| EXISTING CONDITIONS PARKING HOURLY OPERATIONAL PROFILES | | | | |
|--|-------------------------------------|---|--|--------------------------------------|
| Time | Parking | | | |
| | Location #2 Inbound Taxi Lane | #4 Location Entrance into Parking A-B-C | #19 Location Entrance into Parking D | #665 Location Parking E, G & H |
| 1:00 AM | 0.2676 | 0.0837 | 0.0735 | 0.2103 |
| 2:00 AM | 0.0903 | 0.0245 | 0.0601 | 0.1158 |
| 3:00 AM | 0.0334 | 0.0232 | 0.0713 | 0.0938 |
| 4:00 AM | 0.0017 | 0.0592 | 0.0423 | 0.1705 |
| 5:00 AM | 0.0251 | 0.2368 | 0.1336 | 0.3055 |
| 6:00 AM | 0.0836 | 0.4736 | 0.1381 | 0.4973 |
| 7:00 AM | 0.2007 | 0.8649 | 0.0846 | 0.6096 |
| 8:00 AM | 0.4097 | 1.0000 | 0.2339 | 0.7116 |
| 9:00 AM | 0.5736 | 0.7851 | 0.2851 | 0.8260 |
| 10:00 AM | 0.8545 | 0.6242 | 0.3363 | 0.8555 |
| 11:00 AM | 0.4749 | 0.4710 | 0.5367 | 0.8007 |
| 12:00 PM | 0.8763 | 0.5161 | 0.6147 | 0.7842 |
| 1:00 PM | 0.5635 | 0.5084 | 0.7795 | 0.8664 |
| 2:00 PM | 0.6522 | 0.5187 | 1.0290 | 0.9315 |
| 3:00 PM | 0.7174 | 0.5547 | 1.0000 | 0.9185 |
| 4:00 PM | 0.6321 | 0.4595 | 0.6058 | 0.9884 |
| 5:00 PM | 0.8445 | 0.4067 | 0.5278 | 0.9233 |
| 6:00 PM | 0.7074 | 0.3539 | 0.5880 | 1.0000 |
| 7:00 PM | 0.9298 | 0.3320 | 0.9421 | 0.9753 |
| 8:00 PM | 1.0000 | 0.2690 | 0.7572 | 0.7877 |
| 9:00 PM | 0.9849 | 0.2600 | 0.2695 | 0.6178 |
| 10:00 PM | 0.9415 | 0.1905 | 0.1403 | 0.5445 |
| 11:00 PM | 0.4164 | 0.1467 | 0.1492 | 0.3322 |
| 12:00 AM | 0.7291 | 0.1248 | 0.1269 | 0.2740 |

DATE: 08/27/2019

| EXISTING CONDITIONS PARKING DAILY OPERATIONAL PROFILES - FOR LOTS A-B-C-D-E-G & H | |
|---|---------|
| Day | Profile |
| Monday | 0.9624 |
| Tuesday | 0.9655 |
| Wednesday | 0.9830 |
| Thursday | 1.0000 |
| Friday | 0.9907 |
| Saturday | 0.8556 |
| Sunday | 0.9528 |

| EX. COND. PARKING MONTHLY OPERATIONAL PROFILES - FOR LOTS A-B-C-D | |
|---|---------|
| Month | Profile |
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

| EX. COND. PARKING MONTHLY OPERATIONAL PROFILES - FOR LOT E/H | |
|--|---------|
| Month | Profile |
| January | 0.7096 |
| February | 0.7425 |
| March | 0.8531 |
| April | 0.8710 |
| May | 0.8998 |
| June | 0.8621 |
| July | 0.8490 |
| August | 0.8915 |
| September | 0.8939 |
| October | 1.0000 |
| November | 0.8556 |
| December | 0.6918 |

| EX. COND. PARKING MONTHLY OPERATIONAL PROFILE - FOR LOT G | |
|---|---------|
| Month | Profile |
| January | 0.7341 |
| February | 0.8071 |
| March | 0.9548 |
| April | 0.9520 |
| May | 0.9398 |
| June | 0.8722 |
| July | 0.8677 |
| August | 0.8878 |
| September | 0.8856 |
| October | 1.0000 |
| November | 0.8560 |
| December | 0.6527 |

INTERIM NO ACTION

| INTERIM NO BUILD ON-AIRPORT - HOURLY OPERATIONAL PROFILES | | | | | | | | | |
|---|-----------------------------|--|--|--|--|--|---|--|---------------------------------------|
| TIME | #1 Location I-90 Inbound | #6 Location Upper Level before Terminal 1 | #7 Location Lower Level before Terminal 1 | #10 Location Upper Level leaving Terminal 3 | #12 Location Lower Level leaving Terminal 3 | #18 Location entering Terminal 5 | #20 Location Lower Level entering Terminal 5 | #21 Location Upper Level exiting Terminal 5 | # I Location exiting Terminal 5 |
| 1:00 AM | 0.1540 | 0.0961 | 0.3405 | 0.1008 | 0.4595 | 0.1014 | 0.1363 | 0.1176 | 0.1339 |
| 2:00 AM | 0.0561 | 0.0458 | 0.1125 | 0.0480 | 0.1753 | 0.0810 | 0.0841 | 0.0639 | 0.1054 |
| 3:00 AM | 0.0590 | 0.0535 | 0.0490 | 0.0452 | 0.0575 | 0.0536 | 0.0792 | 0.0430 | 0.0532 |
| 4:00 AM | 0.1286 | 0.1088 | 0.0317 | 0.0984 | 0.0267 | 0.0376 | 0.0286 | 0.0196 | 0.0571 |
| 5:00 AM | 0.4956 | 0.4433 | 0.1257 | 0.4104 | 0.0974 | 0.1199 | 0.0566 | 0.0774 | 0.0954 |
| 6:00 AM | 0.5903 | 0.5291 | 0.1748 | 0.5052 | 0.1406 | 0.0992 | 0.0199 | 0.1340 | 0.1002 |
| 7:00 AM | 1.0000 | 1.0000 | 0.3834 | 1.0000 | 0.3027 | 0.1263 | 0.0893 | 0.1558 | 0.1555 |
| 8:00 AM | 0.6971 | 0.7076 | 0.4075 | 0.6897 | 0.3801 | 0.1946 | 0.0932 | 0.2107 | 0.1481 |
| 9:00 AM | 0.8473 | 0.7681 | 0.6163 | 0.7472 | 0.6417 | 0.3131 | 0.1494 | 0.1987 | 0.2439 |
| 10:00 AM | 0.5241 | 0.4824 | 0.4722 | 0.4682 | 0.5505 | 0.2864 | 0.1363 | 0.1447 | 0.2604 |
| 11:00 AM | 0.6949 | 0.5785 | 0.4943 | 0.5465 | 0.5717 | 0.4891 | 0.2442 | 0.3738 | 0.3738 |
| 12:00 PM | 0.5811 | 0.5371 | 0.5394 | 0.5090 | 0.6173 | 0.4752 | 0.2114 | 0.4741 | 0.3938 |
| 1:00 PM | 0.7234 | 0.6339 | 0.6032 | 0.5972 | 0.6513 | 0.7086 | 0.2426 | 0.7501 | 0.6027 |
| 2:00 PM | 0.7669 | 0.6890 | 0.6517 | 0.6679 | 0.7362 | 0.9085 | 0.3875 | 0.8851 | 0.7300 |
| 3:00 PM | 0.6840 | 0.5831 | 0.6193 | 0.5678 | 0.6568 | 0.9268 | 0.5068 | 0.8790 | 0.8126 |
| 4:00 PM | 0.6405 | 0.5725 | 0.5854 | 0.5413 | 0.6954 | 0.6282 | 0.7198 | 0.6500 | 0.8523 |
| 5:00 PM | 0.6732 | 0.5994 | 0.6895 | 0.5547 | 0.7158 | 0.6242 | 0.7769 | 0.6148 | 0.7061 |
| 6:00 PM | 0.5295 | 0.4550 | 0.5274 | 0.4542 | 0.5674 | 0.6184 | 0.4715 | 0.6121 | 0.6518 |
| 7:00 PM | 0.5369 | 0.4908 | 0.6963 | 0.4784 | 0.7856 | 1.0000 | 0.5980 | 1.0000 | 0.8391 |
| 8:00 PM | 0.5152 | 0.4200 | 1.0000 | 0.4127 | 0.9102 | 0.8312 | 0.6751 | 0.8302 | 1.0000 |
| 9:00 PM | 0.4872 | 0.3327 | 0.8936 | 0.3367 | 0.8981 | 0.4044 | 1.0000 | 0.6396 | 0.7958 |
| 10:00 PM | 0.4827 | 0.2717 | 0.8546 | 0.2750 | 1.0000 | 0.2416 | 0.5657 | 0.3263 | 0.3422 |
| 11:00 PM | 0.3723 | 0.1458 | 0.5042 | 0.1519 | 0.5948 | 0.2093 | 0.2415 | 0.2306 | 0.3094 |
| 12:00 AM | 0.2735 | 0.1843 | 0.6370 | 0.1803 | 0.6756 | 0.1884 | 0.1900 | 0.3357 | 0.2009 |

| INTERIM NO BUILD ON-AIRPORT - NB - DAILY OPERATIONAL PROFILES | |
|---|---------|
| Day | Profile |
| Monday | 1.0000 |
| Tuesday | 0.9869 |
| Wednesday | 0.9658 |
| Thursday | 0.9401 |
| Friday | 0.9604 |
| Saturday | 0.8816 |
| Sunday | 0.9807 |

