



City of Chicago



F2018-7

Office of the City Clerk

Document Tracking Sheet

Meeting Date: 1/17/2018

Sponsor(s): Dept./Agency

Type: Communication

Title: Application to Federal Aviation Administration (FAA)
regarding Passenger Facility Charge (PFC) program at
Midway International Airport

Committee(s) Assignment:



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

December 15, 2017

The Honorable Anna Valencia
City Clerk
City Council Division
c/o Peter Polacek
City of Chicago
City Hall Room 107
121 N. LaSalle Street
Chicago, IL 60602

Dear Ms. Valencia:

Pursuant to the ordinance passed on January 12, 1993, enclosed hereto please find an application submitted to the Federal Aviation Administration (FAA) dated December 1, 2017 regarding the Passenger Facility Charge (PFC) program at Chicago Midway International Airport.

If you have any questions regarding these matters, please contact me at (773) 686-3579.

Sincerely,

Michael Cosentino
Department of Aviation

Attachment

RECEIVED
CITY CLERK

17 DEC 19 PM 11:54

RECEIVE



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

December 1, 2017

Ms. Amy Hanson
Chicago Airport District Office, CHI-ADO-600
Federal Aviation Administration (FAA)
2300 East Devon Avenue
Des Plaines, IL 60018

OFFICE OF THE
CITY CLERK

2017 DEC 19 PM 3:38

RECEIVED
#3
HAR

Dear Ms. Hanson:

The City of Chicago (the City) is pleased to submit, for review and approval by the Federal Aviation Administration (FAA), an application to impose a passenger facility charge (PFC) at Chicago Midway International Airport (Midway) and to use PFC revenue for the projects included in this application. This application was prepared in accordance with Title 14 Code of Federal Regulations (CFR) Part 158, Passenger Facility Charges, and includes the following sections:

- Application form pertaining to the City's intent to:
 - impose a PFC at Midway and use PFC revenue for 16 projects at Midway:
 - Rehabilitation of Airfield Lighting Infrastructure
 - Rehabilitation of Airside Service Road
 - Rehabilitation of AOA Perimeter Sound Wall
 - Passenger Security Checkpoint Expansion
 - Rehabilitation of Runway 13C-31C
 - Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin
 - Rehabilitation of Runway 4L/22R & Taxiway P Reconfiguration
 - Rehabilitation of Runway 4R/22L

- Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation
 - Taxiway Alpha Extension and Rehabilitation
 - Rehabilitation and Enhancement of Taxiway Yankee & Kilo
 - Rehabilitation of Terminal Ramp
 - Rehabilitation of Airport Maintenance Complex
 - Installation of FIS 2nd Bag Claim Device and Space Reconfiguration
 - Replacement of Trunk Radio System
 - Pre-Check Baggage Inspection System Crossover
- Attachment A: Airport Capital Improvement Plan
 - Attachment B: Project Information
 - Attachment C: Air Carrier Consultation and Public Notice Information
 - Attachment D: Request to Exclude Class(es) of Carriers
 - Attachment G: ALP/Airspace/Environment

A notification letter detailing this proposed PFC action was sent on May 2, 2017 to all air carriers and foreign air carriers operating at Midway. A consultation meeting took place on June 1, 2017. Notice and opportunity for public comment pursuant to 14 CFR 158.24 occurred as detailed in Attachment C. Descriptions of the 17 projects, and other required information, are included in Attachment B.

The net effect of this proposed application to impose a PFC and use PFC revenue is an increase in the total estimated net PFC authority of \$312,657,824.

The City's current approved total PFC authority is \$2,206,572,985. The total effect of this proposed impose-and-use application is as follows:

Estimated Charge Effective Date: September 1, 2054

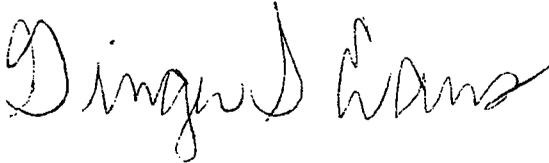
Estimated Charge Expiration Date: October 1, 2061

Estimated Total PFC Authority: \$2,528,230,809

(cumulative to date)

The City appreciates the opportunity to submit this application with regards to the PFC program at Midway. We continue to be available if you require additional information during your review.

Respectfully submitted,

A handwritten signature in black ink that reads "Ginger S. Evans". The signature is written in a cursive style with a large initial "G".

Ginger S. Evans

Commissioner

City of Chicago Department of Aviation (CDA)

Federal Aviation Administration U. S. Department of Transportation	<h2 style="margin: 0;">PASSENGER FACILITY CHARGE (PFC) APPLICATION</h2>
1. Application Type (Check all that apply) <input checked="" type="checkbox"/> a. Impose PFC Charges <input checked="" type="checkbox"/> b. Use PFC Revenue <input type="checkbox"/> c. Amend PFC No. _____	FAA USE ONLY _____ _____ _____

PART I		
2. Public Agency Name, Address, and Contact Person Agency Name <u>City of Chicago, Department of Aviation</u> Address <u>10510 W. Zemke Rd.</u> City, State, ZIP <u>Chicago, IL 60666</u> Contact Person <u>Reshma Soni</u>	3. Airport(s) to Use MDW	4. Consultation Dates a. Date of Written Notice to Air Carriers: <u>May 2, 2017</u> b. Date of Consultation Meeting with Air Carriers: <u>June 1, 2017</u> c. Date of Public Notice <u>June 1, 2017</u>

PART II				
5. Charges a. Airport to Impose MDW	b. Level <input type="checkbox"/> \$1.00 <input type="checkbox"/> \$2.00 <input checked="" type="checkbox"/> \$3.00 <input type="checkbox"/> \$4.00 <input checked="" type="checkbox"/> \$4.50	c. Total Estimated PFC Revenue by Level Impose \$8,414,598 Use \$8,414,598 Impose \$313,243,226 Use \$313,243,226	d. Proposed Effective Date: September 1, 2054	e. Estimated Expiration Date: October 1, 2061

PART III		
6. Attachments (Check all that Apply)		
Attached	Submitted with Application Number	Document
a. <input checked="" type="checkbox"/>	_____	Airport Capital Improvement Plan
b. <input checked="" type="checkbox"/>	_____	Project Information (Attachment B)
c. <input checked="" type="checkbox"/>	_____	Air Carrier Consultation and Public Notice Information
d. <input checked="" type="checkbox"/>	_____	Request to Exclude Class(es) of Carriers
e. <input type="checkbox"/>	N/A	Alternative Uses/Projects
f. <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 03-10-C-00-MDW	Competition Plan/Update
g. <input checked="" type="checkbox"/>	_____	ALP/Airspace/Environmental
h. <input type="checkbox"/>	N/A	Notice of Intent Project Information
i. <input type="checkbox"/>	_____	_____

PART IV		
7. With respect to this PFC application I hereby certify as follows: To the best of my knowledge and belief, all data in this application are true and correct; This application has been duly authorized by the governing body of the public agency; The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved; For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed. If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.		

a. Typed Name of Authorized Representative Ginger S. Evans	b. Title Commissioner; CDA d. E-mail Address ginger.evans@cityofchicago.org	c. Telephone Number 773-686-8060 e. Fax Number g. Date Signed 12-1-17
f. Signature of Authorized Representative 		

Paperwork Reduction Act Statement: This form is the FAA's primary source for collecting information for the authority to collect PFC revenue for airport development. This information is used to determine the eligibility and justification of airport development projects regarding safety, security, or capacity of the national air transportation system, or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. It is estimated that it will take approximately 5-80 hours to fill out the application depending on the complexity. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). No assurance of confidentiality is necessary or provided. It should be noted that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection of information is 2120-0557. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC, 20591, Attn: Information Collections Clearance Officer, AIO-20



**FAA
Airports**

Passenger Facility Charge (PFC) Program Assurances

A. General.

1. These assurances shall be complied with in the conduct of a project funded with passenger facility charge (PFC) revenue.
2. These assurances are required to be submitted as part of the application for approval of authority to impose a PFC under the provisions of 49 U.S.C. 40117.
3. Upon approval by the Administrator of an application, the public agency is responsible for compliance with these assurances.

B. Public agency certification. The public agency hereby assures and certifies, with respect to this project that:

1. Responsibility and authority of the public agency. It has legal authority to impose a PFC and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the public agency's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the public agency to act in connection with the application.
2. Compliance with regulation. It will comply with all provisions of 14 CFR part 158.
3. Compliance with state and local laws and regulations. It has complied, or will comply, with all applicable State and local laws and regulations.
4. Environmental, airspace and airport layout plan requirements. It will not use PFC revenue on a project until the FAA has notified the public agency that—
 - (a) Any actions required under the National Environmental Policy Act of 1969 have been completed;
 - (b) The appropriate airspace finding has been made; and
 - (c) The FAA Airport Layout Plan with respect to the project has been approved.

5. Nonexclusivity of contractual agreements. It will not enter into an exclusive long-term lease or use agreement with an air carrier or foreign air carrier for projects funded by PFC revenue. Such leases or use agreements will not preclude the public agency from funding, developing, or assigning new capacity at the airport with PFC revenue.

6. Carryover provisions. It will not enter into any lease or use agreement with any air carrier or foreign air carrier for any facility financed in whole or in part with revenue derived from a passenger facility charge if such agreement for such facility contains a carryover provision regarding a renewal option which, upon expiration of the original lease, would operate to automatically extend the term of such agreement with such carrier in preference to any potentially competing air carrier or foreign air carrier seeking to negotiate a lease or use agreement for such facilities.

7. Competitive access. It agrees that any lease or use agreements between the public agency and any air carrier or foreign air carrier for any facility financed in whole or in part with revenue derived from a passenger facility charge will contain a provision that permits the public agency to terminate the lease or use agreement if—

(a) The air carrier or foreign air carrier has an exclusive lease or use agreement for existing facilities at such airport; and

(b) Any portion of its existing exclusive use facilities is not fully utilized and is not made available for use by potentially competing air carriers or foreign air carriers.

8. Rates, fees and charges.

(a) It will not treat PFC revenue as airport revenue for the purpose of establishing a rate, fee or charge pursuant to a contract with an air carrier or foreign air carrier.

(b) It will not include in its rate base by means of depreciation, amortization, or any other method, that portion of the capital costs of a project paid for by PFC revenue for the purpose of establishing a rate, fee or charge pursuant to a contract with an air carrier or foreign air carrier.

(c) Notwithstanding the limitation provided in subparagraph (b), with respect to a project for terminal development, gates and related areas, or a facility occupied or used by one or more air carriers or foreign air carriers on an exclusive or preferential basis, the rates, fees, and charges payable by such carriers that use such facilities will be no less than the rates, fees, and charges paid by such carriers using similar facilities at the airport that were not financed by PFC revenue.

9. Standards and specifications. It will carry out the project in accordance with FAA airport design, construction and equipment standards and specifications contained in advisory circulars current on the date of project approval.

10. Recordkeeping and Audit. It will maintain an accounting record for audit purposes for 3 years after physical and financial completion of the project. All records must satisfy the requirements of 14 CFR part 158 and contain documentary evidence for all items of project costs.

11. Reports. It will submit reports in accordance with the requirements of 14 CFR part 158, subpart D, and as the Administrator may reasonably request.

12. Compliance with 49 U.S.C. 47523 through 47528. It understands 49 U.S.C. 47524 and 47526 require that the authority to impose a PFC be terminated if the Administrator determines the public agency has failed to comply with those sections of the United States Code or with the implementing regulations published under the Code.

[Doc. No. 26385, 56 FR 24278, May 29, 1991, as amended by Amdt. 158–2, 65 FR 34543, May 30, 2000; Amdt. 158–4, 72 FR 28851, May 23, 2007]

Source: Title 14: Aeronautics and Space, PART 158—PASSENGER FACILITY CHARGES (PFC'S), Subpart F—Reduction in Airport Improvement Program Apportionment, Appendix A to Part 158—Assurances

ATTACHMENT A. AIRPORT CAPITAL IMPROVEMENT PROGRAM INFORMATION

The section contains the following information:

Page A - 1 Chicago Midway International Airport - Comprehensive Capital
Improvement Program 2016 - 2024

**Chicago Midway International Airport
Comprehensive Capital Improvement Program
2016-2024**

CAPITAL FUNDING SOURCES BY YEAR

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M8110.06	Land Acquisition - RPZ	PR											
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$17,600,000	\$7,861,069	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,738,931	\$0	\$0	\$0	\$0
	Total Annual Funding		\$17,600,000	\$3,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,738,931	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M5054.12	Landside Parking Lot Improvements	PR											
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$6,098,204	\$4,020,258	\$1,177,946	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$6,098,204	\$4,020,258	\$1,177,946	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M5057.15	Terminal Parking Garage Expansion (Conceptual Design)	PR											
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$2,203,543	\$181,871	\$2,021,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$2,203,543	\$181,871	\$2,021,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M5055.12	Terminal Parking Structure Lighting System Upgrades	PR											
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$1,780,944	\$0	\$890,472	\$890,472	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$1,780,944	\$0	\$890,472	\$890,472	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Chicago Midway International Airport
Comprehensive Capital Improvement Program
2016-2024**

CAPITAL FUNDING SOURCES BY YEAR

Project No.	Project Name	CRS	Totals	2016	2017	2018	2019	2020	2021	2022	2023	2024	
TBD	Terminal Parking Garage Expansion	PR											
				Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$120,000,000	\$10,000,000	\$10,000,000	\$54,000,000	\$54,000,000	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$120,000,000	\$2,000,000	\$10,000,000	\$54,000,000	\$54,000,000	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRS	Totals	2016	2017	2018	2019	2020	2021	2022	2023	2024	
M5050.07	Automated Revenue Control Equipment for Terminal Garage	PR											
				Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$2,800,000	\$0	\$0	\$952,000	\$1,848,000	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$2,800,000	\$0	\$0	\$952,000	\$1,848,000	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRS	Totals	2016	2017	2018	2019	2020	2021	2022	2023	2024	
M5025	Midway Consolidated Rental Car Facility	PR											
				Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$75,366,153	\$73,335,339	\$2,030,824	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$75,366,153	\$73,335,339	\$2,030,824	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRS	Totals	2016	2017	2018	2019	2020	2021	2022	2023	2024	
M5056.15	Economy Garage Lighting	PR											
				Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$4,438,500	\$0	\$0	\$1,331,550	\$3,106,950	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$4,438,500	\$0	\$0	\$1,331,550	\$3,106,950	\$0	\$0	\$0	\$0	\$0	\$0

**Chicago Midway International Airport
Comprehensive Capital Improvement Program
2016-2024**

CAPITAL FUNDING SOURCES BY YEAR

Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M5025.12 Restore Alamo/National Lot 55th Kilpatrick PR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$3,195,705	\$1,871,198	\$1,324,507	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$3,195,705	\$1,871,198	\$1,324,507	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M3041 CTA Equipment Upgrade / Replacement PR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$2,300,000	\$414,929	\$885,071	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$2,300,000	\$414,929	\$885,071	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6105.15 Airfield Lighting Infrastructure Improvements AF	\$4,000,000	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$6,058,400	\$0	\$11,680	\$6,046,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$10,058,400	\$0	\$2,011,680	\$8,046,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6106.15 ADA Permitter Sound Wall Improvements AF	\$6,020,851	\$0	\$1,886,255	\$4,214,596	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$6,020,851	\$0	\$1,886,255	\$4,214,596	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$6,020,851	\$0	\$1,886,255	\$4,214,596	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Chicago Midway International Airport
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Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6073	Obstruction Removal	AF											
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$2,400,000	\$1,266,173	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$25,000	\$25,000
	Total Annual Funding		\$2,400,000	\$1,266,173	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$25,000	\$25,000

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6104.13	Runway 13C / 31C Rehab	AF											
	AIP Entitlement		\$3,116,597	\$3,116,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$32,103,127	\$28,994,521	\$3,108,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$35,219,724	\$32,111,118	\$3,108,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6104.15	Runway 13C / 31C FM/SS	AF											
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$4,645,200	\$3,304,441	\$1,340,759	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$4,645,200	\$3,304,441	\$1,340,759	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6099.12	Taxway Y & K Reconstruction/Rehabilitation	AF											
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$8,877,748	\$8,877,748	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$8,877,748	\$8,877,748	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M8116.12 Trunk Radio System Replacement AF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBS	\$1,998,750	\$999,375	\$999,375	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$1,998,750	\$0	\$999,375	\$999,375	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6100.12 Airfield Lighting Control Vault Enhancement AF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBS	\$4,506,366	\$4,300,749	\$205,617	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$4,506,366	\$4,300,749	\$205,617	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6096.10 Runway 4L/22R Rehabilitation & Taxiway P Reconfiguration AF	\$3,344,471	\$0	\$3,344,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$3,344,471	\$0	\$3,344,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBS	\$12,028,312	\$12,028,312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$15,372,783	\$12,028,312	\$3,344,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
TRD Secondary AMC Improvements AF	\$2,933,700	\$0	\$0	\$0	\$880,110	\$2,053,590	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$2,933,700	\$0	\$0	\$0	\$880,110	\$2,053,590	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBS	\$0	\$0	\$0	\$0	\$880,110	\$2,053,590	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$2,933,700	\$0	\$0	\$0	\$880,110	\$2,053,590	\$0	\$0	\$0	\$0	\$0

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Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M610715 Runway 48/22L Rehabilitation AF									
Totals	\$3,235,499	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$3,235,499	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$4,519,233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARKBs	\$14,380,668	\$12,739,453	\$1,415,495	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$22,238,400	\$25,720	\$20,894,185	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
TBD Taxiway A Extension AF									
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARKBs	\$3,226,400	\$0	\$332,640	\$2,993,760	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$3,226,400	\$0	\$332,640	\$2,993,760	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
TBD Airfield Lighting Infrastructure Improvements AF									
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARKBs	\$10,058,400	\$1,005,840	\$7,000,000	\$2,052,560	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$10,058,400	\$1,005,840	\$7,000,000	\$2,052,560	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
TBD Airport Maintenance Complex Improvements AF									
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARKBs	\$12,233,337	\$3,670,001	\$8,563,336	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$12,233,337	\$3,670,001	\$8,563,336	\$0	\$0	\$0	\$0	\$0	\$0

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Project No.	Project Name	CHC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M609R.11	Rawy 48-22L Centerline & Threshold Lights Installation	AF										
	Totals											
AIP Entitlement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs			\$4,919,767	\$4,919,767	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding			\$4,919,767	\$4,919,767	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CHC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
TBD	Terminal Ramp Improvements	AF										
	Totals											
AIP Entitlement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs			\$12,064,800	\$0	\$0	\$3,619,440	\$8,445,360	\$0	\$0	\$0	\$0	\$0
Total Annual Funding			\$12,064,800	\$0	\$0	\$3,619,440	\$8,445,360	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CHC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M6102.12	Runway 13C/31C Hold Pad - Detention Basin	AF										
	Totals											
AIP Entitlement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs			\$191,152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding			\$191,152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CHC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M8120.15	Equipment & Vehicle Acquisitions - 2015-2018	AF										
	Totals											
AIP Entitlement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs			\$7,811,800	\$3,000,000	\$2,405,900	\$2,405,900	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding			\$7,811,800	\$3,000,000	\$2,405,900	\$2,405,900	\$0	\$0	\$0	\$0	\$0	\$0

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Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024	
MB114.10-00 Equipment & Vehicle Acquisitions - 2014-2016 AF										
Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARRBs		\$3,380,000	\$3,084,675	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding		\$3,380,000	\$3,084,675	\$295,325	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024	
MB118.14 Equipment Acquisition Runway Broom AF										
Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARRBs		\$767,254	\$767,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding		\$767,254	\$767,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024	
TBD Pavement Assessment AF										
Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARRBs		\$750,000	\$150,000	\$0	\$150,000	\$0	\$150,000	\$0	\$150,000	\$0
Total Annual Funding		\$750,000	\$150,000	\$0	\$150,000	\$0	\$150,000	\$0	\$150,000	\$0

Project No. Project Name CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024	
MB117.12 Waste Recovery Facility SF										
Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARRBs		\$1,712,151	\$116,738	\$1,595,413	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding		\$1,712,151	\$116,738	\$1,595,413	\$0	\$0	\$0	\$0	\$0	\$0

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Project No.	Project Name	CRC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M19001.05-00	Security Checkpoint Enhancements Security Booths 55th & 63rd Streets	Safety & Security										
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$1,988,178	\$45,186	\$1,942,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$1,988,178	\$45,186	\$1,942,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M19184.12	Midway Security Camera Upgrade	Safety & Security										
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$2,239,700	\$0	\$1,119,850	\$1,119,850	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$2,239,700	\$0	\$1,119,850	\$1,119,850	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M19187.15	Access Control System Replacement	Safety & Security										
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$4,356,000	\$871,200	\$3,484,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$4,356,000	\$871,200	\$3,484,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
M11053	Terminal & Facilities Mechanical & Electrical Upgrades	FA										
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MARBS		\$7,097,455	\$161,306	\$3,468,075	\$3,468,075	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$7,097,455	\$161,306	\$3,468,075	\$3,468,075	\$0	\$0	\$0	\$0	\$0	\$0

**Chicago Midway International Airport
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CAPITAL FUNDING SOURCES BY YEAR

Project No.	Project Name	CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M19185.12	Passenger Security Checkpoint Expansion Project	TA									
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	+		\$81,996,192	\$35,000,000	\$40,000,000	\$3,786,966	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$81,996,192	\$35,000,000	\$40,000,000	\$3,786,966	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M5051.10	Terminal Upgrade Curbside Check-In	TA									
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	+		\$2,742,649	\$2,038,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$2,742,649	\$2,038,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M10553.12	Escalator & Moving Walkway Rehabilitation	TA									
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	+		\$834,240	\$83,424	\$375,408	\$375,408	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$834,240	\$83,424	\$375,408	\$375,408	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
TBD	Central Heating & Refrigeration Plant (CHRP) Upgrades	TA									
	Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	PPCS - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	+		\$5,808,000	\$132,000	\$3,036,000	\$2,640,000	\$0	\$0	\$0	\$0	\$0
	Total Annual Funding		\$5,808,000	\$132,000	\$3,036,000	\$2,640,000	\$0	\$0	\$0	\$0	\$0

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CAPITAL FUNDING SOURCES BY YEAR

Project No. Project Name CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M1056.12 AOA Ramp Door Replacement TA									
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCS - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$757,680	\$0	\$151,536	\$606,144	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$757,680	\$0	\$151,536	\$606,144	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M1057.12 Terminal Expansion Joint Replacement TA									
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCS - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$706,200	\$0	\$141,240	\$564,960	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$706,200	\$0	\$141,240	\$564,960	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M9186.15 Bag System Crossover Recapitalization & Optimization TA									
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCS - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$3,718,627	\$3,718,627	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$3,775,503	\$2,775,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$7,494,130	\$6,494,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No. Project Name CHC	2016	2017	2018	2019	2020	2021	2022	2023	2024
T00 FIS 2nd Bag Claim & Space Reconfiguration TA									
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCS - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$11,701,950	\$213,701	\$3,488,249	\$0	\$0	\$0	\$0	\$0	\$0
MARBs	\$11,701,950	\$213,701	\$3,488,249	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$11,701,950	\$213,701	\$3,488,249	\$0	\$0	\$0	\$0	\$0	\$0

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CAPITAL FUNDING SOURCES BY YEAR

Project No.	Project Name	TA	2016	2017	2018	2019	2020	2021	2022	2023	2024
M19182.12	MIATCO Equipment BHS Conveyor Crossover										
		Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs		\$4,612,009	\$4,296,078	\$315,931	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding		\$4,612,009	\$4,296,078	\$315,931	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
M18107.05-00	MIDW CIP Implementation										
		Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs		\$48,735,997	\$17,651,405	\$5,625,016	\$6,899,353	\$11,615,594	\$6,609,477	\$214,748	\$22,638	\$9,444	\$18,786
Total Annual Funding		\$48,735,997	\$17,651,405	\$5,625,016	\$6,899,353	\$11,615,594	\$6,609,477	\$214,748	\$22,638	\$9,444	\$18,786

Project No.	Project Name	CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
		Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2024
AIP Entitlement		\$13,796,567	\$3,116,597	\$6,679,970	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$14,519,233	\$4,774,555	\$9,744,678	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$3,718,627	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MARBs		\$685,839,984	\$250,374,882	\$66,743,508	\$96,291,124	\$169,741,292	\$97,723,818	\$3,175,135	\$334,711	\$139,638	\$277,766
Total Annual Funding		\$717,864,411	\$258,266,034	\$83,168,156	\$102,095,751	\$171,741,292	\$97,723,818	\$3,175,135	\$334,711	\$139,638	\$277,766

Project No.	Project Name	CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
		Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$10,000,000	\$4,774,555	\$5,225,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$120,228,196	\$70,757,631	\$17,668,046	\$15,288,537	\$16,513,981	\$0	\$0	\$0	\$0	\$0
MARBs		\$130,228,196	\$75,532,186	\$22,893,491	\$15,288,537	\$16,513,981	\$0	\$0	\$0	\$0	\$0
Total Annual Funding		\$130,228,196	\$75,532,186	\$22,893,491	\$15,288,537	\$16,513,981	\$0	\$0	\$0	\$0	\$0

Project No.	Project Name	CRC	2016	2017	2018	2019	2020	2021	2022	2023	2024
		Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2024
AIP Entitlement		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary		\$10,000,000	\$4,774,555	\$5,225,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PPCs - PAYG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds		\$120,228,196	\$70,757,631	\$17,668,046	\$15,288,537	\$16,513,981	\$0	\$0	\$0	\$0	\$0
MARBs		\$130,228,196	\$75,532,186	\$22,893,491	\$15,288,537	\$16,513,981	\$0	\$0	\$0	\$0	\$0
Total Annual Funding		\$130,228,196	\$75,532,186	\$22,893,491	\$15,288,537	\$16,513,981	\$0	\$0	\$0	\$0	\$0

**Chicago Midway International Airport
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CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$2,738,931	\$0	\$0	\$0	\$0
MAIRBs	\$17,600,000	\$7,861,069	\$3,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$2,738,931	\$0	\$0	\$0	\$0
Total Annual Funding	\$17,600,000	\$7,861,069	\$3,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$2,738,931	\$0	\$0	\$0	\$0

Total - Parking & Roadway

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAIRBs			\$218,183,049	\$80,723,585	\$9,440,020	\$11,890,472	\$57,174,022	\$59,954,950	\$0	\$0	\$0	\$0	\$0
Total Annual Funding			\$218,183,049	\$80,723,585	\$9,440,020	\$11,890,472	\$57,174,022	\$59,954,950	\$0	\$0	\$0	\$0	\$0

Total - Airfield/Support Facilities

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement			\$13,796,567	\$3,116,597	\$6,679,970	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary			\$4,519,233	\$0	\$4,519,233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAIRBs			\$153,168,183	\$67,960,512	\$21,739,135	\$9,825,029	\$32,299,814	\$19,959,866	\$50,000	\$200,000	\$50,000	\$175,000	\$25,000
Total Annual Funding			\$171,483,983	\$71,077,109	\$32,938,338	\$11,825,029	\$34,299,814	\$19,959,866	\$50,000	\$200,000	\$50,000	\$175,000	\$25,000

Total - Terminal

Project No.	Project Name	CRC	Totals	Pre-2016	2016	2017	2018	2019	2020	2021	2022	2023	2024
AIP Entitlement			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds			\$3,718,627	\$0	\$3,718,627	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAIRBs			\$120,031,978	\$5,420,680	\$8,354,905	\$44,152,233	\$50,660,508	\$11,443,553	\$0	\$0	\$0	\$0	\$0
Total Annual Funding			\$123,750,605	\$5,420,680	\$8,354,905	\$47,870,860	\$50,660,508	\$11,443,553	\$0	\$0	\$0	\$0	\$0

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CAPITAL FUNDING SOURCES BY YEAR

Total - Safety and Security		2016	2017	2018	2019	2020	2021	2022	2023	2024
Project No.	Totals									
Project Name										
CRC										
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAARs	\$8,583,878	\$916,286	\$6,547,642	\$1,119,850	\$0	\$0	\$0	\$0	\$0	\$0
Total Annual Funding	\$8,583,878	\$916,286	\$6,547,642	\$1,119,850	\$0	\$0	\$0	\$0	\$0	\$0

Total - Implementation		2016	2017	2018	2019	2020	2021	2022	2023	2024
Project No.	Totals									
Project Name										
CRC										
AIP Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAARs	\$48,034,800	\$17,651,405	\$6,587,211	\$10,973,117	\$6,365,449	\$386,204	\$134,711	\$89,638	\$102,766	\$30,960
Total Annual Funding	\$48,034,800	\$17,651,405	\$6,587,211	\$10,973,117	\$6,365,449	\$386,204	\$134,711	\$89,638	\$102,766	\$30,960

Implementation calculated at 6 percent of total cash flows.

Total - Funding Sources		2016	2017	2018	2019	2020	2021	2022	2023	2024
Project No.	Totals									
Project Name										
CRC										
AIP Entitlement	\$28,315,800	\$3,116,597	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0
AIP Discretionary	\$14,519,233	\$4,774,555	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFCs - PAYG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADF/Other Funds	\$3,718,627	\$0	\$3,718,627	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Capital Project Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MAARs	\$685,829,984	\$250,374,882	\$96,291,124	\$169,741,292	\$97,723,818	\$3,175,135	\$334,711	\$139,638	\$277,766	\$55,960
Total Annual Funding	\$732,383,644	\$258,266,834	\$102,009,751	\$171,741,292	\$97,723,818	\$3,175,135	\$334,711	\$139,638	\$277,766	\$55,960

ATTACHMENT B. PROJECT INFORMATION

The section contains the Attachment B project information for the following projects:

- Rehabilitation of Airfield Lighting Infrastructure
- Rehabilitation of Airside Service Road
- Rehabilitation of AOA Perimeter Sound Wall
- Passenger Security Checkpoint Expansion
- Rehabilitation of Runway 13C-31C
- Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin
- Rehabilitation of Runway 4L/22R & Taxiway P Reconfiguration
- Rehabilitation of Runway 4R/22L
- Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation
- Taxiway Alpha Extension and Rehabilitation
- Rehabilitation and Enhancement of Taxiway Yankee & Kilo
- Rehabilitation of Terminal Ramp
- Rehabilitation of Airport Maintenance Complex
- Installation of FIS 2nd Bag Claim Device and Space Reconfiguration
- Replacement of Trunk Radio System
- Pre-Check Baggage Inspection System Crossover

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$10,002,372

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This proposed project is for the rehabilitation of the airfield lighting infrastructure system and cabling at Chicago Midway International Airport (Midway or the Airport) (Exhibit 1). This project will install approximately 20,000 feet of new airfield electrical duct bank, associated hand holes and manholes for airfield lighting circuits and airport communications. This project will also replace approximately 150,000 feet of aging airfield lighting cable to provide a more efficient and reliable airfield electrical system. The alignment of the new duct bank will impact Runways 13R-31L, 13L-31R and Taxiways N and Y. The intention is to move as many manholes that exist within the Runway Safety Area (RSA) outside the RSA to allow for troubleshooting to occur without impacting flight operations. This project includes environmental planning and PFC planning efforts.

The cost estimate for this project can be found in Exhibit 2.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

This project will reduce congestion and improve air safety by providing structurally sound airfield lighting infrastructure and new cabling to ensure airfield visibility for nighttime operations and reduce the potential of down time due to failure of the lighting systems on the runways or taxiways. The existing airfield lighting system is over 30-years old and beyond its useful life. The continued use of cabling within damaged duct banks could result in unexpected lighting outages on the airfield, which could significantly disrupt operations and compromise airfield safety. The installation of new cabling, duct banks, and additional lighting infrastructure will ensure the airfield lighting will remain operational and in compliance with Part 139 regulations.

FOR FAA USE

— Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes [] No [] Date _____
 Air security. Part 107 [] Part 108 [] Other (explain) _____

 CASFO concur. Yes [] No [] Date _____
 Competition. Competition Plan [] Other (explain) _____

 Congestion. Current [] or Anticipated [] _____
 LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan [] _____

 Other (explain) _____
 Noise. 65 LDN [] Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to preserve capacity and safety with the rehabilitation and replacement of airfield lighting infrastructure and cabling to prevent unscheduled outages that could significantly impact Airport operations. Much of the airfield's lighting system is over 30 years old and has reached the end of its useful life. This project will improve the existing level of safety of the Airport by providing a more reliable lighting system and providing safer work conditions for airfield lighting maintenance personnel. This project will also relocate manholes and handholds out of the runway safety area to allow Airport maintenance staff access for repairs or modifications to the system with minimal impacts to airfield operations. The reliability of airfield lighting is critical to aviation safety.

FOR FAA USE

___ Safety, Preserve [] Enhance []
 ___ Security, Preserve [] Enhance []
 ___ Capacity, Preserve [] Enhance []
 ___ Furnish opportunity for enhanced competition between or among air carriers at the airport _____
 ___ Mitigate noise impacts resulting from aircraft operations at the airport _____
 ___ Project does not meet any PFC objectives (explain) _____

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Much of the Airport's current airfield electrical infrastructure and cabling is over 30-years old and well beyond its useful life. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for the minimum useful life for airfield lighting and infrastructure is 10 and 20 years respectively. As circuits have been added and modified over the years, the existing duct bank system has been fully utilized or slightly modified to accommodate these changes. As the duct bank system nears its capacity, maintenance operations and future modifications will be more labor intensive and costly. This project will also replace aging cabling and relocate much of the existing electrical infrastructure and manholes outside of the runway safety area to allow airfield maintainers access to the airfield lighting system with minimum disruption to airfield operations.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____;

Project included in a local study;

Title and Date of local study: _____;

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____;

Project does not meet PFC eligibility (explain): _____;

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding: _____;

Are any work elements or portions of the overall project ineligible? Provide associated costs: _____;

12. Estimated Project Implementation Date (Month and Year): **April 2, 2016**

Estimated Project Completion Date (Month and Year): **August 14, 2018**

For FAA Use _____

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain: _____;

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use _____

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner:

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement:

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

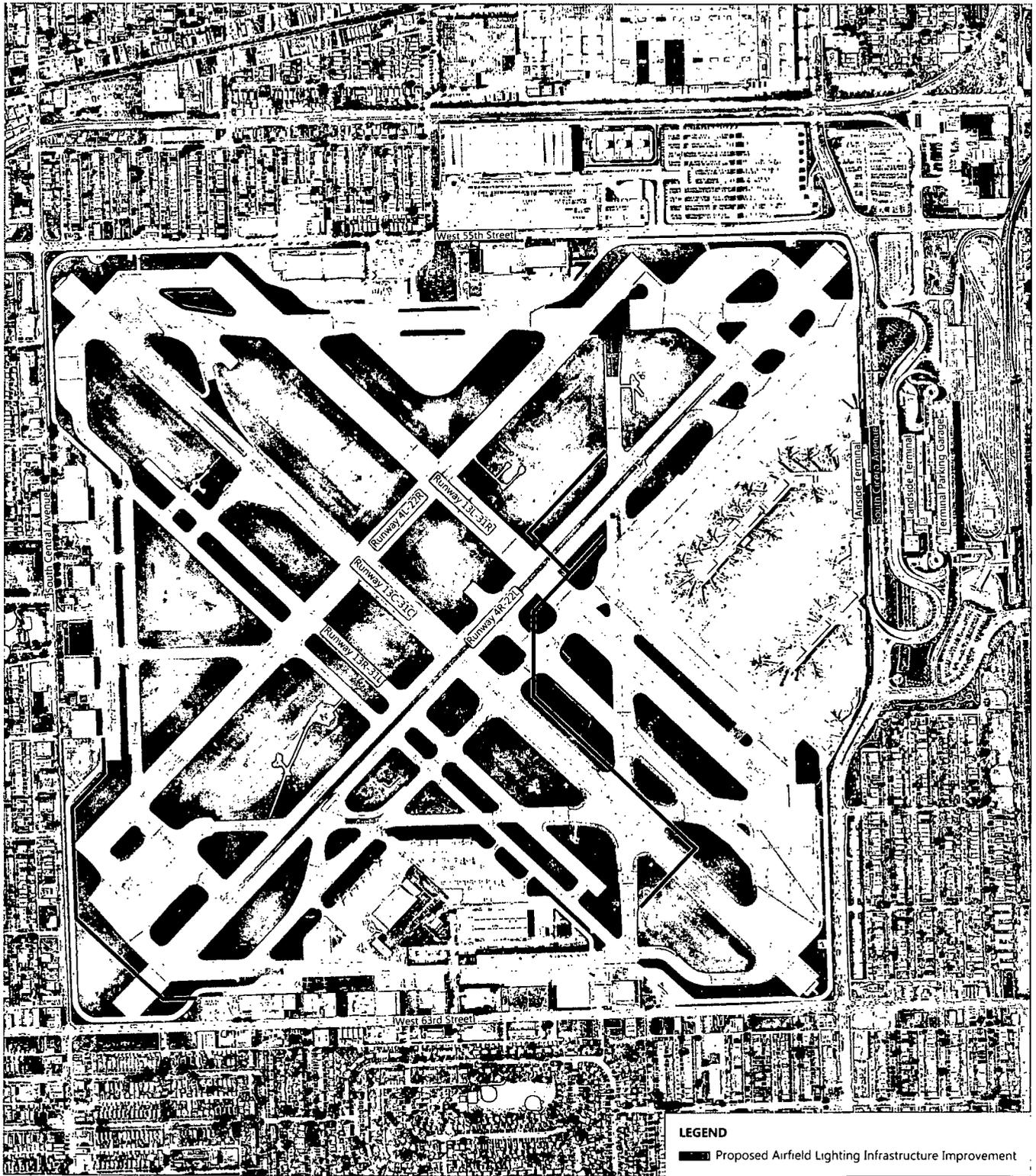
Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

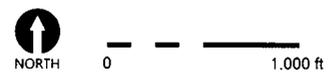
Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed.		



