O’Hare Modernization Program

Presentation to the Illinois Asphalt Pavement Association

Michael Boland
First Deputy Director

March 14, 2006
O’Hare Modernization Program Status

- OMP received federal approval September 30, 2005, and we broke ground the same day

- OMP has passed major funding milestones since November 2005 (US DOT $337 million grant, $1.5 billion bond sale)

- Construction on site preparation of new Runway 9L-27R is underway right now
O’Hare Modernization Program Benefits

• Reduces delays and increases capacity

• Creates up to 195,000 jobs and adds $18 billion in economic activity annually

• Saves $750 million in reduced delays annually

• Ensures O’Hare remains the most important economic generator for our region

www.OhareModernization.org
Phase 1 Projects:  
Funded and Under Construction

- Planning, environmental studies and preliminary engineering
- Runway 9L-27R
- Runway 10L extension
- Runway 10C-28C
- Land acquisition and wetlands mitigation
- Union Pacific Railroad Relocation
- South Airfield Detention Basin
- Other enabling projects
- Equals 65% of airfield work
OMP Phase 1 Projects: Funded and Under Construction

No state or local tax dollars used

- 23% ($657.5 million) Passenger Facility Charges (PFCs)
- 65% ($1.9 billion) General Airport Revenue Bond (GARB) Proceeds
- 12% ($362.9 million) Airport Improvement Program (AIP)

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O’Hare Modernization Program
Phase 1 Financing Secured

In November 2005, US Transportation Secretary Mineta announced $337 million in federal AIP funding for Phase 1 construction.

Announcement demonstrates FAA’s commitment to the OMP’s success and O’Hare’s importance to the national aviation system.

In December, City of Chicago closed $1.5 billion bond sale, the largest bond sale in Chicago’s history, to fund OMP construction.

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OMP Construction is Underway!
North Airfield Project Layout

Disclaimer – Any and all information contained herein is subject to change without notice
## North Airfield Anticipated Bid Packages

<table>
<thead>
<tr>
<th>Work Package</th>
<th>Anticipated Date for Advertising</th>
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</thead>
<tbody>
<tr>
<td>R/W 9L/27R Site Preparation</td>
<td>Awarded</td>
</tr>
<tr>
<td>Mt Prospect Rd./ Guard Post 1 Relocation</td>
<td>Awarded</td>
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<tr>
<td>90&quot; JAWA Relocation</td>
<td>Awarded</td>
</tr>
<tr>
<td>Runway 9L/27R Pavement &amp; Electrical</td>
<td>December, 2005</td>
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<tr>
<td>90&quot; JAWA Line Stop (&quot;Hot Tap&quot;)</td>
<td>January, 2006</td>
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<tr>
<td>American Airlines Parking Lot Relocation</td>
<td>January, 2006</td>
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<tr>
<td>North Airport Traffic Control Tower (NATCT)</td>
<td>March, 2006</td>
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<tr>
<td>Airfield Vault &amp; Duct Banks</td>
<td>March, 2006</td>
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<tr>
<td>R/W 9L/27R NAVAIDS</td>
<td>July, 2006</td>
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<tr>
<td>R/W 14L Threshold Displacement</td>
<td>December, 2006</td>
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<tr>
<td>North Detention Basin Pump Station</td>
<td>March, 2006</td>
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<tr>
<td>North Perimeter Roads &amp; Security Fence</td>
<td>May, 2007</td>
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South Airfield Project Layout