| INTERIM NO BUILD ON-AIRPORT - NB- MONTHLY OPERATIONAL PROFILES | |
|--|---------|
| Month | Profile |
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

| INTERIM PROPOSED ACTION - OFF-AIRPORT HOURLY OPERATIONAL PROFILES | | | | | | | | | | | | | |
|---|------------|-------------------------------|------------|--------------|-----------------|----------------|--------------|---------------|--------------|------------------|-----------------|-----------------------|----------------------|
| Time | Busse Road | South Elmhurst Road/York Road | Lee Street | Higgins Road | Zemke Boulevard | Bessie Coleman | Patton Drive | Mannheim Road | Touhy Avenue | Thorndale Avenue | Balmoral Avenue | West Irving Park Road | Interstate 90 (I-90) |
| 1:00 AM | 0.0996 | 0.1008 | 0.1160 | 0.1160 | 0.1160 | 0.2103 | 0.1160 | 0.1625 | 0.1432 | 0.0769 | 0.1957 | 0.1228 | 0.1253 |
| 2:00 AM | 0.0986 | 0.0904 | 0.0943 | 0.0943 | 0.0943 | 0.1158 | 0.0943 | 0.0997 | 0.1021 | 0.0681 | 0.1739 | 0.0798 | 0.0844 |
| 3:00 AM | 0.0989 | 0.0915 | 0.1008 | 0.1008 | 0.1008 | 0.0938 | 0.1008 | 0.1007 | 0.0720 | 0.0584 | 0.1229 | 0.0741 | 0.0742 |
| 4:00 AM | 0.1533 | 0.1345 | 0.1305 | 0.1305 | 0.1305 | 0.1705 | 0.1305 | 0.1482 | 0.1250 | 0.0843 | 0.1271 | 0.1042 | 0.1235 |
| 5:00 AM | 0.3534 | 0.2901 | 0.2894 | 0.2894 | 0.2894 | 0.3055 | 0.2894 | 0.3058 | 0.2561 | 0.2342 | 0.2408 | 0.2410 | 0.3198 |
| 6:00 AM | 0.6993 | 0.6358 | 0.5765 | 0.5765 | 0.5765 | 0.4973 | 0.5765 | 0.5995 | 0.5859 | 0.5457 | 0.4774 | 0.5513 | 0.7781 |
| 7:00 AM | 0.9294 | 0.7870 | 0.7411 | 0.7411 | 0.7411 | 0.6096 | 0.7411 | 0.7674 | 0.8359 | 0.7017 | 0.7851 | 0.7361 | 0.9183 |
| 8:00 AM | 0.9995 | 0.8651 | 0.8595 | 0.8595 | 0.8595 | 0.7116 | 0.8595 | 0.9328 | 0.9624 | 0.8862 | 0.6789 | 0.8079 | 1.0000 |
| 9:00 AM | 0.8176 | 0.7012 | 0.6371 | 0.6371 | 0.6371 | 0.8260 | 0.6371 | 0.8157 | 0.8472 | 0.7791 | 0.5987 | 0.6806 | 0.9149 |
| 10:00 AM | 0.5825 | 0.5438 | 0.4994 | 0.4994 | 0.4994 | 0.8555 | 0.4994 | 0.6360 | 0.5735 | 0.6638 | 0.6380 | 0.5197 | 0.7368 |
| 11:00 AM | 0.5496 | 0.5338 | 0.4970 | 0.4970 | 0.4970 | 0.8007 | 0.4970 | 0.5888 | 0.5246 | 0.6147 | 0.6196 | 0.4970 | 0.6966 |
| 12:00 PM | 0.6279 | 0.5894 | 0.5580 | 0.5580 | 0.5580 | 0.7842 | 0.5580 | 0.6503 | 0.5486 | 0.6915 | 0.6396 | 0.5529 | 0.7511 |
| 1:00 PM | 0.6606 | 0.6307 | 0.6098 | 0.6098 | 0.6098 | 0.8664 | 0.6098 | 0.6634 | 0.6163 | 0.6936 | 0.7559 | 0.5735 | 0.7321 |
| 2:00 PM | 0.7097 | 0.6531 | 0.6106 | 0.6106 | 0.6106 | 0.9315 | 0.6106 | 0.7104 | 0.6632 | 0.7446 | 0.8537 | 0.6070 | 0.7171 |
| 3:00 PM | 0.8809 | 0.8010 | 0.7945 | 0.7945 | 0.7945 | 0.9185 | 0.7945 | 0.8702 | 0.8038 | 0.8199 | 0.9080 | 0.7087 | 0.8471 |
| 4:00 PM | 0.9346 | 0.8879 | 0.8442 | 0.8442 | 0.8442 | 0.9884 | 0.8442 | 0.9467 | 0.8791 | 0.9424 | 1.0000 | 0.8399 | 0.8961 |
| 5:00 PM | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.9233 | 1.0000 | 1.0000 | 0.9826 | 1.0000 | 0.9030 | 1.0000 | 0.9929 |
| 6:00 PM | 0.9056 | 0.8805 | 0.9767 | 0.9767 | 0.9767 | 1.0000 | 0.9767 | 0.9241 | 1.0000 | 0.7995 | 0.9866 | 0.8625 | 0.9554 |
| 7:00 PM | 0.6033 | 0.5310 | 0.6379 | 0.6379 | 0.6379 | 0.9753 | 0.6379 | 0.6700 | 0.7078 | 0.5271 | 0.9390 | 0.6731 | 0.7782 |
| 8:00 PM | 0.3775 | 0.3510 | 0.4516 | 0.4516 | 0.4516 | 0.7877 | 0.4516 | 0.5421 | 0.5061 | 0.4045 | 0.8972 | 0.5193 | 0.5975 |
| 9:00 PM | 0.2966 | 0.3093 | 0.3986 | 0.3986 | 0.3986 | 0.6178 | 0.3986 | 0.4883 | 0.4120 | 0.2948 | 0.6798 | 0.4247 | 0.4943 |
| 10:00 PM | 0.2880 | 0.2870 | 0.4035 | 0.4035 | 0.4035 | 0.5445 | 0.4035 | 0.4351 | 0.3927 | 0.1852 | 0.5978 | 0.3666 | 0.4574 |
| 11:00 PM | 0.2322 | 0.2272 | 0.3866 | 0.3866 | 0.3866 | 0.3322 | 0.3866 | 0.3812 | 0.3241 | 0.1811 | 0.3679 | 0.2784 | 0.3340 |
| 12:00 AM | 0.1637 | 0.1543 | 0.2196 | 0.2196 | 0.2196 | 0.2740 | 0.2196 | 0.2515 | 0.2335 | 0.1314 | 0.2676 | 0.1864 | 0.2189 |

| Interstate I-90 DAILY OPERATIONAL PROFILE | |
|---|---------|
| Day | Profile |
| Monday | 0.8170 |
| Tuesday | 0.8522 |
| Wednesday | 0.8696 |
| Thursday | 0.9043 |
| Friday | 1.0000 |
| Saturday | 0.8348 |
| Sunday | 0.8260 |

| Interstate I-90 MONTHLY OPERATIONAL PROFILE | |
|---|---------|
| Month | Profile |
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

| OFF-AIRPORT DAILY OPERATIONAL PROFILES | |
|--|---------|
| Day | Profile |
| Monday | 0.9755 |
| Tuesday | 0.9417 |
| Wednesday | 0.9584 |
| Thursday | 1.0000 |
| Friday | 0.9946 |
| Saturday | 0.9088 |
| Sunday | 0.9892 |

| OFF-AIRPORT MONTHLY OPERATIONAL PROFILES | |
|--|---------|
| Month | Profile |
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

INTERIM NO ACTION PARKING - HOURLY OPERATIONAL PROFILES

| Time | Location #2 Inbound Taxi Lane | #4 Location Entrance into Parking A-B-C | #19 Location Entrance into Parking D | #665 Location Parking E, G & H | RENTAL CAR RETURN | CONRAC |
|----------|-------------------------------------|---|--|--------------------------------------|----------------------|--------|
| 1:00 AM | 0.2597 | 0.0812 | 0.0693 | 0.2041 | 0.0865 | 0.0865 |
| 2:00 AM | 0.0762 | 0.0206 | 0.0493 | 0.0976 | 0.0430 | 0.0430 |
| 3:00 AM | 0.0237 | 0.0164 | 0.0491 | 0.0665 | 0.0181 | 0.0181 |
| 4:00 AM | 0.0008 | 0.0295 | 0.0205 | 0.0849 | 0.0254 | 0.0254 |
| 5:00 AM | 0.0214 | 0.2016 | 0.1106 | 0.2601 | 0.0922 | 0.0922 |
| 6:00 AM | 0.0500 | 0.2830 | 0.0802 | 0.2972 | 0.0914 | 0.0914 |
| 7:00 AM | 0.1720 | 0.7413 | 0.0705 | 0.5225 | 0.3767 | 0.3767 |
| 8:00 AM | 0.3562 | 1.0000 | 0.1976 | 0.6186 | 0.6921 | 0.6921 |
| 9:00 AM | 0.6375 | 0.8726 | 0.3079 | 0.9181 | 1.0000 | 1.0000 |
| 10:00 AM | 0.6477 | 0.4731 | 0.2477 | 0.6484 | 0.7145 | 0.7145 |
| 11:00 AM | 0.4438 | 0.4402 | 0.4875 | 0.7483 | 0.7857 | 0.7857 |
| 12:00 PM | 0.6889 | 0.4057 | 0.4697 | 0.6166 | 0.6710 | 0.6710 |
| 1:00 PM | 0.5324 | 0.4803 | 0.7157 | 0.8186 | 0.7101 | 0.7101 |
| 2:00 PM | 0.6435 | 0.5118 | 1.0000 | 0.9191 | 0.7605 | 0.7605 |
| 3:00 PM | 0.6648 | 0.5141 | 0.9006 | 0.8512 | 0.7969 | 0.7969 |
| 4:00 PM | 0.5557 | 0.4039 | 0.5176 | 0.8689 | 0.6999 | 0.6999 |
| 5:00 PM | 0.7514 | 0.3619 | 0.4564 | 0.8216 | 0.6574 | 0.6574 |
| 6:00 PM | 0.5371 | 0.2688 | 0.4339 | 0.7594 | 0.4885 | 0.4885 |
| 7:00 PM | 0.9021 | 0.3222 | 0.8883 | 1.0000 | 0.5685 | 0.5685 |
| 8:00 PM | 0.9102 | 0.2448 | 0.6698 | 0.7169 | 0.4522 | 0.4522 |
| 9:00 PM | 1.0000 | 0.2483 | 0.2501 | 0.5900 | 0.4197 | 0.4197 |
| 10:00 PM | 0.9134 | 0.1848 | 0.1323 | 0.5283 | 0.2966 | 0.2966 |
| 11:00 PM | 0.4010 | 0.1413 | 0.1397 | 0.3199 | 0.1779 | 0.1779 |
| 12:00 AM | 0.8412 | 0.1440 | 0.1423 | 0.3161 | 0.1837 | 0.1837 |