SOURCE Crawford, Murphy, and Tilly (CMT), November 2011 (aerial photography - for visual reference only, may not be to scale), Ricondo & Associates, Inc., June 2017
 PREPARED BY Ricondo & Associates, Inc., June 2017

EXHIBIT 1



Rehabilitation of Airfield Lighting Infrastructure

Drawing Z:\Chicago\W\W\Finance\APFC\APFC Application - 2017\Projects\Application Files\Attachments\SI\Exhibits\AutoCAD\MDW Airside Projects\dwg_3you1_B 01 Airfield Lighting Plotted Jun 22 2017 10:05AM

EXHIBIT 2



ENGINEER'S COST ESTIMATE
M6105.15-00
AIFIELD LIGHTING INFRASTRUCTURE IMPROVEMENTS
MIDWAY INTERNATIONAL AIRPORT
ISSUE FOR PROCUREMENT REVIEW SUBMITTAL - MAY 18, 2017

ITEM NO.	PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	M-101-01	MOBILIZATION (NOT TO EXCEED 6% OF TOTAL BASE BID)	LS	1	\$ 283,086 00	\$283,086 00
2	N-110-01	ALLOWANCE FOR STANDBY TIME	ALLOW	1	\$ 50,000.00	\$50,000 00
3	L-100-01	LIGHTING SYSTEM - INSTALL CDA PROVIDED L861T(L) RED ELEVATED SERVICE ROAD EDGE LIGHT FIXTURE, COMPLETE	EACH	33	\$ 2,500 00	\$82,500 00
4	L-100-02	ISOLATION TRANSFORMER	EACH	179	\$ 200 00	\$35,800 00
5	L-100-03	L-867 SERVICE ROAD EDGE LIGHT BASE CAN	EACH	7	\$ 450 00	\$3,150 00
6	L-100-04	LIGHTING SYSTEM - INSTALL CDA PROVIDED L852T(L) BLUE IN PAVEMENT TAXIWAY EDGE LIGHT FIXTURE, COMPLETE	EACH	21	\$ 4,500 00	\$94,500 00
7	L-100-05	TYPE 1A MARKER LIGHT BASE WITH L-868 IN PAVEMENT LIGHT BASE CAN	EACH	21	\$ 3,500 00	\$73,500 00
8	L-108-01	COUNTERPOISE WIRE - 1/C, SIZE 6 AWG, 600V, BARE COPPER	LF	5,000	\$ 3 50	\$17,500 00
9	L-108-02	AIRFIELD LIGHTING CABLE, L-824, TYPE C, 5KV, SIZE 6 AWG, LIGHTING CIRCUIT	LF	150,000	\$ 6 00	\$900,000 00
10	L-110-01	CONCRETE ENCASED DUCTS, 2-WAY, 3" PVC	LF	3,100	\$ 145 00	\$449,500 00
11	L-110-02	CONCRETE ENCASED DUCTS, 6-WAY, 4" PVC	LF	1,950	\$ 250 00	\$487,500 00
12	L-110-03	DUCTBANK IN STEEL CASING JACKED IN PLACE, 12 75" CASING SIZE, 2-WAY, 3" PIPE	LF	150	\$ 650 00	\$97,500 00
13	L-110-04	DUCTBANK IN STEEL CASING JACKED IN PLACE, 18" CASING SIZE, 6-WAY, 4" PIPE	LF	965	\$ 850 00	\$820,250 00
14	L-110-05	HIGH EARLY STRENGTH CONCRETE ENCASED DUCTS, 6-WAY, 4" PVC	LF	165	\$ 550 00	\$90,750 00
15	L-110-06	CONCRETE ENCASED DUCTS, 1-WAY, 3" PVC	LF	1,200	\$ 50 00	\$60,000 00
16	L-110-07	HIGH EARLY STRENGTH CONCRETE ENCASED DUCTS, 2-WAY, 3" PVC	LF	335	\$ 450 00	\$150,750 00
17	L-110-08	TWO (2) - 1" INNERDUCT	LF	2,700	\$ 12 00	\$32,400 00
18	L-110-09	DIRECTIONALLY BORED COMMON ELECTRICAL DUCTBANK, 3 PARALLEL, 2-WAY, 4" BUNDLED HDPE CONDUIT	LF	1,400	\$ 300 00	\$420,000 00
19	L-110-10	DIRECTIONALLY BORED COMMON ELECTRICAL DUCTBANK, SINGLE, 2-WAY, 3" BUNDLED HDPE CONDUIT	LF	570	\$ 250 00	\$142,500 00
20	L-115-01	ELECTRICAL HANDHOLE	EACH	14	\$ 30,000 00	\$420,000 00
21	L-115-02	ELECTRICAL HANDHOLE (AIRCRAFT RATED)	EACH	3	\$ 40,000 00	\$120,000 00
22	L-125-01	ALLOWANCE FOR ALCS MODIFICATIONS, TUNING, AND TESTING OF EXISTING REGULATORS	ALLOW	1	\$ 40,000.00	\$40,000 00
23	L-125-02	MISCELLANEOUS WORK IN VAULT	LS	1	\$ 50,000 00	\$50,000 00
24	P-152-02	ALLOWANCE FOR UNCLASSIFIED EXCAVATION-CONTAMINATED MATERIAL DISPOSAL	ALLOW	1	\$ 20,000 00	\$20,000 00
25	X-100-01	ALLOWANCES - UTILITY CONFLICTS & UNFORESEEN CONDITIONS	ALLOW	1	\$ 60,000.00	\$60,000 00

Subtotal =	\$ 5,001,186 00
Contingency (5%)	\$ 250,059.30
TOTAL COST =	\$ 5,251,245.30

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$5,418,692

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project is to reimburse project costs for the rehabilitation of the airside service road at Midway completed in December 2011 (Exhibit 3). The airside service road is approximately 12,600 linear-feet and services the airside of the entire Airport. Prior to the rehabilitation of the airside service road the roadway was approximately 20-years old and showing significant signs of structural deficiencies due to repeated traffic loading, weathering, and age. Work included a three-inch mill and overlay throughout the roadway system, adjustments to the drainage structures, restriping of roadway markings and environmental planning and PFC planning efforts.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO

N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

The rehabilitation of the airside service road reduces airfield congestion and improves air safety. The loss or limited usage of the airside service road network could have a significant negative impact on day to day operations of the Airport. If the airside service road was closed vehicular traffic would be forced to use taxiways to traverse to the various ramps, offices, and hangars located throughout the Airport. The movement of vehicles on active runways and taxiways could potentially have a significant impact on the capacity of the airfield. In 2015 the Airport averaged approximately 700 operations per day. Minimizing runway crossings by vehicles increases the safety of the airfield environment by minimizing air traffic control tower interaction, which further decreases the chances for vehicle incursions.

The rehabilitation of the airside service road also improved air safety. The airside service road traverses through all the ramps at the Airport. When roadway pavements fall below the critical 70 Pavement Condition Index (PCI), the rate of deterioration of the pavement increases exponentially therefore creates more potential for Foreign Object Debris (FOD). The last major rehabilitation of the airside service road was completed over 20-years ago. The airside service road contains both asphalt concrete (AC) and portland cement concrete (PCC) surfaces. The useful life of AC and PCC surfaces in an Airport environment is typically between 15 and 30 years depending upon maintenance and loading factors. The

pavement distresses identified in the Jacobs Engineering Group Inc. (Jacobs) evaluation can be mostly attributed to loading factors based on the severity of surface distresses, which drastically reduced its useful life. The airside service road's overall PCI was 70 with many of the inspection samples listed as poor, which is below a PCI rating of 50. When surface conditions have these levels of surface distresses they produce more FOD. FOD is then tracked onto the ramps that have the potential to be ingested in aircraft engines or blown that could potentially injure ground support personnel.

Therefore, this project reduced airfield congestion by maintaining the airside service road which reduced the potential of midfield runway and taxiway crossings and incursions. This project also prevented the formation of FOD on the ramps and reduced the possibility of FOD being ingested by aircraft engines or injuring ground support personnel. Thus this project met the significant contribution requirements of reducing congestion and improving air safety.

FOR FAA USE

Air safety. Part 139 Other (explain) _____

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain) _____

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain) _____

Congestion. Current or Anticipated _____

LOI FAA BCA FAA Airport Capacity Enhancement Plan _____

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of the airside service road reconstruction was to preserve capacity and enhance safe vehicular operations around the airfield and maintain vehicular traffic outside of the movement area. The reconstruction and rehabilitation of the airside service road preserved capacity by maintaining a functional roadway network to prevent vehicles crossing active runways and taxiways and enhanced safety by providing new pavements surfaces that prevented the formation of FOD that could be tracked on ramps and taxiways.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The airside service road is vital to airside service operations for both Airport and air carrier personnel. Prior to the rehabilitation, the road surface needed frequent patching, crack sealing and repairs to maintain its functionality. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for the useful life for airfield pavements is 10 to 20 years based on construction materials. The airside service road was last rehabilitated in 1992. A pavement evaluation completed in April 2013, by Jacobs, indicated that distresses on the airside service road were consistent with loading and water infiltration due to the presence of fatigue, longitudinal, and edge cracking and pot holes.

The airside service road had an overall weighted PCI rating of 70 or "Satisfactory", but the worst of inspected sections had a PCI of 57 or "Poor". Industry standards recommend that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable vehicle operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study;

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **June 3, 2011**

Estimated Project Completion Date (Month and Year): **August 10, 2012**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement:

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed:		

Name	Routing Symbol	Date
Item(s) reviewed:		

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Rehabilitation and Reconstruction of the AOA Perimeter Sound Wall**

2. Project Number: 03

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**

Bond Capital: **\$5,108,600**

Bond Financing & Interest **\$5,108,600**

Subtotal PFC Funds*: **\$10,217,200**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # N/A Grant Funds in Project **\$0**

Subtotal Existing AIP Funds: **\$0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: N/A Entitlement **\$0** Discretionary **\$0** Total **\$0**

Subtotal Anticipated AIP Funds: **\$0**

Other Funds: N/A

State Grants: **\$0**

B 03 Rehabilitation and Reconstruction of the AOA Perimeter Sound Wall

Local Funds: \$0

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$10,217,200

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This proposed project will rehabilitate or reconstruct approximately 8,000 linear feet of the acoustical metal sound wall system (Sound Wall) at Midway which is installed along the perimeter of most of the airport operations area (AOA) (Exhibit 4). This project will include selective replacement of acoustical metal panels, frangible steel columns, and structural wall components, painting of the entire system, and grading work at the base of the wall. This project will reconstruct approximately 50 percent of the Sound Wall. The Sound Wall has a height of approximately nine (9) feet with each section consisting of six (6) acoustical metal panels vertically stacked. Each panel is approximately six (6) feet wide and eighteen (18) inches in height. This project includes environmental planning and PFC planning efforts.

The cost estimate for this project can be found in Exhibit 6.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

This project supports the reduction of aviation noise on people living near the airport and to maintain compliance with the Part 150 *Noise Compatibility Program*. These walls are over 16 years old and exposure to the elements and proximity to the roadway has severely compromised their integrity. Rehabilitation and reconstruction of the Sound Walls will restore the integrity of these structures and extend their useful life. These walls are also a critical component of the Airport's "Fly Quiet Program" and necessary to maintain the relationship with the Airport and surrounding community.

FOR FAA USE

___ Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date

B 03 Rehabilitation and Reconstruction of the AOA Perimeter Sound Wall

Air security. Part 107 [] Part 108 [] Other (explain) _____
 CASFO concur. Yes [] No [] Date _____
 Competition. Competition Plan [] Other (explain) _____
 Congestion. Current [] or Anticipated [] _____
 LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan [] _____
 Other (explain) _____
 Noise. 65 LDN [] Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to mitigate noise impacts resulting from aircraft operations at the Airport. The current wall is over 16 years old and sections are in need of replacement or rehabilitation in order to maintain the structural integrity of the structure and to maintain compliance with the FAA Part 150 *Noise Compatibility Program*.

FOR FAA USE

Safety, Preserve [] Enhance []
 Security, Preserve [] Enhance []
 Capacity, Preserve [] Enhance []
 Furnish opportunity for enhanced competition between or among air carriers at the airport _____
 Mitigate noise impacts resulting from aircraft operations at the airport _____
 Project does not meet any PFC objectives (explain) _____

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The Sound Wall is an important component in the Airport's "Fly Quiet Program". These walls are designed to reduce ground level noise associated with aircraft taxiing and takeoff thrust on the communities surrounding the Airport. The Sound Walls' were first installed in 2001 in conjunction with the construction of the new Midway Terminal program. Due to the age of the walls, exposure to the elements and proximity to the surrounding roads, have resulted in deterioration of the panels and structural components. This deterioration or damage includes rusted components, dented or punctured panels and deteriorating obstruction lighting (Exhibit 5). All these components are in need of rehabilitation or reconstruction to ensure continued aesthetic, reduce the impact of aviation noise on people living near the airport, and compliance with Federal Aviation Administration (FAA) Part 150 Airport Noise Compatibility Program.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

B 03 Rehabilitation and Reconstruction of the AOA Perimeter Sound Wall

- Noise compatibility planning as described in 49 U.S.C. 47505;
- Noise compatibility measures eligible under 49 U.S.C. 47504;
- Project approved in an approved Part 150 noise compatibility plan;
Title and Date of Part 150: _____
- Project included in a local study;
Title and Date of local study: _____
- Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
- Shell of a gate as described in 49 U.S.C 40117(a)(3)(E) (air carrier _____
percentage of annual boardings _____);
- PFC Program Update Letter _____
- Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **March 1, 2017**
Estimated Project Completion Date (Month and Year): **December 30, 2018**

For FAA Use _____
For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?
 Yes
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?
 Yes
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use _____
Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.
 Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

B 03 Rehabilitation and Reconstruction of the AOA Perimeter Sound Wall

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

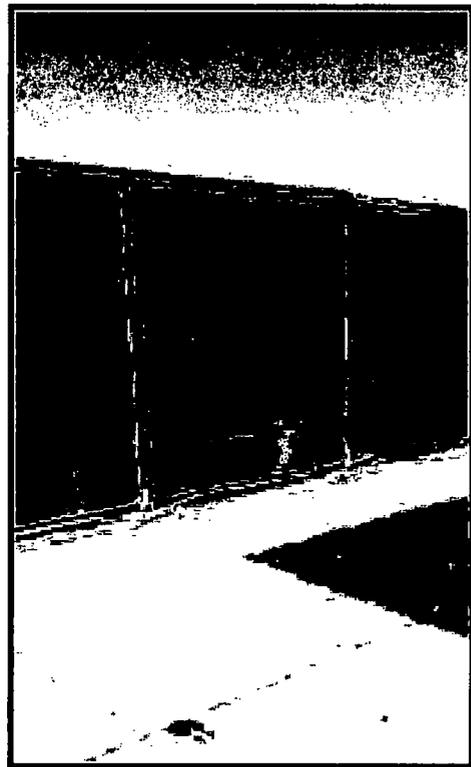
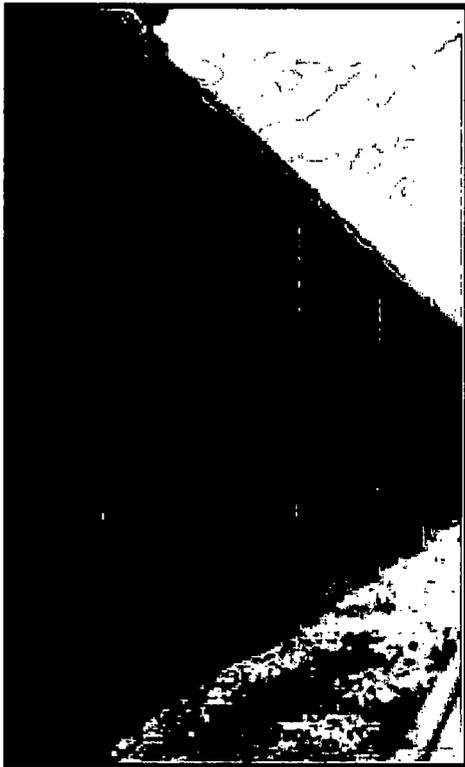
Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





SOURCE: Care Plus, LLC, May 12, 2017; Ricordo & Associates, June 2017
 PREPARED BY: Ricordo & Associates, Inc., June 2017

EXHIBIT 5

AOA Perimeter Sound Wall



Rehabilitation of the AOA Perimeter Sound Wall Project
 PFC Application

EXHIBIT 6

ENGINEER'S ESTIMATED COST OF CONSTRUCTION
 MIDWAY INTERNATIONAL AIRPORT
 CHICAGO, ILLINOIS
AOA Perimeter Sound Wall Improvements
 July 23, 2014

ITEM NO.	DESCRIPTION OF WORK	UNITS	EST QTY	CURRENT UNIT COST	ITEM COST (TOTAL)	
1	Replacement of Existing Damaged Metal Acoustical Panels - (5% of Existing)	EA	600	\$3,000.00	\$1,800,000.00	
2	Replacement of Misc Existing Damaged Components	LS	1	\$300,000.00	\$300,000.00	
3	Painting Of Existing Metal Acoustical Panel Sound Wall	SF	322,500	\$5.00	\$1,612,500.00	
4	Replacement of Existing Obstruction Lights and Infrastructure w/New LED Obstruction Lights	LF	15,050	\$25.00	\$376,250.00	
5	Concrete Sidewalk Replacement	SF	7,500	\$16.00	\$112,500.00	
6	Concrete Pavement at Base of Sound Wall	SF	18,000	\$20.00	\$360,000.00	
TOTAL CONSTRUCTION COST					\$4,561,250.00	
Notes					CONSTRUCTION CONTINGENCY - 20%	\$912,250.00
Scope of work includes the rehabilitation of existing sound wall including selective replacement of components, painting, replacement of obstruction light system and concrete pavements					SUB TOTAL	\$5,473,500.00
					DESIGN FEES - 10%	\$547,350.00
					TOTAL ESTIMATED PROJECT COST	\$6,020,850.00

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$153,516,306

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This proposed project will expand the existing passenger security checkpoint bridge across South Cicero Avenue at Midway (Exhibit 8). The project will demolish portions of the existing passenger bridge and construct a new single-level, approximately 80,000 square-foot, bridge structure in its place. The existing passenger bridge traverses South Cicero Avenue, connecting the Landside Terminal (pre-security screening) on the east side of South Cicero Avenue to the Airside Terminal (post-security) on the west side (Exhibit 9). The western end of the existing bridge contains the Transportation Security Administration (TSA) security screening checkpoint that all passengers and airport employees must clear to enter the secure airside Terminal. The existing pedestrian bridge accommodates 19 TSA passenger and employee security screening lanes, as well as the airport's exit path for arriving passengers. The existing bridge is 50 feet wide and includes a queue area (11,499 square feet), an exit path (3,131 square-feet), TSA equipment area (11,834 square-feet), and a composure area (3,133 square-feet). The new bridge will have a width of approximately 400 feet, approximately 350 feet wider than the existing bridge, which will significantly reduce congestion (Exhibit 10).

The additional interior space will support passenger and employee circulation and centralize and consolidate the TSA screening checkpoint area. The existing security checkpoint will be relocated into the proposed new bridge space, creating approximately 18,000 square-feet of additional potential revenue-generating areas adjacent to the existing food court. Up to 27 fully-equipped TSA security lanes will be accommodated, including a separate employee lane, TSA pre-check lane(s), and Americans with Disabilities Act (ADA)-accessible lanes. A letter from the TSA approving of the proposed revisions to their operating area can be found in Exhibit 7. Compared to the existing bridge, the proposed project will provide additional queue area (11,646 square-feet total), additional exit path space (10,769 square feet total), additional public corridors (25,689 square-feet total), additional TSA processing area space (16,600 square-feet total), additional composure space (11,180 square-feet total), and 18,526 square-feet of new retail space (Exhibit 11).

This project also includes the installation of building foundations, erection of structural concrete and steel, installation of a building roof, HVAC systems, communications and security systems along with a façade to complement the existing building finishes both north and south. The building shell and core elements such as mechanical, electrical, plumbing, and fire protection will be extended to service the building expansion and new space will receive tenant interior finishes. The tie-in to the existing bridge will include demolition of the existing façade and miscellaneous items to facilitate tie-ins to the pedestrian bridge. In addition to the widening of the pedestrian bridge, there will be a 10,000 square-foot build out to the south of the bridge which ties to the Terminal.

Table 4-1 shows the calculation of the estimated PFC-eligible costs associated with the Passenger Security Checkpoint Expansion. The eligible proration percentage calculation is 72.9 percent, which is applied to the \$87,469,000 in passenger security checkpoint expansion total construction costs¹, less the high-cost 100 percent eligible items (i.e. elevators and escalators). Including the 100 percent eligibility, it is estimated that approximately 73.6 percent of the total construction cost is PFC-eligible, or \$64,347,306.

¹ The total project cost estimate for the Passenger Security Checkpoint Expansion Project is \$89,169,000, which includes \$87,469,000 in construction costs, in addition to \$800,000 in utility conflicts & unforeseen conditions allowance, \$500,000 in commissioner directed maintenance of traffic and supplemental signage, \$100,000 in community outreach allowance and \$300,000 in art work removal and reinstallation allowance. All utility conflicts & unforeseen conditions, commissioner directed maintenance of traffic and supplemental signage, community outreach and art work removal and reinstallation allowances are not included in this application. If costs increase, the City of Chicago would amend this PFC application in the future to include additional PFC-eligible costs; any remaining costs that are not PFC eligible would be paid for with airport discretionary funds.

Table 4-1: Passenger Security Expansion – Construction Space and PFC Eligibility

Passenger Security Checkpoint Expansion Project Space (by Type)	Square Feet
PFC Eligible Areas:	
<i>Queue area</i>	11,646
<i>Public Corridors</i>	36,458
<i>Composure space</i>	11,180
PFC Eligible Area Square Footage Total [A]	59,284
PFC Ineligible Areas:	
<i>Retail</i>	18,526.00
<i>Non-Public Spaces</i>	3,240.00
<i>TSA Non-Public Spaces</i>	285
PFC Ineligible Area Square Footage Total [B]	22,051
PFC Prorated Areas:	
<i>TSA Processing Space</i>	16,600
<i>Utilities</i>	925
PFC Prorated Areas Square Footage Total [C]	17,525
Total Passenger Security Checkpoint Expansion Project Space	98,860
PFC Eligible Proration % [A/(A+B)]	72.9%
Passenger Security Checkpoint Expansion Project PFC Eligibility	Costs
High Cost 100% PFC Eligible Items:	
<i>Elevators/Escalators</i>	\$2,184,750
High Cost 100% PFC Eligible Items Total [D]	\$2,184,750
Passenger Security Checkpoint Expansion Project Construction Cost	\$87,469,000
Less High Cost 100% PFC Eligible Items [D]	(2,184,750)
Passenger Security Checkpoint Expansion Project Construction Cost Less High Cost PFC Eligible Items and High Cost PFC Ineligible Items	\$85,284,250
x PFC Eligible Proration %	72.9%
PFC Eligible Expansion Construction Cost (Excluding High Cost PFC Eligible Items and High Cost PFC Ineligible Items)	\$62,162,556
Plus High Cost 100% PFC Eligible Items	2,184,750
PFC Eligible Passenger Security Checkpoint Expansion Project Construction Cost	\$64,347,306
PFC Eligibility Percentage of Total Passenger Security Checkpoint Expansion Project Construction Cost	73.6%

This project includes environmental planning and PFC planning efforts. The cost estimate for this project is located in Exhibit 12.

If applicable for terminal projects,
 Prior to implementation of this project,
 Number of ticket counters: **74**
 Number of gates: **43**
 Number of baggage facilities: **There are 8 Bag Claim Carousels for the Inbounds, 4 Makeup Units for the Outbound, and 1 Bag claim in the FIS.**

At completion of this project,

Number of ticket counters: **74**

Number of gates: **43**

Number of baggage facilities: **There will be 8 Bag Claim Carousels for the Inbounds, 4 Makeup Units for the Outbound, and 1 Bag claim in the FIS.**

Net change due to this project: **0**

Number of ticket counters: **0**

Number of gates: **0**

Number of baggage facilities: **0**

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

FOR FAA USE:

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution:

This project will reduce congestion and enhance security at the Airport and for the national air transportation system. Midway is one of the fastest growing airports in the nation and serves as Southwest Airline's busiest hub airport. Since 2000 enplanements have increased over 52 percent. Also during this time, the demand during peak times has increased creating more congestion at the checkpoints and

creating longer lines. This project will reduce congestion by widening the existing pedestrian bridge from 60-feet to 300-feet to create an 80,000 square-foot security hall.

The purpose of the proposed project is to alleviate passenger congestion in the security checkpoint area and to provide a centralized and more efficient TSA security screening process. Midway passengers and employees regularly experience congestion at the entrance to the Airside Terminal during peak travel periods. As passenger volume and security screening requirements have increased, the existing space within the passenger bridge has become increasingly constrained. On occasion, the security queue extends beyond the existing bridge into the landside Terminal, which complicates circulation and results in conflicting passenger traffic patterns. Additionally, due to space limitations, the existing security screening area is separated into multiple screening sections. The southernmost screening area is disconnected from the main screening area by the exit lane that arriving passengers take to exit the Airside Terminal; this contributes to circulation problems, poor visibility, inadequate queueing space, and additional TSA staffing requirements. The existing layout also does not allow for a dedicated employee entrance. Furthermore, the passenger composure space immediately beyond the security checkpoint is often congested, which negatively impacts passenger comfort and further contributes to congestion in the mezzanine level of the Airside Terminal.

This project will also enhance security by providing 10 additional security lines. This 70 percent increase will provide capacity to handle over 5,000 passengers per hour. Currently during peak periods, passenger security screen lines can extend beyond the existing bridge and into the terminal parking garage.

Therefore, this project reduces congestion and enhances security with the widening of the existing bridge to create an 80,000 square-foot security hall and the addition of 10 new security lines. Thus, this project meets the significant contribution requirements of reducing congestion and improving security.

FOR FAA USE
___ Air safety. Part 139 [] Other (explain) _____
Certification Inspector concur. Yes [] No [] Date _____
___ Air security. Part 107 [] Part 108 [] Other (explain) _____
CASFO concur. Yes [] No [] Date _____
___ Competition. Competition Plan [] Other (explain) _____
Congestion. Current [] or Anticipated [] _____
LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan _____
Other (explain) _____

Noise. 65 LDN [] Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to preserve capacity and enhance security at the Airport. This project will widening the pedestrian bridge over Cicero Avenue to create an 80,000 square-foot pavilion or "security hall" that will provide additional passenger queuing and screening capability in order to more efficiently process passengers at the security checkpoints during peak periods.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The existing Terminal facility opened in 2001 and has been in continuous full-time use without any significant upgrades or expansion. The existing passenger bridge and associated security screening checkpoint do not adequately support the daily flow of passengers through the Airport. During peak periods, passenger lines have

extended beyond the bridge and into the terminal parking garage; further impacting passengers arriving at the Airport. In addition, passenger enplanements at the Airport have increased by 52 percent over this period of time.

The expansion of the passenger security checkpoint is needed to increase public circulation in the Terminal to more efficiently accommodate the increasing passenger growth at the Airport. This project will add 10 additional checkpoint lanes to handle over 5,000 passengers per hour. Currently during peak hours, passenger security screen lines extend beyond the existing bridge and into the terminal parking garage. Existing passenger demand and forecast activity increase both support the expansion of the security checkpoint area.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study;

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____);

percentage of annual boardings _____);
 PFC Program Update Letter _____
 Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **January 1, 2013**
Estimated Project Completion Date (Month and Year): **June 30, 2019**

For FAA Use _____
For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?
 Yes
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?
 Yes
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use _____
Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner?
 Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:
a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.
 YES
 NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

- the amount of the local match to be collected at a \$4.50 PFC level, or
 the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
 NO
 N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
<u>Item(s) reviewed.</u>		

Name	Routing Symbol	Date
<u>Item(s) reviewed</u>		

**Transportation
Security
Administration**

MEMORANDUM

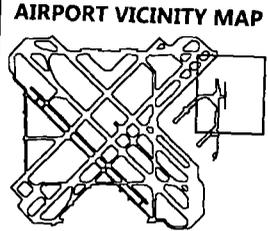
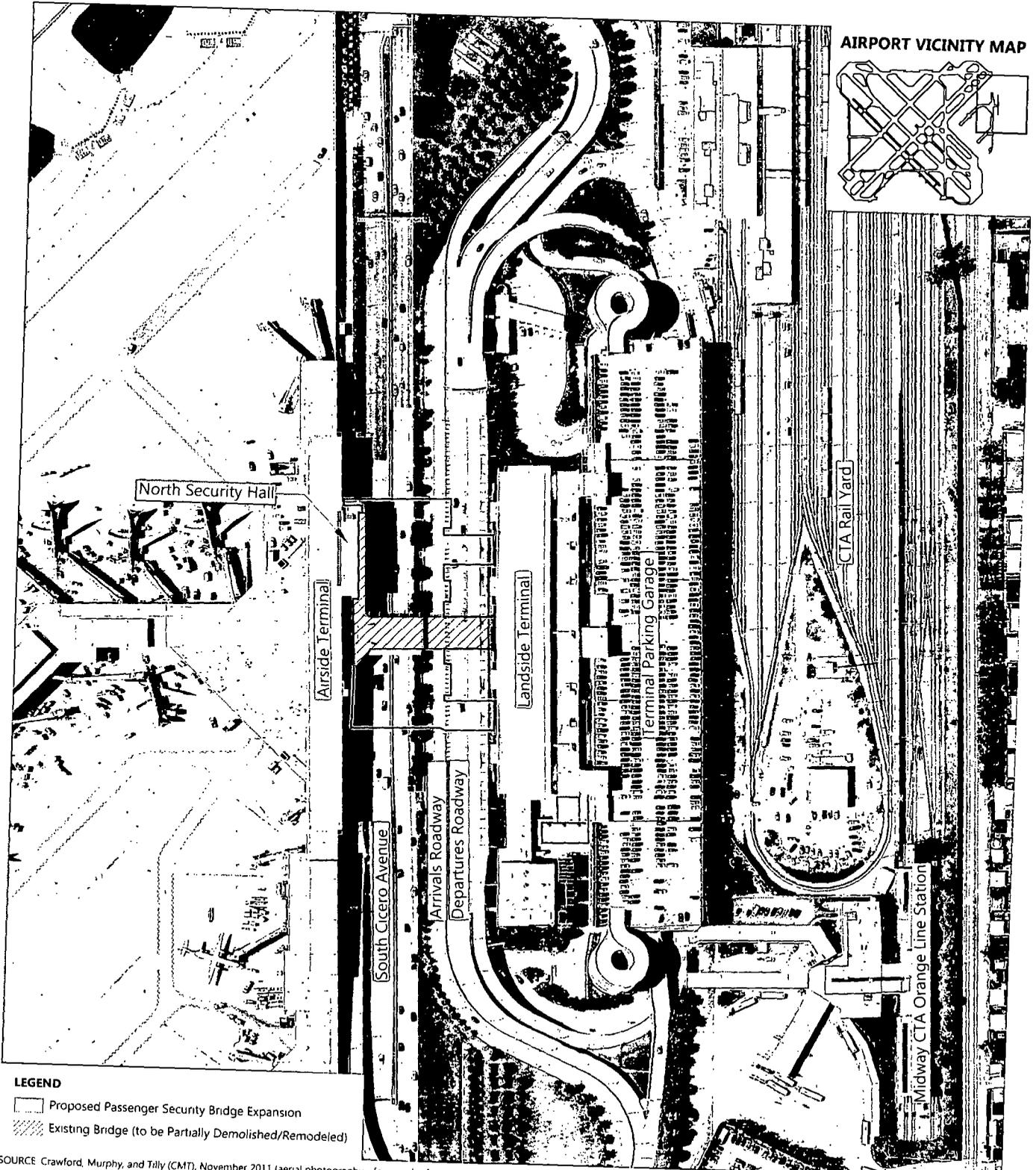
TO: Michael Cosentino
Director – Capital Finance
Chicago Department of Aviation

FROM: Kevin G. McCarthy *KB McCarthy*
Federal Security Director
Chicago Midway International Airport

DATE: November 17, 2017

RE: Passenger Security Checkpoint Expansion

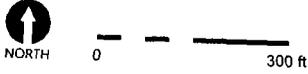
The City of Chicago Department of Aviation is pursuing utilizing Passenger Facility Charges (PFC) funding via the Federal Aviation Administration (FAA) to expand the passenger security checkpoint, install a Pre-Check Baggage Inspection System Crossover and replace the Explosive Detection System (EDS) equipment at Chicago Midway International Airport. The TSA understands that the FAA is seeking TSA approval and concurrence with these proposed projects. The TSA supports these projects and expects to staff the expanded checkpoint facilities. The TSA support for these initiatives is provided with the full understanding from all interested parties that TSA bears no financial obligation, either implicitly or explicitly, to fund these projects. The TSA will further review and approve the design plans for the passenger checkpoint expansion and Pre-Check Baggage Inspection System Crossover to ensure both projects meet operational requirements.



LEGEND
 [Solid Line] Proposed Passenger Security Bridge Expansion
 [Hatched Line] Existing Bridge (to be Partially Demolished/Remodeled)

SOURCE Crawford, Murphy, and Tilly (CMT), November 2011 (aerial photography - for visual reference only, may not be to scale). Ricondo & Associates, Inc., September 2017
 PREPARED BY Ricondo & Associates, Inc., September 2017

EXHIBIT 8



Passenger Security Checkpoint Expansion

Rehabilitation of Passenger Security Checkpoint Expansion Project
 PFC Application

CICERO AVE.

