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**CITY OF CHICAGO SELECTS LEAD ENGINEERING DESIGN,  
TASK ORDER TEAMS FOR PHASE ONE OF  
O'HARE MODERNIZATION PROGRAM**  
*MBE/WBE Firms Selected for 40 Percent of Total Contracts:  
City Asks Joint Ventures to Re-submit Qualifications for PMO Contract*

After a thorough selection process, officials from the City of Chicago's Department of Procurement Services and O'Hare Modernization Program (OMP) today announced the selections for Lead Engineering Design firms and task order contracts associated with the \$2.9 billion Phase One improvements.

"We are confident that our comprehensive process has resulted in the selection of the most qualified firms in the country to deliver this important project on time and on budget," said David Malone, City of Chicago Chief Procurement Officer at a press conference at the O'Hare Hilton.

The City will now open negotiations with the selections for the Lead Engineering Design Contracts and for Task Orders to be issued against existing Engineering Task Order Contracts to arrive at exact figures for each contract.

The firms selected today for the Lead Engineering Design and task order projects will take the project from the 30 percent design phase to detailed construction drawings during the first phase. "By doing so, we'll be ready to begin construction as soon as possible after receiving the Record of Decision from the FAA," added Rosemarie S. Andolino, Executive Director, O'Hare Modernization Program.

The total value of the contracts and the length of the contracts are varied. The five Lead Engineer Design projects will be completed within 12 months and total between \$15 - \$20 million. The 10 task order projects are expected to take about twelve months as well and are estimated to be between \$10 - \$15 million.

City officials pointed out that Minority and Women Business Enterprises were selected for nearly 40 percent of the Lead Engineer Design and task order contracts.

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“The City of Chicago has made a strong commitment to the participation of Minority and Women-owned firms in public works projects,” Malone stated. “The Lead Engineering Design and task order project teams represented today have committed to a meaningful M/WBE participation role, and we look forward to working closely with them as we modernize O’Hare Airport,” added Andolino.

The city also announced today that it will ask four of the five teams to re-examine, revise, re-confirm and re-submit qualifications for the Program Management Office contract. Those four firms will receive a letter by the end of the week with details on re-submitting proposals.

“The firms are being asked to re-assess their proposals for this project,” said Andolino. “The city is looking for the best possible people with recent, relevant experience to move this project forward.”

The O'Hare Modernization Program will create 195,000 jobs and generate an additional \$18 billion for the region's economy each year. Modernizing O'Hare will improve the efficiency of the airfield, reducing weather related delays by 95 percent and overall delays by 79 percent.

No state or local taxpayer money will be used to fund O’Hare modernization. The project will be paid for by General Airport Revenue Bonds, airline Passenger Facilities Charges and federal Airport Improvement Project funds.

### **Lead Engineering Design Firm Selections**

Five joint ventures were selected for Lead Engineer Design contracts that encompass the three runway projects, the South airfield detention basin relocation and the Union Pacific Railroad relocation. The combined value of these contracts is \$15 to \$20 million. The Lead Engineering Design firms have committed to a M/WBE participation of 42 percent.

1) New Runway 9L The O’Hare Runway Designers joint venture of A. Epstein & Sons, Baker Engineering, Globetrotters Engineering, Post Buckley Schuh & Jernigan, Louis Jones Enterprises, Spaan Tech, Fullerton Engineering, and Robert and Co. was selected to design the new Runway 9L, the northernmost runway and the first to be built. Member firms of the O’Hare Runway Designers team have successfully designed many of the major runway projects in the United States in the past 10 years, including Cleveland Hopkins, Washington Dulles, Houston Intercontinental, Nashville Intercontinental, and Phoenix Sky Harbor. They have committed to an MBE equity component of 40 percent. A. Epstein & Sons’ successful mega project experience includes design of the Midway Airport Terminal Development Program and management of the McCormick Place expansion.

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2) Runway 10C Relocation The O'Hare Airfield Engineers joint venture of Earth Tech, Delta Engineering, Edwards & Kelcey and Milhouse Engineering was selected for the Runway 10C relocation project. They have committed to a 30 percent DBE equity component. Earth Tech, Edwards and Kelcey and Delta Engineering have all successfully performed both at O'Hare and on numerous City projects including Wacker Drive and South Lake Shore Drive. The team's runway design experience includes 6 at Denver International and ten other major air carrier runways.

3) Runway 10L Extension The Metropolitan Aviation Partners joint venture of HNTB, EDI and Soodan & Associates was selected for the Runway 10L extension project. Their joint venture includes a nearly 28 percent MBE equity component. HNTB is one of the largest aviation engineering firms in the US, and they have worked on more than 70 task order projects at O'Hare and Midway in the last ten years. They have also worked on runway design projects at Boston, Orlando, Seattle, Tacoma, Minneapolis and Atlanta.

4) South Detention Basin Relocation The MWH/Delta Joint Venture of Montgomery Watson Harza (MWH), Delta Engineering and Infrastructure Engineering was selected for the South detention basin relocation project. MWH, the lead firm, has played a continuing role as one of the lead designers for the Deep Tunnel Project (TARP). In addition to designing the McCook Reservoir for TARP, MWH has designed flood control reservoirs for Elmhurst and Arlington Heights, and specialize in flood control and detention projects.

5) Union Pacific Railroad Relocation The TSD Rail Specialists joint venture of TranSystems Inc., Delta Engineering and Rubinos & Mesia with team partner Parsons Brinkerhoff was selected for the Union Pacific Railroad relocation project, and includes a 40 percent MBE equity component. TransSystems has award-winning experience designing major railroad facilities such as the BNSF Logistics Park at Joliet and the CSXI Intermodal Yard at 59<sup>th</sup> Street. Parsons Brinkerhoff brings both large project management expertise to the team as well as intimate knowledge of the standards, policies and practices of the Union Pacific Railroad.

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### Task Order Project Selections

Nine firms were selected to complete a total of 10 task order projects, with a total combined value between \$10 – \$15 million. All task order projects are expected to meet or exceed the city's MBE/WBE goal of 25/5 percent participation, with some task order project firms committing to as much as 32/7 percent minority and women-owned firm participation:

- 1) Mt. Prospect Road and Guardpost No. 1 Relocation Design  
H.W. Lochner
- 2) Relocation of Northwest Suburban Joint Action Water Agency (NSMJAWA) Water Line Design  
Burns & McDonnell
- 3) New Perimeter Road Design  
Shah Engineering (Target Market MBE Firm)
- 4) North Airfield Detention Basin and Drainage Design  
Consoer Townsend Envirodyne (CTE)
- 5) North Airfield Lighting Vault Design  
STV
- 6) Willow Higgins Creek Relocation Design  
MACTEC
- 7) Department of Aviation Communications Building Site Modifications Design  
Environmental Design International (Target Market MBE/WBE Firm)
- 8) 14R-32L Runway Threshold Relocation Design, and 14L- 32R Runway Threshold Relocation Design  
McDonough & Associates
- 9) Bensenville Ditch Relocation Design  
Kudrna & Associates

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