INTERIM NO ACTION PARKING - NB DAILY OPERATIONAL PROFILES

| Day | Profile |
|-----------|---------|
| Monday | 1.0000 |
| Tuesday | 0.9869 |
| Wednesday | 0.9658 |
| Thursday | 0.9401 |
| Friday | 0.9604 |
| Saturday | 0.8816 |
| Sunday | 0.9807 |

INTERIM NO ACTION PARKING - NB MONTHLY OPERATIONAL PROFILES

| Month | Profile |
|-----------|---------|
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

INTERIM PROPOSED ACTION

| INTERIM PROPOSED ACTION-ON-AIRPORT HOURLY OPERATIONAL PROFILES | | | | | | | | | |
|--|-----------------------------|--|--|--|--|--|---|--|--------------------------------------|
| Time | Terminal 1-2-3 | | | | | Terminal 5 | | | |
| | #1 Location I-90 Inbound | #6 Location Upper Level before Terminal 1 | #7 Location Lower Level before Terminal 1 | #10 Location Upper Level leaving Terminal 3 | #12 Location Lower Level leaving Terminal 3 | #18 Location entering Terminal 5 | #20 Location Lower Level entering Terminal 5 | #21 Location Upper Level exiting Terminal 5 | #1 Location exiting Terminal 5 |
| 1:00 AM | 0.1587 | 0.0991 | 0.3508 | 0.1039 | 0.4734 | 0.1045 | 0.1405 | 0.1212 | 0.1380 |
| 2:00 AM | 0.0665 | 0.0543 | 0.1334 | 0.0569 | 0.2078 | 0.0961 | 0.0997 | 0.0758 | 0.1250 |
| 3:00 AM | 0.0832 | 0.0755 | 0.0691 | 0.0638 | 0.0811 | 0.0756 | 0.1118 | 0.0606 | 0.0750 |
| 4:00 AM | 0.2585 | 0.2186 | 0.0637 | 0.1979 | 0.0537 | 0.0756 | 0.0574 | 0.0394 | 0.1148 |
| 5:00 AM | 0.5821 | 0.5207 | 0.1477 | 0.4820 | 0.1144 | 0.1409 | 0.0665 | 0.0909 | 0.1120 |
| 6:00 AM | 0.9877 | 0.8854 | 0.2924 | 0.8453 | 0.2353 | 0.1660 | 0.0332 | 0.2242 | 0.1676 |
| 7:00 AM | 1.0000 | 1.0000 | 0.4473 | 1.0000 | 0.3532 | 0.1474 | 0.1042 | 0.1818 | 0.1815 |
| 8:00 AM | 0.8019 | 0.8140 | 0.4687 | 0.7934 | 0.4372 | 0.2239 | 0.1073 | 0.2424 | 0.1704 |
| 9:00 AM | 0.7623 | 0.6911 | 0.5545 | 0.6723 | 0.5773 | 0.2817 | 0.1344 | 0.1788 | 0.2194 |
| 10:00 AM | 0.6914 | 0.6364 | 0.6230 | 0.6176 | 0.7262 | 0.3778 | 0.1798 | 0.1909 | 0.3435 |
| 11:00 AM | 0.7436 | 0.6190 | 0.5289 | 0.5848 | 0.6118 | 0.5233 | 0.2613 | 0.4000 | 0.4000 |
| 12:00 PM | 0.7391 | 0.6831 | 0.6861 | 0.6474 | 0.7852 | 0.6045 | 0.2689 | 0.6030 | 0.5009 |
| 1:00 PM | 0.7657 | 0.6710 | 0.6385 | 0.6322 | 0.6894 | 0.7500 | 0.2568 | 0.7939 | 0.6380 |
| 2:00 PM | 0.7772 | 0.6983 | 0.6605 | 0.6769 | 0.7461 | 0.9207 | 0.3927 | 0.8970 | 0.7398 |
| 3:00 PM | 0.7380 | 0.6292 | 0.6683 | 0.6127 | 0.7087 | 1.0000 | 0.5468 | 0.9485 | 0.8769 |
| 4:00 PM | 0.7285 | 0.6512 | 0.6659 | 0.6157 | 0.7910 | 0.7146 | 0.8187 | 0.7394 | 0.9694 |
| 5:00 PM | 0.7565 | 0.6736 | 0.7749 | 0.6234 | 0.8044 | 0.7015 | 0.8731 | 0.6909 | 0.7935 |
| 6:00 PM | 0.6973 | 0.5992 | 0.6945 | 0.5982 | 0.7472 | 0.8144 | 0.6208 | 0.8061 | 0.8583 |
| 7:00 PM | 0.5534 | 0.5059 | 0.7177 | 0.4931 | 0.8097 | 0.9832 | 0.6163 | 1.0000 | 0.8648 |
| 8:00 PM | 0.5660 | 0.4615 | 1.0000 | 0.4534 | 1.0000 | 0.9132 | 0.7417 | 0.9121 | 1.0000 |
| 9:00 PM | 0.5101 | 0.3484 | 0.9357 | 0.3526 | 0.9405 | 0.4235 | 1.0000 | 0.6697 | 0.8333 |
| 10:00 PM | 0.4976 | 0.2801 | 0.8809 | 0.2834 | 0.9685 | 0.2491 | 0.5831 | 0.3364 | 0.3528 |
| 11:00 PM | 0.3866 | 0.1514 | 0.5235 | 0.1578 | 0.6176 | 0.2174 | 0.2508 | 0.2394 | 0.3213 |
| 12:00 AM | 0.2370 | 0.1598 | 0.5521 | 0.1562 | 0.5855 | 0.1632 | 0.1647 | 0.2909 | 0.1741 |

| INTERIM PROPOSED ACTION ON-AIRPORT DAILY OPERATIONAL PROFILES | |
|---|---------|
| Day | Profile |
| Monday | 0.9755 |
| Tuesday | 0.9417 |
| Wednesday | 0.9584 |
| Thursday | 1.0000 |
| Friday | 0.9946 |
| Saturday | 0.9088 |
| Sunday | 0.9892 |

| INTERIM PROPOSED ACTION ON-AIRPORT MONTHLY OPERATIONAL PROFILES | |
|---|---------|
| Month | Profile |
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