ARRIVALS ROADWAY
(DEPARTURES ROADWAY ABOVE)

EXISTING LANDSIDE TERMINAL

EXISTING RAMP TO CTA

EXISTING
EXHIBIT 9 - Passenger Security Checkpoint Expansion Aerial View

EXISTING AIRSIDE TERMINAL

EXISTING EXIT PATH

EXISTING TSA EQUIPMENT AREA

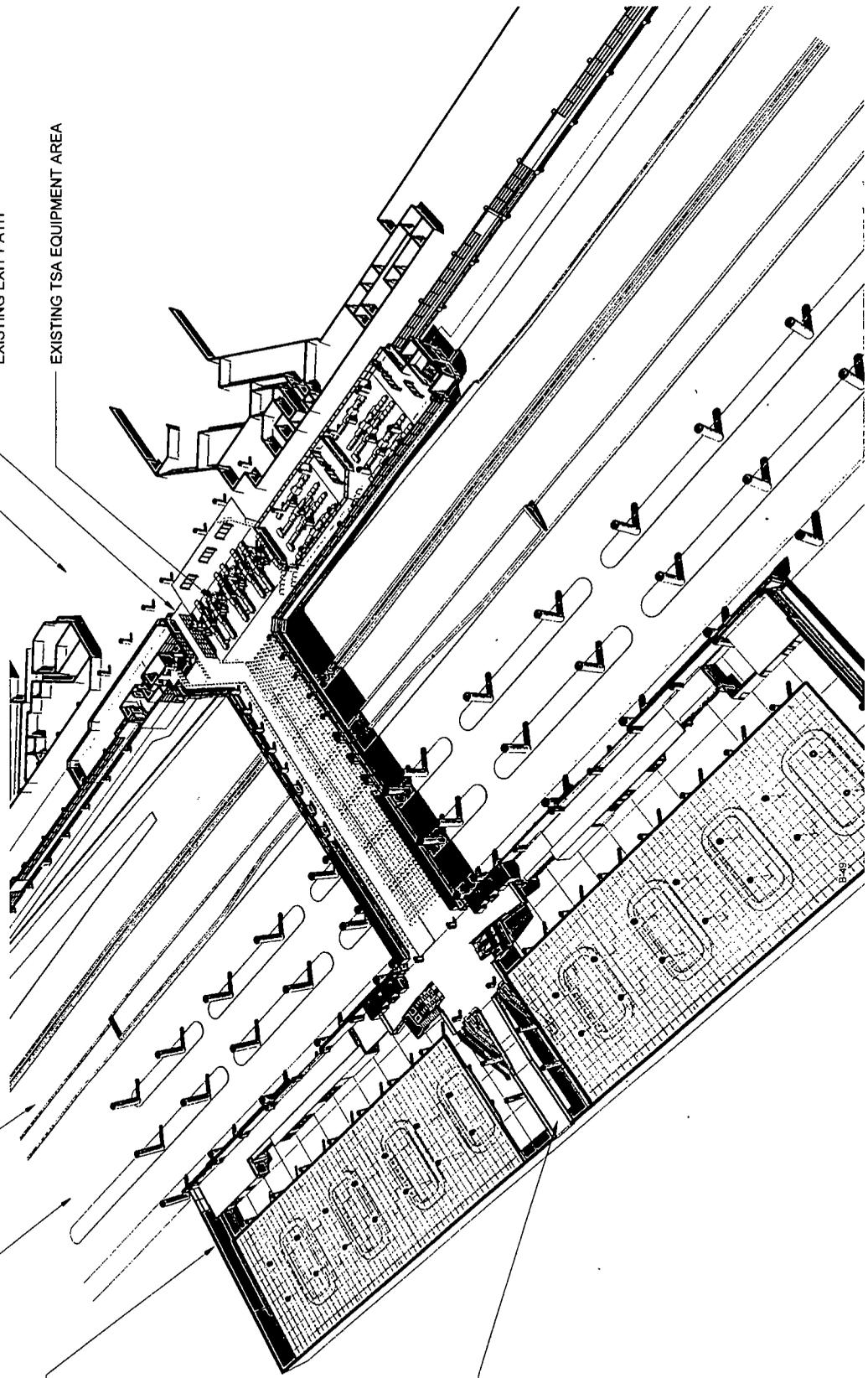


EXHIBIT 10 - Passenger Security Checkpoint Expansion Aerial View
Proposed

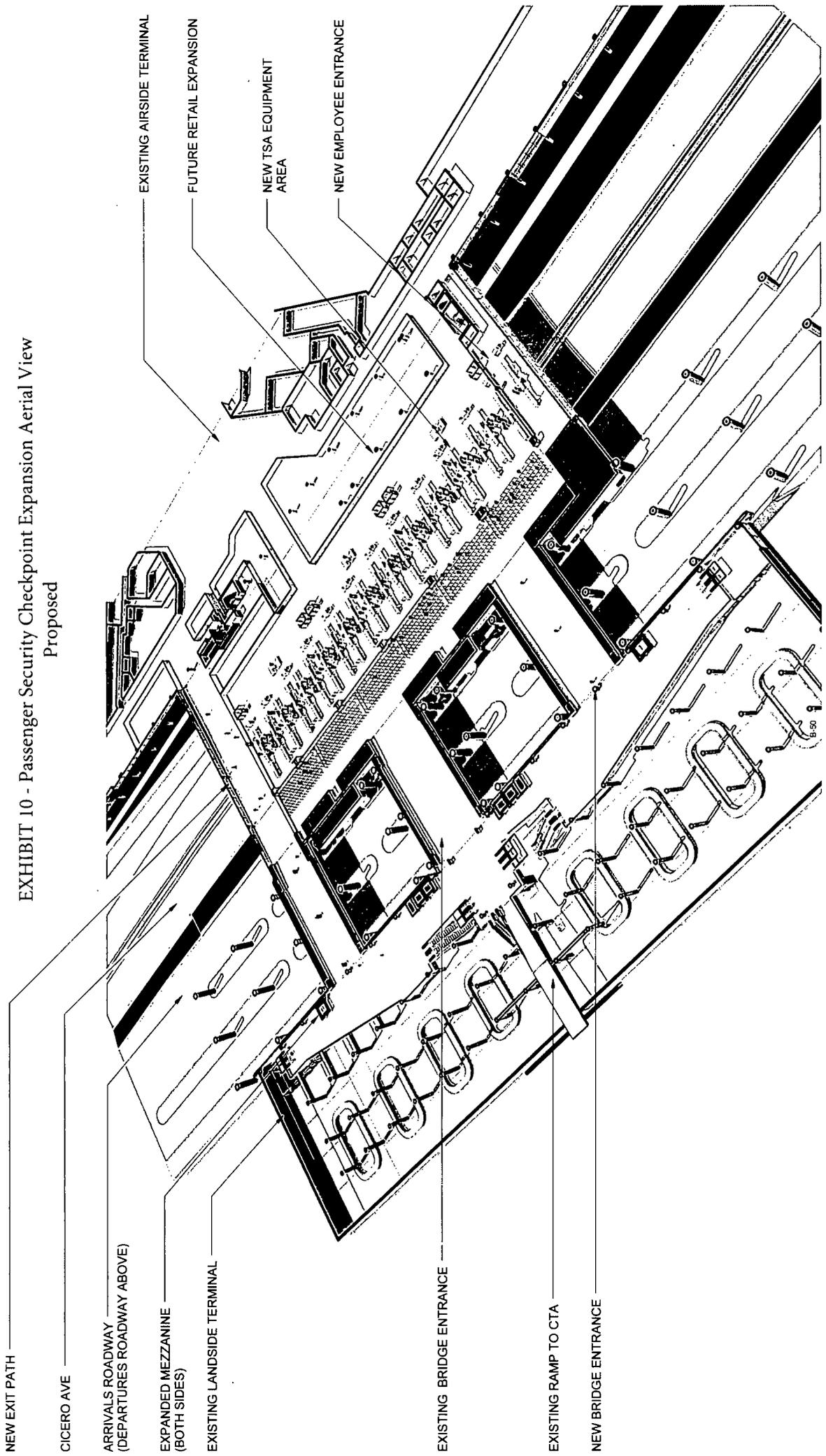


EXHIBIT 12 - Passenger Security
Checkpoint Expansion Costs



October 24, 2017

FHP-CM-L-012

CARE Plus, LLC
Midway Central Field Office
5642 S. Central Avenue
Chicago, IL 60638
Attn: Mike Beverly
Resident Engineer

Re: Chicago Midway International Airport
Passenger Security Checkpoint Expansion
CDA Project No.: M9185.12.00
Contract No.: 63738, Specification No.: 461340
FHP Job No.: 2105

Subject: Contract Lump Sum Breakdown

Dear Mr. Beverly:

In accordance with Article IX of the General Conditions, F.H. Paschen is requesting the approval of the attached contract lump sum breakdown for the above referenced project.

Should you have any questions or concerns, please do not hesitate to contact me at the number below.

Sincerely,


Digitally
signed by
Joshua Curran
Date:
2017.10.24
11:41:05-05'00'

Josh Curran
Project Manager

cc: M. Holborn, M. Madden – CARE Plus
T. Harper, J. Kleiman, M. Rickert, A. Ricordati, B. Sarkauskas, A. Spizzirri - FHP

encl.: Lump Sum Breakdown

F.H. PASCHEN

F.H. PASCHEN, S.N. NIELSEN & ASSOCIATES LLC
5515 N. East River Road, Chicago, IL 60656
p. 773.444.3474 f. 773.444.5900 | www.fhpcaschen.com

DRAFT

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.

APPLICATION NUM. : N/A
APPLICATION DATE : N/A

In tabulation below, amounts are stated to the nearest dollar.

PERIOD TO : N/A

Use Column I on Contracts where variable retainage for line items may apply

CONTRACT # : N/A

A ITEM NO.	B DESCRIPTION OF WORK	C SCHEDULED VALUE	D WORK COMPLETED		F MATERIALS PRESENTLY STORED (NOT IN D O R E)	G TOTAL COMPLETED AND STORED TO DATE (D+E+F)		H BALANCE TO FINISH (C-G)	I RETAINAGE
			FROM PREV. APPLICATION (D+E)	THIS PERIOD		% (G/C)			
0001	Mobilization	5,345,000.00	0.00	0.00	0.00	0.00	0%	5345000.00	0.00
0002	Bond	433,308.00	0.00	0.00	0.00	0.00	0%	433308.00	0.00
0003	Insurance	837,039.00	0.00	0.00	0.00	0.00	0%	837039.00	0.00
0004	General Conditions / Traffic Control	1,577,223.00	0.00	0.00	0.00	0.00	0%	1577223.00	0.00
0005	Selective Demolition	2,388,000.00	0.00	0.00	0.00	0.00	0%	2388000.00	0.00
0006	Concrete	8,406,953.00	0.00	0.00	0.00	0.00	0%	8406953.00	0.00
0007	Architectural Finishes	4,893,627.00	0.00	0.00	0.00	0.00	0%	4893627.00	0.00
0008	Structural Steel F&I	11,940,074.00	0.00	0.00	0.00	0.00	0%	11940074.00	0.00
0009	Misc. Metals	2,769,895.00	0.00	0.00	0.00	0.00	0%	2769895.00	0.00
0010	Wall Panels / Glazing	8,287,365.00	0.00	0.00	0.00	0.00	0%	8287365.00	0.00
0011	Moisture Barriers / Joint Sealants / Roofing / Fireproofing	2,922,811.00	0.00	0.00	0.00	0.00	0%	2922811.00	0.00
0012	Carpentry	8,618,250.00	0.00	0.00	0.00	0.00	0%	8618250.00	0.00
0013	Elevators / Escalators	2,184,750.00	0.00	0.00	0.00	0.00	0%	2184750.00	0.00
0014	Fire Suppression	659,297.00	0.00	0.00	0.00	0.00	0%	659297.00	0.00
0015	Plumbing	1,502,500.00	0.00	0.00	0.00	0.00	0%	1502500.00	0.00
0016	HVAC	5,075,465.00	0.00	0.00	0.00	0.00	0%	5075465.00	0.00
0017	Electrical	8,588,400.00	0.00	0.00	0.00	0.00	0%	8588400.00	0.00
0018	Earthwork	1,867,016.00	0.00	0.00	0.00	0.00	0%	1867016.00	0.00
0019	Caissons / Micropiles	7,678,489.00	0.00	0.00	0.00	0.00	0%	7678489.00	0.00
0020	Site Utilities / Drainage	2,368,538.00	0.00	0.00	0.00	0.00	0%	2368538.00	0.00
0021	Building Permit Allowance	100,000.00	0.00	0.00	0.00	0.00	0%	100000.00	0.00
0022	Temporary Chilled Water Plant Allowance	200,000.00	0.00	0.00	0.00	0.00	0%	200000.00	0.00
0023	Security Command Center, Temporary Security Camera and Data Cabling Relocations Allowance	825,000.00	0.00	0.00	0.00	0.00	0%	825000.00	0.00
0024	Utility Conflicts & Unforeseen Conditions Allowance	800,000.00	0.00	0.00	0.00	0.00	0%	800000.00	0.00
0025	Commissioner Directed Maintenance of Traffic and Supplemental Signage Allowance	500,000.00	0.00	0.00	0.00	0.00	0%	500000.00	0.00
0026	Community Outreach Allowance	100,000.00	0.00	0.00	0.00	0.00	0%	100000.00	0.00
0027	Art Work Removal and Reinstallation Allowance	300,000.00	0.00	0.00	0.00	0.00	0%	300000.00	0.00
TOTALS / SUBTOTALS		89,189,000.00	0.00	0.00	0.00	0.00	0%	89,189,000.00	0.00

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Rehabilitation of Runway 13C-31C and Replacement of EMAS**

2. Project Number: 05

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$0**

Bond Capital: **\$32,078,641**

Bond Financing & Interest: **\$32,078,641**

Subtotal PFC Funds*: **\$64,157,282¹**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **3-17-0025-82-2014**

Grant Funds in Project **\$3,116,597**

Subtotal Existing AIP Funds: **\$3,116,597**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement **\$0** Discretionary **\$0** Total **\$0**

Subtotal Anticipated AIP Funds: **\$0**

¹ The AIP contribution was a funding source specifically for rehabilitation of the pavement of Runway 13C-31C. While this entire PFC project is AIP eligible, AIP funds are only a portion of the plan of finance for this project. The City of Chicago Department of Aviation maximized the amount of AIP funds available to them.

B 05 Rehabilitation of Runway 13C-31C and Replacement of EMAS

Other Funds: N/A
State Grants: \$0
Local Funds: \$3,421,348
Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$70,695,226

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project funded the planning², design and rehabilitation of Runway 13C-31C and the replacement of the Engineering Material Arresting Systems (EMAS) at Midway (Exhibit 13). Runway 13C-31C is one of the primary runways at the Airport. The runway is 6,522-feet long by 150-feet wide and comprised of 6,405 linear-feet of bituminous asphalt concrete (AC) pavement and 120-linear feet of portland cement concrete (PCC) on the Runway 31C end.

Prior to the rehabilitation of Runway 13C-31 the pavements were approximately 22-years old and showing signs of fatigue cracking due to structural deficiencies and repeated traffic loading. The rehabilitation of the runway and shoulder included variable depth PCC and AC milling with an overlay of three to nine-inches of bituminous base course and AC surface course. This project also included the installation of new centerline and edge lighting, replacement of signage, installation of new electrical infrastructure, drainage improvements, placement of sodding/seeding for the surrounding runway area, and pavement markings.

The new pavements were designed in accordance with FAA Advisory Circulars (AC) 150/5300-13A *Airport Design*, AC 150/5320-6E *Airport Pavement Design and Evaluation*, and AC 150/5370-14A *Hot Mix Asphalt Paving Handbook*. This project will also restripe the full length of Runway 13C-31C in accordance to AC 150/5340-1L, *Standards for Airport Markings*.

This project also funded for the design and construction of the replacement of the Runway 13C-31C EMAS systems on the north (EMAS #1) and south (EMAS #2) of the runway. EMAS arrestor beds are composed of lightweight, crushable cement

² This includes environmental and PFC planning.

material designed to stop aircraft that overshoot runways. It is a FAA acceptable alternative for preventing overrun catastrophes at airports where runway safety areas are not in compliance with FAA regulations.

EMAS#1 and EMAS#2 were installed in 2006. EMAS #1 on Runway End 13C was approximately 215-feet in length and 170-feet in width; and EMAS #2 on Runway End 31C was approximately 200-feet in length and 170-feet in width. This project replaced both EMAS systems with "third generation" EMAS blocks designed to be more durable to weather conditions. The new beds were designed and installed to meet the requirements established in AC 150-5220-22A *Engineered Materials Arresting Systems for Aircraft Overruns*. The cost estimate for this project is located in Exhibit 14.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

This project reduced congestion and increased safety at the Airport and for the national air transportation system. The Airport's ongoing pavement management program serves to maintain all pavements with a minimum condition of "Satisfactory/Fair" to avoid a costlier reconstruction of the pavement sections and to avoid foreign object debris (FOD) that can have an adverse effect on the safety of aircraft operations at the Airport.

Deteriorating pavement can significantly impact the capacity of the airfield due to unanticipated airfield closures and would therefore lead to increased congestion. The closure of Runway 13C-31C would have a significant impact on the capacity of the airfield since this is one of the primary runways at the Airport with EMAS support.

Therefore, this project prevented the formation of FOD on the runway and reduced the likelihood of unanticipated closures for emergency repairs. Thus, this project met the significant contribution requirements of improving air safety and reducing anticipated congestion.

The replacement of the EMAS also enhanced safety of the Airport. The Airport is in a densely populated area on the southwest side of Chicago, IL. Midway is confined by W. 55th St to the north, S. Cicero Ave to the east, W. 63rd St to the south, and S. Central Ave. to the west. The distances between Runway ends to W. 63rd St and S. Central Ave are both less than 425-feet, significantly less than the established standard of 1,000-foot runway safety area. The installation of EMAS #1 and #2 will stop aircraft that overshoot runways and prevent catastrophes where runway safety areas are not in compliance with FAA regulations.

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date

B 05 Rehabilitation of Runway 13C-31C and Replacement of EMAS

<input type="checkbox"/> Air security. Part 107 [] Part 108 [] Other (explain)
<input type="checkbox"/> CASFO concur. Yes [] No [] Date
<input type="checkbox"/> Competition. Competition Plan [] Other (explain)
<input type="checkbox"/> Congestion. Current [] or Anticipated []
<input type="checkbox"/> LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan
<input type="checkbox"/> Other (explain)
<input type="checkbox"/> Noise. 65 LDN [] Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project was to preserve capacity and enhance safety on Runway 13C-31C to ensure safe and reliable aircraft operations on the airfield. The rehabilitation of Runway 13C-31C improved the existing level of safety and efficiency of the airport by improving the structural integrity of the runway and complying with FAA Title 14 CFR Part 139 *Airport Certifications*. The structural integrity of airfield pavements is critical to aviation safety. Airfield pavements that are rated near or below the minimum PCI rating of 70 could result in aircraft safety incidents.

This project also replaced the runways EMAS which provided a safe and reliable arresting system at the Airport without further reducing the runway length and impacting capacity. EMAS is proven technology that has saved numerous of lives and significantly minimized damage to aircraft and infrastructure.

FOR FAA USE

<input type="checkbox"/> Safety, Preserve [] Enhance []
<input type="checkbox"/> Security, Preserve [] Enhance []
<input type="checkbox"/> Capacity, Preserve [] Enhance []
<input type="checkbox"/> Furnish opportunity for enhanced competition between or among air carriers at the airport

Mitigate noise impacts resulting from aircraft operations at the airport
 Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Runway 13C-31C is one of the primary runways at the Airport. The last major pavement rehabilitation occurred in 1992. Since that time some significant operational changes have occurred resulting in increased utilization and greater aircraft activity. The most notable changes were the decrease in General Aviation (GA) and Air Taxi operations and the significant increase in air carrier operations. From 1992 to 2014, operations increased by 42 percent; air carrier operations increased by nearly 200 percent. The additional air carrier operations and heavier weight of these aircraft have significantly reduced the useful of these pavements.

According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum criterion for runway rehabilitation is 10 years. Runway 13C-31C was last rehabilitated in 1992. A pavement evaluation completed in December 2011, by Edwards & Kelcey Design Services Inc. (E&K), indicated that distresses on Runway 13C-31C were consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, rutting, and slippage cracking on the AC sections of the runway and presence of joint seal damage, joint spalling, and linear cracking on the PCC sections of the runway. Runway 13C-31C had an overall PCI rating of 70 or “Satisfactory”. Industry standards recommend that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

The replacement of Runway 13C-31C EMAS preserved and enhanced safety by replacing an existing end-of-life-cycle EMAS bed with the latest arresting system technology to prevent aircraft from overrunning the runway. Midway is located in a densely populated area on the southwest side of Chicago, IL. Midway is confined by W. 55th St to the north, S. Cicero Ave to the east, W. 63rd St to the south, and S. Central Ave. to the west. The distances between Runway ends to W. 63rd St and S. Central Ave are both less than 425-feet, significantly less than the established standard of 1,000-foot Runway Safety Area (RSA).

According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the rehabilitation of an EMAS system is eligible if the EMAS bed was installed with

Airport Improvement Program (AIP) funds prior to fiscal year 2007. This is because EMAS systems installed prior to 2007 did not have the plastic lids. After fiscal year 2007, the manufacturer began fully encasing the blocks, which has significantly improved moisture protection and joint seals.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____;

Project included in a local study;

Title and Date of local study: _____;

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____;

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **January 1, 2014**
Estimated Project Completion Date (Month and Year): **June 26, 2016**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES
 NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or
 the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
 NO
 N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

B 05 Rehabilitation of Runway 13C-31C and Replacement of EMAS

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

Exhibit 14

Runway 13C / 31C Rehabilitation and EMAS Installation	
Description	Project Cost
Design	\$ 1,803,888
Construction	\$ 32,622,148
Acquisition & Installation of (EMASS)	\$ 3,500,000
Implementation	\$ 690,550
Total Project Costs	\$ 38,616,586
AIP Grants	\$ 3,116,597
Eligible PFC Bond Funding	\$ 35,499,989
Consulted PFC Bond Capital	\$ 32,078,641
Requested PFC Bond Capital	\$ 32,078,641
Local Funds	\$ 3,421,348

Source: Chicago Department of Aviation, November 2017

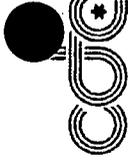
Prepared By: Ricondo and Associates, LLC, November 2017

SWORN AND WAIVER LOG CONTRACT NO. 33050 13C 31C EMAS Replacement - Rossi Contractors, Inc.



Contract Description	Period From		Period To		Amount of Contract	Sworn #1		#2		#3		#4		#5		Billed	Bal Due	% Due	Total Waivers Received	% Paid to Date
	10/1/2015	12/31/2015	1/1/2016	5/25/2016		5/26/2016	6/26/2016	6/26/2016	6/26/2016	6/26/2016	6/26/2016	6/26/2016	6/26/2016	6/26/2016	6/26/2016					
Roasi Contractors, Inc. General Contractor	\$	473,540.88	\$	456,416.51	\$	473,540.88	\$	456,416.51	\$	(174,243.20)	\$	14,006.98	\$	64,111.32	\$	833,832.49	\$	0.00%	833,832.49	100.00%
Central Illinois Conveying	\$	28,835.25	\$	15,837.50	\$	28,835.25	\$	15,837.50	\$	15,033.30	\$	14,006.98	\$	64,111.32	\$	44,672.75	\$	0.00%	44,672.75	100.00%
Chicago and Truckin, Inc (DBE)	\$	37,595.00	\$	26,265.00	\$	37,595.00	\$	26,265.00	\$	15,033.30	\$	6,249.25	\$	6,249.25	\$	78,893.30	\$	0.00%	78,893.30	100.00%
Transportation of Materials	\$	49,510.00	\$	14,350.00	\$	49,510.00	\$	14,350.00	\$	15,033.30	\$	6,249.25	\$	6,249.25	\$	6,249.25	\$	0.00%	6,249.25	100.00%
DND Electric, Inc.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	6,249.25	\$	6,249.25	\$	-	\$	#DIV/0!	-	#DIV/0!
FAA LDIV Light Station	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	#DIV/0!	-	#DIV/0!
Harbour Engineering Inc.	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	#DIV/0!	-	#DIV/0!
Surveying	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	#DIV/0!	-	#DIV/0!
Not Used - Letter Submitted	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	#DIV/0!	-	#DIV/0!
Illinois Central Sweeping	\$	207,814.00	\$	50,405.72	\$	156,633.00	\$	50,405.72	\$	775.28	\$	24,725.08	\$	24,725.08	\$	207,814.00	\$	0.00%	207,814.00	100.00%
Sweeping	\$	156,633.00	\$	9,466.50	\$	156,633.00	\$	9,466.50	\$	7,217.50	\$	16,674.00	\$	16,674.00	\$	16,674.00	\$	0.00%	16,674.00	100.00%
Industry, Inc. (DBE)	\$	6,487.50	\$	7,012.50	\$	6,487.50	\$	7,012.50	\$	-	\$	13,500.00	\$	13,500.00	\$	13,500.00	\$	0.00%	13,500.00	100.00%
Kapur and Associates	\$	11,349.67	\$	90,982.76	\$	11,349.67	\$	90,982.76	\$	367,444.16	\$	24,725.08	\$	24,725.08	\$	494,501.67	\$	0.00%	494,501.67	100.00%
Surveying	\$	11,349.67	\$	90,982.76	\$	11,349.67	\$	90,982.76	\$	367,444.16	\$	24,725.08	\$	24,725.08	\$	494,501.67	\$	0.00%	494,501.67	100.00%
MBM Enterprises, Inc. (DBE)	\$	16,174.84	\$	90,982.76	\$	11,349.67	\$	90,982.76	\$	4,825.17	\$	16,174.84	\$	16,174.84	\$	16,174.84	\$	0.00%	16,174.84	100.00%
Surveying	\$	16,174.84	\$	90,982.76	\$	11,349.67	\$	90,982.76	\$	4,825.17	\$	16,174.84	\$	16,174.84	\$	16,174.84	\$	0.00%	16,174.84	100.00%
National Restoration Systems	\$	203,011.37	\$	120,517.50	\$	90,000.00	\$	165,300.00	\$	60,786.00	\$	316,086.00	\$	316,086.00	\$	203,011.37	\$	0.00%	203,011.37	100.00%
Furnish and Install Expansion Joints	\$	203,011.37	\$	120,517.50	\$	90,000.00	\$	165,300.00	\$	60,786.00	\$	316,086.00	\$	316,086.00	\$	203,011.37	\$	0.00%	203,011.37	100.00%
Glenrock Company	\$	316,086.00	\$	164,500.00	\$	90,800.00	\$	164,500.00	\$	60,786.00	\$	316,086.00	\$	316,086.00	\$	316,086.00	\$	0.00%	316,086.00	100.00%
Supply Expansion Joints	\$	316,086.00	\$	164,500.00	\$	90,800.00	\$	164,500.00	\$	60,786.00	\$	316,086.00	\$	316,086.00	\$	316,086.00	\$	0.00%	316,086.00	100.00%
Transpo Industries, Inc (Castek, Inc.)	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	0.00%	37,877.79	100.00%
Supply MMA	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	37,877.79	\$	0.00%	37,877.79	100.00%
Omelas Construction Company (DBE)	\$	51,276.99	\$	12,456.99	\$	804,441.30	\$	904,617.07	\$	310,753.00	\$	51,021.35	\$	64,111.32	\$	2,134,944.04	\$	0.00%	51,276.99	100.00%
Concrete and Site Prep	\$	51,276.99	\$	12,456.99	\$	804,441.30	\$	904,617.07	\$	310,753.00	\$	51,021.35	\$	64,111.32	\$	2,134,944.04	\$	0.00%	51,276.99	100.00%
Petromex, Inc. (DBE)	\$	15,905.00	\$	14,945.00	\$	89,382.37	\$	18,876.12	\$	11/2/2016	\$	(44,147.17)	\$	(64,111.32)	\$	15,905.00	\$	0.00%	15,905.00	100.00%
Petroleum Supply	\$	15,905.00	\$	14,945.00	\$	89,382.37	\$	18,876.12	\$	11/2/2016	\$	(44,147.17)	\$	(64,111.32)	\$	15,905.00	\$	0.00%	15,905.00	100.00%
Quality Saw & Seal	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	0.00%	17,660.80	100.00%
Saw & Seal	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	17,660.80	\$	0.00%	17,660.80	100.00%
S.A.M. Consultants (DBE)	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.00%	-	0.00%
Professional Engineering OA/QC	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.00%	-	0.00%
Traffic Control & Protection	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.00%	-	0.00%
Traffic Control	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	0.00%	-	0.00%
Total Amount of Sworn Statement (1st Tiers Only)	\$	2,134,944.04	\$	804,441.30	\$	804,441.30	\$	904,617.07	\$	310,753.00	\$	51,021.35	\$	64,111.32	\$	2,134,944.04	\$	0.00%	2,336,469.45	100.00%
Rossi Paid	\$	804,441.30	\$	904,617.07	\$	804,441.30	\$	904,617.07	\$	310,753.00	\$	51,021.35	\$	64,111.32	\$	2,134,944.04	\$	0.00%	2,336,469.45	100.00%
Date payment rec'd	\$	2/25/2016	\$	8/4/2016	\$	2/25/2016	\$	8/4/2016	\$	10/19/2016	\$	3/10/2017	\$	64,111.32	\$	2,134,944.04	\$	0.00%	2,336,469.45	100.00%
Retainage Held	\$	89,382.37	\$	18,876.12	\$	89,382.37	\$	18,876.12	\$	11/2/2016	\$	(44,147.17)	\$	(64,111.32)	\$	2,134,944.04	\$	0.00%	2,336,469.45	100.00%
Waivers Due	\$	3/10/2016	\$	8/19/2016	\$	3/10/2016	\$	8/19/2016	\$	11/2/2016	\$	3/24/2017	\$	1/14/1900	\$	2,134,944.04	\$	0.00%	2,336,469.45	100.00%

Black - amounts shown on sworn statement
 Brown - amounts on Waivers different than sworn
 Pink - Waivers, showing which PayEstimate received for
 Blue - Final Payment to Subcontractor



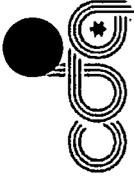
Payment for Contract Work

Estimate No : 020
Date Prepared : 08/01/2017

To : K-Five Construction Corporation
 For Work on Account of Runway 13C-31C Rehabilitation and Centerline Light Installation - Chicago Midway International Airport
 City Contract No. 29848

Project No M6104 13-00
 Spec No 121960
 For the Period 12/19/2014 To 12/19/2014

Contract Line Item	Item Description	UM	Original Contract Values			Current Estimate			Total Estimate to Date		
			Quantity	Contract Price	Estimated Total	Authorized Quantity	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount	
01	MOBILIZATION	LS	1.00	950,000.00	\$950,000.00	1.00	0.00	\$0.00	100.00	\$950,000.00	
02	ALLOWANCE FOR STANDBY TIME	AL	1.00	50,000.00	\$50,000.00	1.00	0.00	\$0.00	1.00	\$50,000.00	
03	ALLOWANCE FOR UTILITY CONFLICTS & UNFORSEEN CONDITIONS	AL	1.00	50,000.00	\$50,000.00	1.00	0.00	\$0.00	1.00	\$50,000.00	
04	RCP, 8", CLASS V	LF	35.00	155.00	\$5,425.00	44.00	0.00	\$0.00	44.00	\$6,820.00	
05	RCP, 15", CLASS V	LF	165.00	180.00	\$29,700.00	160.00	0.00	\$0.00	160.00	\$28,800.00	
06	RCP, 36", CLASS V	LF	635.00	225.00	\$142,875.00	659.00	0.00	\$0.00	659.00	\$148,275.00	
07	RCP, 36", CLASS V, JACKED IN PLACE	LF	265.00	550.00	\$145,750.00	180.00	0.00	\$0.00	180.00	\$99,000.00	
08	SMOOTH WALL PVC PIPE, 8 INCH, SCH. 80 PERFORATED	LF	5878.00	160.00	\$940,480.00	5,691.00	0.00	\$0.00	5,691.00	\$910,560.00	
09	SMOOTH WALL PVC PIPE, 8 INCH, SCH. 80 NON-PERFORATED	LF	1634.00	160.00	\$261,440.00	2,331.67	0.00	\$0.00	2,331.67	\$373,087.20	
10	INSPECTION HOLE	EA	36.00	6,500.00	\$234,000.00	35.00	0.00	\$0.00	35.00	\$227,500.00	
11	APRON CATCH BASIN - AIRCRAFT RATED	EA	2.00	15,000.00	\$30,000.00	2.00	0.00	\$0.00	2.00	\$30,000.00	
12	MANHOLE, TYPE A - AIRCRAFT RATED - 5 FT	EA	1.00	18,000.00	\$18,000.00	1.00	0.00	\$0.00	1.00	\$18,000.00	
13	MANHOLE, TYPE A - AIRCRAFT RATED - 6 FT	EA	1.00	22,000.00	\$22,000.00	1.00	0.00	\$0.00	1.00	\$22,000.00	
14	MANHOLE, TYPE A - AIRCRAFT RATED - 7 FT	EA	1.00	30,000.00	\$30,000.00	1.00	0.00	\$0.00	1.00	\$30,000.00	
15	MANHOLE, TYPE A - AIRCRAFT RATED - 9 FT	EA	1.00	38,000.00	\$38,000.00	1.00	0.00	\$0.00	1.00	\$38,000.00	
16	END SECTION, 36"	EA	1.00	3,000.00	\$3,000.00	1.00	0.00	\$0.00	1.00	\$3,000.00	
17	ADJUST DRAINAGE STRUCTURE	EA	13.00	4,000.00	\$52,000.00	4.00	0.00	\$0.00	4.00	\$16,000.00	
18	ADJUST INSPECTION HOLE	EA	82.00	7,500.00	\$615,000.00	82.00	0.00	\$0.00	82.00	\$615,000.00	
19	PAVED DITCH	SY	5374.00	125.00	\$671,750.00	5,265.78	0.00	\$0.00	5,265.78	\$658,222.50	
20	PAVEMENT REMOVAL - BITUMINOUS CONCRETE SHOULDERS (FULL DEPTH)	SY	5560.00	16.00	\$88,960.00	4,931.11	0.00	\$0.00	4,931.11	\$78,897.76	
21	PAVEMENT REMOVAL - PORTLAND CEMENT CONCRETE RUNWAY (FULL DEPTH)	SY	21055.00	24.00	\$505,320.00	21,749.16	0.00	\$0.00	21,749.16	\$521,979.84	



Payment for Contract Work

Estimate No : 020
Date Prepared : 08/01/2017

To: K-Five Construction Corporation

Project No. M6104.13-00

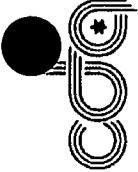
For Work on Account of Runway 13C-31C Rehabilitation and Centerline Light Installation - Chicago Midway International Airport

Spec. No. 121960

City Contract No 29848

For the Period 12/19/2014 To 12/19/2014

Contract Line Item	Item Description	UM	Original Contract Values			Current Estimate			Total Estimate to Date		
			Quantity	Contract Price	Estimated Total	Authorized Quantity	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount	Amount
22	UNCLASSIFIED EXCAVATION	CY	8315.00	38.00	\$315,970.00	5,832.55	0.00	\$0.00	5,832.55	\$221,636.90	
23	ALLOWANCE FOR CONTAMINATED MATERIAL	AL	1 00	10,000.00	\$10,000.00	1.00	0.00	\$0.00	1.00	\$10,000.00	
24	FROST PROTECTION COURSE, CA-7	CY	2961.00	60.00	\$177,660.00	2,291.73	0.00	\$0.00	2,291.73	\$137,503.80	
25	UNDERCUT AND BACKFILL WITH STABILIZATION COURSE	SY	5450.00	13.00	\$70,850.00	0.00	0.00	\$0.00	0.00	\$0.00	
26	INLET AND PIPE PROTECTION	EA	91.00	500.00	\$45,500.00	56.00	0.00	\$0.00	56.00	\$28,000.00	
27	BITUMINOUS CONCRETE (SUPERPAVE) - SURFACE COURSE	TN	29910.00	98.00	\$2,931,180.00	37,195.94	0.00	\$0.00	37,195.94	\$3,645,202.12	
28	BITUMINOUS CONCRETE (SUPERPAVE) - BASE COURSE	TN	45200.00	100.00	\$4,520,000.00	44,499.84	0.00	\$0.00	44,499.84	\$4,449,984.00	
29	BITUMINOUS CONCRETE (SUPERPAVE) FOR TEST SECTION - SURFACE COURSE	TN	200.00	200.00	\$40,000.00	283.85	0.00	\$0.00	283.85	\$56,770.00	
30	BITUMINOUS CONCRETE (SUPERPAVE) FOR TEST SECTION - BASE COURSE	TN	200.00	200.00	\$40,000.00	284.55	0.00	\$0.00	284.55	\$56,910.00	
31	BITUMINOUS CONCRETE SURFACE COURSE (IDOT)	TN	6710.00	83.00	\$556,930.00	12,337.12	0.00	\$0.00	12,337.12	\$1,023,980.96	
32	BITUMINOUS CONCRETE BASE COURSE (IDOT)	TN	8900.00	65.00	\$578,500.00	10,360.13	0.00	\$0.00	10,360.13	\$673,408.45	
33	BITUMINOUS CONCRETE SURFACE COURSE (IDOT) - SHOULDER PATCHING	SY	754.00	50.00	\$37,700.00	0.00	0.00	\$0.00	0.00	\$0.00	
34	BITUMINOUS TACK COAT	GA	86150.00	0.01	\$861.50	27,858.07	0.00	\$0.00	27,858.07	\$278.58	
35	SCARIFY OR MILL PAVEMENT	SY	173070.00	4.00	\$692,280.00	242,779.07	0.00	\$0.00	242,779.07	\$971,116.28	
36	AIRFIELD MARKING - TEMPORARY	SF	754000.00	1.00	\$754,000.00	498,816.51	0.00	\$0.00	498,816.51	\$498,816.51	
37	AIRFIELD MARKING - PERMANENT	SF	150800.00	2.00	\$301,600.00	122,370.00	0.00	\$0.00	122,370.00	\$244,740.00	
38	AIRFIELD MARKING - REMOVAL	SF	26305.00	2.00	\$52,610.00	2,483.00	0.00	\$0.00	2,483.00	\$4,966.00	
39	SAWCUT AND SEAL - 2"	LF	1815.00	7.00	\$12,705.00	6,459.00	0.00	\$0.00	6,459.00	\$45,213.00	
40	LIGHTING - RUNWAY, L-868 LIGHT BASE W/L-850A LED (CDA FURNISHED) IN-PAVEMENT	EA	130.00	5,000.00	\$650,000.00	118.00	0.00	\$0.00	118.00	\$590,000.00	
41	LIGHTING - RUNWAY, ADJUST	EA	18.00	2,800.00	\$50,400.00	13.00	0.00	\$0.00	13.00	\$36,400.00	