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<tr>
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<tbody>
<tr>
<td>10L Site Prep</td>
<td>Awarded January, 2006</td>
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<tr>
<td>South Basin Site Preparation</td>
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<tr>
<td>R/W 10L Mass Grading</td>
<td>March, 2006</td>
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<tr>
<td>R/W 10L Paving &amp; Electrical</td>
<td>September, 2006</td>
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<tr>
<td>R/W 10L Taxiways</td>
<td>November, 2006</td>
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<tr>
<td>R/W 10L NAVAIDS</td>
<td>1st Quarter 2007</td>
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<tr>
<td>Railroad Relocation (potentially 4 packages)</td>
<td>2007-2008</td>
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<tr>
<td>South Airfield Lighting Control Vault &amp; Duct Banks</td>
<td>March, 2006</td>
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<tr>
<td>Bensenville Ditch Realignment</td>
<td>3rd Quarter 2007</td>
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<tr>
<td>Cargo Facility Relocations</td>
<td>3rd Quarter 2007</td>
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<tr>
<td>Fueling System Relocation</td>
<td>4th Quarter 2007</td>
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<tr>
<td>R/W 10C-28C Mass Grading (East)</td>
<td>April, 2006</td>
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<tr>
<td>Airfield Service Roads</td>
<td>2008-2009</td>
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<tr>
<td>Cargo Tunnels</td>
<td>3rd Quarter 2007</td>
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<tr>
<td>R/W 10C-28C Paving &amp; Electrical (West)</td>
<td>4th Quarter 2007</td>
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<td>R/W 10C-28C Paving &amp; Electrical (East) &amp; R/W 10C-28C NAVAIDS</td>
<td>4th Quarter 2008</td>
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<tr>
<td>R/W 10C-28C Mass Grading, Paving 7 Electrical (Central) and</td>
<td>1st Quarter 2009</td>
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<tr>
<td>R/W 32L Threshold Displacement</td>
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www.OhareModernization.org

March 14, 2006
Implementing the O’Hare Modernization Program: The most experienced, best qualified firms

www.OhareModernization.org
OMP Contractor Open House

More than 1,100 people have attended previous OMP Contractor Open House sessions

Great networking opportunity for MBE/WBE/DBE and smaller firms to meet prime contractors

Attendees learn details, ask questions about anticipated bid packages

Next Open House scheduled for May 9, 2006 at Fountain Blue Banquets & Convention Center in Des Plaines

www.OhareModernization.org
The O’Hare Modernization Program

Timely Vendor Payments
-- OMP committed to 30-day turnaround for vendor payments
-- Invoices will be processed and payment issued within 30 days
-- OMP offering electronic wire transfers to issue timely payments

Breaking Down Barriers for Small Firms
-- OMP’s Owner Controlled Insurance Program (OCIP) provides certain project specific insurance coverage for all contractors and subcontractors.
-- Because some firms may lack required insurance on big projects, an OCIP allows firms greater opportunity to bid for work
OMP Statistics

In Phase 1 alone, the OMP will utilize:

- 1.4 million tons of Bituminous Concrete Mixtures, including:
  - 267,000 tons for new Runway 9L-27R
  - 835,000 tons for Runway 10C-28C
The O’Hare Modernization Program

Capacity

Competition

Cost

www.OhareModernization.org
OMP’s Commitment to “Green Initiatives”

- OMP’s Sustainable Design Manual modeled after USGBC LEED rating system

- Ultra Low Sulfur Diesel Fuel required for on- and off-road construction vehicles > 50 hp

- Particulate traps and oxidation catalysts

- 80 percent recycle rate on demolition materials

- Mandate that trucks leave the site covered

www.OhareModernization.org
Significant OMP Sustainable Design Initiatives

• Recommending green roof for base building of new FAA control tower (would be among the first airports in the country to do so)

Elevating runway ends to store excess dirt on site (reduces truck trips and emissions)

Designed 6,400 sq. ft. vegetated roof atop canopy of new guard post

www.OhareModernization.org
OMP Creates New Wetlands Throughout Region

- OMP replaces 153 acres of low quality wetlands with more than 400 acres of higher quality wetlands throughout Des Plaines River Watershed.

- OMP will provide more than $40 million to regional entities to create and maintain wetlands at no cost to state or local taxpayers.
OMP enables new road and rail projects such as:

- Elgin-O’Hare Extension
- 300 ft. corridor on airport property to connect with I-294 and I-90
- CTA Blue Line Extension
- Metra Station

www.OhareModernization.org
The O’Hare Modernization Program: Moving Forward

- OMP received federal approval
- OMP passed major funding milestones
- Site preparation for new Runway 9L-27R underway
- OMP acquired/cleared all land needed for construction in north, moving ahead in south

www.OhareModernization.org
The O’Hare Modernization Program

- Reduces delays and increases capacity
- Creates up to 195,000 jobs and adds $18 billion to our region’s economy **annually**
- Saves $750 million in reduced delays **each year**
- Ensures O’Hare remains the most important economic generator for our region and the state
- Does not use any state or local tax dollars
Thank you!

For the latest news, please check

www.OhareModernization.org

-- Sign up for the OMP Web Alerts

Remember- the sooner we complete construction, the sooner the region will realize the tremendous benefits of this program!