| INTERIM PROPOSED ACTION - OFF-AIRPORT HOURLY OPERATIONAL PROFILES | | | | | | | | | | | | | |
|---|------------|-------------------------------|------------|--------------|-----------------|----------------|--------------|---------------|--------------|------------------|-----------------|-----------------------|----------------------|
| Time | Busse Road | South Elmhurst Road/York Road | Lee Street | Higgins Road | Zemke Boulevard | Bessie Coleman | Patton Drive | Mannheim Road | Touhy Avenue | Thorndale Avenue | Balmoral Avenue | West Irving Park Road | Interstate 90 (I-90) |
| 1:00 AM | 0.0996 | 0.1008 | 0.1160 | 0.1160 | 0.1160 | 0.2103 | 0.1160 | 0.1625 | 0.1432 | 0.0769 | 0.1957 | 0.1228 | 0.1253 |
| 2:00 AM | 0.0986 | 0.0904 | 0.0943 | 0.0943 | 0.0943 | 0.1158 | 0.0943 | 0.0997 | 0.1021 | 0.0681 | 0.1739 | 0.0798 | 0.0844 |
| 3:00 AM | 0.0989 | 0.0915 | 0.1008 | 0.1008 | 0.1008 | 0.0938 | 0.1008 | 0.1007 | 0.0720 | 0.0584 | 0.1229 | 0.0741 | 0.0742 |
| 4:00 AM | 0.1533 | 0.1345 | 0.1305 | 0.1305 | 0.1305 | 0.1705 | 0.1305 | 0.1482 | 0.1250 | 0.0843 | 0.1271 | 0.1042 | 0.1235 |
| 5:00 AM | 0.3534 | 0.2901 | 0.2894 | 0.2894 | 0.2894 | 0.3055 | 0.2894 | 0.3058 | 0.2561 | 0.2342 | 0.2408 | 0.2410 | 0.3198 |
| 6:00 AM | 0.6993 | 0.6358 | 0.5765 | 0.5765 | 0.5765 | 0.4973 | 0.5765 | 0.5995 | 0.5859 | 0.5457 | 0.4774 | 0.5513 | 0.7781 |
| 7:00 AM | 0.9294 | 0.7870 | 0.7411 | 0.7411 | 0.7411 | 0.6096 | 0.7411 | 0.7674 | 0.8359 | 0.7017 | 0.7851 | 0.7361 | 0.9183 |
| 8:00 AM | 0.9995 | 0.8651 | 0.8595 | 0.8595 | 0.8595 | 0.7116 | 0.8595 | 0.9328 | 0.9624 | 0.8862 | 0.6789 | 0.8079 | 1.0000 |
| 9:00 AM | 0.8176 | 0.7012 | 0.6371 | 0.6371 | 0.6371 | 0.8260 | 0.6371 | 0.8157 | 0.8472 | 0.7791 | 0.5987 | 0.6806 | 0.9149 |
| 10:00 AM | 0.5825 | 0.5438 | 0.4994 | 0.4994 | 0.4994 | 0.8555 | 0.4994 | 0.6360 | 0.5735 | 0.6638 | 0.6380 | 0.5197 | 0.7368 |
| 11:00 AM | 0.5496 | 0.5338 | 0.4970 | 0.4970 | 0.4970 | 0.8007 | 0.4970 | 0.5888 | 0.5246 | 0.6147 | 0.6196 | 0.4970 | 0.6966 |
| 12:00 PM | 0.6279 | 0.5894 | 0.5580 | 0.5580 | 0.5580 | 0.7842 | 0.5580 | 0.6503 | 0.5486 | 0.6915 | 0.6396 | 0.5529 | 0.7511 |
| 1:00 PM | 0.6606 | 0.6307 | 0.6098 | 0.6098 | 0.6098 | 0.8664 | 0.6098 | 0.6634 | 0.6163 | 0.6936 | 0.7559 | 0.5735 | 0.7321 |
| 2:00 PM | 0.7097 | 0.6531 | 0.6106 | 0.6106 | 0.6106 | 0.9315 | 0.6106 | 0.7104 | 0.6632 | 0.7446 | 0.8537 | 0.6070 | 0.7171 |
| 3:00 PM | 0.8809 | 0.8010 | 0.7945 | 0.7945 | 0.7945 | 0.9185 | 0.7945 | 0.8702 | 0.8038 | 0.8199 | 0.9080 | 0.7087 | 0.8471 |
| 4:00 PM | 0.9346 | 0.8879 | 0.8442 | 0.8442 | 0.8442 | 0.9884 | 0.8442 | 0.9467 | 0.8791 | 0.9424 | 1.0000 | 0.8399 | 0.8961 |
| 5:00 PM | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.9233 | 1.0000 | 1.0000 | 0.9826 | 1.0000 | 0.9030 | 1.0000 | 0.9929 |
| 6:00 PM | 0.9056 | 0.8805 | 0.9767 | 0.9767 | 0.9767 | 1.0000 | 0.9767 | 0.9241 | 1.0000 | 0.7995 | 0.9866 | 0.8625 | 0.9554 |
| 7:00 PM | 0.6033 | 0.5310 | 0.6379 | 0.6379 | 0.6379 | 0.9753 | 0.6379 | 0.6700 | 0.7078 | 0.5271 | 0.9390 | 0.6731 | 0.7782 |
| 8:00 PM | 0.3775 | 0.3510 | 0.4516 | 0.4516 | 0.4516 | 0.7877 | 0.4516 | 0.5421 | 0.5061 | 0.4045 | 0.8972 | 0.5193 | 0.5975 |
| 9:00 PM | 0.2966 | 0.3093 | 0.3986 | 0.3986 | 0.3986 | 0.6178 | 0.3986 | 0.4883 | 0.4120 | 0.2948 | 0.6798 | 0.4247 | 0.4943 |
| 10:00 PM | 0.2880 | 0.2870 | 0.4035 | 0.4035 | 0.4035 | 0.5445 | 0.4035 | 0.4351 | 0.3927 | 0.1852 | 0.5978 | 0.3666 | 0.4574 |
| 11:00 PM | 0.2322 | 0.2272 | 0.3866 | 0.3866 | 0.3866 | 0.3322 | 0.3866 | 0.3812 | 0.3241 | 0.1811 | 0.3679 | 0.2784 | 0.3340 |
| 12:00 AM | 0.1637 | 0.1543 | 0.2196 | 0.2196 | 0.2196 | 0.2740 | 0.2196 | 0.2515 | 0.2335 | 0.1314 | 0.2676 | 0.1864 | 0.2189 |

| Interstate I-90 DAILY OPERATIONAL PROFILE | |
|---|---------|
| Day | Profile |
| Monday | 0.8170 |
| Tuesday | 0.8522 |
| Wednesday | 0.8696 |
| Thursday | 0.9043 |
| Friday | 1.0000 |
| Saturday | 0.8348 |
| Sunday | 0.8260 |

| Interstate I-90 MONTHLY OPERATIONAL PROFILE | |
|---|---------|
| Month | Profile |
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

| OFF-AIRPORT DAILY OPERATIONAL PROFILES | |
|--|---------|
| Day | Profile |
| Monday | 0.9755 |
| Tuesday | 0.9417 |
| Wednesday | 0.9584 |
| Thursday | 1.0000 |
| Friday | 0.9946 |
| Saturday | 0.9088 |
| Sunday | 0.9892 |

| OFF-AIRPORT MONTHLY OPERATIONAL PROFILES | |
|--|---------|
| Month | Profile |
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

| INTERIM PROPOSED ACTION - PARKING HOURLY OPERATIONAL PROFILES | | | | | | |
|---|-------------------------------------|---|--|--------------------------------------|----------------------|--------|
| Time | Parking | | | | | |
| | Location #2 Inbound Taxi Lane | #4 Location Entrance into Parking A-B-C | #19 Location Entrance into Parking D | #665 Location Parking E, G & H | RENTAL CAR RETURN | CONRAC |
| 1:00 AM | 0.2676 | 0.0837 | 0.0714 | 0.2103 | 0.0892 | 0.0892 |
| 2:00 AM | 0.0903 | 0.0245 | 0.0584 | 0.1158 | 0.0510 | 0.0510 |
| 3:00 AM | 0.0334 | 0.0232 | 0.0693 | 0.0938 | 0.0255 | 0.0255 |
| 4:00 AM | 0.0017 | 0.0592 | 0.0411 | 0.1705 | 0.0510 | 0.0510 |
| 5:00 AM | 0.0251 | 0.2368 | 0.1299 | 0.3055 | 0.1083 | 0.1083 |
| 6:00 AM | 0.0836 | 0.4736 | 0.1342 | 0.4973 | 0.1529 | 0.1529 |
| 7:00 AM | 0.2007 | 0.8649 | 0.0822 | 0.6096 | 0.4395 | 0.4395 |
| 8:00 AM | 0.4097 | 1.0000 | 0.2273 | 0.7116 | 0.7962 | 0.7962 |
| 9:00 AM | 0.5736 | 0.7851 | 0.2770 | 0.8260 | 1.0000 | 1.0000 |
| 10:00 AM | 0.8545 | 0.6242 | 0.3268 | 0.8555 | 0.9427 | 0.9427 |
| 11:00 AM | 0.4749 | 0.4710 | 0.5216 | 0.8007 | 0.8408 | 0.8408 |
| 12:00 PM | 0.8763 | 0.5161 | 0.5974 | 0.7842 | 0.8535 | 0.8535 |
| 1:00 PM | 0.5635 | 0.5084 | 0.7575 | 0.8664 | 0.7516 | 0.7516 |
| 2:00 PM | 0.6522 | 0.5187 | 1.0000 | 0.9315 | 0.7707 | 0.7707 |
| 3:00 PM | 0.7174 | 0.5547 | 0.9718 | 0.9185 | 0.8599 | 0.8599 |
| 4:00 PM | 0.6321 | 0.4595 | 0.5887 | 0.9884 | 0.7962 | 0.7962 |
| 5:00 PM | 0.8445 | 0.4067 | 0.5130 | 0.9233 | 0.7389 | 0.7389 |
| 6:00 PM | 0.7074 | 0.3539 | 0.5714 | 1.0000 | 0.6433 | 0.6433 |
| 7:00 PM | 0.9298 | 0.3320 | 0.9155 | 0.9753 | 0.5860 | 0.5860 |
| 8:00 PM | 1.0000 | 0.2690 | 0.7359 | 0.7877 | 0.4968 | 0.4968 |
| 9:00 PM | 0.9849 | 0.2600 | 0.2619 | 0.6178 | 0.4395 | 0.4395 |
| 10:00 PM | 0.9415 | 0.1905 | 0.1364 | 0.5445 | 0.3057 | 0.3057 |
| 11:00 PM | 0.4164 | 0.1467 | 0.1450 | 0.3322 | 0.1847 | 0.1847 |
| 12:00 AM | 0.7291 | 0.1248 | 0.1234 | 0.2740 | 0.1592 | 0.1592 |

| INTERIM PROPOSED ACTION PARKING DAILY OPERATIONAL PROFILES ALL LOTS | |
|---|---------|
| Day | Profile |
| Monday | 0.9755 |
| Tuesday | 0.9417 |
| Wednesday | 0.9584 |
| Thursday | 1.0000 |
| Friday | 0.9946 |
| Saturday | 0.9088 |
| Sunday | 0.9892 |

| INTERIM PROPOSED ACTION PARKING MONTHLY OPERATIONAL PROFILES ALL LOTS | |
|---|---------|
| Month | Profile |
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