Payment for Contract Work

Estimate No : 020
Date Prepared : 08/01/2017

To K-Five Construction Corporation

Project No : M6104 13-00

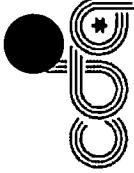
For Work on Account of : Runway 13C-31C Rehabilitation and Centerline Light Installation - Chicago Midway International Airport

Spec No 121960

City Contract No. 29848

For the Period 12/19/2014 To 12/19/2014

Contract Line Item	Item Description	UM	Original Contract Values			Current Estimate			Total Estimate to Date		
			Quantity	Contract Price	Estimated Total	Authorized Quantity	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount	
42	EXISTING L-868 LIGHT BASE AND EXISTING L-850A LED LIGHTING - RUNWAY, ADJUST	EA	18 00	3,200 00	\$57,600 00	20 00	0 00	\$0 00	20 00	\$64,000 00	
43	EXISTING L-868 LIGHT BASE W/NEW L-850C LED (CDA FURN LIGHTING - RUNWAY, ADJUST EXISTING TYPE 1 MARKER LIGHT BASE W/NEW L-862(L) LED	EA	60 00	8,600 00	\$516,000 00	60 00	0 00	\$0 00	60 00	\$516,000 00	
44	LIGHTING - RUNWAY, TYPE 1 MARKER LIGHT BASE W/EXISTING L-862 (QUARTZ) ELEVATED	EA	4 00	6,800 00	\$27,200 00	0 00	0 00	\$0 00	0 00	\$0 00	
45	LIGHTING - RUNWAY, ADJUST EXISTING TYPE 1 MARKER LIGHT BASE AND ELEVATED EDGE	EA	13 00	8,300 00	\$107,900 00	13 00	0 00	\$0 00	13 00	\$107,900 00	
46	FAA LIGHTING - RUNWAY, L-868 LIGHT BASE W/L-850E (CDA FURNISHED), 300W, IN PAVE	EA	32 00	4,900 00	\$156,800 00	20 00	0 00	\$0 00	20 00	\$98,000 00	
47	LIGHTING - RUNWAY, ADJUST EXISTING TYPE 1 MARKER LIGHT BASE W/NEW L-862 LED	EA	16 00	8,700 00	\$139,200 00	13 00	0 00	\$0 00	13 00	\$113,100 00	
48	LIGHTING - RUNWAY, L-868 LIGHT BASE W/NEW L-850D (CDA FURNISHED), LED, IN-PAYE	EA	16 00	5,100 00	\$81,600 00	0 00	0 00	\$0 00	0 00	\$0 00	
49	FAA LIGHTING - RUNWAY, L-868 LIGHT BASE, W/L-850B (CDA FURNISHED), 200W	EA	20 00	6,700 00	\$134,000 00	20 00	0 00	\$0 00	20 00	\$134,000 00	
50	FAA LIGHTING - RUNWAY, ALSF HIGH-INTENSITY APPROACH ELEVATED FLASHER LIGHT	EA	1 00	43,000 00	\$43,000 00	0 00	0 00	\$0 00	0 00	\$0 00	
51	LIGHTING - TAXIWAY, L-868 LIGHT BASE W/NEW L-852 C/D LED (CDA FURNISHED)	EA	49 00	5,100 00	\$249,900 00	49 00	0 00	\$0 00	49 00	\$249,900 00	
52	LIGHTING - TAXIWAY, TYPE 1 MARKER LIGHT BASE W/NEW L-861T LED (CDA FURNISHED)	EA	9 00	6,900 00	\$62,100 00	9 00	0 00	\$0 00	9 00	\$62,100 00	
53	LIGHTING - TAXIWAY, ADJUST	EA	68 00	8,200 00	\$557,600 00	70 00	0 00	\$0 00	70 00	\$574,000 00	



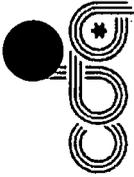
Payment for Contract Work

Estimate No : 020
Date Prepared : 08/01/2017

To : K-Five Construction Corporation
 For Work on Account of : Runway 13C-31C Rehabilitation and Centerline Light Installation - Chicago Midway International Airport
 City Contract No. : 29848

Project No M6104 13-00
 Spec No 121960
 For the Period 12/19/2014 To 12/19/2014

Contract Line Item	Item Description	UM	Original Contract Values			Current Estimate			Total Estimate to Date		
			Quantity	Contract Price	Estimated Total	Authorized Quantity	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount	
54	EXISTING TYPE 1 MARKER LIGHT BASE AND ELEVATED EDGE LIGHTING - TAXIWAY, REMOVE EXISTING TYPE 1 MARKER LIGHT	EA	6 00	430 00	\$2,580.00	6.00	0.00	\$0 00	6.00	\$2,580.00	
55	BASE W/ ELEVATED EDGE REPLACE EXISTING RUNWAY WEATHER SENSOR WITH NEW WEATHER SENSOR AND WIRING	EA	4 00	14,000 00	\$56,000.00	0.00	0.00	\$0 00	0 00	\$0 00	
56	FAA LIGHTING-RUNWAY END IDENTIFICATION LIGHT, L-849 REIL (CDA FURNISHED)	EA	2 00	92,000 00	\$184,000.00	2.00	0.00	\$0 00	2 00	\$184,000.00	
57	LIGHTING-RUNWAY, OUTBOARD FRANGIBLE MOUNTED FAA LIGHT, PAR-56 (CDA FURNISHED)	EA	4 00	215 00	\$860.00	0.00	0.00	\$0 00	0 00	\$0 00	
58	AIRFIELD SIGNAGE - REMOVE AND RE-INSTALL AIRFIELD GUIDANCE	EA	24.00	16,500 00	\$396,000.00	24.00	0.00	\$0 00	24 00	\$396,000.00	
59	SIGN WITH NEW FOUND FAA REPLACEMENT OF HANDHOLES, CONDUIT, DUCTBANK AND CABLES FOR FAA LIGHTING	LS	1 00	230,000.00	\$230,000.00	0.12	0.00	\$0 00	12 05	\$27,724.43	
60	COUNTERPOISE WIRE - 1/C, SIZE 6 AWG, 600V, BARE COPPER	LF	20608 00	2 50	\$51,520 00	15,016.15	0.00	\$0 00	15,016 15	\$37,540 38	
61	SIZE 6 AWG GREEN INSULATED GROUND WIRE	LF	2202 00	3 50	\$7,707 00	0 00	0.00	\$0 00	0 00	\$0 00	
62	AIRFIELD LIGHTING CABLE, L-824, TYPE C, 5KV, SIZE 6 AWG, LIGHTING CIRCUIT	LF	127705 00	3 50	\$446,967 50	121,708.50	0.00	\$0 00	121,708.50	\$425,979.75	
63	DISCONNECT AND REMOVAL OF AIRFIELD LIGHTING CABLE	LF	122606 00	2 30	\$281,993 80	122,606.00	0.00	\$0 00	122,606.00	\$281,993.80	
64	SAW KERF DUCTBANK, 1-WAY, 2" PVC CONDUIT, CONCRETE ENCASED	LF	8822 00	67 00	\$591,074 00	7,803 00	0.00	\$0 00	7,803 00	\$522,801.00	
65	DUCTBANK, 2-WAY, 3" PVC CONDUIT, CONCRETE ENCASED	LF	3746 00	92 00	\$344,632 00	2,126.00	0.00	\$0 00	2,126 00	\$195,592.00	
66	COMMON ELECTRICAL DUCTBANK, 4- WAY, 4" PVC CONDUIT, CONCRETE ENCASED	LF	1223 00	145 00	\$177,335.00	1,212 00	0.00	\$0 00	1,212.00	\$175,740.00	



Payment for Contract Work

Estimate No : 020
Date Prepared : 08/01/2017

To : K-Five Construction Corporation

Project No. M6104 13-00

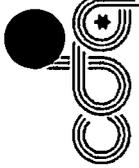
For Work on Account of : Runway 13C-31C Rehabilitation and Centerline Light Installation - Chicago Midway International Airport

Spec. No. 121960

City Contract No : 29848

For the Period 12/19/2014 To 12/19/2014

Contract Line Item	Item Description	UM	Original Contract Values			Current Estimate			Total Estimate to Date		
			Quantity	Contract Price	Estimated Total	Authorized Quantity	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount	
67	COMMON ELECTRICAL DUCTBANK, 8-WAY, 4" PVC CONDUIT, CONCRETE ENCASED	LF	1448 00	330.00	\$477,840.00	1,367 00	0.00	\$0.00	1,367.00	\$451,110.00	
68	COMMON ELECTRICAL DUCTBANK, 12-WAY, 4" PVC CONDUIT, CONCRETE ENCASED	LF	2037 00	375.00	\$763,875.00	2,113 00	0.00	\$0.00	2,113.00	\$792,375.00	
69	COMMON ELECTRICAL DUCTBANK, 20-WAY, 4" PVC CONDUIT, CONCRETE ENCASED	LF	80.00	750.00	\$60,000.00	52 00	0.00	\$0.00	52.00	\$39,000.00	
70	DIRECTIONALLY BORED COMMON ELECTRICAL DUCTBANK, 4 PARALLEL, 2-WAY, 4" BUNDLED	LF	549 00	205.00	\$112,545.00	679 00	0.00	\$0.00	679.00	\$139,195.00	
71	DIRECTIONALLY BORED COMMON ELECTRICAL DUCTBANK, 6 PARALLEL, 2-WAY, 4" BUNDLED	LF	646 00	205.00	\$132,430.00	765 00	0.00	\$0.00	765.00	\$156,825.00	
72	DIRECTIONALLY BORED DUCTBANK, 1-WAY, 2" GRS CONDUIT	LF	317 00	82.00	\$25,994.00	365 00	0.00	\$0.00	365.00	\$29,930.00	
73	DIRECTIONALLY BORED DUCT, 1-WAY, 2" HDPE DRAINAGE CONDUIT	LF	1601 00	63.00	\$100,863.00	2,056 00	0.00	\$0.00	2,056.00	\$129,528.00	
74	DIRECTIONALLY BORED DUCTBANK, 2-WAY, 3" GRS CONDUIT	LF	249 00	100.00	\$24,900.00	835 00	0.00	\$0.00	835.00	\$83,500.00	
75	COMMON ELECTRICAL DUCTBANK MANHOLES	EA	19 00	35,000.00	\$665,000.00	19 00	0.00	\$0.00	19.00	\$665,000.00	
76	COMMON ELECTRICAL DUCTBANK HANDHOLES	EA	2 00	20,000.00	\$40,000.00	2 00	0.00	\$0.00	2.00	\$40,000.00	
77	2' X 2' ELECTRICAL HANDHOLE	EA	13 00	5,000.00	\$65,000.00	13 00	0.00	\$0.00	13.00	\$65,000.00	
78	ELECTRICAL MANHOLE OR HANDHOLE ADJUSTMENT	EA	1 00	6,400.00	\$6,400.00	1 00	0.00	\$0.00	1.00	\$6,400.00	
79	ALLOWANCE FOR ALCS MODIFICATIONS AND PROGRAMMING BY ADB AIRFIELD SOLUTIONS	AL	1 00	40,000.00	\$40,000.00	1 00	0.00	\$0.00	1.00	\$40,000.00	
80	MODIFICATIONS, CONNECTIONS, TUNING, AND TESTING OF EXISTING REGULATORS	LS	1 00	35,000.00	\$35,000.00	1.25	0.00	\$0.00	125.00	\$43,750.00	
81	PAVEMENT GROOVING - BITUMINOUS CONCRETE	SF	1236190 00	0.13	\$160,704.70	1,161,407 00	0.00	\$0.00	1,161,407.00	\$150,982.91	



Payment for Contract Work

Estimate No : 020
Date Prepared : 08/01/2017

To K-Five Construction Corporation

Project No M6104 13-00

For Work on Account of

Runway 13C-31C Rehabilitation and Centerline Light Installation - Chicago Midway

Spec. No. 121960

City Contract No 29848

For the Period 12/19/2014 To 12/19/2014

Contract Line Item	Item Description	UM	Original Contract Values			Current Estimate		Total Estimate to Date		
			Quantity	Contract Price	Estimated Total	Authorized Quantity	% Complete	Quantity/ % Complete	Amount	Amount
82	PERMANENT SEEDING	AC	4.00	5,000.00	\$20,000.00	1.00	0.00	1.00	\$0.00	\$5,000.00
83	SODDING	SY	18030.00	8.00	\$144,240.00	27,248.87	0.00	27,248.87	\$0.00	\$217,990.96
84	ENGINEERED MATERIALS ARRESTOR SYSTEM (EMAS) - 13C, 31C, 4R, 22L	AL	1.00	5,000,000.00	\$5,000,000.00	1.00	0.00	1.00	\$0.00	\$5,000,000.00
Contract Work Total					\$29,500,807.50				\$0.00	\$29,794,587.13

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Rehabilitation of Runway 13C-31C Hold Pad-Detention Basin**

2. Project Number: 06

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$0**

Bond Capital: **\$538,385**

Bond Financing & Interest: **\$538,385**

Subtotal PFC Funds*: **\$1,076,770**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A**

Grant Funds in Project **\$0**

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A**

Entitlement **\$0**

Discretionary **\$0**

Total **\$0**

Subtotal Anticipated AIP Funds: **\$0**

Other Funds: **N/A**

State Grants: **\$0**

Local Funds: **\$0**

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$1,076,770

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project funded the rehabilitation of Runway 13C-31C Hold Pad-Detention Basin at Midway for drainage system repair (Exhibit 15, 16). The Runway 13C-31C Hold Pad-Detention Basin is a 90,000 square-foot underground concrete structure designed to protect against flooding of the airfield and also serves as a glycol collection area.

Prior to the rehabilitation the detention basin was 22-years old and showing signs of cracking along the entrance ramp, exterior walls, and roof structure of the basin (Exhibit 17). This project funded a structural survey, environmental and PFC planning and necessary rehabilitation of the detention basin. Rehabilitation efforts included subbase construction, portland concrete cement (PCC) pavement scarification, replacement, and patching and epoxy crack injections.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: **N/A**
Number of gates: **N/A**
Number of baggage facilities: **N/A**

At completion of this project,
Number of ticket counters: **N/A**
Number of gates: **N/A**
Number of baggage facilities: **N/A**

Net change due to this project: **N/A**
Number of ticket counters: **N/A**
Number of gates: **N/A**
Number of baggage facilities: **N/A**

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

This project increased safety with the rehabilitation of the Runway 13C-31C Hold Pad Detention Basin. Runway 31C Hold Apron is constructed above the Hold Pad Detention Basin and also serves as a deicing pad. Due to Chicago's harsh winter conditions, this deicing pad is extensively used. Repetitive use of deicing chemicals on concrete can significantly compromise the integrity of the concrete deck. Much of the cracking present prior to the rehabilitation could be attributed to the use of chemicals and age. Since 1/3 of the hold apron is above the detention basin it is critical that concrete distresses in this area are addressed immediately to maintain the integrity of the deck. If the necessary rehabilitation would not have been done could have led to more extensive concrete distresses that could have potentially reduced the use of the Runway 31 Hold Apron.

FOR FAA USE

— Air safety. Part 139 [] Other (explain)

Certification Inspector concur. Yes [] No [] Date _____
Air security. Part 107 [] Part 108 []. Other (explain) _____

CASFO concur. Yes [] No [] Date _____
Competition. Competition Plan [] Other (explain) _____

Congestion. Current [] or Anticipated [] _____
LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan []

Other (explain) _____
Noise. 65 LDN [] Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project was to preserve the safety of the airfield via drainage system repair by restoring the integrity of the concrete basin structure. The concrete structure was over 22 years old and showed various signs of cracking to the ramp, exterior walls, and roof structure of the basin. The rehabilitation of this project addressed these distresses and prevented further deterioration.

FOR FAA USE

- ___ Safety, Preserve [] Enhance []
- ___ Security, Preserve [] Enhance []
- ___ Capacity, Preserve [] Enhance []
- ___ Furnish opportunity for enhanced competition between or among air carriers at the airport
- ___ Mitigate noise impacts resulting from aircraft operations at the airport
- ___ Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The Runway 13C-31C Hold Pad Detention Basin is an underground basin that is an integral portion of the Airport's drainage system which prevents flooding on the airfield and also collects glycol from deicing operations. Glycol run-off is kept in the basin until the ph levels are sufficient to meet the regulations for the run-off of all liquids to be released into the Metropolitan Water Reclamation District (MWRD) system.

Furthermore 1/3 of the Runway 31C Hold Pad is constructed over the basin. The detention basin was installed during the 1992 Runway 13C-31C Rehabilitation project. Since that time, the retaining walls along the entrance ramp, exterior walls, and the structure roof had begun to exhibit structural and hair-line cracks. The head wall at the entrance was exhibiting further cracking and some spalling. Rehabilitation of these areas increased the useful life of the structure by reducing the possibility of water infiltration and maintaining the integrity of the deck.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph of Order 5100.38 or PGL);

Planning eligible under AIP criteria (paragraph of Order 5100.38 or PGL);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

- Project approved in an approved Part 150 noise compatibility plan;
Title and Date of Part 150: _____
- Project included in a local study;
Title and Date of local study: _____
- Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
- Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);
- PFC Program Update Letter _____
- Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **November 1, 2013**
Estimated Project Completion Date (Month and Year): **September 17, 2014**

For FAA Use _____
For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?
 Yes
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?
 Yes
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain. _____

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use _____
Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.
 Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action? _____

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

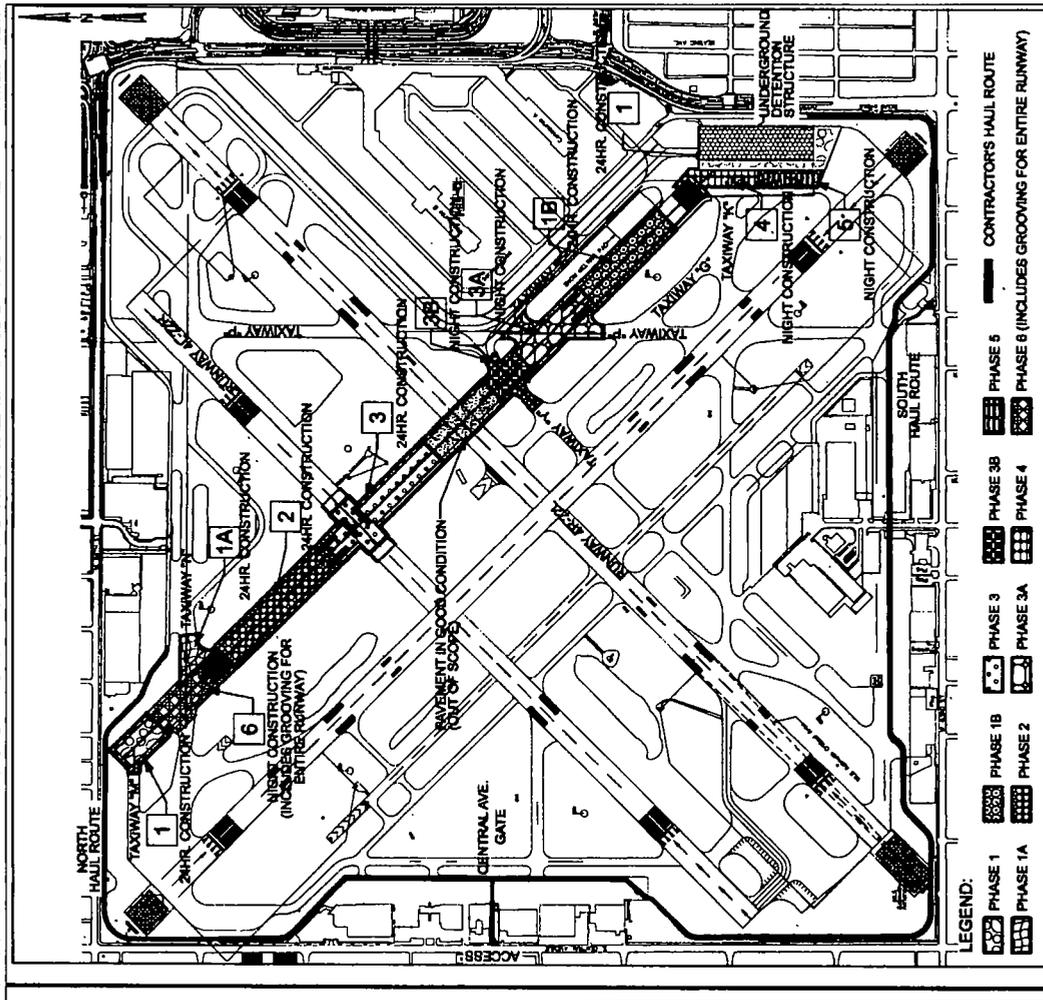
Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



LEGEND:
 [Symbol] PHASE 1
 [Symbol] PHASE 1A
 [Symbol] PHASE 1B
 [Symbol] PHASE 2
 [Symbol] PHASE 3
 [Symbol] PHASE 3A
 [Symbol] PHASE 3B
 [Symbol] PHASE 4
 [Symbol] PHASE 5
 [Symbol] PHASE 6 (INCLUDES GROOVING FOR ENTIRE RUNWAY)
 [Symbol] CONTRACTOR'S HAUL ROUTE
 [Symbol] DETENTION BASIN
 [Symbol] HOLD PAD

SOURCE Exhibit 1, page 11, Sheet Number GC-100 of AECOM, "NEPA Checklist for Runway 13C-31R and Runway 31C Hold Pad Midway International Airport" Categorical Exclusion, June 23, 2011, approved June 28, 2011 Exhibits, Ricondo & Associates, Inc., September 2017
 PREPARED BY Ricondo & Associates, Inc., September 2017

0 Not to Scale
 NORTH

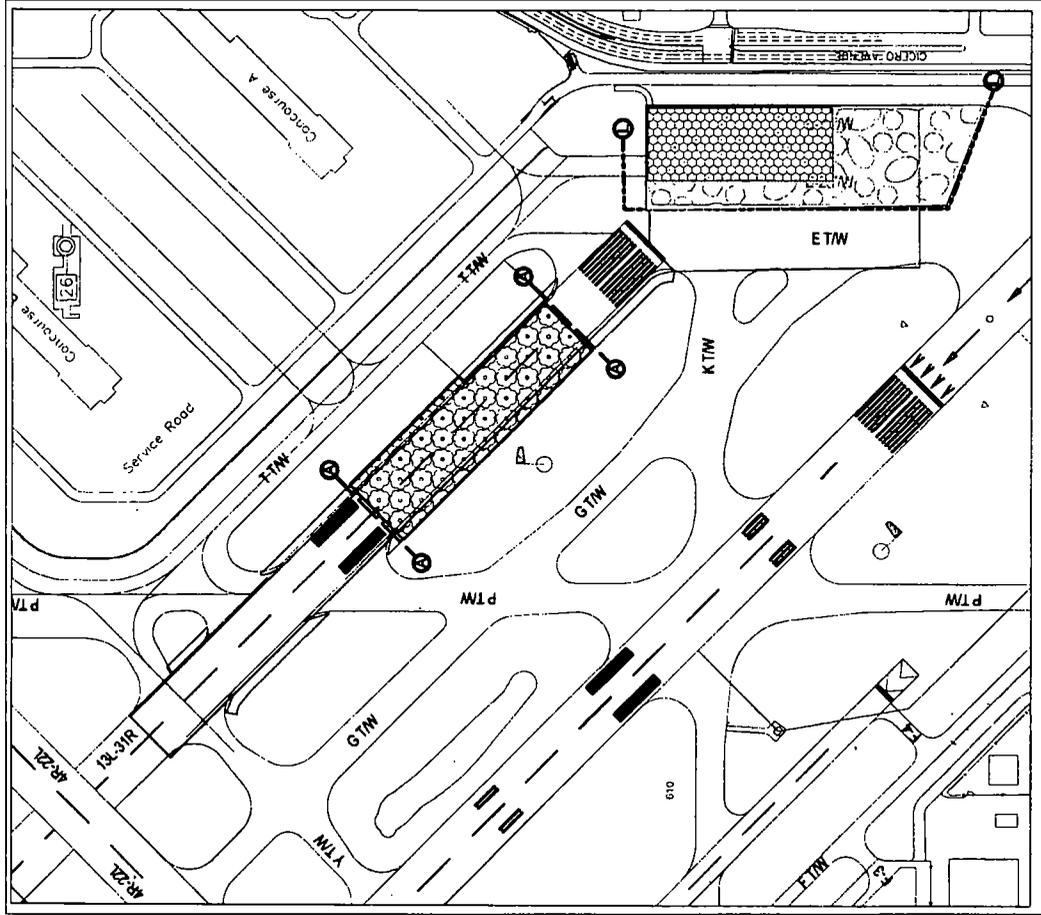


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Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin Project
 PFC Application

Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin

EXHIBIT 15



LEGEND

-  Detention Basin
-  Hold Pad

SOURCE Exhibit 1, page 12, Sheet Number GC-107 of AECOM, "NEPA Checklist for Runway 13C-31R and Runway 31C Hold Pad Midway International Airport" Categorical Exclusion, June 23, 2011, approved June 28, 2011 Exhibits, Ricondo & Associates, Inc., September 2017

PREPARED BY Ricondo & Associates, Inc., September 2017



Drawing File: \\P:\Projects\13C-31C\13C-31C_Hold_Pad\13C-31C_Hold_Pad.dwg
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 Plot Date: 9/20/2017 11:11:11 AM
 Plot Scale: 1:1
 Plot Size: 11.00 x 17.00
 Plot Orientation: Landscape

Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin Project
 PFC Application

EXHIBIT 16

Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin



SOURCE: Care Plus, LLC, March 11, 2017
 PREPARED BY: Ricordo & Associates, Inc., June 2017

EXHIBIT 17



Drawing File: C:\T\app\MD: 1\manual\AFC_CIP_2\Appr: aaron.12017\Pro: 6154\pfc\lagon\res\Aria: 1: 1\11.L: X:\18\AubeCAD\1_06: runway 13C-31C hold pad 3 basin layout.dwg (6) Plotted: Jun 27, 2017, 02:11:PM

Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin Project
 PFC Application

Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Rehabilitation of Runway 4L-22R & Taxiway P Reconfiguration**

2. Project Number: **07**

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**

Bond Capital: **\$3,915,865**

Bond Financing & Interest: **\$3,915,865**

Subtotal PFC Funds*: **\$7,831,730¹**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant #**3-17-0025-84-2015, 03-1-0025-87-2015, 03-1-0025-88-2015**

Grant Funds in Project **\$9,583,694**

Subtotal Existing AIP Funds: **\$9,583,694**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement **\$0** Discretionary **\$0** Total **\$0**

¹ The grant application was prepared based on AIP funds available to Midway, and did not include the total project costs. While this entire PFC project is AIP eligible, AIP funds are only a portion of the plan of finance for this project. The City of Chicago Department of Aviation maximized the amount of AIP funds available to them.

B 07 Rehabilitation of Runway 4L-22R & Taxiway P Reconfiguration

Subtotal Anticipated AIP Funds: \$0

Other Funds: N/A
State Grants: \$0
Local Funds: \$1,370,325
Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$18,785,749

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project funded the rehabilitation of Runway 4L-22R and the reconfiguration of Taxiway P at Midway (Exhibit 18). Runway 4L-22R is approximately 5,507-feet long and 150-feet in width. The surface of the runway is comprised of primarily bituminous asphalt concrete (AC) with the exception of 700-feet on the Runway 4L approach end of portland cement concrete (PCC).

Taxiway P is approximately 4,280-linear feet extending from the south side of the Airport to Runway 4L-22R. This project only reconfigured 1,000-linear feet of the taxiway between Runway 4R-22L and 4L-22R.

Prior to the latest rehabilitation, the pavements for Runway 4L-22R were approximately 20-years old and showing surface distresses such as corner breaks, longitudinal and transverse cracking, joint and corner spalling, and joint seal damage. The magnitude and severity of these distresses indicated signs of structural deficiencies from repeated traffic loading, and weathering. This project included a variable depth asphalt mill with a six-inch AC overlay on the runway and installation of new PCC pavement sections on Runway end 22R run-up area. This project installed new AC surface course shoulders, new drainage systems, replaced runway edge lights and guidance sign bases, electrical cabling and fixtures, and sodding.

This project also funded the reconfiguration of Taxiway P with new AC pavement to allow for a 90 degree intersection at Runway 22R. This entailed the demolition of 50,000 square-feet of AC and material to install a new bituminous base course and

three-inch AC surface course taxiway perpendicular to Runway 4L-22R. The project also funded new shoulders, new taxiway lighting, cabling, pavement markings, and environmental planning and PFC planning efforts.

The cost estimate for this project is located on Exhibit 19.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: **N/A**
Number of gates: **N/A**
Number of baggage facilities: **N/A**

At completion of this project,
Number of ticket counters: **N/A**
Number of gates: **N/A**
Number of baggage facilities: **N/A**

Net change due to this project: **N/A**
Number of ticket counters: **N/A**
Number of gates: **N/A**
Number of baggage facilities: **N/A**

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.



<input type="checkbox"/>	YES
<input type="checkbox"/>	NO
<input type="checkbox"/>	N/A

9. Significant Contribution:

This project reduced congestion and enhanced safety at the Airport and for the national air transportation system. The Airport's ongoing pavement management program serves to maintain all pavements with a minimum condition of "Satisfactory/Fair" in order to avoid a costlier, reconstruction of the pavement sections and to avoid foreign object debris (FOD) that can have an adverse effect on the safety of aircraft operations at the Airport.

Deteriorating pavement can significantly impact the capacity of the airfield due to unanticipated airfield closures and would therefore lead to increased congestion. The closure of Runway 4L-22R would have a significant impact capacity of the airfield since this is one of the primary runways, dependent on operational flow, at the Airport.

Therefore, this project prevented the formation of FOD on the runway and reduced the likelihood of unanticipated closures for emergency repairs. Thus, this project meets the significant contribution requirements of improving air safety and reducing anticipated congestion.

The reconfiguration of Taxiway P allowed for a 90 degree intersection at Runway 22R that brings the section of pavement in compliance with FAA AC 150/5300-13 *Airport Design* criteria by correcting the taxiway geometry to prevent runway incursions with a perpendicular entry point to the runway.

FOR FAA USE	
___ Air safety. Part 139 <input type="checkbox"/>	Other (explain) _____
Certification Inspector concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date _____	
___ Air security. Part 107 <input type="checkbox"/>	Part 108 <input type="checkbox"/> Other (explain) _____
CASFO concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date _____	
___ Competition. Competition Plan <input type="checkbox"/>	Other (explain) _____
Congestion. Current <input type="checkbox"/> or Anticipated <input type="checkbox"/>	
LOI <input type="checkbox"/> FAA BCA <input type="checkbox"/> FAA Airport Capacity Enhancement Plan _____	
Other (explain) _____	
Noise. 65 LDN <input type="checkbox"/> Other (explain) _____	

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project was to preserve capacity and enhance safety on Runway 4L-22R to ensure safe and reliable aircraft operations on the airfield. The rehabilitation of Runway 4L-22R improved the existing level of safety and efficiency of the airport in addition to complying with FAA Title 14 CFR Part 139 *Airport Certifications*. The structural integrity of airfield pavements is critical to aviation safety. Airfield pavements that are rated near or below the minimum PCI rating of 70 could result in aircraft safety incidents. This project also reconfigured Taxiway P to allow for a 90 degree intersection at Runway 22R bringing this intersection into compliance with FAA airfield design standards.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Runway 4L-22R is used primarily by commuter and General Aviation aircraft. Operational use of this runway is critical to the Airport's capacity. The last major

rehabilitation of this runway was over 20 years ago. The *Airport Improvement Program Handbook*, the useful life for airfield pavement is 20-years. The last major rehabilitation was done in 1995. A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Runway 4L-22R were consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, and raveling on the AC sections and presence of joint seal damage, joint spalling, and linear cracking on the PCC sections. Runway 4L-22R had an overall PCI rating of 72 or "Satisfactory". Industry standards recommend that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

This proposed project also enhanced safety by complying with Federal Aviation Administration AC 150/5300-13 *Airport Design* criteria by correcting Taxiway P geometry to prevent runway incursions with a perpendicular entry point to the runway.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study:

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain):

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding:

Are any work elements or portions of the overall project ineligible? Provide associated costs:

12. Estimated Project Implementation Date (Month and Year): **July 1, 2013**

Estimated Project Completion Date (Month and Year): **October 22, 2015**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain:

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner?

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published; discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

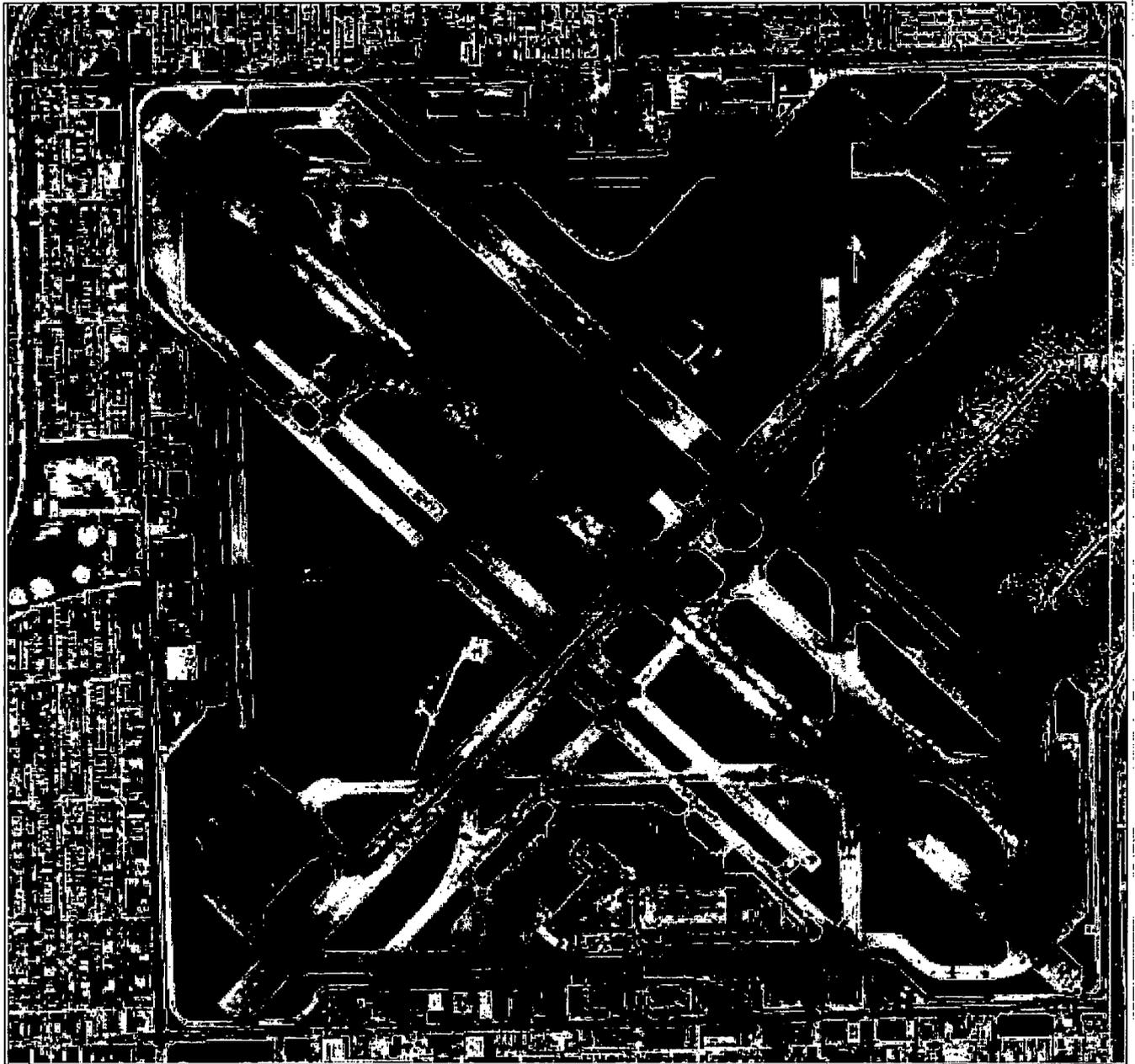
Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

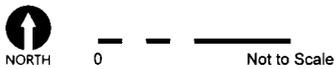
Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed.		



