

For Immediate Release
Contact: Roderick Drew
Phone: 773-457-0472
E-mail: roderick.drew@cityofchicago.org
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OMP Begins Countdown to November 20, 2008

O'Hare Delay Reduction and Capacity Enhancement Online for Next Holiday Season

OMP Begins Countdown to November 20, 2008: Commissioning of Two Runways and New Air Traffic Control Tower

Rosemarie S. Andolino, Executive Director of the O'Hare Modernization Program (OMP), today started the countdown to November 20, 2008, the day new Runway 9L/27R, the extension of Runway 10L/28R and the new North Air Traffic Control Tower will be commissioned.

"The first pieces of Mayor Richard M. Daley's bold vision to build a 21st century airport at O'Hare are just 365 days away," said Rosemarie S. Andolino, OMP Executive Director, at the construction site for new Runway 9L. "As you look all around us, you can plainly see that the Mayor's vision for modernizing O'Hare is becoming a reality."

Once commissioned, the additional capacity provided by new Runway 9L/27R and the extension of Runway 10L will reduce O'Hare's delays by at least 24%. Delays will be reduced by approximately 49% in the most frequently used bad weather airfield configuration, which will be welcome news for next year's holiday travelers.

"Improving O'Hare's on-time performance can't happen fast enough for travelers," said Andolino. "The new runway components will make O'Hare more reliable, improving performance in good and bad weather."

Tremendous progress has been made to bring about these delay reduction and capacity enhancement benefits. To date, the OMP has awarded nearly \$750 million in construction contracts. Crews working on these contracts performed the following activities:

- Moved almost 10 million cubic yards of earth, enough to fill the interior of the Sears Tower 5 times
- Paved nearly 247,000 square yards of concrete
- Poured more than 285,000 tons of asphalt
- Placed over 102,000 linear feet of ductbanks and 39,000 linear feet of storm sewers

In addition to all of the ongoing construction work, a total of seven construction projects have been completed, including:

- Relocation of Mt. Prospect Rd. and Guard Post 1 employee entrance
- JAWA 90" Watermain Relocation and "Hot Tap"
- Runway 14L/32R Threshold Displacement
- American Airlines Parking Lot Relocation
- South Detention Basin Site Prep
- Runway 10C Berms 5&6 relocation and Runway 10L Site Prep

Construction activities underway include concrete and asphalt paving on the east and west ends of new Runway 9L/27R and its associated taxiways. Approximately 70%, or more than 326,000 square yards, of all the asphalt needed for the new runway is already in place. Concrete paving, which was not scheduled to occur this year, is ahead of schedule with nearly 20%, or 40,000 square yards already in place for 9L/27R.

To operate this new runway, a new North Air Traffic Control Tower (NATCT) is needed. The new NATCT reached its overall height of 255 feet at the end of October after the steel cab structure was installed. Crews will complete glass installation on the exterior of the cab to enclose it by the end of the year. The control

tower will be delivered to the FAA on March 15, 2008 for final equipment installation and testing prior to commissioning.

Meanwhile, the runway paving work on Runway 10L is ahead of schedule. Concrete paving work for the 3,000 foot extension is 70 percent complete, and work is moving forward on the parallel taxiways to the north of the runway.

Construction crews are also grading the site for future Runway 10C/28C, built to accommodate New Large Aircraft such as the Airbus A-380.

Equally as impressive is that all of the construction work is being implemented in an environmentally friendly manner. The OMP has embraced Mayor Daley's "green" vision for the City of Chicago. In 2003 the OMP Sustainable Design Manual was created. Today, the manual is a nationally-recognized document that has allowed us to evolve into the leader for environmental stewardship in design and construction for civil projects.

About the O'Hare Modernization Program

The O'Hare Modernization Program, approved by the federal government in September 2005, will reconfigure O'Hare's outdated intersecting runway configuration into a modern parallel configuration, substantially reducing delays and increasing capacity. The OMP will create up to 195,000 new jobs and add an additional \$18 billion in annual economic activity to the region, on top of the 450,000 jobs and \$38 billion O'Hare generates today, without the use of any state or local taxpayer dollars.

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