BUILD OUT NO ACTION

| BUILD OUT NO ACTION ON-AIRPORT HOURLY OPERATIONAL PROFILES | | | | | | | | | |
|--|-----------------------------|--|--|--|--|--|---|--|---------------------------------------|
| Time | #1 Location I-90 Inbound | #6 Location Upper Level before Terminal 1 | #7 Location Lower Level before Terminal 1 | #10 Location Upper Level leaving Terminal 3 | #12 Location Lower Level leaving Terminal 3 | #18 Location entering Terminal 5 | #20 Location Lower Level entering Terminal 5 | #21 Location Upper Level exiting Terminal 5 | # I Location exiting Terminal 5 |
| 1:00 AM | 0.1554 | 0.0970 | 0.3436 | 0.1018 | 0.4637 | 0.1023 | 0.1376 | 0.1187 | 0.1351 |
| 2:00 AM | 0.0724 | 0.0592 | 0.1454 | 0.0620 | 0.2265 | 0.1047 | 0.1087 | 0.0826 | 0.1362 |
| 3:00 AM | 0.0602 | 0.0547 | 0.0500 | 0.0462 | 0.0587 | 0.0547 | 0.0809 | 0.0439 | 0.0543 |
| 4:00 AM | 0.1095 | 0.0926 | 0.0270 | 0.0838 | 0.0228 | 0.0320 | 0.0243 | 0.0167 | 0.0486 |
| 5:00 AM | 0.5384 | 0.4816 | 0.1366 | 0.4459 | 0.1058 | 0.1303 | 0.0615 | 0.0841 | 0.1036 |
| 6:00 AM | 0.6346 | 0.5689 | 0.1879 | 0.5431 | 0.1512 | 0.1067 | 0.0214 | 0.1441 | 0.1077 |
| 7:00 AM | 1.0000 | 1.0000 | 0.3827 | 1.0000 | 0.3021 | 0.1261 | 0.0892 | 0.1555 | 0.1553 |
| 8:00 AM | 0.7103 | 0.7210 | 0.4152 | 0.7027 | 0.3873 | 0.1983 | 0.0950 | 0.2147 | 0.1509 |
| 9:00 AM | 0.8473 | 0.7681 | 0.6163 | 0.7472 | 0.6417 | 0.3131 | 0.1494 | 0.1987 | 0.2439 |
| 10:00 AM | 0.5611 | 0.5165 | 0.5055 | 0.5012 | 0.5893 | 0.3066 | 0.1459 | 0.1549 | 0.2788 |
| 11:00 AM | 0.7296 | 0.6073 | 0.5189 | 0.5738 | 0.6003 | 0.5134 | 0.2564 | 0.3925 | 0.3925 |
| 12:00 PM | 0.6057 | 0.5598 | 0.5622 | 0.5305 | 0.6434 | 0.4953 | 0.2203 | 0.4941 | 0.4105 |
| 1:00 PM | 0.7651 | 0.6705 | 0.6380 | 0.6317 | 0.6890 | 0.7495 | 0.2566 | 0.7934 | 0.6375 |
| 2:00 PM | 0.7805 | 0.7013 | 0.6633 | 0.6798 | 0.7493 | 0.9247 | 0.3944 | 0.9008 | 0.7430 |
| 3:00 PM | 0.7243 | 0.6175 | 0.6558 | 0.6013 | 0.6955 | 1.0000 | 0.5366 | 0.9308 | 0.8605 |
| 4:00 PM | 0.6870 | 0.6141 | 0.6279 | 0.5806 | 0.7459 | 0.6738 | 0.7721 | 0.6972 | 0.9142 |
| 5:00 PM | 0.7185 | 0.6398 | 0.7359 | 0.5921 | 0.7640 | 0.6663 | 0.8292 | 0.6562 | 0.7537 |
| 6:00 PM | 0.5886 | 0.5058 | 0.5862 | 0.5049 | 0.6308 | 0.6874 | 0.5241 | 0.6804 | 0.7245 |
| 7:00 PM | 0.5477 | 0.5007 | 0.7104 | 0.4881 | 0.8014 | 0.9732 | 0.6100 | 1.0000 | 0.8560 |
| 8:00 PM | 0.5518 | 0.4499 | 1.0000 | 0.4420 | 0.9749 | 0.8904 | 0.7231 | 0.8893 | 1.0000 |
| 9:00 PM | 0.5086 | 0.3474 | 0.9329 | 0.3515 | 0.9377 | 0.4223 | 1.0000 | 0.6677 | 0.8309 |
| 10:00 PM | 0.5186 | 0.2919 | 0.9181 | 0.2954 | 1.0000 | 0.2596 | 0.6077 | 0.3506 | 0.3677 |
| 11:00 PM | 0.4222 | 0.1654 | 0.5717 | 0.1723 | 0.6745 | 0.2374 | 0.2738 | 0.2614 | 0.3509 |
| 12:00 AM | 0.3031 | 0.2043 | 0.7060 | 0.1998 | 0.7487 | 0.2087 | 0.2105 | 0.3720 | 0.2226 |

| BUILD OUT NO ACTION ON-AIRPORT DAILY OPERATIONAL PROFILES | |
|---|---------|
| Day | Profile |
| Monday | 1.0000 |
| Tuesday | 0.9869 |
| Wednesday | 0.9658 |
| Thursday | 0.9401 |
| Friday | 0.9604 |
| Saturday | 0.8816 |
| Sunday | 0.9807 |

| BUILD OUT NO ACTION ON-AIRPORT MONTHLY OPERATIONAL PROFILES | |
|---|---------|
| Month | Profile |
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

BUILD OUT NO ACTION - OFF AIRPORT HOURLY OPERATIONAL PROFILES

| Time | Busse Road | South Elmhurst Road/York Road | IL 19 from I-490 to I-294 | Irving Park Rd From IL 19 to Mannheim Rd | Lee Street | Higgins Road | Zemke Boulevard | Bessie Coleman | Patton Drive | Mannheim Road | Touhy Avenue | Thorndale Avenue/IL-390 | Balmoral Avenue | West Irving Park Road | I-490 between IL 19 & I-90 | Interstate 90 |
|----------|------------|-------------------------------|---------------------------|--|------------|--------------|-----------------|----------------|--------------|---------------|--------------|-------------------------|-----------------|-----------------------|----------------------------|---------------|
| 1:00 AM | 0.0996 | 0.1008 | 0.1245 | 0.1525 | 0.1160 | 0.1160 | 0.0873 | 0.2060 | 0.1136 | 0.1625 | 0.1432 | 0.0769 | 0.1916 | 0.1031 | 0.1245 | 0.1245 |
| 2:00 AM | 0.0986 | 0.0904 | 0.0838 | 0.0963 | 0.0943 | 0.0943 | 0.0555 | 0.1262 | 0.1028 | 0.0997 | 0.1021 | 0.0681 | 0.1896 | 0.0675 | 0.0838 | 0.0838 |
| 3:00 AM | 0.0989 | 0.0915 | 0.0727 | 0.0966 | 0.1008 | 0.1008 | 0.0184 | 0.0679 | 0.0729 | 0.1007 | 0.0720 | 0.0584 | 0.0890 | 0.0589 | 0.0727 | 0.0727 |
| 4:00 AM | 0.1533 | 0.1345 | 0.1208 | 0.1408 | 0.1305 | 0.1305 | 0.0216 | 0.0723 | 0.0553 | 0.1482 | 0.1250 | 0.0843 | 0.0538 | 0.0828 | 0.1208 | 0.1208 |
| 5:00 AM | 0.3534 | 0.2901 | 0.3128 | 0.2797 | 0.2894 | 0.2894 | 0.1002 | 0.2826 | 0.2677 | 0.3058 | 0.2561 | 0.2342 | 0.2227 | 0.2152 | 0.3128 | 0.3128 |
| 6:00 AM | 0.6993 | 0.6358 | 0.7642 | 0.6530 | 0.5765 | 0.5765 | 0.0982 | 0.3195 | 0.3704 | 0.5995 | 0.5859 | 0.5457 | 0.3068 | 0.4983 | 0.7642 | 0.7642 |
| 7:00 AM | 0.9294 | 0.7870 | 0.9061 | 0.8787 | 0.7411 | 0.7411 | 0.3760 | 0.5215 | 0.6340 | 0.7674 | 0.8359 | 0.7017 | 0.6717 | 0.6621 | 0.9061 | 0.9061 |
| 8:00 AM | 0.9995 | 0.8651 | 0.9980 | 0.8802 | 0.8595 | 0.8595 | 0.7052 | 0.6303 | 0.7613 | 0.9328 | 0.9624 | 0.8862 | 0.6014 | 0.7648 | 0.9980 | 0.9980 |
| 9:00 AM | 0.8176 | 0.7012 | 0.9031 | 0.7382 | 0.6371 | 0.6371 | 1.0000 | 0.9181 | 0.7081 | 0.8157 | 0.8472 | 0.7791 | 0.6654 | 0.6359 | 0.9031 | 0.9031 |
| 10:00 AM | 0.5825 | 0.5438 | 0.7285 | 0.5391 | 0.4994 | 0.4994 | 0.7650 | 0.6942 | 0.4053 | 0.6360 | 0.5735 | 0.6638 | 0.5177 | 0.5047 | 0.7285 | 0.7285 |
| 11:00 AM | 0.5496 | 0.5338 | 0.6883 | 0.5110 | 0.4970 | 0.4970 | 0.8249 | 0.7856 | 0.4876 | 0.5888 | 0.5246 | 0.6147 | 0.6079 | 0.4837 | 0.6883 | 0.6883 |
| 12:00 PM | 0.6279 | 0.5894 | 0.7436 | 0.5174 | 0.5580 | 0.5580 | 0.6994 | 0.6426 | 0.4572 | 0.6503 | 0.5486 | 0.6915 | 0.5241 | 0.5729 | 0.7436 | 0.7436 |
| 1:00 PM | 0.6606 | 0.6307 | 0.7243 | 0.5332 | 0.6098 | 0.6098 | 0.7511 | 0.8658 | 0.6094 | 0.6634 | 0.6163 | 0.6996 | 0.7553 | 0.5955 | 0.7243 | 0.7243 |
| 2:00 PM | 0.7097 | 0.6531 | 0.7095 | 0.5814 | 0.6106 | 0.6106 | 0.7740 | 0.9355 | 0.6132 | 0.7104 | 0.6632 | 0.7446 | 0.8573 | 0.6137 | 0.7095 | 0.7095 |
| 3:00 PM | 0.8809 | 0.8010 | 0.8405 | 0.7141 | 0.7945 | 0.7945 | 0.8438 | 0.9014 | 0.7797 | 0.8702 | 0.8038 | 0.8199 | 0.8911 | 0.7141 | 0.8405 | 0.8405 |
| 4:00 PM | 0.9346 | 0.8879 | 0.9015 | 0.8333 | 0.8442 | 0.8442 | 0.7508 | 0.9320 | 0.7961 | 0.9467 | 0.8791 | 0.9424 | 1.0000 | 0.8448 | 0.9015 | 0.9015 |
| 5:00 PM | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.7017 | 0.8769 | 1.0000 | 1.0000 | 0.9826 | 1.0000 | 0.8576 | 1.0000 | 1.0000 | 1.0000 |
| 6:00 PM | 0.9056 | 0.8805 | 0.9587 | 0.9145 | 0.9767 | 0.9767 | 0.5430 | 1.0000 | 0.8245 | 0.9241 | 1.0000 | 0.7995 | 0.8328 | 0.8302 | 0.9587 | 0.9587 |
| 7:00 PM | 0.6033 | 0.5310 | 0.7769 | 0.6842 | 0.6379 | 0.6379 | 0.5800 | 0.9654 | 0.6314 | 0.6700 | 0.7078 | 0.5271 | 0.9294 | 0.6742 | 0.7769 | 0.7769 |
| 8:00 PM | 0.3775 | 0.3510 | 0.5956 | 0.5316 | 0.4516 | 0.4516 | 0.4844 | 0.7679 | 0.4403 | 0.5421 | 0.5061 | 0.4045 | 0.8747 | 0.5098 | 0.5956 | 0.5956 |
| 9:00 PM | 0.2966 | 0.3093 | 0.4904 | 0.4427 | 0.3986 | 0.3986 | 0.4382 | 0.6160 | 0.3975 | 0.4883 | 0.4120 | 0.2948 | 0.6778 | 0.4129 | 0.4904 | 0.4904 |
| 10:00 PM | 0.2880 | 0.2870 | 0.4538 | 0.3936 | 0.4035 | 0.4035 | 0.3186 | 0.5675 | 0.4205 | 0.4351 | 0.3927 | 0.1852 | 0.6231 | 0.3494 | 0.4538 | 0.4538 |
| 11:00 PM | 0.2322 | 0.2272 | 0.3310 | 0.3535 | 0.3866 | 0.3866 | 0.2017 | 0.3628 | 0.4222 | 0.3812 | 0.3241 | 0.1811 | 0.4018 | 0.2353 | 0.3310 | 0.3310 |
| 12:00 AM | 0.1637 | 0.1543 | 0.2168 | 0.2504 | 0.2196 | 0.2196 | 0.2036 | 0.3503 | 0.2808 | 0.2515 | 0.2335 | 0.1314 | 0.3421 | 0.1551 | 0.2168 | 0.2168 |