SOURCE Care Plus, LLC, March 11, 2017
 PREPARED BY Ricondo & Associates, Inc., June 2017

EXHIBIT 18



Rehabilitation of Runway 4L-22R & Taxiway P Reconfiguration

Drawing: Z:\Chicago\MO\W\Financial\PFC\PFC Application - 2017 Projects\Application Files\Attachment B\Exhibits\AutoCAD\B 07 Rehabilitation of Runway 4L-22R.dwg\Layout 3 5x11P Plotted Jun 27, 2017, 02:58PM

Rehabilitation of Runway 4L-22R & Taxiway P Reconfiguration Project
 PFC Application

Exhibit 19

Runway 4L-22R Rehabilitation & Taxiway P	
Description	Project Cost
Design	\$ 807,503
Construction	\$ 13,873,683
Implementation	\$ 188,698
Total Project Costs	\$ 14,869,884
AIP Grants	\$ 9,583,694
Eligible PFC Bond Funding	\$ 5,286,190
Consulted PFC Bond Capital	\$ 3,915,865
Requested PFC Bond Capital	\$ 3,915,865
Local Funds	\$ 1,370,325

Source: Chicago Department of Aviation, November 2017

Prepared By: Ricondo and Associates, LLC, November 2017



Payment for Contract Work

Estimate No : 010
Date Prepared : 08/21/2017

To : K-Five Construction Corporation

Project No : M6096.10-00

For Work on Account of : Runway 4L-22R Rehabilitation at Chicago Midway International Airport

Spec. No. : 131400

City Contract No : 32854

For the Period : 10/22/2015 To 10/22/2015

Contract Line Item	Item Description	UM	Quantity	Contract Price	Estimated Total	Original Contract Values		Current Estimate		Total Estimate to Date	
						Authorized Quantity	Estimated Total	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount
001	Allowance for Standby Time	AL	1.00	50,000.00	\$50,000.00	1.00	0.00	0.00	\$0.00	1.00	\$50,000.00
002	RCP - 12", Class V	LF	35.00	340.00	\$11,900.00	31.00	0.00	0.00	\$0.00	31.00	\$10,540.00
003	RCP - 18", Class V	LF	416.00	300.00	\$124,800.00	342.00	0.00	0.00	\$0.00	342.00	\$102,600.00
004	RCP - 42", Class V	LF	115.00	400.00	\$46,000.00	146.50	0.00	0.00	\$0.00	146.50	\$58,600.00
005	Smooth Wall PVC Pipe, 8 Inch, SCH. 80 Perforated	LF	1136.00	100.00	\$113,600.00	1,132.00	0.00	0.00	\$0.00	1,132.00	\$113,200.00
006	Smooth Wall PVC Pipe, 8 Inch, SCH. 80 Non-Perforated	LF	67.00	100.00	\$6,700.00	67.00	0.00	0.00	\$0.00	67.00	\$6,700.00
007	Inspection Hole	EA	9.00	7,500.00	\$67,500.00	9.00	0.00	0.00	\$0.00	9.00	\$67,500.00
008	Apron Catch Basin - Aircraft Rated	EA	4.00	35,000.00	\$140,000.00	4.00	0.00	0.00	\$0.00	4.00	\$140,000.00
009	Manhole, Type A - Aircraft Rated - 8 FT	EA	2.00	115,000.00	\$230,000.00	2.00	0.00	0.00	\$0.00	2.00	\$230,000.00
010	Adjust Drainage Structure	EA	3.00	3,800.00	\$11,400.00	3.00	0.00	0.00	\$0.00	3.00	\$11,400.00
011	Adjust Inspection Hole / Handhole	EA	4.00	4,000.00	\$16,000.00	6.00	0.00	0.00	\$0.00	6.00	\$24,000.00
012	42" PRC FES	EA	2.00	8,400.00	\$16,800.00	2.00	0.00	0.00	\$0.00	2.00	\$16,800.00
013	Type 1 Marker Light Base w/CDA Provided In-Pavement or Elevated Edge/Threshold/E	EA	106.00	9,579.00	\$1,015,374.00	90.00	0.00	0.00	\$0.00	90.00	\$862,110.00
014	Lighting - Remove and Relocate In-Pavement Runway Guard Light with New Base, Corn	EA	5.00	7,500.00	\$37,500.00	5.00	0.00	0.00	\$0.00	5.00	\$37,500.00
015	Lighting Systems - Install CDA Provided 1-Module L-858 Guidance Sign with New Ba	EA	9.00	8,600.00	\$77,400.00	9.00	0.00	0.00	\$0.00	9.00	\$77,400.00
016	Lighting Systems - Install CDA Provided 2-Module L-858 Guidance Sign with New Ba	EA	2.00	9,600.00	\$19,200.00	2.00	0.00	0.00	\$0.00	2.00	\$19,200.00
017	Lighting Systems - Install CDA Provided 3-Module L-858 Guidance Sign with New Ba	EA	4.00	11,000.00	\$44,000.00	4.00	0.00	0.00	\$0.00	4.00	\$44,000.00
018	Lighting Systems - Install CDA Provided 4-Module L-858 Guidance Sign with New Ba	EA	2.00	12,000.00	\$24,000.00	2.00	0.00	0.00	\$0.00	2.00	\$24,000.00
019	Remove Existing Sign and Install CDA Provided L-858 Guidance Sign on	EA	25.00	2,700.00	\$67,500.00	25.00	0.00	0.00	\$0.00	25.00	\$67,500.00



Payment for Contract Work

Estimate No : 010
Date Prepared : 08/21/2017

To : K-Five Construction Corporation

Project No : M6096.10-00

For Work on Account of : Runway 4L-22R Rehabilitation at Chicago Midway International Airport

Spec. No. : 131400

City Contract No. : 32854

For the Period : 10/22/2015 To 10/22/2015

Contract Line Item	Item Description	UM	Original Contract Values			Current Estimate			Total Estimate to Date		
			Quantity	Contract Price	Estimated Total	Authorized Quantity	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount	
020	Existing Fo Lighting - Install CDA Provided Taxiway Centerline Light on New Base, Complete	EA	16.00	9,400.00	\$150,400.00	16.00	0.00	\$0.00	16.00	16.00	\$150,400.00
021	Lighting - Remove and Relocate Elevated Runway Guard Light on New Foundation, Co	EA	2.00	8,400.00	\$16,800.00	2.00	0.00	\$0.00	2.00	2.00	\$16,800.00
022	Adjust Type 1 Marker Light Base with Existing Elevated Light, Complete	EA	12.00	6,000.00	\$72,000.00	8.00	0.00	\$0.00	8.00	8.00	\$48,000.00
023	Adjust Guidance Sign Foundation, Complete	EA	4.00	12,500.00	\$50,000.00	2.00	0.00	\$0.00	2.00	2.00	\$25,000.00
024	Power Cable - L-824, Type C 5KV, 1/C, Size 6 AWG	LF	43759.00	8.00	\$350,072.00	54,636.38	0.00	\$0.00	54,636.38	54,636.38	\$437,091.04
025	Counterpoise Wire - 1/C, Size 6 AWG, 600V, Bare Copper	LF	13857.00	3.00	\$41,571.00	11,899.83	0.00	\$0.00	11,899.83	11,899.83	\$35,699.49
026	Concrete Encased Ducts, 1 Way, 2" Schedule 80 PVC	LF	2465.00	125.00	\$308,125.00	3,067.00	0.00	\$0.00	3,067.00	3,067.00	\$383,375.00
027	Concrete Encased Ducts, 2 Way, 3" Schedule 80 PVC	LF	10232.00	145.00	\$1,483,640.00	9,921.00	0.00	\$0.00	9,921.00	9,921.00	\$1,438,545.00
028	Saw Kerf, 1 Way, 2" Schedule 80 PVC	LF	410.00	190.00	\$77,900.00	673.00	0.00	\$0.00	673.00	673.00	\$127,870.00
029	Installation of 3" Conduit Via Horizontal Directional Drilling	LF	1600.00	69.00	\$110,400.00	2,758.00	0.00	\$0.00	2,758.00	2,758.00	\$190,302.00
030	Miscellaneous Work in Vault	LS	1.00	74,000.00	\$74,000.00	1.00	0.00	\$0.00	1.00	100.00	\$74,000.00
031	Pavement Removal - Bituminous Full Depth	SY	5261.00	38.00	\$199,918.00	5,736.19	0.00	\$0.00	5,736.19	5,736.19	\$217,975.22
032	Pavement Removal - Concrete Full Depth	SY	5036.00	45.00	\$226,620.00	5,161.43	0.00	\$0.00	5,161.43	5,161.43	\$232,264.35
033	Remove and Replace Existing PCC Pavement	CY	1114.00	570.00	\$634,980.00	0.00	0.00	\$0.00	0.00	0.00	\$0.00
034	Unclassified Excavation	CY	21598.00	45.00	\$971,910.00	20,963.55	0.00	\$0.00	20,963.55	20,963.55	\$943,359.75
035	Allowance for Contaminated Material	AL	1.00	10,000.00	\$10,000.00	1.00	0.00	\$0.00	1.00	1.00	\$10,000.00
036	Frost Protection Course, CA-6	CY	1126.00	80.00	\$90,080.00	1,885.01	0.00	\$0.00	1,885.01	1,885.01	\$150,800.80
037	Frost Protection Course, CA-7	CY	7521.00	81.00	\$609,201.00	7,100.44	0.00	\$0.00	7,100.44	7,100.44	\$575,135.64
038	Undercut and Backfill with Stabilization	SY	5220.00	35.00	\$182,700.00	3,625.09	0.00	\$0.00	3,625.09	3,625.09	\$126,878.15



Payment for Contract Work

Estimate No : 010
Date Prepared : 08/21/2017

To : K-Five Construction Corporation

Project No : M6096.10-00

For Work on Account of : Runway 4L-22R Rehabilitation at Chicago Midway International Airport

Spec. No. : 131400

City Contract No : 32854

For the Period : 10/22/2015 To 10/22/2015

Contract Line Item	Item Description	UM	Quantity	Original Contract Values		Current Estimate		Total Estimate to Date		
				Contract Price	Estimated Total	Authorized Quantity	Quantity/ % Complete	Amount	Quantity/ % Complete	Amount
039	Inlet and Pipe Protection	EA	34.00	350.00	\$11,900.00	0.00	0.00	\$0.00	0.00	\$0.00
040	Rock Check Dam	EA	2.00	3,400.00	\$6,800.00	2.00	2.00	\$0.00	2.00	\$6,800.00
041	Erosion Control Blanket	SY	29067.00	2.50	\$72,667.50	0.00	0.00	\$0.00	0.00	\$0.00
042	Bituminous Concrete (Superpave) - Base Course	TN	4552.00	120.00	\$546,240.00	2,075.30	2,075.30	\$0.00	2,075.30	\$249,036.00
043	Bituminous Concrete (Superpave) - Surface Course	TN	18485.00	135.00	\$2,495,475.00	18,032.05	18,032.05	\$0.00	18,032.05	\$2,434,326.75
044	Bituminous Concrete Base Course (IDOT)	TN	6905.00	95.00	\$655,975.00	5,795.07	5,795.07	\$0.00	5,795.07	\$550,531.65
045	Bituminous Concrete Surface Course (IDOT)	TN	4809.00	115.00	\$553,035.00	7,159.64	7,159.64	\$0.00	7,159.64	\$823,358.60
046	Portland Cement Concrete, 15" Depth	SY	3333.00	150.00	\$499,950.00	3,325.00	3,325.00	\$0.00	3,325.00	\$498,750.00
047	Partial Depth Concrete Repair - Elastomeric Mortar	CF	48.00	1,000.00	\$48,000.00	0.00	0.00	\$0.00	0.00	\$0.00
048	Scarify or Mill Pavement	SY	134832.00	7.40	\$997,756.80	133,206.48	133,206.48	\$0.00	133,206.48	\$985,727.95
049	Airfield Marking - Temporary	SF	273748.00	0.75	\$205,311.00	143,956.25	143,956.25	\$0.00	143,956.25	\$107,967.19
050	Airfield Marking - Permanent	SF	138189.00	1.30	\$179,645.70	0.00	0.00	\$0.00	0.00	\$0.00
051	Airfield Marking Removal	SF	10328.00	2.50	\$25,820.00	0.00	0.00	\$0.00	0.00	\$0.00
052	Sawcut and Seal - 2"	LF	6766.00	4.00	\$27,064.00	9,548.00	9,548.00	\$0.00	9,548.00	\$38,192.00
053	Pavement Grooving	SF	685978.00	0.25	\$171,494.50	639,730.00	639,730.00	\$0.00	639,730.00	\$159,932.50
054	Permanent Seeding	AC	5.80	5,000.00	\$29,000.00	8.64	8.64	\$0.00	8.64	\$43,200.00
055	Sodding	SY	828.00	35.00	\$28,980.00	0.00	0.00	\$0.00	0.00	\$0.00
056	RIPRAP, RR-4	SY	64.00	200.00	\$12,800.00	63.56	63.56	\$0.00	63.56	\$12,712.00
057	Allowance for Utility Conflicts & Unforeseen Conditions	AL	1.00	50,000.00	\$50,000.00	1.00	1.00	\$0.00	1.00	\$50,000.00
				Contract Work Total.		\$14,397,905.50		\$0.00		\$13,107,081.08

B 08: Rehabilitation of Runway 4R-22L and Taxiway Y, removal of Taxiway K, and the replacement of EMAS

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Rehabilitation of Runway 4R-22L and Taxiway Y, removal of Taxiway K, and the replacement of EMAS**

2. Project Number: 08

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**

Bond Capital: **\$10,913,975**

Bond Financing & Interest: **\$10,913,975**

Subtotal PFC Funds*: **\$21,827,950¹**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **3-17-0025-89**

Grant Funds in Project **\$11,790,715**

Subtotal Existing AIP Funds: **\$0**

¹ The grant application was prepared based on AIP funds available to Midway, and did not include the total project costs. While this entire PFC project is AIP eligible, AIP funds are only a portion of the plan of finance for this project. The City of Chicago Department of Aviation maximized the amount of AIP funds available to them.

B 08: Rehabilitation of Runway 4R-22L and Taxiway Y, removal of Taxiway K, and the replacement of EMAS

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: N/A Entitlement \$0 Discretionary \$0 Total \$0

Subtotal Anticipated AIP Funds: \$0

Other Funds: N/A

State Grants: \$0

Local Funds: \$0

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: **\$33,618,665** For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project funded the planning² and rehabilitation of Runway 4R-22L and Taxiway Y, removal of a section of Taxiway K, the construction of Taxiway V, and replacement of the Engineering Materials Arresting Systems (EMAS) at Midway (Exhibit 20). Runway 4R-22L is 6,445-feet long and 150-feet wide and primarily comprised of bituminous asphalt concrete (AC) except for 345-feet at Runway end 22L, which is portland cement concrete (PCC).

Prior to the latest rehabilitation, the pavements for Runway 4R-22L were approximately 19-years old and showing signs of various levels of surface distresses due to structural deficiencies and repeated traffic loading. This project included a variable depth asphalt mill with a three to six-inch AC overlay on the runway, shoulders, and the adjacent connector/crossing taxiways and their shoulders. This project also included the construction of new shoulders, joint-sealing, replacement of runway edge lights, adjustments to the runway centerline lights, installation of new conduit and cabling and installation of underdrains.

This project also included the reconstruction of manholes and catch basins, removal and replacement of existing sewer pipes, and installation of a storm water detention system.

Taxiway Y is approximately 6,000 linear-feet and serves as the primary taxiway for Runway 4R-22L. This project only rehabilitated specific sections of the north end of Taxiway Y adjacent to the Terminal Ramp.

² This includes environmental and PFC planning efforts.

B 08: Rehabilitation of Runway 4R-22L and Taxiway Y, removal of Taxiway K, and the replacement of EMAS

Taxiway K is approximately 4,250-feet long and 60-feet wide and configured in a west-east configuration traversing both Runways 13C-31C and 4R-22L. This project removed approximately 700 linear-feet of taxiway between Runway end 4R and hold block to eliminate angled geometry per FAA AC 150/5300-13A *Airport Design criteria*.

Taxiway V is approximately 250-feet long and 150-feet wide and was constructed between Taxiway Y and Runway 4R-22L to allow access from Taxiway to the Runway 4 end Hold Apron. This project was needed due to the removal of Taxiway K west of Runway 4R that eliminated the angled geometry that once provided access to the Runway 4 end Hold Apron.

This project also funded the design and construction of the replacement of the Runway 4R-22L EMAS systems on the west (EMAS #1) and east (EMAS #2) of the runway. EMAS arrestor beds are composed of lightweight, crushable cement material designed to stop aircraft that overshoot runways. It is a FAA acceptable alternative for preventing overrun catastrophes at airports where runway safety areas are not in compliance with FAA regulations.

The Runway end 4L EMAS was originally installed in 2006 at approximately 340-feet in length and 170-feet in width. This project replaced the Runway 4L end EMAS (EMAS #1) and installed a new system on Runway 22L (EMAS #2) with new "green EMAS". These new beds were designed and installed to meet the requirements established in AC 150-5220-22A *Engineered Materials Arresting Systems for Aircraft Overruns*.

The cost estimate for this project is located in Exhibit 21.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

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Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

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Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution:

This project reduced congestion and increased safety at the Airport and for the national air transportation system. The Airport's ongoing pavement management program serves to maintain all pavements with a minimum condition of "Satisfactory/Fair" to avoid a costlier, reconstruction of the pavement sections and to avoid foreign object debris (FOD) that can have an adverse effect on the safety of aircraft operations at the Airport.

Deteriorating pavement can significantly impact the capacity of the airfield due to unanticipated airfield closures and would therefore lead to increased congestion. The closure of Runway 4R-22L would have a significant impact on the capacity of the airfield since this is one of the primary runways at the Airport with EMAS support.

Therefore, this project prevents the formation of FOD on the runway and reduces the likelihood of unanticipated closures for emergency repairs. Thus, this project

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meets the significant contribution requirements of improving air safety and reducing anticipated congestion.

This project also increased safety with the removal of Taxiway K and installation of Taxiway V to eliminate angled geometry per FAA AC 150/5300-13A *Airport Design* criteria provided a 90-degree intersection at Runway 4R-22L to provide access to the 4R Pad and Runway 4L-22R.

The replacement of the EMAS also preserved and enhanced capacity and safety of the Airport. The Airport is in a densely populated area on the southwest side of Chicago, IL. Midway is confined by W. 55th St to the north, S. Cicero Ave to the east, W. 63rd St to the south, and S. Central Ave. to the west. The distances between Runway ends to W. 63rd St and S. Central Ave are both less than 425-feet, significantly less than the established standard of 1,000-foot Runway Safety Area. The installation of EMAS #1 and #2 will stop aircraft that overshoot runways and prevent catastrophes where runway safety areas are not in compliance with FAA regulations.

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___ Air safety. Part 139 [] Other (explain)

Certification Inspector concur. Yes [] No [] Date

Air security. Part 107 [] Part 108 [] Other (explain)

CASFO concur. Yes [] No [] Date

Competition. Competition Plan [] Other (explain)

Congestion. Current [] or Anticipated []

LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan

Other (explain)

Noise. 65 LDN [] Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

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10. Project Objective:

The objective of this project was to preserve capacity and enhance safety on Runway 4R-22L to ensure safe and reliable aircraft operations on the airfield. The rehabilitation of Runway 4R-22L improved the existing level of safety and efficiency of the airport in addition to complying with FAA Title 14 CFR Part 139 *Airport Certifications*. The structural integrity of airfield pavements is critical to aviation safety. Airfield pavements that are rated near or below the minimum PCI rating of 70 could result in aircraft safety incidents. This project will not only preserve the safety of the runway surfaces at the Airport but reduce maintenance cost. When airfield pavements fall below the critical 70 PCI the rate of deterioration of the pavement and the cost to rehabilitate increase exponentially, causing the cost to the Airport and U.S. Airport System to increase. This project also replaced the runways EMAS which provided a safe and reliable arresting system at the Airport without further reducing the runway length. EMAS is proven technology that has saved numerous of lives and significantly minimized damage to aircraft and infrastructure.

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<input type="checkbox"/>	Safety, Preserve [] Enhance []
<input type="checkbox"/>	Security, Preserve [] Enhance []
<input type="checkbox"/>	Capacity, Preserve [] Enhance []
<input type="checkbox"/>	Furnish opportunity for enhanced competition between or among air carriers at the airport
<input type="checkbox"/>	Mitigate noise impacts resulting from aircraft operations at the airport
<input type="checkbox"/>	Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Runway 4R-22L is one of the primary runways at the Airport. The last major rehabilitation for Runway 4R-22L was 1992. A pavement evaluation completed in December 2011, by Edwards & Kelcey Design Services Inc. (E&K), indicated that distresses on Runway 4R-22L were consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, and raveling on the AC sections and presence of joint seal damage, joint spalling, and linear cracking on the PCC sections. The sections that were replaced on Taxiway Y also showed distress that were consistent with loading and climate issues due to the presence of joint seal damage, joint spalling, map cracking, and linear cracking.

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Runway 4R-22L had an overall weighted Pavement Condition Index (PCI) rating of 79 or "Satisfactory". Although the overall PCI for Taxiway Y was 73, the sections that were replaced had PCIs averaging 64. It is recommended that the airfield pavement PCI be maintained above 70 to maintain at a level sufficient to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

The removal of Taxiway K, between Runway 4R and the 4R Hold Pad was necessary in order to meet AC 150/5300-13A *Airport Design* criteria. AC 150/5300-13A states that right angle intersections are standard for all runway and taxiway intersections. FAA studies indicate the increased risk of a runway incursions on angled taxiways used for crossing runways.

Taxiway V was constructed as an alternative to the removal of Taxiway K. Taxiway V was constructed between Runway 4R-22L and Taxiway Y to provide more efficient aircraft movement. Taxiway V is approximately 300-feet long at a width of 120-feet with 25-foot shoulders.

Taxiway Y, northeast of Runway 13L-31R, is the only taxiway along the odd numbered B gates and Concourse C. This pavement was reconstructed as part of the new Midway Terminal Development in 2002. There are multiple areas of deteriorated concrete pavement requiring replacement to provide continued operation of the taxiway with minimal maintenance impacts. In 2013, the Chicago Department of Aviation completed an Airfield Drainage Study and as a result recommendations were made for improvements to the airfield drainage. Some of the recommendations have been implemented in recent construction projects.

The replacement of Runway 4L-22R EMAS preserved and enhanced safety by replacing an existing end-of-life-cycle EMAS bed with the latest arresting system technology to prevent aircraft from overrunning the runway. Midway is located in a densely populated area on the southwest side of Chicago, IL. Midway is confined by W. 55th St to the north, S. Cicero Ave to the east, W. 63rd St to the south, and S. Central Ave. to the west. The distances between Runway ends to S. Cicero and W. 63rd St. are both less than 450-feet, significantly less than the established standard of 1,000-foot Runway Safety Area (RSA).

According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the rehabilitation of an EMAS system is eligible if the EMAS bed was installed with Airport Improvement Program (AIP) funds prior to fiscal year 2007.

This is because EMAS systems installed prior to 2007 did not have the plastic lids. After fiscal year 2007, the manufacturer began fully encasing the blocks, which has significantly improved moisture protection and joint seals.

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Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study;

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **August 1, 2015**

Estimated Project Completion Date (Month and Year): **December 12, 2016**



B 08: Rehabilitation of Runway 4R-22L and Taxiway Y, removal of Taxiway K, and the replacement of EMAS

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

B 08: Rehabilitation of Runway 4R-22L and Taxiway Y, removal of Taxiway K, and the replacement of EMAS

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

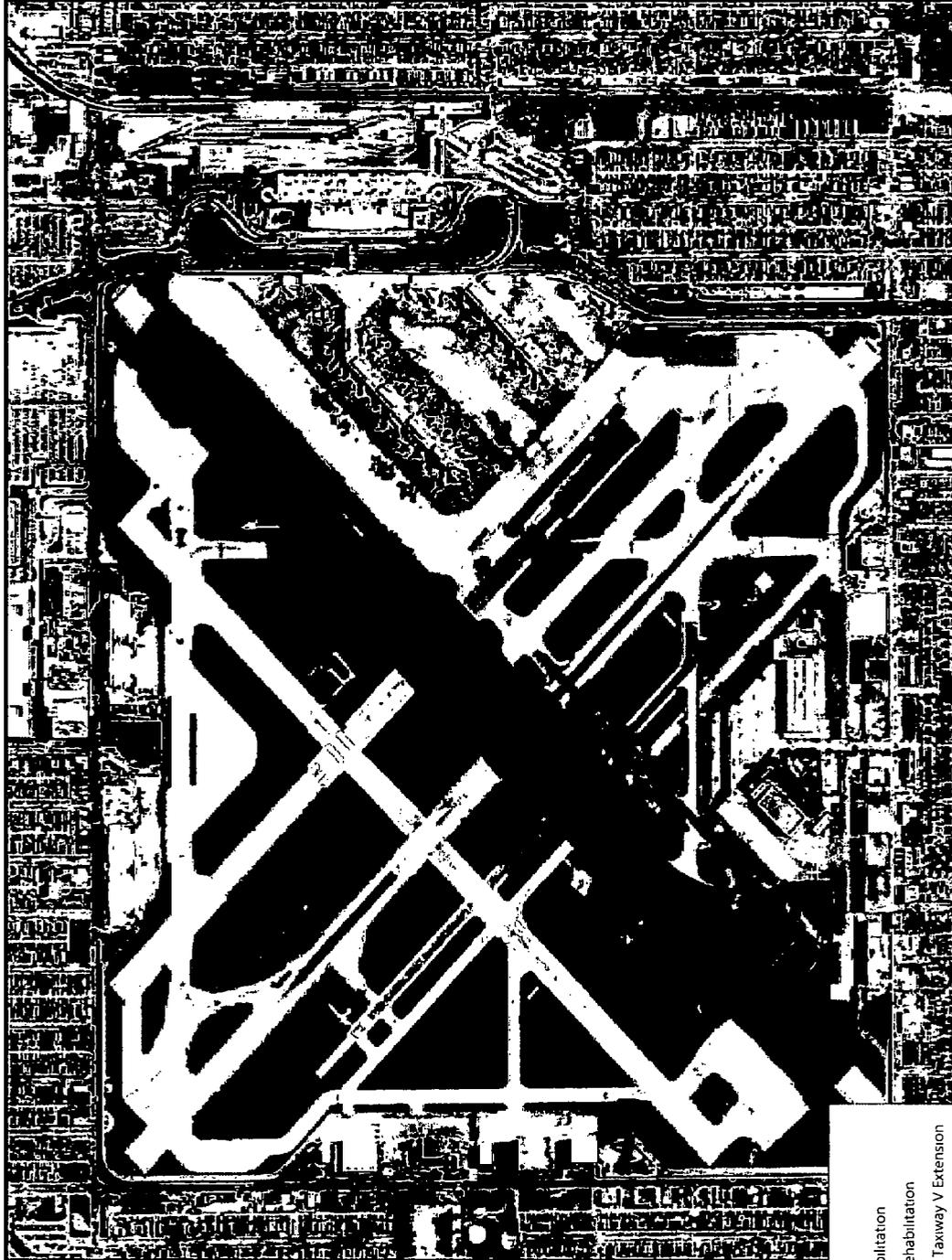
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B 08: Rehabilitation of Runway 4R-22L and Taxiway Y, removal of Taxiway K, and the replacement of EMAS

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed:		

Name	Routing Symbol	Date
Item(s) reviewed		



- LEGEND**
- Runway 4R-22L Rehabilitation
 - Taxiway Y Selective Rehabilitation
 - Taxiway K Removal & Taxiway V Extension

SOURCE: Care Plus, LLC, March 11, 2017
 PREPARED BY: Ricordo & Associates, Inc., June 2017

 NORTH
 0 ——— Not to Scale

Drawing #: CHC-APP-160; V:\mariabp_CPLC\Applications\163416a_13\0111_Planes\0111_Planes_0127_2017_03.dwg; 0127_2017_03.dwg; 0127_2017_03.dwg; 0127_2017_03.dwg

Rehabilitation of Runway 4R-22L, and Taxiway Y, removal of Taxiway K, and the Replacement of EMAS Project
 PFC Application

EXHIBIT 20

B 08: Rehabilitation of Runway 4R-22L, and Taxiway Y, removal of Taxiway K, and the Replacement of EMAS

EXHIBIT 21

**MIDWAY INTERNATIONAL AIRPORT - RUNWAY 4R-22L REHABILITATION
ENGINEER'S OPINION OF PROBABLE COST
100% PLANS SUBMITTAL
March 10, 2017**

SUMMARY OF QUANTITIES

ITEM NO.	PAY ITEM NO.	DESCRIPTION	UNITS	TOTAL ESTIMATED QUANTITY	LOADED UNIT PRICE	ITEM COST
BID ITEMS						
1	M-101-01	MOBILIZATION - (TOTAL PRICE FOR MOBILIZATION MUST NOT EXCEED 3% OF THE TOTAL BASE BID)	LS	1	\$662,758	662,757.96
2	N-110-01	STANDBY TIME	ALLOW	1	\$50,000	50,000.00
3	D-701-01	REINFORCED CONCRETE PIPE, 30", CLASS V	LF	820	\$300	246,000.00
4	D-701-02	REINFORCED CONCRETE PIPE, 36", CLASS V	LF	555	\$350	194,250.00
5	D-701-03	VITRIFIED CLAY PIPE - EXTRA STRENGTH, 8"	LF	218	\$180	39,240.00
6	D-701-04	VITRIFIED CLAY PIPE - EXTRA STRENGTH, 12"	LF	217	\$200	43,400.00
7	D-701-05	VITRIFIED CLAY PIPE - EXTRA STRENGTH, 18"	LF	110	\$250	27,500.00
8	D-701-06	DUCTILE IRON PIPE, 18", CLASS 56	LF	172	\$300	51,600.00
9	02410-01	REINFORCED CONCRETE PIPE, 30", TUNNELED IN PLACE	LF	200	\$800	160,000.00
10	02410-02	REINFORCED CONCRETE PIPE, 36", TUNNELED IN PLACE	LF	157	\$800	125,600.00
11	D-705-01	SMOOTH WALL PVC PIPE, 8", SCH 40, PERFORATED	LF	953	\$175	166,775.00
12	D-705-02	SMOOTH WALL PVC PIPE, 8", SCH 40, NON-PERFORATED	LF	115	\$175	20,125.00
13	D-751-01	INSPECTION HOLES	EA	7	\$7,000	49,000.00
14	D-751-02	MANHOLE, 5' DIA (AIRCRAFT LOADING)	EA	2	\$30,000	60,000.00
15	D-751-03	MANHOLE, 6' DIA (AIRCRAFT LOADING)	EA	2	\$35,000	70,000.00
16	D-751-04	IDOT STANDARD MANHOLE, 4' DIA	EA	1	\$15,000	15,000.00
17	D-751-05	IDOT STANDARD MANHOLE, 6' DIA	EA	2	\$25,000	50,000.00
18	D-751-06	IDOT STANDARD MANHOLE, 7' DIA	EA	2	\$35,000	70,000.00
19	D-751-07	CATCH BASIN (NON-AIRCRAFT LOADING)	EA	3	\$25,000	75,000.00
20	D-751-08	CATCH BASIN (AIRCRAFT LOADING)	EA	4	\$35,000	140,000.00
21	D-751-09	ADJUST INSPECTION HOLE/HANDHOLE	EA	6	\$4,000	24,000.00
22	L-100-01	REMOVE AND REINSTALL LIGHTING - EXISTING RUNWAY IN PAVEMENT CENTERLINE LIGHT TO BE RE-USED WITH NEW TRANSFORMER AND BASE ADJUSTMENT, COMPLETE	EA	128	\$1,500	192,000.00
23	L-100-02	LIGHTING - RUNWAY TYPE 1 MARKER LIGHT BASE WITH L-862-LED (L) ELEVATED EDGE LIGHT, COMPLETE	EA	3	\$5,000	15,000.00
24	L-100-03	REMOVE AND REINSTALL LIGHTING - EXISTING RUNWAY IN PAVEMENT EDGE LIGHT TO BE RE-USED WITH NEW TRANSFORMER AND BASE ADJUSTMENT, COMPLETE	EA	17	\$1,500	25,500.00
25	L-100-04	REMOVE AND REINSTALL LIGHTING - EXISTING RUNWAY ELEVATED EDGE, THRESHOLD AND END OF RUNWAY LIGHT TO BE RE-USED WITH NEW TRANSFORMER, COMPLETE	EA	107	\$1,000	107,000.00
26	L-100-05	REMOVE AND REINSTALL LIGHTING - EXISTING RUNWAY IN PAVEMENT GUARD LIGHT TO BE RE-USED WITH NEW TRANSFORMER AND BASE ADJUSTMENT, COMPLETE	EA	118	\$1,500	177,000.00
27	L-100-06	LIGHTING - TAXIWAY LIGHT BASE WITH L-852C/D-LED (L) IN PAVEMENT CENTERLINE LIGHT WITH CDA PROVIDED LIGHT FIXTURE, COMPLETE	EA	23	\$1,500	34,500.00
28	L-100-07	REMOVE AND REINSTALL LIGHTING - EXISTING TAXIWAY IN PAVEMENT CENTERLINE LIGHT TO BE RE-USED WITH NEW TRANSFORMER AND BASE ADJUSTMENT, COMPLETE	EA	17	\$1,500	25,500.00
29	L-100-08	LIGHTING - TAXIWAY TYPE 1 MARKER LIGHT BASE WITH L-861T-LED (L) ELEVATED EDGE LIGHT WITH CDA PROVIDED FIXTURE, COMPLETE	EA	26	\$5,000	130,000.00
30	L-100-09	REMOVE AND REINSTALL LIGHTING - EXISTING RUNWAY IN PAVEMENT THRESHOLD LIGHT TO BE RE-USED WITH NEW TRANSFORMER AND BASE ADJUSTMENT, COMPLETE	EA	32	\$1,000	32,000.00
31	L-100-10	LIGHTING SYSTEMS - REMOVE GUIDANCE SIGN & BASE, COMPLETE	EA	5	\$5,000	25,000.00
32	L-100-11	LIGHTING SYSTEMS - NEW PANELS ON EXISTING SIGNS	EA	175	\$2,000	350,000.00
33	L-100-12	LIGHTING SYSTEMS - NEW L-858 - LED (L) GUIDANCE SIGN WITH NEW BASE, 1 MODULE, SIZE 1, COMPLETE	EA	1	\$10,000	10,000.00
34	L-100-13	LIGHTING SYSTEMS - NEW L-858 - LED (L) GUIDANCE SIGN WITH NEW BASE, 2 MODULES, SIZE 1, COMPLETE	EA	2	\$13,000	26,000.00
35	L-100-14	LIGHTING SYSTEMS - NEW L-858 - LED (L) GUIDANCE SIGN WITH NEW BASE, 4 MODULES, SIZE 1, COMPLETE	EA	2	\$16,000	32,000.00
36	L-100-15	LIGHTING SYSTEMS - REMOVE ELEVATED EDGE LIGHT & BASE, COMPLETE	EA	25	\$1,000	25,000.00
37	L-100-16	LIGHTING SYSTEMS - TEMPORARY AIRFIELD LIGHTING MODIFICATIONS	ALLOW	1	\$20,000	20,000.00
38	L-100-17	LIGHTING - RUNWAY ELEVATED GUARD LIGHT WITH TYPE 1 MARKER LIGHT BASE WITH L-804-LED (L) ERGL-(L) LIGHT WITH CDA PROVIDED FIXTURE, COMPLETE	EA	2	\$6,000	12,000.00
39	L-100-18	REMOVE AND REINSTALL LIGHTING - EXISTING ELEVATED RUNWAY GUARD LIGHT TO BE RE-USED WITH NEW TRANSFORMER, COMPLETE	EA	12	\$3,000	36,000.00
40	L-100-19	LIGHTING SYSTEMS - INSTALL NEW LED RETROFIT KIT FOR EXISTING SIGNS, KIT PROVIDED BY CDA	EA	63	\$1,000	63,000.00
41	L-100-20	LIGHTING SYSTEMS - REMOVE AND REPLACE TRANSFORMER FOR EXISTING GUIDANCE OR DISTANCE REMAINING SIGN	EA	63	\$2,000	126,000.00
42	L-100-21	REPLACE EXISTING RUNWAY WEATHER SENSOR WITH NEW RUNWAY SENSOR	EA	3	\$8,000	24,000.00
43	L-107-01	REMOVE AND INSTALL NEW L-806 WIND CONE, COMPLETE	EA	2	\$12,000	24,000.00
44	L-108-01	POWER CABLE - L-824, TYPE C 5KV, 1/C SIZE 6 AWG	LF	75,000	\$5	375,000.00
45	L-108-02	COUNTERPOISE WIRE - 1/C, SIZE 6 AWG, 600V, BARE COPPER	LF	3,800	\$4	15,200.00
46	L-110-01	CONCRETE ENCASED DUCTS, 2 WAY, 3" PVC	LF	3,200	\$115	368,000.00
47	L-110-02	CONCRETE ENCASED DUCTS, 1 WAY, 2" PVC	LF	300	\$100	30,000.00
48	L-110-03	CONCRETE ENCASED DUCTS, 1 WAY, 2" PVC in SAWKERF	LF	600	\$150	90,000.00
49	L-115-01	ELECTRICAL MANHOLE ELEVATION ADJUSTMENT	EA	4	\$4,000	16,000.00
50	L-115-02	ELECTRICAL HANDHOLE ELEVATION ADJUSTMENT	EA	3	\$3,000	9,000.00
51	L-115-03	ELECTRICAL HANDHOLE	EA	4	\$12,500	50,000.00
52	L-125-01	AIRFIELD LIGHTING CONTROL VAULT, MISCELLANEOUS MODIFICATIONS	ALLOW	1	\$25,000	25,000.00
53	P-150-01	PAVEMENT REMOVAL-PCC FULL DEPTH	SY	4,396	\$75	329,715.75
54	P-150-02	PAVEMENT REMOVAL-BITUMINOUS FULL DEPTH	SY	6,292	\$45	283,137.75
55	P-152-01	UNCLASSIFIED EXCAVATION	CY	27,103	\$75	2,032,725.00
56	P-152-02	ALLOWANCE FOR UNCLASSIFIED EXCAVATION - CONTAMINATED MATERIAL	ALLOW	1	\$10,000	10,000.00
57	P-154-01	FROST PROTECTION COURSE, CA-6	CU YD	1,653	\$70	115,710.00

