



O'HARE INTERNATIONAL AIRPORT

Chicago, Illinois

Airport Summary
Brief

BNP Associates, Inc. has been involved in projects at O'Hare International Airport since 1981.

TERMINAL 1

BNP Associates was the original designer of the Terminal 1 Baggage Handling System which started design in 1982. The solution was a large, 240,000 sf underground baggage room and system that was located between the two concourses. As a HUB operation the system was designed to handle both originating bags as well as cold transfer bags. The original layout provided eight sort lines and 79 laterals. Subsequent revisions to the basic system included two inline screening installations, removal of the sort matrices, multiple replacements of the computer controls systems and mechanical refurbishments.

GLOBAL GATEWAY PROJECT

The Chicago Department of Aviation's O'Hare 21 capital improvement project includes a massive Terminal Area Plan (TAP) that serves to modernize terminal facilities, relocate international operations to the core O'Hare campus, and expand gate capacity over two phases: TAP Phase 1 and TAP Ultimate. The BHS element of this TAP scope includes design to connect the existing Terminal 1 and Terminal 3 systems to the new central O'Hare Global Terminal (OGT) baggage handling system. The OGT BHS includes new CBIS zones to process the hub carriers' pre-clear transfer and originating bag volumes, new international and pre-clear arrival systems, and a new centralized early bag storage system. The OGT BHS is planned to be connected to new Satellite concourses through a common underground consolidated BHS tunnel that allows for future rights-of-way for flexibility. BNP Associates is the lead BHS Design Consultant for both the Studio Gang Global Terminal, HNTB Tunnel and SOM Satellite Design Teams.

TERMINAL 5

BNP Associates, Inc. was the BHS design lead for Muller & Muller, Ltd., and the CDA to provide the design for the replacement of the Chicago O'Hare International Airport (ORD) Terminal 5 (T5) Baggage Handling Systems. With Terminal 5 as the only International arrival terminal at ORD with FIS facilities, we assisted in their phased change as the proposed O'Hare Global Terminal is being built and the large hub carriers' International arrival operations will shift to the main O'Hare terminal campus. The existing system consisted of an originating CBIS and a secondary lower level recheck system, both were removed to repurpose the area into non-BHS space. This reduced the current BHS CBIS space leaving the existing make-up area to provide the required BHS equipment for future terminal baggage demand. To fully optimize the existing make-up area, the design team provisioned a new PGDS compliant originating CBIS below a new East Head House expansion area. This phasing plan included over 30 installation and demolition steps including temporary systems to ensure the T5 airlines could still screen and processes baggage throughout construction. A new temporary make-up facility was planned outside the terminal footprint to supplement the make-up capacity during redevelopment of each half of the existing bagroom.



ASSOCIATES, INC.

BNP PROJECT TEAM

David Mecartney, Principal
Steve LaPorta, Vice Principal
Terry Cochran, Project Director
Atif Rizvi, Associate Director
Chris Wolvin, Associate Director

BHS CONSTRUCTION AMOUNT

US \$750+ Million

SCOPE OF SERVICES

Analysis Study
Conceptual Design
Design Development
Ergonomic Improvements
Bid Documentation
Construction Administration
Testing & Commissioning