BUILD OUT NO ACTION OFF-AIRPORT DAILY OPERATIONAL PROFILES

| Day | Profile |
|-----------|---------|
| Monday | 1.0000 |
| Tuesday | 0.9869 |
| Wednesday | 0.9658 |
| Thursday | 0.9401 |
| Friday | 0.9604 |
| Saturday | 0.8816 |
| Sunday | 0.9807 |

BUILD OUT NO ACTION NB I-90 DAILY OPERATIONAL PROFILE

| Day | Profile |
|-----------|---------|
| Monday | 0.8170 |
| Tuesday | 0.8522 |
| Wednesday | 0.8696 |
| Thursday | 0.9043 |
| Friday | 1.0000 |
| Saturday | 0.8348 |
| Sunday | 0.8260 |

BUILD OUT NO ACTION NB OFF-AIRPORT MONTHLY OPERATIONAL PROFILES

| Month | Profile |
|-----------|---------|
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

BUILD OUT NO ACTION NB I-90 MONTHLY OPERATIONAL PROFILE

| Month | Profile |
|-----------|---------|
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

BUILD OUT NO ACTION - PARKING HOURLY OPERATIONAL PROFILES

| Time | Location #2 Inbound Taxi Lane | #4 Location Entrance into Parking A-B-C | #19 Location Entrance into Parking D | #665 Location Parking E, G & H | CONRAC |
|----------|----------------------------------|---|--|-----------------------------------|--------|
| 1:00 AM | 0.2621 | 0.0819 | 0.0685 | 0.2060 | 0.0892 |
| 2:00 AM | 0.0984 | 0.0267 | 0.0637 | 0.1262 | 0.0510 |
| 3:00 AM | 0.0242 | 0.0168 | 0.0501 | 0.0679 | 0.0255 |
| 4:00 AM | 0.0007 | 0.0251 | 0.0174 | 0.0723 | 0.0510 |
| 5:00 AM | 0.0232 | 0.2190 | 0.1201 | 0.2826 | 0.1083 |
| 6:00 AM | 0.0537 | 0.3043 | 0.0862 | 0.3195 | 0.1529 |
| 7:00 AM | 0.1717 | 0.7399 | 0.0704 | 0.5215 | 0.4395 |
| 8:00 AM | 0.3629 | 1.0000 | 0.2013 | 0.6303 | 0.7962 |
| 9:00 AM | 0.6375 | 0.8726 | 0.3079 | 0.9181 | 1.0000 |
| 10:00 AM | 0.6934 | 0.5065 | 0.2652 | 0.6942 | 0.9427 |
| 11:00 AM | 0.4660 | 0.4622 | 0.5118 | 0.7856 | 0.8408 |
| 12:00 PM | 0.7180 | 0.4229 | 0.4895 | 0.6426 | 0.8535 |
| 1:00 PM | 0.5632 | 0.5080 | 0.7571 | 0.8658 | 0.7516 |
| 2:00 PM | 0.6550 | 0.5209 | 1.0000 | 0.9355 | 0.7707 |
| 3:00 PM | 0.7040 | 0.5444 | 0.9537 | 0.9014 | 0.8599 |
| 4:00 PM | 0.5961 | 0.4333 | 0.5552 | 0.9320 | 0.7962 |
| 5:00 PM | 0.8021 | 0.3863 | 0.4872 | 0.8769 | 0.7389 |
| 6:00 PM | 0.5971 | 0.2988 | 0.4824 | 1.0000 | 0.6433 |
| 7:00 PM | 0.9203 | 0.3287 | 0.9062 | 0.9654 | 0.5860 |
| 8:00 PM | 1.0000 | 0.2622 | 0.7175 | 0.7679 | 0.4968 |
| 9:00 PM | 0.9821 | 0.2592 | 0.2611 | 0.6160 | 0.4395 |
| 10:00 PM | 0.9812 | 0.1985 | 0.1421 | 0.5675 | 0.3057 |
| 11:00 PM | 0.4547 | 0.1602 | 0.1584 | 0.3628 | 0.1847 |
| 12:00 AM | 0.9323 | 0.1596 | 0.1578 | 0.3503 | 0.1592 |

BUILD OUT NO ACTION PARKING MONTHLY OPERATIONAL PROFILES - FOR All LOTS

| Month | Profile |
|-----------|---------|
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

BUILD OUT NO ACTION PARKING DAILY OPERATIONAL PROFILES - FOR All LOTS

| Day | Profile |
|-----------|---------|
| Monday | 1.0000 |
| Tuesday | 0.9869 |
| Wednesday | 0.9658 |
| Thursday | 0.9401 |
| Friday | 0.9604 |
| Saturday | 0.8816 |
| Sunday | 0.9807 |