MIDWAY INTERNATIONAL AIRPORT - RUNWAY 4R-22L REHABILITATION
ENGINEER'S OPINION OF PROBABLE COST
100% PLANS SUBMITTAL
March 10, 2017

SUMMARY OF QUANTITIES

ITEM NO.	PAY ITEM NO.	DESCRIPTION	UNITS	TOTAL ESTIMATED QUANTITY	LOADED UNIT PRICE	ITEM COST
58	P-154-02	FROST PROTECTION COURSE, CA-7	CU YD	1,529	\$80	122,320 00
59	P-154-03	FROST PROTECTION COURSE, CA-11	CU YD	103	\$80	8,240 00
60	P-154-04	UNDERCUT AND BACKFILL WITH STABILIZATION COURSE	SY	2,332		0 00
61	P-156-01	INLET PROTECTION	EA	19	\$420	7,980 00
62	P-156-02	TEMPORARY SEEDING	ACRE	7	\$550	3,850 00
63	P-156-03	STABILIZED CONSTRUCTION ENTRANCE	SY	280	\$50	14,000 00
64	P-401-01	BITUMINOUS SURFACE COURSE	TON	34,354	\$130	4,466,020 00
65	P-401-02	BITUMINOUS BASE COURSE	TON	1,391	\$130	180,830 00
66	P-404-01	ASPHALT TREATED PERMEABLE BASE COURSE	TON	2,100	\$130	273,000 00
67	P-405-01	BITUMINOUS CONCRETE SURFACE COURSE FOR SHOULDER (IDOT)	TON	9,671	\$130	1,257,230 00
68	P-405-02	BITUMINOUS CONCRETE BASE COURSE FOR SHOULDER (IDOT)	TON	781	\$130	101,530 00
69	P-602-01	BITUMINOUS PRIME COAT	GAL	2,924	\$3	8,772 00
70	P-603-01	BITUMINOUS TACK COAT	GAL	36,184	\$3	108,552 00
71	P-605-01	JOINT AND CRACK SEALING	LF	4,010	\$3	12,030 00
72	P-617-01	SCARIFICATION/MILLING - BITUMINOUS CONCRETE - 3"	SY	118,997	\$11	1,308,966 71
73	P-617-02	SCARIFICATION/MILLING - BITUMINOUS CONCRETE - 2"	SY	51,956	\$9	467,608 49
74	P-617-03	SCARIFICATION/MILLING - PCC PAVEMENT - 3"	SY	43,812	\$11	481,932 00
75	P-617-04	SCARIFICATION/MILLING - BITUMINOUS CONCRETE - 6"	SY	3,195	\$13	41,539 28
76	P-617-05	SCARIFICATION/MILLING - BITUMINOUS CONCRETE - VARIABLE DEPTH	SY	17,732	\$13	230,516 00
77	P-617-06	SCARIFICATION/MILLING - PCC PAVEMENT - VARIABLE DEPTH	SY	596	\$13	7,748 00
78	P-620-01	AIRFIELD MARKING - TEMPORARY	SF	161,725	\$2	242,587 50
79	P-620-02	AIRFIELD MARKING - PERMANENT	SF	161,725	\$3	485,175 00
80	P-620-03	AIRFIELD MARKING - PREFORMED THERMOPLASTIC PAVEMENT MARKING	SF	1,178	\$15	17,670 00
81	P-620-04	AIRFIELD MARKING - REMOVAL	SF	1,178	\$4	4,712 00
82	S-802-01	PAVEMENT GROOVING - BITUMINOUS CONCRETE	SF	1,131,373	\$0	395,980 55
83	T-904-01	SODDING	SY	61,148	\$18	1,100,664 00
84	T-905-01	TOPSOILING	SY	3,000	\$8	24,000 00
85	X-100-01	ALLOWANCE FOR UTILITY CONFLICTS & UNFORESEEN CONDITIONS	ALLOW	1	\$50,000	50,000 00
86	09900-01	PAINTING JET BLAST FENCE	EA	3	\$10,000	30,000 00
87	Z-100-01	ENGINEERED MATERIALS ARRESTOR SYSTEM (EMAS) - RWY 4R, REMOVE AND INSTALL	EA	1	\$3,450,000	3,450,000 00
88	Z-100-02	MOCK-UP EMAS	LS	1	\$250,000	250,000 00
TOTAL LOCATION COSTS:						22,754,689.98

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Replacement of Runway 4R-22L Centerline & Threshold Lights**

2. Project Number: **09**

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**

Bond Capital: **\$2,668,767**

Bond Financing & Interest: **\$2,668,767**

Subtotal PFC Funds*: **\$5,337,534¹**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **3-17-0025-80-2012**

Grant Funds in Project **\$2,250,000**

Subtotal Existing AIP Funds: **\$2,250,000**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement **\$0** Discretionary **\$0** Total **\$0**

Subtotal Anticipated AIP Funds: **\$0**

¹ The grant application was prepared based on AIP funds available to Midway, and did not include the total project costs. While this entire PFC project is AIP eligible, AIP funds are only a portion of the plan of finance for this project. The City of Chicago Department of Aviation maximized the amount of AIP funds available to them.

B09 Replacement of Runway 4R-22L Centerline & Threshold Lights

Other Funds: N/A
State Grants: \$0
Local Funds: \$0
Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$7,587,534

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project funded the replacement of Runway 4R-22L centerline and threshold lights at Midway. This project entailed the replacement and installation of new centerline light base cans, lights, transformers, heat shrink kits, duct banks and conduit runs and the milling and resurfacing of the center portion of the runway.

This project also upgraded the airfield lighting control system to support the new lighting system, installed regulators, and installed new home run duct banks to accommodate the new circuit that will power the proposed centerline lights for Runway 4R-22L and the threshold hold and edge lights. All infrastructure (base cans, conduit etc.) for centerline lighting for Runway 13C-31C were installed within the limits of the runway safety area of Runway 4R-22L in anticipation of the future installation of a runway centerline lighting system. Additionally, the runway pavement at the intersection of Runway 4R-22L and 13C-31C (the bulls eye) was milled and resurfaced with asphalt for the full width of the runways 150 feet extending to the existing limits of the bituminous overlay on runway 13C-31C (612 feet) and 500 feet on 4R-22L. Underdrains within the limits of the bull's-eye paving for both runway 4R-22L and 13C-31C were designed and installed as part of this project. This project also included environmental planning and PFC planning efforts.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

B09 Replacement of Runway 4R-22L Centerline & Threshold Lights

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

FOR FAA USE:

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

9. Significant Contribution:

This project increased safety at the Airport and for the national air transportation system. The airfield lighting system was over 30-years old prior to replacement. The continued use of faulty cabling could have resulted in the unexpected closure of certain sections of the airfield. The installation of new lighting, cans, cabling, duct banks, and additional lighting infrastructure increased airfield visibility for

Revised 8/31/2010

nighttime operations and reduced downtime due to failure of the lighting systems on the runway. This project made a significant contribution to improving air safety and reducing current or anticipated congestion at the Airport, which would occur at the Airport if this runway was taken out of a service due to a failure of the lighting system.

FOR FAA USE

<input type="checkbox"/> Air safety. Part 139 <input type="checkbox"/> Other (explain)
Certification Inspector concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date
<input type="checkbox"/> Air security. Part 107 <input type="checkbox"/> Part 108 <input type="checkbox"/> Other (explain)
CASFO concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date
<input type="checkbox"/> Competition. Competition Plan <input type="checkbox"/> Other (explain)
<input type="checkbox"/> Congestion. Current <input type="checkbox"/> or Anticipated <input type="checkbox"/>
<input type="checkbox"/> LOI <input type="checkbox"/> FAA BCA <input type="checkbox"/> FAA Airport Capacity Enhancement Plan
<input type="checkbox"/> Other (explain)
<input type="checkbox"/> Noise. 65 LDN <input type="checkbox"/> Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project was to enhance safety and preserve capacity to ensure reliable lighting for aircraft operations on the airfield. This project provided for the replacement of the old and obsolete airfield lighting to increase airfield visibility for nighttime operations and reduce downtime due to failure of the lighting systems on the runways or taxiways. This project was also required to meet current FAA design standards and 14 CFR Part 139 certification requirements.

FOR FAA USE

<input type="checkbox"/> Safety, Preserve <input type="checkbox"/> Enhance <input type="checkbox"/>

Security, Preserve Enhance
 Capacity, Preserve Enhance
 Furnish opportunity for enhanced competition between or among air carriers at the airport
 Mitigate noise impacts resulting from aircraft operations at the airport
 Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The rehabilitation of Runway 4R-22L centerline and threshold lights increased the visibility of the runway for non-precision approaches and nighttime operations. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, minimum useful life for airfield lighting is 10-years. The lighting for Runway 4R-22L was installed over 30-years and had exceeded its useful life.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph of Order 5100.38 or PGL)

B09 Replacement of Runway 4R-22L Centerline & Threshold Lights

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____;

Project included in a local study;

Title and Date of local study: _____;

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____;

Project does not meet PFC eligibility (explain): _____;

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding: _____;

Are any work elements or portions of the overall project ineligible? Provide associated costs: _____;

12. Estimated Project Implementation Date (Month and Year): **September 1, 2011**

Estimated Project Completion Date (Month and Year): **March 31, 2013**

For FAA Use _____;

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain: _____;

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use _____;

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner:

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

B09 Replacement of Runway 4R-22L Centerline & Threshold Lights

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed.		

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$6,652,800

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project funds the extension and rehabilitation of Taxiway A (Exhibit 22, 23). Taxiway A is approximately 670 linear-feet and connects Runways 13C-31C and 13R-31L to Taxiway F. This project will extended Taxiway A approximately 400 feet at a 90 degree angle from Taxiway F, continue southwest with a slight bend to the west, and connect to Taxiway W at a 90-degree angle. This project will include the installation of concrete pavement, bituminous shoulders, and associated taxiway drainage and lighting, as well as replacement of existing taxiway light cables and pavement marking. The taxiway extension will be 35 feet wide, in compliance with taxiway design group (TDG) 2 FAA design standards per FAA AC 150/5300-13A, *Airport Design*. Fillet widening will occur the at intersections of Taxiway A with Taxiway F and Taxiway W. Widening of fillets at existing and proposed Taxiway A pavement intersections will occur to meet required dimensions per FAA design criteria for Gulfstream G-650 aircraft. Additionally, a portion of the existing taxiway pavement at intersection of existing Taxiway A and Taxiway F will be resurfaced.

Prior to the extension and rehabilitation of this section of Taxiway A, the pavement was 30-years old and showing signs of various levels surfaces distresses related to traffic loading, weathering, and age. This project also includes environmental planning and PFC planning efforts.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A

Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

FOR FAA USE:

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

9. Significant Contribution:

This project will reduce congestion and increase safety at the Airport and for the national air transportation system. The Airport's ongoing pavement management program serves to maintain all pavements with a minimum condition of "Satisfactory/Fair" in order to avoid a costlier, reconstruction of the pavement sections and to avoid FOD that can have an adverse effect on the safety of aircraft operations at the Airport.

Deteriorating pavement can significantly impact the capacity of the airfield due to unanticipated airfield closures and would therefore lead to increased congestion. Therefore, this project prevents the formation of FOD on the taxiways and runways and reduces the likelihood of unanticipated closures for emergency repairs. Thus, this project meets the significant contribution requirements of improving air safety and reducing anticipated congestion.

The closures of Taxiway A would have a significant impact to the capacity of the airfield since this taxiway primarily serves general aviation (GA) aircraft exiting Runway 13C-31C. Closure of Taxiway A would increase the dwell times of GA aircraft on Runway 13C-31C which would also significantly impact the operations of larger commercial aircraft. This would require landing GA aircraft to exit Taxiway B that would require two additional correspondences to the air traffic control tower to access the West Ramp. Taxiway A maintains Airport capacity by reducing runway occupancy time and increasing the efficient use of Runway 31C.

FOR FAA USE	
<input type="checkbox"/> Air safety. Part 139 [] Other (explain)	
Certification Inspector concur. Yes [] No [] Date	
<input type="checkbox"/> Air security. Part 107 [] Part 108 [] Other (explain)	
CASFO concur. Yes [] No [] Date	
<input type="checkbox"/> Competition. Competition Plan [] Other (explain)	
<input type="checkbox"/> Congestion. Current [] or Anticipated []	
<input type="checkbox"/> LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan	
<input type="checkbox"/> Other (explain)	
<input type="checkbox"/> Noise. 65 LDN [] Other (explain)	

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to preserve capacity and enhance safety on Taxiway A to ensure safe and reliable aircraft operations on the airfield. The rehabilitation of Taxiway A will improve the existing level of safety and efficiency of the Airport by improving the structural integrity of the taxiway and complying with FAA Title 14 CFR Part 139 *Airport Certifications*. The structural integrity of airfield pavements is critical to aviation safety. Airfield pavements that are rated near or below the minimum PCI rating of 70 could result in aircraft safety incidents. When airfield pavements fall below the critical 70 PCI the rate of deterioration of the pavement and the cost to rehabilitate increase exponentially, causing the cost to the Airport and U.S. Airport System to increase. The extension to the West Ramp will also reduce congestion by providing aircraft a direct route to the West Ramp existing Runway 13C-31C without additional tower communications based on the existing route.

FOR FAA USE

<input type="checkbox"/>	Safety, Preserve	<input type="checkbox"/>	Enhance	<input type="checkbox"/>
<input type="checkbox"/>	Security, Preserve	<input type="checkbox"/>	Enhance	<input type="checkbox"/>
<input type="checkbox"/>	Capacity, Preserve	<input type="checkbox"/>	Enhance	<input type="checkbox"/>
<input type="checkbox"/>	Furnish opportunity for enhanced competition between or among air carriers at the airport			
<input type="checkbox"/>	Mitigate noise impacts resulting from aircraft operations at the airport			
<input type="checkbox"/>	Project does not meet any PFC objectives (explain)			

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Taxiway A located between Taxiway F and Runway 13C-31C was recently expanded to allow larger general aviation aircraft landing on Runway 31C to exit the runway more efficiently. While this improved the exit off the runway, the remainder of the taxiways leading to the West Ramp is not capable of supporting these larger aircraft per current FAA AC 150/5300-13A, *Airport Design* criteria. The extension and improvement of Taxiway A to the West Ramp area will increase the efficiency of Runway 13-31C by allowing all GA aircraft the ability to directly access the West Ramp.

A pavement evaluation completed in December 2011, by E&K, indicated that distresses on the rehabilitated Taxiway A section were consistent with loading and weather issues due to the presence of joint seal damage, joint spalling, and linear cracking. This section of Taxiway A had an overall PCI rating of 53 or "Poor".

Pavement industry standards recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study;

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **June 13, 2017**

Estimated Project Completion Date (Month and Year): **July 15, 2018**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Rehabilitation and Enhancement of Taxiways Y and K and South Ramp**

2. Project Number: **11**

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**

Bond Capital: **\$2,856,113**

Bond Financing & Interest: **\$2,856,113**

Subtotal PFC Funds*: **\$5,712,226¹**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds: **Grant # 3-17-0025-81-2013, 3-17-0025-77-2009**

Grant Funds in Project **\$6,067,639**

Subtotal Existing AIP Funds: **\$6,067,639**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: N/A Entitlement **\$0** Discretionary **\$0** Total **\$0**

¹ The grant application was prepared based on AIP funds available to Midway, and did not include the total project costs. While this entire PFC project is AIP eligible, AIP funds are only a portion of the plan of finance for this project. The City of Chicago Department of Aviation maximized the amount of AIP funds available to them.

B 11 Rehabilitation and Enhancement of Taxiways Y and K and South Ramp

Subtotal Anticipated AIP Funds: **\$0**

Other Funds: N/A

State Grants: **\$0**

Local Funds: **\$0**

Other (please specify) **\$0**

Subtotal Other Funds: **\$0**

Total Project Cost: **\$11,815,233**

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

Revised 8/31/2010

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project reconstructed and enhanced sections of Taxiways Y and K at Midway International Airport (Exhibit 24). Taxiway Y is approximately 6,445-feet long and 60-feet wide and is located parallel to primary Runway 4R-22L. This taxiway provides access from Runway 4R to the Terminal gates. This project rehabilitated the southern section or 2,850-linear feet from Runway 13C-31C to Runway end 4R.

Taxiway K is approximately 4,250-feet long and 60-feet wide and configured in a west-east configuration traversing both Runways 13C-31C and 4R-22L. This project rehabilitated approximately 2,475-linear feet of Taxiway K between Runway 13R-31L to Runway 4R-22L. The scope also included the rehabilitation of a section of the South Ramp.

Taxiway Y included variable depth concrete and asphalt milling on Taxiway Y and Taxiway D with the placement of six-inches of new bituminous asphalt concrete (AC) pavement. The overlay included the full width of Taxiways Y and D. This project also included the removal and replacement of taxiway lighting, cabling, vault infrastructure, circuits and regulators. Taxiway Y1 was widened to 110-feet to accommodate Group III aircraft and reconstructed with 14-inches of PCC on 12-inches AC base course.

This project rehabilitated of a section of the South Ramp. Approximately 92,000 square-feet of the South Ramp was replaced with 17-inches of AC on three-inches of AC base course. Work also included light replacement and surface markings.

B 11 Rehabilitation and Enhancement of Taxiways Y and K and South Ramp

The new pavements were designed in accordance with FAA AC 150/5300-13A, *Airport Design*, AC 150/5320-6E, *Airport Pavement Design and Evaluation*, AC 150/5370-10G, *Standards for Specifying Construction of Airports*, and AC 150/5370-14A, *Hot Mix Asphalt Paving Handbook*. This project restriped the construction affected zones in accordance to AC 150/5340-1L, *Standards for Airport Markings*. This project also included environmental planning and PFC planning efforts.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

FOR FAA USE:

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

This project reduced congestion and enhanced safety at the Airport and for the national air transportation system. The Airport's ongoing pavement management program serves to maintain all pavements with a minimum condition of "Satisfactory/Fair" in order to avoid a costlier, reconstruction of the pavement sections and to avoid FOD that can have an adverse effect on the safety of aircraft operations at the Airport.

Deteriorating pavement can significantly impact the capacity of the airfield due to unanticipated airfield closures and would therefore lead to increased congestion. Therefore, this project prevents the formation of FOD on the taxiways and runways and reduces the likelihood of unanticipated closures for emergency repairs. Thus, this project meets the significant contribution requirements of improving air safety and reducing anticipated congestion.

The closures of Taxiways Y and K and the South Ramp would have a significant impact on the capacity of the airfield since these taxiways support the primary runways at the Airport. Taxiway Y supports Runway 4R-22L and Concourses B and C. Taxiway K supports the South Ramp and air carriers taxiing from Concourse A. The South Ramp serves as a critical hold ramp and deicing pad. The loss of the South Ramp could have a significant impact on Airport capacity.

FOR FAA USE

<input type="checkbox"/> Air safety. Part 139 <input type="checkbox"/> Other (explain)
Certification Inspector concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date _____
<input type="checkbox"/> Air security. Part 107 <input type="checkbox"/> Part 108 <input type="checkbox"/> Other (explain)
CASFO concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date _____
<input type="checkbox"/> Competition. Competition Plan <input type="checkbox"/> Other (explain)
<input type="checkbox"/> Congestion. Current <input type="checkbox"/> or Anticipated <input type="checkbox"/>
<input type="checkbox"/> LOI <input type="checkbox"/> FAA BCA <input type="checkbox"/> FAA Airport Capacity Enhancement Plan
<input type="checkbox"/> Other (explain)
<input type="checkbox"/> Noise. 65 LDN <input type="checkbox"/> Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project was to preserve capacity and enhance safety on Taxiways Y and K and the South Ramp to ensure safe and reliable aircraft operations on the airfield. The rehabilitation of Taxiways Y and K and the South Ramp improved the existing level of safety and efficiency of the airport by enhancing the structural integrity of the taxiways and ramp by complying with FAA Title 14 CFR Part 139 *Airport Certifications*. This project strengthened and widened these pavements in order to support larger aircraft and the volume of operations. The structural integrity of airfield pavements is critical to aviation safety. Airfield pavements that are rated near or below the minimum PCI rating of 70 could result in aircraft safety incidents. When airfield pavements fall below the critical 70 PCI the rate of deterioration of the pavement and the cost to rehabilitate increase exponentially, causing the cost to the Airport and U.S. Airport System to increase.

FOR FAA USE

___ Safety, Preserve [] Enhance []

___ Security, Preserve [] Enhance []

___ Capacity, Preserve [] Enhance []

___ Furnish opportunity for enhanced competition between or among air carriers at the airport

___ Mitigate noise impacts resulting from aircraft operations at the airport

___ Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Taxiways Y and K are critical components of the airfield since these taxiways support the primary runways at the Airport. Taxiway Y supports Runway 4R-22L

and Concourses B and C. Taxiway K supports the South Ramp and air carriers taxiing from Concourse A to Runways 4R-22L and 4L-22R. The South Ramp provides aircraft parking for GA aircraft, but also stages carriers with delayed departures and serves as a designated area for deicing planes.

The last major rehabilitation of Taxiways Y and K was 1985 and 1995 respectively. Since that time some significant operational changes have occurred resulting in increased utilization and greater aircraft activity. The significant increase in the number of air carrier operations using larger and heavier aircraft than which these pavements were designed for had reduced the useful of these pavements.

According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for airfield pavement reconstruction or rehabilitation is 20 and 10- years respectively. The last overlay project for Taxiway K was a three-inch overlay in 2004, but the last major rehabilitation was done in 1985. The last major rehabilitation on Taxiway Y was in 1995. A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Taxiway Y were consistent with loading and weather issues due to the presence of joint seal damage, joint spalling, and linear cracking. The distresses on Taxiway K were also consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, and raveling.

The E&K report indicated that Taxiway Y and K were “Satisfactory” with an overall weighted PCI rating of 71 and 76 respectively. The sections rehabilitated for this project had PCIs of 47 and 66, which is considered “Poor” and “Fair”. The rehabilitated section of South Ramp had PCI of 73 or “Satisfactory”. It is recommended that the airfield pavement PCI should be maintained above 70 to maintain a level sufficient to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

FOR FAA USE:

Define how the project accomplishes PFC Objective(s).

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s).

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

B 11 Rehabilitation and Enhancement of Taxiways Y and K and South Ramp

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study;

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **July 1, 2012**

Estimated Project Completion Date (Month and Year): **October 18, 2013**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

B 11 Rehabilitation and Enhancement of Taxiways Y and K and South Ramp

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

- 1. Project Title: **Rehabilitation of Terminal Ramp**
- 2. Project Number: **12**
- 3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

- 4. Project Type
 - Impose Only:
 - Concurrent: **Impose and Use**
 - Use Only:
- Link to application:

- 5. Level of Collection:

<input type="checkbox"/> \$1.00	<input type="checkbox"/> \$4.00
<input type="checkbox"/> \$2.00	<input checked="" type="checkbox"/> \$4.50
<input type="checkbox"/> \$3.00	

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**
 Bond Capital: **\$10,236,800**
 Bond Financing & Interest: **\$10,236,800**

Subtotal PFC Funds*: **\$20,473,600**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:
 Grant # **N/A** Grant Funds in Project **\$0**

Subtotal Existing AIP Funds: **\$0**

Anticipated AIP Funds (List Each Year Separately):
 Fiscal Year: **N/A** Entitlement **\$0** Discretionary **\$0** Total **\$0**

Subtotal Anticipated AIP Funds: **\$0**

Other Funds:
 State Grants: **\$0**
 Local Funds: **\$0**

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$20,473,600

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project will rehabilitate and replace portions of the Terminal Ramp Apron (Apron) pavements at Midway (Exhibit 25). The existing Apron was installed in 2000 and is approximately 40,000 square-yards and supports 45 gates. This project will include the full depth replacement of approximately 195,000 square-feet of existing Concourse C apron and also selective areas of the terminal ramp outside of the Concourse C apron that are in need of rehabilitation. This project includes repairs to existing drainage structures, grounding tie-downs, and new pavement markings. This project also includes environmental planning and PFC planning efforts.

The new pavements will be designed and constructed in accordance with FAA AC 150/5300-13A *Airport Design*, AC 150/5320-6E *Airport Pavement Design and Evaluation*, and AC 150/5370-10G *Standards for Specifying Construction of Airports*. This project also restriped the construction affected areas in accordance to AC 150/5340-1L *Standards for Airport Markings*.

The cost estimate for this project can be found in Exhibit 26.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A

Number of ticket counters: N/A

Number of gates: N/A

Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution:

This project will reduce congestion and increase safety at the Airport and for the national air transportation system. The Airport's ongoing pavement management program serves to maintain all pavements with a minimum condition of "Satisfactory/Fair" in order to avoid a costlier, reconstruction of the pavement sections and to avoid Foreign Object Debris (FOD) that can have an adverse effect on the safety of aircraft operations at the Airport.

Deteriorating pavement can significantly impact the capacity of the airfield due to unanticipated ramp closures and would therefore lead to increased congestion and potential closure of gates. These unanticipated closures would not only have a detrimental impact on the operations at Midway, but also on those airports that

have flights arriving or departing from Midway. Midway is Southwest Airline's busiest airport. Midway averages 272 daily departures to 69 domestic destinations and nine international destinations. In calendar year 2015 Midway averaged approximately 702 aircraft operations a day. Any disruptions that would prevent access to the gates could significantly impact Airport capacity.

Therefore, this project prevents the formation of FOD on Ramp and reduces the likelihood of unanticipated closures for emergency repairs that would have significant impacts on congestion. Thus, this project meets the significant contribution requirements of reducing congestion and enhancing safety.

FOR FAA USE

Air safety. Part 139 Other (explain) _____

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain) _____

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain) _____

Congestion. Current or Anticipated _____

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to preserve capacity and enhance safety on the Terminal Ramp to ensure safe and reliable aircraft operations on the airfield. The reconstruction and rehabilitation of the Terminal Ramp will improve the existing level of safety and efficiency of the Airport by improving the structural integrity of the ramp pavements and complying with FAA Title 14 CFR Part 139 *Airport*

Certifications. The structural integrity of airfield pavements is critical to aviation safety. Airfield pavements that are rated near or below the minimum PCI rating of 70 could result in aircraft safety incidents.

FOR FAA USE

- Safety, Preserve Enhance
- Security, Preserve Enhance
- Capacity, Preserve Enhance
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The existing concrete apron surrounding Concourse C and Gates, B1, B2 and B3 was the first Ramp pavement installed as part of the new Midway Terminal Development Program in 2000. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for airfield pavement rehabilitation or reconstruction is 10 and 20 years respectively. The Concourse C Ramp is approximately 17-years old. A pavement evaluation completed in June 2015, by Jacobs indicated that distresses on the Concourse C Ramp were consistent with loading and climate issues due to the presence of joint seal damage, joint spalling, map cracking, and linear cracking.

The Concourse C Ramp had an overall weighted PCI rating of 44 or "Poor". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study.

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **November 1, 2017**

Estimated Project Completion Date (Month and Year): **December 31, 2018**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- Yes
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

- YES
 NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

- the amount of the local match to be collected at a \$4.50 PFC level, or
 the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
 NO
 N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
------	----------------	------

Item(s) reviewed

Name	Routing Symbol	Date
Item(s) reviewed		

EXHIBIT 26

ENGINEER'S ESTIMATED COST OF CONSTRUCTION
 MIDWAY INTERNATIONAL AIRPORT
 CHICAGO, ILLINOIS
Terminal Ramp Improvements
 August 8, 2014

ITEM NO	DESCRIPTION OF WORK	UNITS	EST QTY.	EST UNIT COST	ITEM COST (TOTAL)
1	PCC Removal and Replacement 18"	SY	31,000	\$250 00	\$7,750,000 00
2	CTPB Removal and Replacement 6"	CY	4,700	\$200 00	\$940,000 00
3	Undercut and Backfill	LS	1	\$100,000 00	\$100,000 00
4	Pavement Marking	LS	1	\$35,000 00	\$35,000 00
5	Grounding Tie Down Replacement	LS	1	\$65,000 00	\$65,000 00
6	Structure Adjustments	LS	1	\$250,000 00	\$250,000 00
TOTAL CONSTRUCTION COST					\$9,140,000 00
DESIGN & CONSTRUCTION CONTINGENCY - 20%					\$1,828,000 00
SUBTOTAL					\$10,968,000 00
DESIGN FEES - 10%					\$1,096,800 00
TOTAL ESTIMATED PROJECT COST					\$12,064,800 00

Notes

Scope includes the removal and replacement of concrete pavement, CTPB base, adjustment of structures, replacement of grounding tie down, and striping

PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Rehabilitation of Midway Airport Maintenance Complex (AMC)**

2. Project Number: **13**

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**

Bond Capital: **\$4,207,299**

Bond Financing & Interest: **\$4,207,299**

Subtotal PFC Funds*: **8,414,598**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A**

Grant Funds in Project **\$0**

Subtotal Existing AIP Funds: **\$0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A**

Entitlement **\$0**

Discretionary **\$0**

Total **\$0**

Subtotal Anticipated AIP Funds: **\$0**

Other Funds: **N/A**

State Grants: **\$0**

Local Funds: **\$8,938,701**

B 13 Rehabilitation of Midway Airport Maintenance Complex (AMC)

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$17,353,299

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

Revised 8/31/2010

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project will rehabilitate the Airport Maintenance Complex (AMC) at Midway (Exhibit 27, 30, 31). The AMC was constructed in November of 1996, is approximately 95,000 square-feet, located on the south side of the Airport. The AMC serves as a snow removal equipment (SRE) storage facility and maintenance shop for all Midway vehicles.

This project consists of construction of a new, separate SRE storage structure directly south of the existing AMC building, the rehabilitation of the existing AMC building, and the replacement and expansion of the potassium acetate pumps and tanks to allow for an approximate onsite storage total of 90,000 gallons of potassium acetate. The new structure will accommodate snow removal equipment that is currently stored in the existing Secondary AMC Hangar. The existing Secondary will be rehabilitated, within a separate project that is not part of this PFC application, for use by airport operations. The existing Secondary AMC must be rehabilitated to bring the building in compliance with current building codes and ADA regulations. Rehabilitation to the existing AMC building includes the replacement of the HVAC system, overhead doors and associated hardware, an upgrade to the emergency generator and switchgear, replacement of the existing boilers, and the replacement of the roofing membrane. The existing potassium acetate pumps and tanks are utilized annually for airfield deicing, and were constructed in November of 1996. This project also includes environmental planning and PFC planning efforts.

Table 13-1 shows the calculation of the estimated PFC-eligible costs associated with the rehabilitation of AMC. The eligible proration percentage calculation for the new SRE storage building is 51.6 percent, determined by the SRE spreadsheet calculator (Exhibit 29) based on Pt. 139-approved Snow & Ice Control Plan and current SRE inventory (Exhibit 28), which is applied to the \$5,976,400 in new SRE building total construction costs. The eligible proration percentage calculation of the rehabilitation of the existing AMC is 3.0 percent, which is applied to the \$4,759,288

in existing AMC rehabilitation total construction costs¹, less the high-cost 100 percent eligible item (i.e. potassium acetate pumps and tanks). Including the 100 percent eligibility, it is estimated that approximately 34.1 percent of the total construction cost is PFC-eligible, or \$4,207,299.

The cost estimate for this project can be found in Exhibit 32.

¹ The total project cost estimate for the Rehabilitation of Midway AMC Project is \$13,146,000, which includes \$11,394,660 in construction costs, in addition to \$941,600 in bond, contractor fee, and building permit allowance and \$809,740 in escalation, LEED, community outreach, and utility/unforeseen conditions allowance. All escalation, LEED, community outreach, and utility/unforeseen conditions allowance are not included in this application. If costs increase, the City of Chicago could amend this PFC application in the future to include additional PFC-eligible costs; any additional costs that are not PFC eligible would be paid for with airport discretionary funds.

B 13 Rehabilitation of Midway Airport Maintenance Complex (AMC)

Table 13-1: Estimated PFC-Eligible Construction Project Costs

Phase 2: New AMC SRE Storage Building Space (by Type)	Square Feet
PFC Eligible Areas:	
<i>Eligible SRE Storage</i> ¹	19,648
PFC Eligible Area Square Footage Total [A]	19,648
PFC Ineligible Areas:	
<i>Ineligible SRE Storage</i>	18,416
PFC Ineligible Area Square Footage Total [B]	18,416
PFC Prorated Areas:	
<i>Maneuvering Lane</i>	13,430
PFC Prorated Areas Square Footage Total [C]	13,430
Total New AMC SRE Storage Building Space	51,494
PFC Eligible Proration % [A/(A+B)]	51.6%

Phase 3: Rehabilitation of Existing AMC Space (by Type)	Square Feet
PFC Eligible Areas: ²	
<i>Eligible Maintenance Space</i>	1,500
<i>Salt Storage</i>	354
<i>Urea Storage</i>	294
<i>Sand Storage</i>	686
PFC Eligible Area Square Footage Total [A]	2,834
PFC Ineligible Areas:	
<i>Ineligible Existing AMC Space</i>	91,919
PFC Ineligible Area Square Footage Total [B]	91,919
PFC Prorated Areas:	
<i>Emergency Generator Space</i>	247
PFC Prorated Areas Square Footage Total [C]	247
Total Rehabilitation of Existing AMC Space	95,000
PFC Eligible Proration % [A/(A+B)]	3.0%

Construction Component	Total Construction Costs	Estimated PFC Eligibility	Estimated PFC-Eligible Construction Costs
Phase 1 - Potassium Acetate Tank	\$658,972	100.0%	\$658,972
Phase 2 - New SRE Building	\$5,976,400	51.6%	\$3,084,846
Phase 3 - Existing AMC Renovations	\$4,759,288	3.0%	\$142,347
Total Construction Costs	\$11,394,660	34.1%	\$3,886,165
Bond	\$237,000		\$80,829
Contractor Fee	\$604,600		\$206,200
Building Permits Allowance	\$100,000		\$34,105
Total Project Costs	\$12,336,260	34.1%	\$4,207,299
PFC Use Authority Requested			
PFC PAYGO			\$0
PFC Bond Capital			\$4,207,299
PFC Bond Financing and Interest			\$4,207,299
Total PFC Use Authority Requested – Construction Project			\$8,414,598

1/ PFC eligible SREs determined by SRE spreadsheet calculator based on Pt. 139-approved Snow & Ice Control Plan and inventory.

