

- LEGEND**
-  Existing Terminal Building
 -  Future Terminal Building
 -  Future Terminal Landside Complex
 -  Terminal Structure Over Roadway
 -  Future Apron
 -  Future Underground APM
 -  Future CTA Line Extension
 -  Auto Traffic

Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (1996);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-38

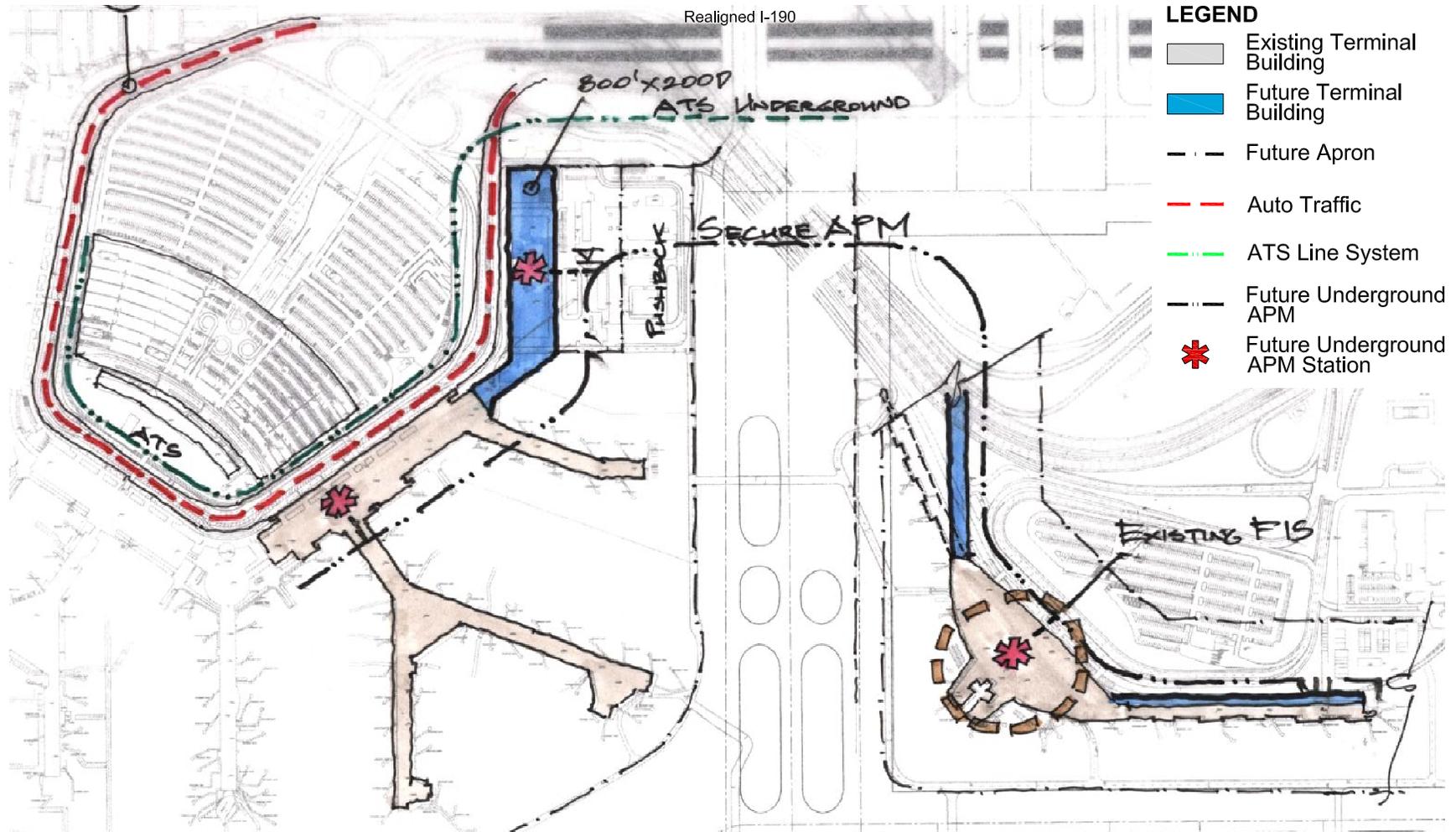


Terminal Core Area Initial Concept 14

- In each of these four initial concepts, the extension of Concourses B and C to the south is investigated to provide consolidation of gates linked to Terminal 1. The extended concourses would maximize the provision of wide-body aircraft parking capability.
- In Initial Concepts 12 and 14, the linkage of gates in the Terminal Core Area is extended to incorporate Concourse G in order to optimize the flexibility in providing access between landside and airside facilities.
- A significant aspect of Initial Concept 14 is the development of a central terminal landside processing facility for both the Terminal Core Area and the West Terminal gates located north of the EPS that would include FIS facilities connected by a secure underground tunnel. This proposal would provide passenger processing capabilities for both domestic and international passengers in the Terminal Core Area.

Four initial concepts were developed for Terminal 3 enhancements, which focused on expanding the capacity of the landside processing facilities. These facilities would be an extension to the existing landside facilities or would be a replacement to those facilities. Depending on the gate alternatives considered these facilities could serve to process passengers departing from and arriving at gates on Terminals 5 and 6. All of these concepts were developed in parallel with and are related to options for the East Terminal Area discussed in Section 5.2.2.3 and the proposed relocation of I-190 discussed in Section 5.4.2.4. The initial concepts for Terminal 3 consider redevelopment of the East Terminal Area as a satellite concourse. **Exhibits V-39** through **V-42** illustrate various conceptual sketches for Initial Concepts 15 through 18, which include the following characteristics:

- Initial Concept 15 shows an extension of Terminal 3 that displaces the existing H&R Building to accommodate the expansion of Terminal 3 to the east with associated concourse and apron. In this concept, the landside components of Terminal 5 would be removed, allowing the double-loading of Concourse M to provide additional gates. The satellite Terminal 5 would then be served by a secure APM connection to Terminal 3 that would extend to a station for Terminals 1 and 2 and possibly to the West Terminal.
- Initial Concept 16 is similar to Initial Concept 15, except that the Terminal 3 reconfiguration attempts to minimize impacts to the H&R Building. Minimal additional gates are gained at Terminal 3; however, the expansion provides terminal facilities to support the conversion of Terminal 5 to a satellite concourse.
- Initial Concept 17 illustrates a concept for serving the converted Terminal 5 as a satellite concourse from a new landside terminal in the Terminal Core Area developed in an area occupied by the current EPS. The satellite concourse would be then served by a secure APM connection to the passenger processing facilities in the Terminal Core Area.
- Initial Concept 18 illustrates a proposed development of a new terminal facility adjacent to Terminal 3 that would be constructed over and across the existing terminal roadway with expanded departure and arrivals processing facilities and an independent landside access facility connected to the Terminal 5 satellite by a secure APM linked through Terminal 3, similar to Concept 17.
- Both Concepts 17 and 18 would require the redevelopment of the EPS and the O'Hare Hilton Hotel. **Exhibit V-43** provides a cross-section diagram of Concept 18.



- LEGEND**
- Existing Terminal Building
 - Future Terminal Building
 - Future Apron
 - Auto Traffic
 - ATS Line System
 - Future Underground APM
 - * Future Underground APM Station

Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-39



Terminal Core Area Initial Concept 15