BUILD OUT PROPOSED ACTION

| BUILD OUT PROPOSED ACTION ON-AIRPORT HOURLY OPERATIONAL PROFILES | | | | | | | | | |
|--|---------------------------|--|--|--|--|--|---|--|--------------------------------------|
| Time | Terminal 1-2-3 | | | | | Terminal #5 | | | |
| | #1 Location 90 Inbound | #6 Location Upper Level before Terminal 1 | #7 Location Lower Level before Terminal 1 | #10 Location Upper Level leaving Terminal 3 | #12 Location Lower Level leaving Terminal 3 | #18 Location entering Terminal 5 | #20 Location Lower Level entering Terminal 5 | #21 Location Upper Level exiting Terminal 5 | #1 Location exiting Terminal 5 |
| 1:00 AM | 0.2370 | 0.1200 | 0.3508 | 0.1300 | 0.4734 | 0.1400 | 0.1500 | 0.2000 | 0.1380 |
| 2:00 AM | 0.1587 | 0.0991 | 0.2000 | 0.1039 | 0.3000 | 0.1045 | 0.1405 | 0.1212 | 0.1250 |
| 3:00 AM | 0.0655 | 0.0543 | 0.1500 | 0.0569 | 0.2078 | 0.0961 | 0.0997 | 0.0758 | 0.1000 |
| 4:00 AM | 0.0832 | 0.0755 | 0.1334 | 0.0638 | 0.0811 | 0.0756 | 0.1118 | 0.0606 | 0.0900 |
| 5:00 AM | 0.3585 | 0.2186 | 0.0691 | 0.1979 | 0.0537 | 0.0756 | 0.0574 | 0.0394 | 0.0750 |
| 6:00 AM | 0.4500 | 0.5207 | 0.0637 | 0.4820 | 0.8000 | 0.1409 | 0.0665 | 0.0909 | 0.1148 |
| 7:00 AM | 0.5821 | 0.6800 | 0.1477 | 0.7500 | 0.1140 | 0.1660 | 0.0332 | 0.2242 | 0.1120 |
| 8:00 AM | 0.9877 | 0.8854 | 0.2924 | 0.8453 | 0.2353 | 0.1474 | 0.1042 | 0.0200 | 0.1676 |
| 9:00 AM | 1.0000 | 1.0000 | 0.4473 | 1.0000 | 0.3532 | 0.2000 | 0.1050 | 0.1818 | 0.1815 |
| 10:00 AM | 0.8019 | 0.8140 | 0.4687 | 0.7934 | 0.4372 | 0.2239 | 0.1073 | 0.2424 | 0.1704 |
| 11:00 AM | 0.7623 | 0.6911 | 0.5545 | 0.6723 | 0.5773 | 0.2817 | 0.1344 | 0.1788 | 0.2194 |
| 12:00 PM | 0.6914 | 0.6364 | 0.6230 | 0.6176 | 0.7262 | 0.3778 | 0.1798 | 0.1909 | 0.3435 |
| 1:00 PM | 0.7436 | 0.6190 | 0.5289 | 0.5848 | 0.7852 | 0.7500 | 0.2613 | 0.4000 | 0.6380 |
| 2:00 PM | 0.7391 | 0.6831 | 0.6605 | 0.6474 | 0.6894 | 0.9207 | 0.3927 | 0.8970 | 0.7398 |
| 3:00 PM | 0.7657 | 0.6710 | 0.6683 | 0.6322 | 0.7461 | 1.0000 | 0.5468 | 0.9485 | 0.8769 |
| 4:00 PM | 0.7772 | 0.6983 | 0.6659 | 0.6769 | 0.7910 | 0.7146 | 0.8187 | 0.7394 | 0.9694 |
| 5:00 PM | 0.7380 | 0.6292 | 0.7749 | 0.6127 | 0.8044 | 0.7015 | 0.8731 | 0.6909 | 0.7935 |
| 6:00 PM | 0.7565 | 0.5992 | 0.6945 | 0.5982 | 0.7472 | 0.8144 | 0.6208 | 0.8061 | 0.8583 |
| 7:00 PM | 0.6973 | 0.5059 | 0.7177 | 0.4931 | 0.8097 | 0.9832 | 0.6163 | 1.0000 | 0.8648 |
| 8:00 PM | 0.5534 | 0.4615 | 1.0000 | 0.4534 | 1.0000 | 0.9132 | 0.7417 | 0.9121 | 1.0000 |
| 9:00 PM | 0.5660 | 0.3484 | 0.9357 | 0.3526 | 0.9405 | 0.4235 | 1.0000 | 0.6697 | 0.8333 |
| 10:00 PM | 0.5101 | 0.2801 | 0.8809 | 0.2834 | 0.9685 | 0.2491 | 0.5831 | 0.3364 | 0.3528 |
| 11:00 PM | 0.4976 | 0.1514 | 0.5235 | 0.1578 | 0.6176 | 0.2174 | 0.2508 | 0.2394 | 0.3213 |
| 12:00 AM | 0.3866 | 0.1598 | 0.5521 | 0.1562 | 0.5855 | 0.1632 | 0.1647 | 0.2909 | 0.1741 |

DATE: 05/19/2020

Monthly and daily profiles were generated based on 2030 enplanement data

| BUILD OUT PROPOSED ACTION ON-AIRPORT DAILY OPERATIONAL PROFILES | |
|---|---------|
| Day | Profile |
| Monday | 1.0000 |
| Tuesday | 0.9869 |
| Wednesday | 0.9658 |
| Thursday | 0.9401 |
| Friday | 0.9604 |
| Saturday | 0.8816 |
| Sunday | 0.9807 |

| BUILD OUT PROPOSED ACTION ON-AIRPORT MONTHLY OPERATIONAL PROFILES | |
|---|---------|
| Month | Profile |
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |

BUILD OUT PROPOSED ACTION - OFF AIRPORT HOURLY OPERATIONAL PROFILES

| Time | Busse Road | South Elmhurst Road/York Road | IL 19 from I-490 to I-294 | Irving Park Rd From IL 19 to Mannheim Rd | Lee Street | Higgins Road | Zemke Boulevard | Bessie Coleman | Patton Drive | Mannheim Road | Touhy Avenue | Thorndale Avenue/IL-390 | Balmoral Avenue | West Irving Park Road | I-490 between IL 19 & I-90 | Interstate 90 |
|----------|---------------|-------------------------------|---------------------------|--|---------------|---------------|-----------------|----------------|---------------|---------------|---------------|-------------------------|-----------------|-----------------------|----------------------------|---------------|
| 1:00 AM | 0.0996 | 0.1008 | 0.1245 | 0.1525 | 0.1160 | 0.1160 | 0.0892 | 0.2103 | 0.1160 | 0.1625 | 0.1432 | 0.0769 | 0.1957 | 0.1031 | 0.1245 | 0.1245 |
| 2:00 AM | 0.0986 | 0.0904 | 0.0838 | 0.0963 | 0.0943 | 0.0943 | 0.0510 | 0.1158 | 0.0943 | 0.0997 | 0.1021 | 0.0681 | 0.1739 | 0.0675 | 0.0838 | 0.0838 |
| 3:00 AM | 0.0989 | 0.0915 | 0.0727 | 0.0966 | 0.1008 | 0.1008 | 0.0255 | 0.0938 | 0.1008 | 0.1007 | 0.0720 | 0.0584 | 0.1229 | 0.0589 | 0.0727 | 0.0727 |
| 4:00 AM | 0.1533 | 0.1345 | 0.1208 | 0.1408 | 0.1305 | 0.1305 | 0.0510 | 0.1705 | 0.1305 | 0.1482 | 0.1250 | 0.0843 | 0.1271 | 0.0828 | 0.1208 | 0.1208 |
| 5:00 AM | 0.3534 | 0.2901 | 0.3128 | 0.2797 | 0.2894 | 0.2894 | 0.1083 | 0.3055 | 0.2894 | 0.3058 | 0.2561 | 0.2342 | 0.2408 | 0.2152 | 0.3128 | 0.3128 |
| 6:00 AM | 0.6993 | 0.6358 | 0.7642 | 0.6530 | 0.5765 | 0.5765 | 0.1529 | 0.4973 | 0.5765 | 0.5995 | 0.5859 | 0.5457 | 0.4774 | 0.4983 | 0.7642 | 0.7642 |
| 7:00 AM | 0.9294 | 0.7870 | 0.9061 | 0.8787 | 0.7411 | 0.7411 | 0.4395 | 0.6096 | 0.7411 | 0.7674 | 0.8359 | 0.7017 | 0.7851 | 0.6621 | 0.9061 | 0.9061 |
| 8:00 AM | 0.9995 | 0.8651 | 0.9980 | 0.8802 | 0.8595 | 0.8595 | 0.7962 | 0.7116 | 0.8595 | 0.9328 | 0.9624 | 0.8862 | 0.6789 | 0.7648 | 0.9980 | 0.9980 |
| 9:00 AM | 0.8176 | 0.7012 | 0.9031 | 0.7382 | 0.6371 | 0.6371 | 1.0000 | 0.8260 | 0.6371 | 0.8157 | 0.8472 | 0.7791 | 0.5987 | 0.6359 | 0.9031 | 0.9031 |
| 10:00 AM | 0.5825 | 0.5438 | 0.7265 | 0.5391 | 0.4994 | 0.4994 | 0.9427 | 0.8555 | 0.4994 | 0.6360 | 0.5735 | 0.6638 | 0.6380 | 0.5047 | 0.7265 | 0.7265 |
| 11:00 AM | 0.5496 | 0.5338 | 0.6883 | 0.5110 | 0.4970 | 0.4970 | 0.8408 | 0.8007 | 0.4970 | 0.5888 | 0.5246 | 0.6147 | 0.6196 | 0.4837 | 0.6883 | 0.6883 |
| 12:00 PM | 0.6279 | 0.5894 | 0.7436 | 0.5174 | 0.5580 | 0.5580 | 0.8535 | 0.7842 | 0.5580 | 0.6503 | 0.5486 | 0.6915 | 0.6396 | 0.5729 | 0.7436 | 0.7436 |
| 1:00 PM | 0.6606 | 0.6307 | 0.7243 | 0.5332 | 0.6098 | 0.6098 | 0.7516 | 0.8664 | 0.6098 | 0.6634 | 0.6163 | 0.6936 | 0.7559 | 0.5955 | 0.7243 | 0.7243 |
| 2:00 PM | 0.7097 | 0.6531 | 0.7095 | 0.5814 | 0.6106 | 0.6106 | 0.7707 | 0.9315 | 0.6106 | 0.7104 | 0.6632 | 0.7446 | 0.8537 | 0.6137 | 0.7095 | 0.7095 |
| 3:00 PM | 0.8809 | 0.8010 | 0.8405 | 0.7141 | 0.7945 | 0.7945 | 0.8599 | 0.9185 | 0.7945 | 0.8702 | 0.8038 | 0.8199 | 0.9080 | 0.7141 | 0.8405 | 0.8405 |
| 4:00 PM | 0.9346 | 0.8879 | 0.9015 | 0.8333 | 0.8442 | 0.8442 | 0.7962 | 0.9884 | 0.8442 | 0.9467 | 0.8791 | 0.9424 | 1.0000 | 0.8448 | 0.9015 | 0.9015 |
| 5:00 PM | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.7389 | 0.9233 | 1.0000 | 1.0000 | 0.9826 | 1.0000 | 0.9030 | 1.0000 | 1.0000 | 1.0000 |
| 6:00 PM | 0.9056 | 0.8805 | 0.9587 | 0.9145 | 0.9767 | 0.9767 | 0.6433 | 1.0000 | 0.9767 | 0.9241 | 1.0000 | 0.7995 | 0.9866 | 0.8302 | 0.9587 | 0.9587 |
| 7:00 PM | 0.6033 | 0.5310 | 0.7769 | 0.6842 | 0.6379 | 0.6379 | 0.5860 | 0.9753 | 0.6379 | 0.6700 | 0.7078 | 0.5271 | 0.9390 | 0.6742 | 0.7769 | 0.7769 |
| 8:00 PM | 0.3775 | 0.3510 | 0.5956 | 0.5316 | 0.4516 | 0.4516 | 0.4968 | 0.7877 | 0.4516 | 0.5421 | 0.5061 | 0.4045 | 0.8972 | 0.5098 | 0.5956 | 0.5956 |
| 9:00 PM | 0.2966 | 0.3093 | 0.4904 | 0.4427 | 0.3986 | 0.3986 | 0.4395 | 0.6178 | 0.3986 | 0.4883 | 0.4120 | 0.2948 | 0.6798 | 0.4129 | 0.4904 | 0.4904 |
| 10:00 PM | 0.2880 | 0.2870 | 0.4538 | 0.3936 | 0.4035 | 0.4035 | 0.3057 | 0.5445 | 0.4035 | 0.4351 | 0.3927 | 0.1852 | 0.5978 | 0.3494 | 0.4538 | 0.4538 |
| 11:00 PM | 0.2322 | 0.2272 | 0.3310 | 0.3535 | 0.3866 | 0.3866 | 0.1847 | 0.3322 | 0.3866 | 0.3812 | 0.3241 | 0.1811 | 0.3679 | 0.2353 | 0.3310 | 0.3310 |
| 12:00 AM | 0.1637 | 0.1543 | 0.2168 | 0.2504 | 0.2196 | 0.2196 | 0.1592 | 0.2740 | 0.2196 | 0.2515 | 0.2335 | 0.1314 | 0.2676 | 0.1551 | 0.2168 | 0.2168 |