2/ PFC eligibility for existing AMC renovations is based on up FAA Order 5100-38D Table O-3.

B 13 Rehabilitation of Midway Airport Maintenance Complex (AMC)

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

FOR FAA USE

Air safety. Part 139 [] Other (explain) _____

Certification Inspector concur. Yes [] No [] Date _____

Air security. Part 107 [] Part 108 [] Other (explain) _____

CASFO concur. Yes [] No [] Date _____

Competition. Competition Plan [] Other (explain) _____

Congestion. Current [] or Anticipated [] _____

LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan [] _____

Other (explain) _____

Noise. 65 LDN [] Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective is to enhance airfield safety with the rehabilitation of the AMC snow removal equipment storage facility in order protect and maintain the snow removal equipment. The existing building and infrastructure is over 20-years old and in need of significant improvements.

FOR FAA USE

Safety, Preserve [] Enhance []

Security, Preserve [] Enhance []

Capacity, Preserve [] Enhance []

Furnish opportunity for enhanced competition between or among air carriers at the airport _____

Mitigate noise impacts resulting from aircraft operations at the airport _____

Project does not meet any PFC objectives (explain) _____

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

II. Project Justification:

The AMC was completed in November 1996. It has not had any significant improvements since in construction 21-years ago. This project is eligible according to FAA Order 5100.38D since this facility stores snow removal equipment that was federally funded. The AMC is in need of improvements to provide critical functions that are required at the Airport. This facility also houses all of the snow removal equipment for the Airport.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph of Order 5100.38 or PGL)

Planning eligible under AIP criteria (paragraph of Order 5100.38 or PGL)

Noise compatibility planning as described in 49 U.S.C. 47505

Noise compatibility measures eligible under 49 U.S.C. 47504

Project approved in an approved Part 150 noise compatibility plan

Title and Date of Part 150:

Project included in a local study.

B 13 Rehabilitation of Midway Airport Maintenance Complex (AMC)

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____),
percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding. _____

Are any work elements or portions of the overall project ineligible? Provide associated costs. _____

12. Estimated Project Implementation Date (Month and Year): **June 1, 2016**

Estimated Project Completion Date (Month and Year): **August 29, 2018**

For FAA Use _____

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain. _____

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): **N/A**

For FAA Use _____

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner. _____

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action? _____

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

B 13 Rehabilitation of Midway Airport Maintenance Complex (AMC)

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

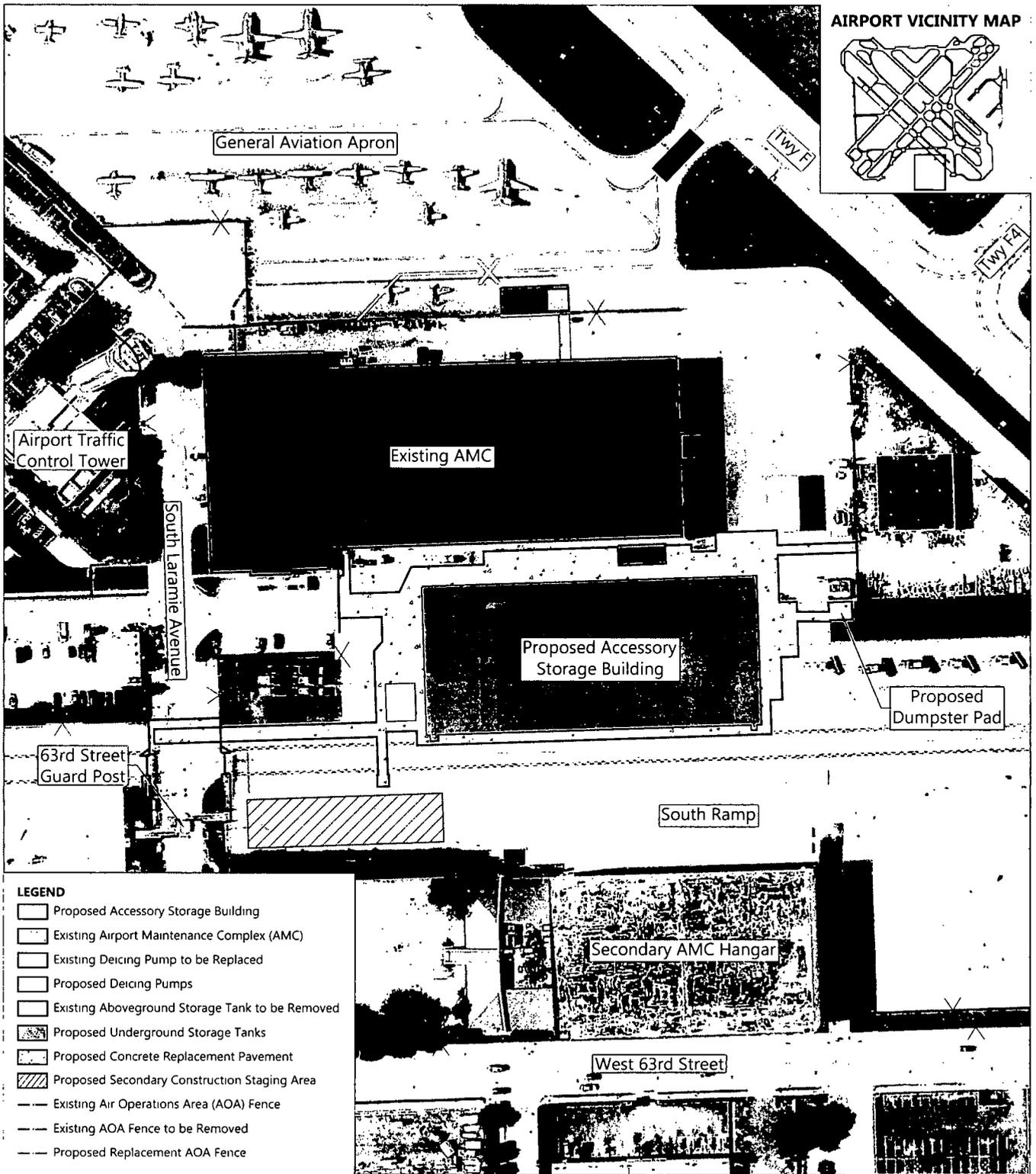
Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

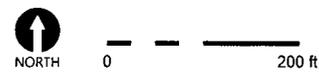
Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



SOURCE Crawford, Murphy, and Tilly (CMT), November 2011 (aerial photography - for visual reference only, may not be to scale), Ricondo & Associates, Inc., September 2017
 PREPARED BY Ricondo & Associates, Inc., September 2017

EXHIBIT 27



Rehabilitation of Midway Airport Maintenance Complex

Drawing Z:\Chicago\2017\Financials\PFOPFC Application - 2017 Projects\Application Files\Attachment\B\Exhibits\PCA - E\J\Exhibit 22 - 20170909.dwg\Layout: Exhibit 2 Plotted.rvt, 2017 9 50PM

Rehabilitation of Midway Airport Maintenance Complex Project
 PFC Application

EXHIBIT 28 MDW Part 139-Approved Snow and Ice Control Plan SRE Inventory

Please also refer to Exhibits 3.4a and 3.4b for graphical depictions of the airfield clearing priority movement locations.

3.5 Airfield Clearance Times

Midway International Airport is sufficiently equipped to meet the FAA recommended snow clearance time standards outlined in the table below:

Clearance Times for Commercial Service Airports

<i>Annual Airplane Operations (includes cargo operations)</i>	<i>Clearance Time¹ (hour)</i>
<i>40,000 or more</i>	<i>½</i>
<i>10,000 – but less than 40,000</i>	<i>1</i>
<i>6,000 – but less than 10,000</i>	<i>1½</i>
<i>Less than 6,000</i>	<i>2</i>
<p><i>General: Commercial Service Airport means a public-use airport that the U.S. Secretary of Transportation determines has at least 2,500 passenger boardings each year and that receives scheduled passenger airplane service [reference Title 49 United States Code, Section 47102(7)].</i></p> <p><i>Footnote 1: These airports should have sufficient equipment to clear 1 inch (2.54 cm) of falling snow weighing up to 25 lb/ft³ (400 kg/m³) from Priority 1 areas within the recommended clearance times.</i></p>	

3.6 Snow and Ice Control Equipment and Tools

Central to the Midway International Airport SICP is its fleet of snow and ice removal equipment. The current array of such equipment available at the airport is listed below:

21 Runway Brooms	4 Snow Blowers
8 20' Plows	3 Rollover Plows
2 Box Plows	3 Highlifts
5 4,000 gallon De-icers	5 Salt Trucks
4 14' Plows/Sanders*	1 Beet Juice Dispenser
3 Tractors with Blowers or Brushes	2 Dynatest Friction Testers

*The sander trucks are also capable of dispensing solid deicer material.

3.7 Storage of Snow and Ice Control Equipment

With the exception of periodic adjustments to the runway brooms performed during the course of a snow removal operation, all maintenance of the Airport snow and ice control equipment is conducted inside the machine shop facility of the Airport Maintenance Complex (AMC). The machine shop is enclosed and heated.

During the winter months, when the average temperatures are below freezing, the Airport snow and ice control equipment is continually stored in a separate enclosed and heated hangar facility adjacent to the AMC when not staged for an alert or in use.

CHICAGO MIDWAY INTERNATIONAL AIRPORT
SNOW/ICE CONTROL VEHICLE INVENTORY

EXHIBIT 3.6

Section	Year	Make	Model	Function
Snow Vehicles (58)				
AVB307	2016	Oshkosh	TR HB2723	Runway Snow Blower
AVB308	2016	Oshkosh	TR HB2723	Runway Snow Blower
AVB309	2016	Oshkosh	TR HB2723	Runway Snow Blower
AVB310	2016	Oshkosh	TR HB2723	Runway Snow Blower
AVD204	2008	Oshkosh	6x6 P Series	Runway Deicer
AVD205	2008	Oshkosh	6x6 P Series	Runway Deicer
AVD207	2006	Oshkosh	6x6 P Series	Runway Deicer
AVD208	2015	Oshkosh	6x6 P Series	Runway Deicer
AVD209	2015	Oshkosh	6x6 P Series	Runway Deicer
AVFT73 (FT1)	2012	Ford	E350	Friction Tester
AVFT72 (FT2)	2012	Ford	E350	Friction Tester
AVS112	1999	Oshkosh	6x6P2546S/P	Sander W/Plow
AVS113	1999	Oshkosh	6x6P2546S/P	Sander W/Plow
AVS114	1998	Oshkosh	6x6P2546S/P	Sander W/Plow
AVS115	2000	Oshkosh	6x6P2546S/P	Sander W/Plow
AVS116	2000	Oshkosh	6x6P2546S/P	20 Ft Rollover Plow
AVS117	2001	Oshkosh	6x6P2546S/P	20 Ft Box PLOW
AVS118	2001	Oshkosh	6x6P2546S/P	20 Ft Box PLOW
AVS119	2001	Oshkosh	6x6P2546S/P	20 Ft Rollover Plow
AVS129	2014	FreightLiner	108SD	20 Ft Rollover Plow
AVS120	2001	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS121	2001	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS122	2002	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS123	2002	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS124	2002	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS125	2002	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS126	2002	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS127	2002	Oshkosh	6x6P2546S/P	20 Ft PLOW
AVS500	2012	Wausau	Snow Dozer	High Speed Runway Broom
AVS501	2012	Wausau	Snow Dozer	High Speed Runway Broom
AVS502	2012	Wausau	Snow Dozer	High Speed Runway Broom
AVS503	2012	Wausau	Snow Dozer	High Speed Runway Broom
AVS380	2002	Oshkosh	HB2718	High Speed Runway Broom
AVS381	2003	Oshkosh	HB2718	High Speed Runway Broom
AVS382	2003	Oshkosh	HB2718	High Speed Runway Broom
AVS383	2003	Oshkosh	HB2718	High Speed Runway Broom
AVS384	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS385	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS386	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS387	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS388	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS389	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS390	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS391	2006	Oshkosh	HB2718	High Speed Runway Broom
AVS392	2007	Oshkosh	HB2718	High Speed Runway Broom
AVS393	2007	Oshkosh	HB2718	High Speed Runway Broom
AVS394	2007	Oshkosh	HB2718	High Speed Runway Broom
AVS395	2007	Oshkosh	HB2718	High Speed Runway Broom
AVS396	2008	Oshkosh	HB2718	High Speed Runway Broom
AVS714	1995	Volvo	L50C	High Lift
AVS715	1995	Volvo	L50C	High Lift
AVS718	2002	Volvo	L50C	High Lift
AVC942	2009	Ford	Salt Truck	Salt Truck
AVC943	2009	Ford	Salt Truck	Salt Truck
AVC980	2002	Ford	6x4 Dump w/insert	Salt Truck
AVC986	2005	Ford	F350 w/insert	Salt Truck
AVC987	2004	Ford	F350 w/insert	Salt Truck
AVC908	2002	Ford	Flat Bed	Beet Juice Dispenser

Original Date: April 30, 2009

Revision Date: September 1, 2016

FAA Approval

[Signature]
11/7/2016

EXHIBIT 29

Snow Removal Equipment Calculations

11/17/2017

* Shaded areas automatically calculated

Airport Name: **Midway International Airport**
 Location: **Chicago, IL**
 Average Annual Snow: **Fall* 44.5** *Source Illinois State Water Survey, University of Illinois, <http://www.sws.uiuc.edu/data/climatedb/data.asp> (Accessed October 31, 2017)
 Type of Airport: **Commercial Service**
 Annual Operations: **>40,000** Time allowed for removal per AC 150/5200-30a: **0.5** hours

Critical Snow Removal Areas

Primary Runway (usually one)

13C-31C	6,522	length (ft) x	150	width (ft)	=	978,300	sq. ft
13L-31R	5,141	length (ft) x	150	width (ft)	=	771,150	sq. ft

Parallel taxiway and one or two principle connecting taxiways

Alpha	593	length (ft) x	35	width (ft)	=	20,754	sq. ft
Bravo	616	length (ft) x	60	width (ft)	=	36,935	sq. ft
Echo 1	1,035	length (ft) x	75	width (ft)	=	77,611	sq. ft
Echo 2	1,300	length (ft) x	75	width (ft)	=	97,484	sq. ft
Echo 3	986	length (ft) x	75	width (ft)	=	73,970	sq. ft
Foxtrot	5,421	length (ft) x	35	width (ft)	=	189,746	sq. ft
Kilo	2,614	length (ft) x	75	width (ft)	=	196,013	sq. ft
November	4,256	length (ft) x	75	width (ft)	=	319,193	sq. ft
Whiskey	3,285	length (ft) x	75	width (ft)	=	246,365	sq. ft
Yakee	1,549	length (ft) x	75	width (ft)	=	116,184	sq. ft

Terminal, Cargo, and General Aviation Aprons

Critical apron area assumed as 2/3 of the apron

66.67% Req' x	North	457,729	Total (sq ft)	=	305,168	sq. ft
66.67% Req' x	South	1,157,501	Total (sq ft)	=	771,706	sq. ft
66.67% Req' x	East	2,637,912	Total (sq ft)	=	1,758,696	sq. ft
66.67% Req' x	West	387,416	Total (sq ft)	=	258,290	sq. ft

Other critical areas (ie. emergency or ARFF access roads)

ARFF Access Service Road	423,334	Total (sq ft)	=	423,334	sq. ft
ARFF Access Stage A	19,633	Total (sq ft)	=	19,633	sq. ft
ARFF Access Stage C	17,708	Total (sq ft)	=	17,708	sq. ft
ARFF Access Stage D	39,962	Total (sq ft)	=	39,962	sq. ft

Total Area = **6,718,202** sq. ft

Tons of Snow (using 1 in. of snow at 25 lbs/cu ft)

600 tons

Minimum snow removal rate (70% efficiency)

1,714 tons/hr

Eligible Items Maximum Quantity

Snow Blower	3
Plow	6
Sweeper	9
Hopper Spreader	9
Front End Loader	6

Assumptions Made.

Class 1 (up to 600 tons/hr)
 2 times the # of snow blowers (plows should have equal capacity as blower)
 1 sweeper per 750,000 sq. ft (rounded up)
 1 Hopper Spreader per 750,000 sq. ft
 Front End Loader per 500k sq. ft of critical apron space

Commercial Service

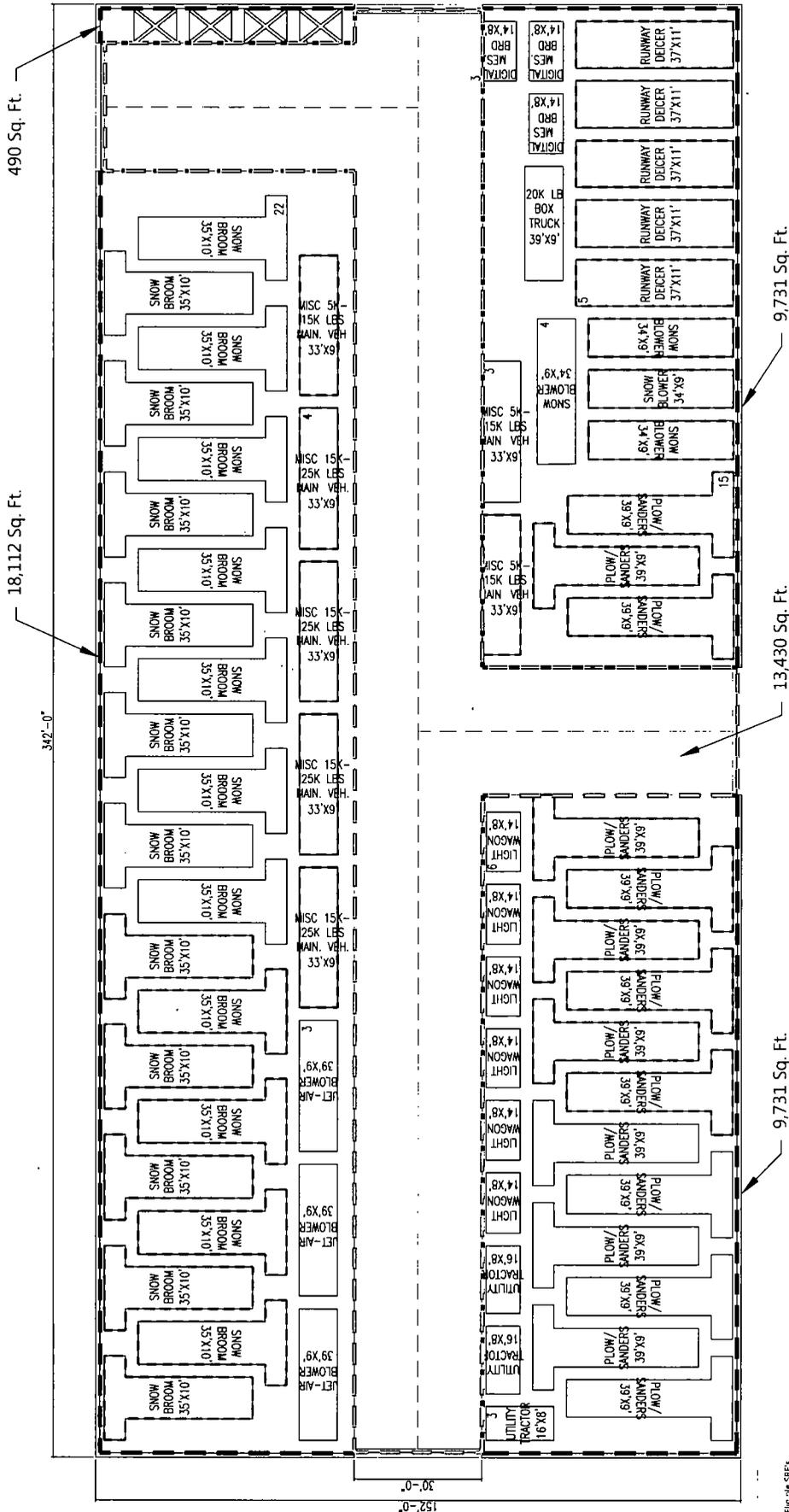
Note: If an airport requests more than the listed quantities of snow Commercial Service justification must be submitted

This program assumes at least 15" annual snow fall	10000	
	10000	
Class 1 (up to 600 tons/hr)	General Aviat <6,000	Commercial Service
Class 2 (up to 1500 tons/hr)	Commercial \$6,000-10,000	
Class 3 (up to 2500 tons/hr)	10,000-40,000	
Class 4 (up to 3000 tons/hr)	>40,000	
Class 5 (up to 4000 tons/hr)	10,000	

3,093,860

Front End Loader Area

305,168
771,706
1,758,696
258,290
Total Area 3093859.95



LEGEND
 [Symbol] PFC Big Side SRE's
 [Symbol] PFC Protected Areas
 SOURCE: City of Chicago, L.C. October 2014
 PREPARED BY: [Name] November 2017

0 25ft
 11/16/17
 [Signature]

EXHIBIT 30

Midway Airport Maintenance Complex (AMC)
 New SRE Storage Structure - Parking Plan



EXHIBIT 32

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



RS&H

Airport Maintenance Complex Improvements

April 25, 2017

Chicago - Midway International Airport

Task Order No. 26650-85-TSK-00001

Spec. No 26650

Project No. M8119.15-00

IFPR SUBMITTAL

	Phase 2 NEW BUILDING	Phase 1 & 3 RENOVATION	
New AMC (SF)	51,984	2,971	Storage Tank Areas (SF)
Impacted Site Area (SF)	71,995	106,615	Existing Building (SF)

CSI	DESCRIPTION	PHASE 2 NEW BUILDING	PHASE 1 + 3 RENOVATION	SUB-TOTAL
1000	GENERAL REQUIREMENTS	\$ 230,000.00	\$ 392,300.00	\$622,300.00
2000	EXISTING CONDITIONS	\$ 109,300.00	\$ 539,900.00	\$649,200.00
3000	CONCRETE	\$ 947,300.00	\$ 7,900.00	\$955,200.00
4000	MASONRY	\$ 126,000.00	\$ -	\$126,000.00
5000	METALS	\$ 21,800.00	\$ 19,500.00	\$41,300.00
6000	WOOD AND PLASTICS	\$ -	\$ 34,400.00	\$34,400.00
7000	THERMAL AND MOISTURE PROTECTION	\$ 375,000.00	\$ 1,634,550.00	\$2,009,550.00
8000	DOORS AND WINDOWS	\$ 104,800.00	\$ 324,800.00	\$429,600.00
9000	FINISHES	\$ 76,500.00	\$ 900.00	\$77,400.00
10000	SPECIALTIES	\$ -	\$ -	\$0.00
11000	EQUIPMENT	\$ -	\$ -	\$0.00
12000	FURNISHINGS	\$ -	\$ -	\$0.00
13000	SPECIAL CONSTRUCTION	\$ 2,415,000.00	\$ -	\$2,415,000.00
14000	CONVEYING SYSTEMS	\$ -	\$ -	\$0.00
21000	FIRE SUPPRESSION	\$ 153,500.00	\$ -	\$153,500.00
22000	PLUMBING	\$ 134,100.00	\$ 501,220.00	\$635,320.00
23000	HVAC	\$ 240,000.00	\$ 1,114,210.00	\$1,354,210.00
26000	ELECTRICAL	\$ 327,700.00	\$ 761,980.00	\$1,089,680.00
27000	COMMUNICATIONS	\$ -	\$ -	\$0.00
28000	ELECTRONIC SAFETY & SECURITY	\$ -	\$ -	\$0.00
31000	EARTHWORK	\$ 194,900.00	\$ -	\$194,900.00
32000	EXTERIOR IMPROVEMENTS	\$ 196,200.00	\$ 86,600.00	\$282,800.00
33000	UTILITIES	\$ 324,300.00	\$ -	\$324,300.00
SUBTOTAL		\$ 5,976,000.00	\$ 5,418,000.00	\$ 11,395,000.00
	LEED Silver / SAM Level "3 Planes"	1% \$ 59,800.00	\$ 54,200.00	\$ 114,000.00
	DESIGN CONTINGENCY	0% \$ -	\$ -	\$ -
	ESCALATION (through 2017)	3% \$ 181,100.00	\$ 164,200.00	\$ 345,300.00
	BOND	2% \$ 124,300.00	\$ 112,700.00	\$ 237,000.00
	CONTRACTOR FEE	5% \$ 317,100.00	\$ 287,500.00	\$ 604,600.00
TOTAL		\$ 6,658,000.00	\$ 6,036,600.00	\$ 12,696,000.00
	BUILDING PERMITS ALLOWANCE			\$ 100,000.00
	UTILITY/ UNFORESEEN CONDITIONS ALLOWANCE			\$ 250,000.00
	COMMUNITY OUTREACH ALLOWANCE			\$ 100,000.00
TOTAL CONSTRUCTION COST				\$ 13,146,000.00

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



RS&H

Airport Maintenance Complex Improvements

Chicago - Midway International Airport

6201 South Laramie Avenue

Task Order No. 26650-85-TSK-00001

Spec. No 26650

Project No. M8119.15-00

Phase 2 - New AMC Building (SF)

Phase 2 - Site Work Area (SF)

Total Project Area (SF)

NEW BUILDING

51,984

71,995

365,000

NEW BUILDING - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
-------------	------	------	------------	--------	-----------

GENERAL REQUIREMENTS					\$ 230,000.00
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General Conditions	1	LS	\$ 230,000 00	\$ 230,000 00	
Temporary Protection / Access / Site Entrance					Incl
Inlet Protection [C300] -- 11ea					Incl
Erosion Barrier @ Perimeter - 270LF [C300]					Incl
Permits					See Summary
Selective Testing & Inspection					Incl.
Utility Tie-ins/ Tap Fee (Water, Sewer, Electricity, Cable)					As Noted Below, See 33000

2000 EXISTING CONDITIONS					\$ 109,300.00
---------------------------------	--	--	--	--	----------------------

Mass Excavation					Refer to 31000 Earthwork
Demo/ Remove Existing Pavement					Refer to 31000 Earthwork
Structural Excavation					Refer to 31000 Earthwork
SITE DEMOLITION [C100]:					
Demo Water Line	118	LF			See 33000
Cap Water Line	1	EA			See 33000
Demo Hydrant	1	EA			See 33000
Demo Valve	1	EA			See 33000
Demo Bollards	4	EA	\$ 300 00	\$ 1,200 00	
Demo Curbs					N/A
Remove Existing Fence					N/A
Highway Guardrail Demo					N/A
Demolish Existing Paving - Bituminous Pavement [C200]	57,855	SF	\$ 0 90	\$ 52,070 00	
Demolish Existing Paving - Concrete	25,632	SF	\$ 1 60	\$ 41,010 00	
Haul/ Disposal (On Airport Property)	1	AL	\$ 15,000.00	\$ 15,000 00	
Environmental Abatement:					
Abatement Containment/ Setup/ Disposal/ Project Management					N/A

3000 CONCRETE					\$ 947,300.00
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Strip Footing. Cast in place (shallow fdtns. - 1'-6"h x 4'-6"w)	247	CY	\$ 375 00	\$ 92,480 00	
Column Bases Cast in place (1'-6"h x 6'-6"w x 6'-6")	80	CY	\$ 375 00	\$ 29,930 00	
Column Piers	34	EA	\$ 1,500 00	\$ 51,000 00	
Strap Beams 12"x16"	80	CY	\$ 375 00	\$ 29,820 00	
Foundation Wall - 12" wide x 2'-6" h	46	CY	\$ 525.00	\$ 24,210 00	
Foundation Wall - 12" wide x 6'-0" h	118	CY	\$ 525 00	\$ 61,930 00	
Backfill/ Compaction	769	CY	\$ 120 00	\$ 92,230 00	
SOG					
Slab on Grade (10" thick w/ Epoxy #4 @ 12" o c ea way)	50,996	SF	\$ 10 00	\$ 509,960 00	
Rebar (@150Lbs/ CY)	118	Tons			
CA-6 (6" compacted Fill)	944	CY	\$ 38 00	\$ 35,890 00	
Class A Vapor Barrier					Refer to 7000
2" Insulation @ Perimeter of Foundation	3,944	SF	\$ 3 25	\$ 12,820 00	
Sunken Stairs Foundation / Footing Wall	1	AL	\$ 7,040 00	\$ 7,040 00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



RS&H

Airport Maintenance Complex Improvements

Chicago - Midway International Airport

6201 South Laramie Avenue

Task Order No. 26650-85-TSK-00001

Spec. No 26650

Project No. M8119.15-00

Phase 2 - New AMC Building (SF)

Phase 2 - Site Work Area (SF)

Total Project Area (SF)

NEW BUILDING

51,984

71,995

365,000

NEW BUILDING - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
4000 MASONRY				\$	126,000.00
8'h Grout Solid Masonry Wall @ Perimeter	7,000	SF	\$ 18 00	\$ 126,000 00	
5000 METALS				\$	21,800.00
ENCLOSURE:					
Steel Structure Supports - Trusses/ Purlins				Refer to 13000	
Roof Framing				Refer to 13000	
Wall Framing				Refer to 13000	
X-Bracing (8 instances)				Refer to 13000	
Catwalk / Ceiling Structure				Excluded	
Interior Stairs				N/A	
Exterior Galv Stairs - 4Treads + Landing / Handrails [A504]	3	EA	\$ 2,500.00	\$ 7,500 00	
Handrails @ Sunken Stair [S202]	35	LF	\$ 65 00	\$ 2,280 00	
Bollards @ Stairs / OH Door Openings / Hydrants	20	EA	\$ 600 00	\$ 12,000 00	
Interior Bollards @ Columns				N/A	
6000 WOOD AND PLASTICS				\$	-
7000 THERMAL AND MOISTURE PROTECTION				\$	375,000.00
Roof - Standing Seam Metal Panels				Refer to 13000	
Prefinished Rake Trim @ Roof				N/A	
Roof Specialties				N/A	
Vapor Barrier	50,996	SF	\$ 0 25	\$ 12,750 00	
Intumescent Paint Sprayed @ Roof/ Ceiling - 1HR [A401]	51,984	SF	\$ 4 00	\$ 207,940 00	
Intumescent Paint Sprayed @ Walls - 1HR [A401]	29,526	SF	\$ 4 00	\$ 118,100 00	
Cementitious Sprayed-On Fireproofing (2HR)	1	AL	\$ 25,000 00	\$ 25,000 00	
@ End Wall Columns				Included	
@ Primary Steel Clearspan Framing				Included	
Firestopping				Included in Prefab Bldg	
Sealants and Caulking				Included in Prefab Bldg	
Downspouts	450	LF	\$ 25 00	\$ 11,250 00	
Gutters (pre-formed by bldg manufacturer)	685	LF		Included in Prefab Bldg	
8000 DOORS AND WINDOWS				\$	104,800.00
Exterior Doors - Double / Single					
Type B - 3' x7' HM/HM (3/4 hour rated)	8	EA	\$ 1,850 00	\$ 14,800 00	
Hardware	8	EA	\$ 750 00	\$ 6,000 00	
Overhead Doors					
30'x20' High Speed Fabric Roll Up Doors	4	EA	\$ 21,000 00	\$ 84,000 00	
Exterior Glazing				Excluded	
Interior Doors - Double / Single				N/A	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



RS&H

Airport Maintenance Complex Improvements

Chicago - Midway International Airport

6201 South Laramie Avenue

Task Order No. 26650-85-TSK-00001

Spec. No 26650

Project No. M8119.15-00

Phase 2 - New AMC Building (SF)

Phase 2 - Site Work Area (SF)

Total Project Area (SF)

NEW BUILDING

51,984

71,995

365,000

NEW BUILDING - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
9000 FINISHES				\$	76,500.00
Partitions (9' ht u.n o.)				N/A	
Wall Finishes / Painting / Sealing Walls				N/A	
Ceiling Finishes				N/A	
Floor					
Floor Sealer / Hardener	50,996	SF	\$ 1 50	\$ 76,500.00	
10000 SPECIALTIES				\$	-
N/A					
11000 EQUIPMENT				\$	-
N/A					
12000 FURNISHINGS				\$	-
FF&E				Excluded	
13000 SPECIAL CONSTRUCTION				\$	2,415,000.00
Pre-Fab Steel Manufactured Building	1	AL	\$ 2,415,000.00	\$ 2,415,000.00	
Gable Building w/ Clear Span Frames				Included	
10" Roof Purlins and Girts				Included	
(4) OH Door Openings				Included	
Kynar Color Standing Seam Roof Panels w/ Insulation				Included	
Kynar Color Standing Seam Wall Panels w/ Insulation				Included	
Caulking / Firestopping				Included	
14000 CONVEYING SYSTEMS				\$	-
Conveying				NIC	
21000 FIRE SUPPRESSION				\$	153,500.00
Fire Protection					
Wet Sprinkler Heads	72	HDS	\$ 135 00	\$ 9,720 00	
Piping	2,115	LF	\$ 45 00	\$ 95,180 00	
FP-1 1000 GPM Fire Pump	1	EA	\$ 38,500 00	\$ 38,500 00	
JP-1 10 GPM Jockey Pump	1	EA	\$ 5,100 00	\$ 5,100 00	
Portable Fire Extinguishers	1	LS	\$ 5,000.00	\$ 5,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



RS&H

Airport Maintenance Complex Improvements

Chicago - Midway International Airport

6201 South Laramie Avenue

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Spec. No 26650

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Phase 2 - Site Work Area (SF)

Total Project Area (SF)

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51,984

71,995

365,000

NEW BUILDING - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
-------------	------	------	------------	--------	-----------

22000 PLUMBING				\$	134,100.00
-----------------------	--	--	--	-----------	-------------------

Plumbing					
4" Floor Drains	44	EA	\$ 1,100.00	\$ 48,400.00	
6" Underground Piping	250	LF	\$ 60.00	\$ 15,000.00	
4" Underground Piping	1,350	LF	\$ 45.00	\$ 60,750.00	
Clean Outs	22	EA	\$ 450.00	\$ 9,900.00	
Trench Drains				N/A	
Sand Interceptors				Excluded	
Triple Oil Interceptor				See RENOVATION - Phase 1	
Heat Trace				Excluded	

23000 HVAC				\$	240,000.00
-------------------	--	--	--	-----------	-------------------

[M105]					
1 - Gas Fired Unit Heaters/ Piping Sterling SC-400	10	EA	\$ 3,437.50	\$ 34,380.00	
3" Piping	60	LF	\$ 70.00	\$ 4,200.00	
2 1/2" Piping	200	LF	\$ 65.00	\$ 13,000.00	
2" Piping	455	LF	\$ 52.00	\$ 23,660.00	
1 1/2" Piping	195	LF	\$ 45.00	\$ 8,780.00	
Thermostats	10	EA	\$ 375.00	\$ 3,750.00	
2 - Wall Mounted Exhaust Fan (13,000CFM)	4	EA	\$ 7,800.00	\$ 31,200.00	
3 - New Louvers/ Motorized Dampers (2 x 48" x 60")	4	EA	\$ 9,000.00	\$ 36,000.00	
4 - New CO/ NO2 Sensors (x12)	1	LS	\$ 85,000.00	\$ 85,000.00	
Exhaust System				Excluded	
Door Heaters				Excluded	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



RS&H

Airport Maintenance Complex Improvements

Chicago - Midway International Airport

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Phase 2 - New AMC Building (SF)