Western Access I DEB %

NOTES: The hourly profiles were determined using the hourly traffic counts taken on 5/1/2018.

Higgins Road profile was used for Lee Street and Patton Drive

Zemeke Blvd profile was developed based on CONRAC profile

I-90 profile was used for I-490

IDOT traffic counts were used for Touhy Avenue and Balmoral Avenue

Refer to tab 1.4 for Hourly profile calculations

Refer to Tab 1.5 I - Use the daily and monthly operational profiles shown in green for I-90

BUILD OUT PROPOSED ACTION OFF-AIRPORT DAILY OPERATIONAL PROFILES

| Day | Profile |
|-----------|---------------|
| Monday | 0.9624 |
| Tuesday | 0.9655 |
| Wednesday | 0.9830 |
| Thursday | 1.0000 |
| Friday | 0.9907 |
| Saturday | 0.8556 |
| Sunday | 0.9528 |

BUILD OUT PROPOSED ACTION OFF-AIRPORT MONTHLY OPERATIONAL PROFILES

| Month | Profile |
|-----------|---------------|
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

| Interstate I-90 DAILY OPERATIONAL PROFILE | |
|---|---------------|
| Day | Profile |
| Monday | 0.8170 |
| Tuesday | 0.8522 |
| Wednesday | 0.8606 |
| Thursday | 0.9043 |
| Friday | 1.0000 |
| Saturday | 0.8348 |
| Sunday | 0.8260 |

| Interstate I-90 MONTHLY OPERATIONAL PROFILE | |
|---|---------------|
| Month | Profile |
| January | 0.8460 |
| February | 0.7503 |
| March | 0.8998 |
| April | 0.8959 |
| May | 0.9322 |
| June | 0.9551 |
| July | 1.0000 |
| August | 0.9950 |
| September | 0.9343 |
| October | 0.9856 |
| November | 0.8899 |
| December | 0.9299 |

BUILD OUT PROPOSED ACTION - PARKING HOURLY OPERATIONAL PROFILES

| Time | Location #2 Inbound Taxi Lane | #4 Location Entrance into Parking A-B-C | #19 Location Entrance into Parking D (Multimodal Facility) | WEST GROUND FACILITY | COMERCIAL VEHICLE HOLDING AREA | #665 Location Parking E, G & H | CONRAC |
|----------|-------------------------------|---|--|----------------------|--------------------------------|--------------------------------|--------|
| 1:00 AM | 0.2676 | 0.1000 | 0.0714 | 0.0554 | 0.2911 | 0.2103 | 0.0892 |
| 2:00 AM | 0.0903 | 0.0900 | 0.0584 | 0.0358 | 0.1463 | 0.1158 | 0.0510 |
| 3:00 AM | 0.0334 | 0.0837 | 0.0693 | 0.0369 | 0.0581 | 0.0938 | 0.0255 |
| 4:00 AM | 0.0017 | 0.0245 | 0.0411 | 0.0860 | 0.0156 | 0.1705 | 0.0510 |
| 5:00 AM | 0.0251 | 0.0232 | 0.1299 | 0.0842 | 0.0416 | 0.3055 | 0.1083 |
| 6:00 AM | 0.0836 | 0.0592 | 0.1342 | 0.0646 | 0.1203 | 0.4973 | 0.1529 |
| 7:00 AM | 0.2007 | 0.2368 | 0.0823 | 0.0877 | 0.1750 | 0.6096 | 0.4395 |
| 8:00 AM | 0.4097 | 0.4736 | 0.2273 | 0.2008 | 0.2528 | 0.7116 | 0.7962 |
| 9:00 AM | 0.5736 | 0.8649 | 0.2771 | 0.0473 | 0.3271 | 0.8260 | 1.0000 |
| 10:00 AM | 0.8545 | 1.0000 | 0.3268 | 0.0329 | 0.5608 | 0.8555 | 0.9427 |
| 11:00 AM | 0.4749 | 0.7851 | 0.5216 | 0.0992 | 0.3215 | 0.8007 | 0.8408 |
| 12:00 PM | 0.8763 | 0.6242 | 0.5974 | 0.0952 | 0.4740 | 0.7842 | 0.8535 |
| 1:00 PM | 0.5635 | 0.5084 | 0.7576 | 0.1483 | 0.4723 | 0.8664 | 0.7516 |
| 2:00 PM | 0.6522 | 0.5187 | 1.0000 | 0.4259 | 0.5924 | 0.9315 | 0.7707 |
| 3:00 PM | 0.7174 | 0.5547 | 0.9719 | 1.0000 | 0.6723 | 0.9185 | 0.8599 |
| 4:00 PM | 0.6321 | 0.4595 | 0.5887 | 0.1754 | 0.6817 | 0.9884 | 0.7962 |
| 5:00 PM | 0.8445 | 0.4067 | 0.5130 | 0.0819 | 0.5668 | 0.9233 | 0.7389 |
| 6:00 PM | 0.7074 | 0.3539 | 0.5714 | 0.0941 | 0.5976 | 1.0000 | 0.6433 |
| 7:00 PM | 0.9298 | 0.3320 | 0.9156 | 0.0837 | 0.6284 | 0.9753 | 0.5860 |
| 8:00 PM | 1.0000 | 0.2690 | 0.7359 | 0.1714 | 0.8723 | 0.7877 | 0.4968 |
| 9:00 PM | 0.9849 | 0.2600 | 0.2619 | 0.2181 | 1.0000 | 0.6178 | 0.4395 |
| 10:00 PM | 0.9415 | 0.1905 | 0.1364 | 0.4489 | 0.8410 | 0.5445 | 0.3057 |
| 11:00 PM | 0.4164 | 0.1467 | 0.1450 | 0.5055 | 0.5346 | 0.3322 | 0.1847 |
| 12:00 AM | 0.7291 | 0.1248 | 0.1234 | 0.1904 | 0.4649 | 0.2740 | 0.1592 |

BUILD OUT PROPOSED ACTION PARKING DAILY OPERATIONAL PROFILES (ALL)

| Day | Profile |
|-----------|---------|
| Monday | 1.0000 |
| Tuesday | 0.9869 |
| Wednesday | 0.9658 |
| Thursday | 0.9401 |
| Friday | 0.9604 |
| Saturday | 0.8816 |
| Sunday | 0.9807 |

BUILD OUT PROPOSED ACTION PARKING MONTHLY OPERATIONAL PROFILES (All)

| Month | Profile |
|-----------|---------|
| January | 0.8638 |
| February | 0.7879 |
| March | 0.9113 |
| April | 0.9058 |
| May | 0.9574 |
| June | 0.9623 |
| July | 1.0000 |
| August | 0.9993 |
| September | 0.9489 |
| October | 0.9836 |
| November | 0.9150 |
| December | 0.9641 |