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4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
26000 ELECTRICAL				\$	327,700.00
New Electrical. [E301]					
Conduits/ Feeders from MSB	1	AL	\$ 30,000 00	\$ 30,000.00	
Distribution					
LCP-1 (Lighting Control Panel)	1	AL	\$ 3,500 00	\$ 3,500 00	
HA 250A/ 277/480V, 3P/ 4W	1	EA	\$ 6,750 00	\$ 6,750 00	
200A Breakers		EA	\$ 175 00	\$ -	
110A Breakers	3	EA	\$ 150 00	\$ 450 00	
70A Breakers		EA	\$ 90 00	\$ -	
30A Breakers	3	EA	\$ 70 00	\$ 210 00	
20A Breakers	30	EA	\$ 65 00	\$ 1,950 00	
EHA 40A / 277/480V/ 3P/ 4W	1	EA	\$ 600 00	\$ 600 00	
20A Breakers	2	EA	\$ 65 00	\$ 130 00	
LA 250A/ 120/208V/ 3P/ 4W	1	EA	\$ 6,750 00	\$ 6,750 00	
100A Breakers	3	EA	\$ 150 00	\$ 450 00	
20A Breakers	24	EA	\$ 65 00	\$ 1,560 00	
LB 100A/ 120/208V/ 3P/ 4W	1	EA	\$ 3,100 00	\$ 3,100 00	
20A Breakers	30	EA	\$ 65 00	\$ 1,950 00	
TA-75kVA/ 3P/4W	1	EA	\$ 13,477 50	\$ 13,480 00	
Conduits and Feeders	1	LS	\$ 15,000 00	\$ 15,000 00	
New Electrical - Vehicle Storage Building [E-205]:					
Lighting					
Type A - High Bay 400W, Suspended CREE	77	EA	\$ 993 75	\$ 76,520 00	
X1 - Exit Signs, Lithonia	8	EA	\$ 490 00	\$ 3,920 00	
OA- LED Flood, 400W, Wall Mounted, CREE	6	EA	\$ 1,337 50	\$ 8,030 00	
OB-LED Wall Pack, 250W, Wall Mounted CREE	12	EA	\$ 1,150 00	\$ 13,800 00	
OC-LED Wall Pack, Wall Mounted CREE	8	EA	\$ 1,150 00	\$ 9,200 00	
Conduits/ Wiring	1	LS	\$ 55,500 00	\$ 55,500 00	
New Electrical - Vehicle Storage Building [E-204]:					
Ceiling Mounted Horn/Strobe	5	EA	\$ 275 00	\$ 1,380 00	
Wall Mounted Horn/ Strobe	8	EA	\$ 225 00	\$ 1,800 00	
Ceiling Mounted Strobe	0	EA	\$ 190 00	\$ -	
Wall Mounted Strobe	8	EA	\$ 175 00	\$ 1,400 00	
Pull Stations	0	EA	\$ 200 00	\$ -	
Duplex GFI	17	EA	\$ 175 00	\$ 2,980 00	
WP Duplex GFI	7	EA	\$ 450 00	\$ 3,150 00	
Conduits/ Wiring	1	LS	\$ 11,250 00	\$ 11,250 00	
Door Operators	4	EA	\$ 1,500 00	\$ 6,000 00	
Grounding System	51,984	SF	\$ 0 25	\$ 13,000 00	
Lightning Protection System				NIC	
Communications/ Security				NIC	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



RS&H

Airport Maintenance Complex Improvements

Chicago - Midway International Airport

6201 South Laramie Avenue

Task Order No. 26650-85-TSK-00001

Spec. No 26650

Project No. M8119.15-00

Phase 2 - New AMC Building (SF)

Phase 2 - Site Work Area (SF)

Total Project Area (SF)

NEW BUILDING

51,984

71,995

365,000

NEW BUILDING - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
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26000	ELECTRICAL -- contd.				--contd.
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New Electrical - [E204]					
	1-2 x 2" Conduit to AMC Building/ FA	1	AL	\$ 18,000 00	\$ 18,000 00
	2-Supervisory/ Monitoring Modules for FP/ FA System	1	AL	\$ 5,860 00	\$ 5,860 00
	2-Tamper Resistant Switch				Incl
	2-Flow Switch Monitor Module				Incl
	4 - Wall Mount Fire/ Jockey Pump CP				Incl
	Generator			Included in RENOVATION	
	Testing / Commissioning	1	LS	\$ 10,000 00	\$ 10,000 00

27000	COMMUNICATIONS				\$ -
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	N/A				
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28000	ELECTRONIC SAFETY & SECURITY				\$ -
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	N/A				
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31000	EARTHWORK				\$ 194,900.00
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Site Demolition:					
	Site - Cut and Fill (delta existing to new spot elevations)	1,926	CY	\$ 25 00	\$ 48,150 00
	SOG - Cut	475	CY	\$ 20 00	\$ 9,500 00
	SOG - Fill	979	CY	\$ 60 00	\$ 58,740 00
	Haul and Disposal (airport property)	34	LDS	\$ 150 00	\$ 5,070 00
	Structural Excavation - Shallow Foundations/ Footing	711	CY	\$ 35 00	\$ 24,870 00
	Structural Excavation - Column Piers	209	CY	\$ 100 00	\$ 20,870 00
	Structural Excavation - Strap Beams 12"x16"	278	CY	\$ 35 00	\$ 9,720 00
	Haul and Disposal (airport property)	120	LDS	\$ 150 00	\$ 17,950 00
	Grade Beams/ Caissons/ Pot Holing / etc				Excluded
	Backfill / Compaction			Refer to 3000 - Concrete	
	Shoring / Earth Retention				NIC

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DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
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32000 EXTERIOR IMPROVEMENTS				\$	196,200.00
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Phase 1 -- New Site Work @ Underground Acetate Tank: [C200]									See RENOVATION
	New 2" Bit. Concrete Pavement/ 3" Binder	2,021	SF						See RENOVATION
	6" Bituminous Base Course	37	CY						See RENOVATION
	10" Granular Subbase Course (CA-6)	62	CY						See RENOVATION
	New Concrete Pavement - 11"PCC	525	SF						See RENOVATION
	4" Cement Treated Aggregate Base	6	CY						See RENOVATION
	8" Granular Subbase Course (CA-6)	13	CY						See RENOVATION
	New Curb and Gutter to match existing	11	LF						See RENOVATION
	New 5"PCC/ Over 4" Base Sidewalk	50	SF						See RENOVATION
	New Fence - 10' Type A	325	LF						See RENOVATION
Phase 2 -- New Site Work:									
	Sidewalk Stoop @ Door of Existing Building	37	SF	\$	8 00	\$	300 00		
	Flexible Pavement 2" Bit' Concrete Pavement/ 3" Binder	30,830	SF	\$	2 75	\$	84,780 00		
	6" Bituminous Base Course	571	CY	\$	3 25	\$	1,860 00		
	10" Granular Subbase Course (CA-6)	952	CY	\$	40 00	\$	38,060 00		
	Roadway Striping [C600]	1	LS	\$	15,000 00	\$	15,000 00		
	Parking Lot Striping								NIC
	Signage	1	LS	\$	5,000 00	\$	5,000 00		
	New Dumpster Pad [C200]	445	SF	\$	12 00	\$	5,340 00		
	Concrete Pad [C200]	1,594	SF	\$	12 00	\$	19,120 00		
	New Curb and Gutter to match existing [C200]	50	LF	\$	35 00	\$	1,750 00		
	Landscaping / Site Restoration	1	AL	\$	25,000 00	\$	25,000 00		
	Site Fencing								Excluded
	Protective Perimeter Guardrail								Excluded

33000 UTILITIES				\$	324,300.00
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Utility Demolition / Conflicts [C100]:									
	Demo Water Line ~6" dia	118	LF	\$	50 00	\$	5,900 00		
	Cap Water Line	1	EA	\$	1,930 00	\$	1,930 00		
	Demo Hydrant	1	EA	\$	840 00	\$	840 00		
	Demo Valve	1	EA	\$	210 00	\$	210 00		
	Remove Abandoned Storm Pipe	950	LF	\$	40 00	\$	38,000 00		
	Remove Storm Manholes	6	EA	\$	420 00	\$	2,520 00		
	Haul / Dispose	1	AL	\$	20,000.00	\$	20,000 00		
	Remove / Relocate Light Pole(s)								NIC
	Unknown Underground Utility Demo								NIC

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



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Project No. M8119.15-00

Phase 2 - New AMC Building (SF)

Phase 2 - Site Work Area (SF)

Total Project Area (SF)

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71,995

365,000

NEW BUILDING - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
33000 UTILITIES -- contd.					--contd.
Utilities:					
Water Service - 8"	465	LF	\$ 135 00	\$ 62,780 00	
Fire Hydrant & Valve Box	2	EA	\$ 3,100 00	\$ 6,200 00	
Water Valves	2	EA	\$ 1,440 00	\$ 2,880 00	
Connect 8" DIP to Existing 12" DIP	1	AL	\$ 4,280 00	\$ 4,280 00	
Insulate Water Main Crossing Over Existing Piping	1	AL	\$ 5,000 00	\$ 5,000 00	
Electric Service (Connect to Main Building)				See Above	
Gas Service - 4"	275	LF	\$ 85 00	\$ 23,380 00	
Storm:				\$ -	
6" ESVCP	20	LF	\$ 16 00	\$ 320 00	
10" ESVCP (@ Existing Building)	225	LF	\$ 21 00	\$ 4,730 00	
12" ESVCP	500	LF	\$ 26 00	\$ 12,990 00	
18" ESVCP	28	LF	\$ 33 00	\$ 940 00	
21" ESVCP	172	LF	\$ 40 00	\$ 6,880 00	
36" RCP	219	LF	\$ 105 00	\$ 23,000 00	
Catch Basins	5	EA	\$ 2,750 00	\$ 13,750 00	
Cleanouts	5	EA	\$ 450 00	\$ 2,250 00	
Manholes	3	EA	\$ 3,350 00	\$ 10,050 00	
Proposed Oil Wells				Included in RENOVATION	
Connect to Building Drain	2	EA	\$ 1,090 00	\$ 2,180 00	
Connect to Building Drain - 6"	1	EA	\$ 1,090 00	\$ 1,090 00	
Trenching / Excavation / Backfill (note additional depth)	1,164	LF	\$ 60 00	\$ 69,840 00	
6" ESVCP for Downspouts	150	LF	\$ 16.00	\$ 2,400 00	
Site Lighting (2 Pole Mounted Lights)				N/A	
SUB TOTAL - NEW AMC BUILDING				\$ 5,976,000.00	

ESTIMATOR'S STATEMENT OF PROBABLE CONSTRUCTION COST



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Project No. M8119.15-00

RENOVATION - Phase 1 + 3

Phase 3 - Existing Building (SF)

106,615

1st Floor - Office (SF)

26,450

1st Floor - Storage (SF)

65,365

2nd Floor - Office (SF)

14,800

Phase 1 - Pot/ Ace. Tank Areas (SF)

2,971

RENOVATION - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
1000 GENERAL REQUIREMENTS				\$	392,300.00
General Conditions	1	LS	\$ 352,000 00	\$ 352,000 00	
Temporary Protection / Access				Incl	
Temporary Sound and Dust Barriers				Incl	
Selective Testing & Inspection				By Owner	
Allowance for Premium Time (Shutdowns) [P001, note 22]	288	HRS	\$ 140 00	\$ 40,320 00	
Permits				See Summary	
Utility Tie-ins/ Tap Fee (Water, Sewer, Electricity, Cable)				As Noted	
2000 EXISTING CONDITIONS				\$	539,900.00
Environmental Abatement:					
Abatement Containment/ Setup/ Disposal/ Project Management				N/A	
Site Demolition:					See also 32000 Exterior Improvements
Shoring / Earth Retention				N/A	
Highway Guardrail Demo				N/A	
Utility Demolition / Conflicts				N/A	
Unknown Underground Utility Demo				N/A	
Haul / Dispose				N/A	
SITE DEMOLITION [C100]:					
Demolish Existing Paving - Concrete	25,632	SF		See NEW AMC BUILDING	
Demolish Existing Paving - Bituminous Pavement	57,855	SF		See NEW AMC BUILDING	
Phase 1 - Demo @ Existing Potassium Acetate Storage Tank					
Demo Existing Retaining Wall / Bollards	88	LF	\$ 50 00	\$ 4,400.00	
Remove Metal Stairs / Filling Platform	1	AL	\$ 2,520 00	\$ 2,520 00	
Sawcut / Remove Existing Pavement	948	SF	\$ 1 00	\$ 950 00	
Remove Existing Tank/ Equipment (above Ground)	1	AL	\$ 12,580 00	\$ 12,580 00	
Demo. Abandoned Piping	117	LF	\$ 4 00	\$ 470 00	
Remove Existing Manholes	6	EA	\$ 420 00	\$ 2,520 00	
Phase 1 - Prep for New Underground Potassium Acetate Storage Tank					See Div 32000
Interior Demolition - Architectural [AD101, AD102, AD103]:					
1st Floor [AD101]					
D3 - Demo Overhead Doors Entirely ~12'w	9	EA	\$ 2,280 00	\$ 20,520 00	
D3 - Demo Overhead Doors Entirely ~30'w	4	EA	\$ 6,080 00	\$ 24,320 00	
D4 - Demo HM Exterior Door/ Frame & Hdwr to RO	6	EA	\$ 150 00	\$ 900.00	
2nd Floor [AD102]					
Rem Solid Surface Sill for Storefront (345LF)	345	LF	\$ 5 00	\$ 1,730 00	
D2 - Remove Storefront [A702]	2,140	SF	\$ 2 50	\$ 5,350 00	
D2 - Remove Base Flashing @ Storefront				Incl	

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Phase 3 - Existing Building (SF)

106,615

1st Floor - Office (SF)

26,450

1st Floor - Storage (SF)

65,365

2nd Floor - Office (SF)

14,800

Phase 1 - Pot/ Ace. Tank Areas (SF)

2,971

RENOVATION - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
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2000	EXISTING CONDITIONS - contd.				-- contd.
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	Roof [AD102].				
	D5 - Rem Metal Coping for Roof Install / Salvage & Reuse	515	LF	\$ 10 00	\$ 5,150 00
	D6 - Rem Mem Roof & Pads @ 1st Story to Mtl Deck	11,825	SF	\$ 3 00	\$ 35,480 00
	Roof [AD103].				
	D1 - Rem Roof/ Insultn & Walkway Pads to Metal Deck	80,950	SF	\$ 3 00	\$ 242,850 00
	D2 - Rem Metal Coping	1,255	LF	\$ 1 50	\$ 1,880 00
	D3 - Remove Roof Drain & Drain Pan to Coupling [AD103]	8	EA	\$ 760 00	\$ 6,080 00
	D4 - Demo Prefab Insulated Equipment Roof Curbs	317	LF	\$ 6.00	\$ 1,900.00
	D5 - Remove Existing Expansion Joint & Foam Rubber Tube	182	LF	\$ 15 00	\$ 2,730 00
	Investigate Substrate For Damage/ Deterioration/ Moisture				NIC
	Haul / Disposal	1	AL	\$ 15,000 00	\$ 15,000 00
	Interior Demolition - Mechanical - 1st Floor [MD-101]:				
	1 - Rem VAV Box/ Coils/ Accessories/ Valves & Controls	14	INST	\$ 840 00	\$ 11,760 00
	2 - Rem. Hot Water Heating Coil + Access / Control Valves	1	INST	\$ 6,720 00	\$ 6,720 00
	3 - Rem and Dispose, Gas-Fired Modular Type Boilers	2	INST	\$ 6,540 00	\$ 13,080 00
	Base Mounted Hot Water Pumps	4	EA	\$ 840 00	\$ 3,360 00
	Inline Hot Water Pumps/ Piping/ Breeching/ Controls	7	EA	\$ 420 00	\$ 2,940 00
	4- Rem And Dispose HW Unit Heaters	15	EA	\$ 420 00	\$ 6,300 00
	Mechanical - 2nd Floor - [MD-102]:				
	1 - Rem VAV Box/ Coils/ Accessories/ Valves & Controls	10	INST	\$ 840 00	\$ 8,400 00
	2 - Rem Hot Water Heating Coil + Access / Control Valves	1	INST	\$ 5,040 00	\$ 5,040 00
	3 - Rem HVAC AHU + Accessories/ Valves/ Controls	1	INST	\$ 7,720 00	\$ 7,720 00
	4- Rem Floor Mounted Vertical Air-Conditioning Unit	2	INST	\$ 840 00	\$ 1,680 00
	Rem Integral Compressors/ Controls/ Accessories				Incl.
	5- Rem And Dispose HW Unit Heaters	1	EA	\$ 420 00	\$ 420 00
	Mechanical - Garage - [MD-103]:				
	1 - Rem Ex Gas Vacuum Type Low Intensity Infrared He	5	EA	\$ 3,360 00	\$ 16,800.00
	2 - Rem Exist Duct to HRV	4	EA	\$ 1,260.00	\$ 5,040 00
	3 - Disconnect Gas Fired Door Heater/ Gas Piping	4	EA	\$ 840 00	\$ 3,360 00
	Mechanical - Roof - [MD-104]:				
	1 - Demo Heat Recovery Unit + Piping/ Connections, etc	2	INST	\$ 1,680 00	\$ 3,360 00
	2 - Recover Refrigerant @ Air-Cooled Condenser	2	INST	\$ 315 00	\$ 630 00
	Haul / Disposal - Mechanical	1	AL	\$ 10,000 00	\$ 10,000 00
	Interior Demolition - Electrical - 1st Floor [ED-201]:				
	1 - Disconnect/ Rem All Disconnects/ Power Wiring and Conduit Assoc w/ Boiler Units	1	INST	\$ 1,680 00	\$ 1,680 00
	2 - Disconnect/ Rem. All Disconnects/ Power Wiring and Conduit Assoc w/ Hot Water Pumps	1	INST	\$ 840 00	\$ 840 00
	3 - Disconnect/ Rem All Disconnects/ Wiring and Accessories Assoc w/ VAV Units (existing conduit to remain)	13	INST	\$ 210 00	\$ 2,730 00
	4- Disconnect and Remove lighting switch	21	INST	\$ 105 00	\$ 2,210 00
	5 - Disconnect/ Rem. All Disconnects/ Wiring and Accessories Assoc w/ HUH Units (existing conduit to remain)	15	INST	\$ 210 00	\$ 3,150 00
	6-Re-Label existing Panels	1	AL	\$ 1,680 00	\$ 1,680 00
	7- Disconnect/ Rem Power/ Wiring associated with Motorized Door Operators	6	INST	\$ 420 00	\$ 2,520 00
	8- Disconnect/ Rem Power/ Wiring associated with HV Units	3	INST	\$ 420 00	\$ 1,260 00

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Phase 3 - Existing Building (SF)

106,615

1st Floor - Office (SF)

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Phase 1 - Pot/ Ace. Tank Areas (SF)

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4/25/2017

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DESCRIPTION.	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
2000 EXISTING CONDITIONS - contd.					
Electrical - 2nd Floor [ED-202]:					
1 - Disconnect/ Rem All Disconnects/ Wiring and Accessories Assoc w/ AHU Unit (existing conduit to remain)	1	INST	\$ 840 00	\$ 840 00	
2 - Disconnect/ Rem. All Disconnects/ Wiring and Accessories Assoc w/ VAV Units (existing conduit to remain)	9	INST	\$ 210 00	\$ 1,890 00	
3 - Disconnect/ Rem All Disconnects/ Wiring and Accessories Assoc w/ ACU Unit (existing conduit to remain)	3	INST	\$ 420 00	\$ 1,260 00	
4- Disconnect and Remove lighting switch	11	INST	\$ 105 00	\$ 1,160 00	
5 - Disconnect/ Rem All Disconnects/ Wiring and Accessories Assoc w/ HUH Units (existing conduit to remain)	1	INST	\$ 210 00	\$ 210 00	
Electrical - Garage [ED-203]:					
1 - Disconnect/ Rem All Disconnects/ Control Panels / Accessories / Wiring and Conduit Assoc w/ Motorized Door Operators	7	INST	\$ 420 00	\$ 2,940 00	
2 - Disconnect/ Rem MSB-1, Wiring and Conduit Assoc w/ Main Switchboard	1	INST	\$ 5,040 00	\$ 5,040 00	
3 - Disconnect/ Rem ATS-1, Wiring and Conduit Assoc w/ ATS to be replaced in new location	1	INST	\$ 420 00	\$ 420 00	
4 - Disconnect/ Rem ATS-2, Wiring and Conduit Assoc w/ ATS to be replaced in new location	1	INST	\$ 420 00	\$ 420 00	
5 - Disconnect/ Rem All Non-Emergency Loads from Existing Emergency Power System to remain	3	INST	\$ 840 00	\$ 2,520 00	
Field Verify EM Panels	1	AL	\$ 1,680 00	\$ 1,680 00	
Relocate Circuits to nearest Power Panels				TBD	
Rework Existing Conduit and Wiring, as needed to complete installation				TBD	
6 - Disconnect/ Rem All Disconnects/ Starters / Accessories / Wiring and Conduit Assoc. w/ De-icing Pumps to be replaced in new location	2	INST	\$ 840 00	\$ 1,680 00	
7-Disconnect/ Rem All Disconnects/ Starters/ Accessories associated with De-Icing Pumps	2	INST	\$ 840 00	\$ 1,680 00	
8 - Disconnect/ Rem All Disconnects/ Accessories / Wiring and Conduit Assoc w/ Infrared Heaters	14	INST	\$ 210 00	\$ 2,940.00	
9 - Disconnect/ Rem All Disconnects/ Accessories / Wiring and Conduit Assoc w/ Door Heaters	4	INST	\$ 420 00	\$ 1,680 00	
10 - Disconnect/ Rem All Disconnects/ Accessories / Wiring and Conduit Assoc. w/ Air Compressors	1	INST	\$ 210.00	\$ 210 00	
Electrical - Roof - [ED-250]:					
1 - Disconnect/ Rem All Disconnects/ Control Panels / Accessories / Wiring and Conduit Assoc w/ Heat Recovery Units to be replaced	2	INST	\$ 840 00	\$ 1,680 00	
2 - Disconnect/ Rem All Disconnects/ Wiring and Accessories Assoc w/ ACCU Unit (existing conduit to remain)	2	INST	\$ 840 00	\$ 1,680 00	
Code Deficiency Remediation				NIC	

-- contd.

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RENOVATION - Phase 1 + 3

Phase 3 - Existing Building (SF)

1st Floor - Office (SF)

1st Floor - Storage (SF)

2nd Floor - Office (SF)

Phase 1 - Pot/ Ace. Tank Areas (SF)

RENOVATION - IFPR Submittal

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DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
-------------	------	------	------------	--------	-----------

3000 CONCRETE					\$ 7,900.00
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Core and Patch Access Holes	1	AL	\$ 4,860 00	\$ 4,860 00	
Housekeeping Pads - Interior - 4"h	1	AL	\$ 3,000 00	\$ 3,000 00	

4000 MASONRY					\$ -
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Interior Walls 8" CMU					Existing to remain
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5000 METALS					\$ 19,500.00
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Structural Steel / Metals @ OH Doors	1	AL	\$ 19,500 00	\$ 19,500 00	
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6000 WOOD AND PLASTICS					\$ 34,400.00
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Rough Carpentry - Office Spaces					Excl
3/4" Fire Treated Plywood					Excl
Misc. Millwork/ Casework					Excl
14"w Sill @ New Windows - Solid Surface [2/A505]	345	LF	\$ 65 00	\$ 22,430 00	
New Roof Equipment Curbs [A103]					
Roof Curbs - min 14"h For ACCUs + HRV Units	300	LF	\$ 40 00	\$ 12,000 00	

7000 THERMAL AND MOISTURE PROTECTION					\$ 1,634,550.00
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New Membrane Roof (Incl 5% deck repairs)	92,775	SF	\$ 16 00	\$ 1,484,400 00	
Insulation - 6" Rigid Insulation	92,775	SF			Included Above
Replace Roof Drain & Drain Pan to Coupling	8	EA	\$ 2,200 00	\$ 17,600 00	
Metal Coping - Reinstall Salvaged	515	LF	\$ 10 00	\$ 5,200 00	
Metal Coping - New	1,255	LF	\$ 25 00	\$ 31,400 00	
Patch Roof as Needed @ Removed Curbs	1	AL	\$ 15,000 00	\$ 15,000 00	
New Expansion Joint & Foam Rubber Tube	182	LF	\$ 125 00	\$ 22,750 00	
Flashing					Incl
Roof Specialties					N/A
Roof Walkway Pavers	4,020	SF	\$ 12 00	\$ 48,200 00	
Skylights - Repair Existing					N/A
Limited Caulking/ Sealing/ Safing @ Select Penetrations	1	AL	\$ 10,000 00	\$ 10,000 00	

8000 DOORS AND WINDOWS					\$ 324,800.00
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Exterior Doors					
Type B 3'-0" x 7'-0" HM/HM, Insulated Single Doors	6	EA	\$ 1,500 00	\$ 9,000 00	
1/4" x 36"w x18" @ Transom	6	EA	\$ 410 00	\$ 2,500 00	
Double Doors					N/A
Hardware	6	EA	\$ 1,800 00	\$ 10,800 00	
Interior Doors - height 7'-0"					N/A
Steel Overhead Coiling Doors with High Speed Motors w/ Visual Panels (factory painted, u n o)					
Type A 12'-0"w x 8'-8"h, Insulated w/ Vision Panels	6	EA	\$ 5,200 00	\$ 31,200 00	
Type A 13'-0"w x 19'-10"h, Insulated	2	EA	\$ 12,900.00	\$ 25,800 00	
Type A 12'-0"w x 19'-10"h, Insulated	1	EA	\$ 11,900 00	\$ 11,900 00	
Type A 30'-0"w x 19'-10"h, Insulated	2	EA	\$ 29,800 00	\$ 59,600 00	
Type A 13'-0"w x 18'-8"h, Insulated	2	EA	\$ 12,100 00	\$ 24,200 00	
Tie Door into Alarm System					Incl

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Spec. No 26650

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RENOVATION - Phase 1 + 3

Phase 3 - Existing Building (SF)

106,615

1st Floor - Office (SF)

26,450

1st Floor - Storage (SF)

65,365

2nd Floor - Office (SF)

14,800

Phase 1 - Pot/ Ace. Tank Areas (SF)

2,971

RENOVATION - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
8000 DOORS AND WINDOWS -- contd.					--contd.
Glazing					
Window Type A	1,124	SF	\$ 70.00	\$ 78,700.00	
Window Type B	507	SF	\$ 70.00	\$ 35,500.00	
Window Type C	509	SF	\$ 70.00	\$ 35,600.00	
Louvers				N/A	
9000 FINISHES				\$	900.00
Flooring					Existing to Remain
Ceiling					Existing to Remain
Painting					
Hollow Metal Doors	1	AL	\$ 900.00	\$ 900.00	
Garage					Existing to Remain
Offices					Existing to Remain
10000 SPECIALTIES				\$	-
Exterior Building Signage					Existing to Remain
Signage @ Site/ Entrance					Existing to Remain
Signage - Interior					Existing to Remain
Toilet Accessories					Existing to Remain
Misc Specialties:					
Fire Extinguisher Cabinets @ Each Exterior Door					Existing to Remain
Convex Mirrors					Existing to Remain
11000 EQUIPMENT					Existing to remain \$ -
12000 FURNISHINGS				\$	-
Casework					Excluded
13000 SPECIAL CONSTRUCTION				N/A \$	-
14000 CONVEYING EQUIPMENT				N/A \$	-
21000 FIRE SUPPRESSION					Existing to remain \$ -

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DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
-------------	------	------	------------	--------	-----------

22000 PLUMBING					\$ 501,220.00
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Exterior					
Potassium Acetate System (exterior) [PS-101 / P-401/ P-402]					
34,000 Gal Tanks (single walled)	2	EA	\$ 135,000 00	\$ 270,000 00	
Xylem Lineshaft Turbine Pumps #6CLC	4	EA	\$ 21,915.00	\$ 87,660 00	
PP-2, SS Self Priming Cent Pump, 170 GPM	1	EA	\$ 3,555 00	\$ 3,560 00	
Alum Loading Platform w/ Variable Reach Swing Arm	4	EA	\$ 25,000.00	\$ 100,000 00	
60'w x 30' Concrete Pads x 2				See Div 3000	
Piping / Connections	1	AL	\$ 40,000 00	\$ 40,000 00	
Roof Drain Replacement				See Div 7000	
Interior					
Toilet Fixtures				Existing to Remain	
Floor Drains				Existing to Remain	
Electric Water Cooler				Existing to Remain	
Underground Plumbing				Existing to Remain	
Sanitary Piping/ Supply/ Drainage/ Venting - Garage				Existing to Remain	
Heat Trace				N/A	

23000 HVAC					\$ 1,114,210.00
-------------------	--	--	--	--	------------------------

New Mechanical - 1st Floor [M-101]:					
1 - New DDC-Type VAV Box/ Coils/ Acces / Valves & Controls + Transition Ductwork	14	EA	\$ 3,230 00	\$ 45,220 00	
2 - ACU- New Ceiling Mounted HV Unit w/ HW Coil + Assoc Accessories/ Control Valve (101/201/ 301)					
ACU-101 (8,950CFM)	1	EA	\$ 49,880 00	\$ 49,880 00	
ACU-201 (5,600CFM)	1	EA	\$ 32,960.00	\$ 32,960 00	
ACU-301 (8,100CFM)	1	EA	\$ 46,480 00	\$ 46,480 00	
3 - HWB - New Condensing-Type Hot Water Boilers, 1200MBH, Camus DRNH	3	EA	\$ 38,000 00	\$ 114,000 00	
Pumps					
HWP-B1-3 (76GPM, Inline, B&G 60)	3	EA	\$ 3,555 00	\$ 10,670 00	
HWP-1-1A (156 GPM, Inline, B&G e-80) + VFD	2	EA	\$ 8,555 00	\$ 17,110 00	
HWP-2-2A (152 GPM, Inline, B&G e-80) + VFD	2	EA	\$ 8,555 00	\$ 17,110 00	
HWP-3-3A (10GPM, Inline, B&G XL) + VFD	2	EA	\$ 5,840 00	\$ 11,680 00	
Provide VFDs For Existing Chiller Pump Motors	1	EA	\$ 1,500 00	\$ 1,500 00	
HX-1 Replace Heat Exchanger (94 5 MBH, B&G P8)	1	AL	\$ 25,000 00	\$ 25,000 00	
4 - HUH Hot Water Unit Heaters (480-1780 CFM)	16	EA	\$ 2,505 00	\$ 40,080 00	
5- New 10HP Motor + VFD for Ex CWP	2	EA	\$ 8,760 00	\$ 17,520 00	
6 - HCP 101 (29GPM, Inline, B&G 60) + VFD	1	EA	\$ 4,815 00	\$ 4,820 00	
6- HCP 201 (14 7GPM, Inline, B&G 60) + VFD	1	EA	\$ 4,190 00	\$ 4,190 00	
6 - HCP 301 (12 5GPM, Inline, B&G 60) + VFD	1	EA	\$ 4,190 00	\$ 4,190 00	
6 - HCP 401 (37.8GPM, Inline, B&G 60) + VFD	1	EA	\$ 4,815 00	\$ 4,820 00	

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Phase 3 - Existing Building (SF)

106,615

1st Floor - Office (SF)

26,450

1st Floor - Storage (SF)

65,365

2nd Floor - Office (SF)

14,800

Phase 1 - Pot/ Ace. Tank Areas (SF)

2,971

RENOVATION - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
-------------	------	------	------------	--------	-----------

23000	HVAC -- contd.					--contd.
	2nd Floor - [M-102]:					
	1 - New DDC-Type VAV Box/ Coils/ Acces / Valves & Controls + Transition Ductwork	10	EA	\$ 3,230 00	\$ 32,300 00	
	2 - New Ceiling Mounted HV Unit w/ HW Coil + Assoc Accessories/ Control Valve	1	EA		Incl above	
	3 - New VAV-Type HVAC AC Unit + Accessories/ Valves/ Controls				See Below	
	4- ACU - New Floor Mounted Vertical Air-Conditioning Unit (501/502)					
	ACU-401 (17,600CFM, Carrier 39M36W)	1	EA	\$ 94,200 00	\$ 94,200 00	
	ACU-503 (700CFM)	1	EA	\$ 2,670 00	\$ 2,670 00	
	New Integral Compressors/ Controls/ Accessories				Incl	
	5-New Ceiling Mtd HW Unit Heater/ Piping/ Controls	1	EA	\$ 2,505 00	\$ 2,510 00	
	6-New HCP	1	EA	\$ 4,815 00	\$ 4,820 00	
	Garage - [M-103]:					
	1 - Gas Fired Door Heater/ Piping/ Flue (1,296 MBH, Weather	4	EA	\$ 8,145 00	\$ 32,580 00	
	2 - IH-1-14 New Gas Infrared Heating Units	14	EA	\$ 5,780 00	\$ 80,920 00	
	Gas Piping				ETR	
	2"/ 1" Gas Piping connections	1	AL	\$ 5,000 00	\$ 5,000 00	
	Trim Length for Calcana SR-200-80' 200,000BTU/HR (typ	14	INST	\$ 2,520.00	\$ 35,280 00	
	Vehicle Exhaust System Replacement/ Upgrade				Excluded	
	3 - New Air Compressors/ Associated Piping					
	GE-J 100PSIG	1	EA	\$ 40,405 00	\$ 40,410 00	
	GE-K 100PSIG	1	EA	\$ 40,405 00	\$ 40,410 00	
	Roof - [M-104]:					
	1 - HRV 1/ 2 New Heat Recovery Units Xetex-XLT-H, 30,000C	2	INST	\$ 65,940 00	\$ 131,880 00	
	2 - New Air-Cooled Condenser/ Accessories/ Piping, etc	2	INST	\$ 8,500 00	\$ 17,000 00	
	Roof Curb				Incl	
	Chemical Pot Feeder				Existing to Remain	
	Insulation (limited insulation)	1	LS	\$ 10,000 00	\$ 10,000 00	
	Temperature Controls - DDC	10%			\$ 97,000 00	
	CO2 and NOx Detection Systems				Existing to remain	
	Testing	1	LS	\$ 15,000.00	\$ 15,000 00	
	Commissioning	1	LS	\$ 25,000 00	\$ 25,000 00	

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Phase 1 - Pot/ Ace. Tank Areas (SF)

2,971

RENOVATION - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
26000 ELECTRICAL				\$	761,980.00
Electrical Service/ Distribution: [E301]					
New 2000A 277/480V, 3P, 4W Main Switch Gear MSB-1	1	AL	\$ 68,750.00	\$ 68,750.00	
1600A Breaker	1	EA	\$ 15,000.00	\$ 15,000.00	
1200A Breaker	1	EA	\$ 11,500.00	\$ 11,500.00	
800A Breaker	1	EA	\$ 8,900.00	\$ 8,900.00	
400A Breaker	2	EA	\$ 5,000.00	\$ 10,000.00	
300A Breaker	1	EA	\$ 4,750.00	\$ 4,750.00	
250A Breaker	1	EA	\$ 4,750.00	\$ 4,750.00	
175A Breaker	1	EA	\$ 4,500.00	\$ 4,500.00	
Feeders/ Conduit	1	LS	\$ 15,000.00	\$ 15,000.00	
Provide Temporary Power Connections/ Panels, etc	1	AL	\$ 3,000.00	\$ 3,000.00	
Concrete Encased Conduits from Standby Generator to Bldg					
1 x 4" Empty PVC S40 + 2 x 1" PVC S40	150	LF	\$ 89.00	\$ 13,350.00	
4 X #600 Kcmil + 1 x #250Kcmil in 4" Conduit	150	LF	\$ 99.65	\$ 14,950.00	
Control Wiring/ Power	150	LF	\$ 35.00	\$ 5,250.00	
Excavation / Backfill	150	LF	\$ 50.00	\$ 7,500.00	
NEMA 3R ATS-1 125A	1	EA	\$ 2,750.00	\$ 2,750.00	
NEMA 3R ATS-2 300A	1	EA	\$ 3,750.00	\$ 3,750.00	
Transformer @ Existing Building				Excluded	
[E-310/ E-311]					
Breakers in existing panels					
3 x 15A New Load Bank in HMP-1	3	EA	\$ 105.00	\$ 320.00	
3 x 125A New HRV-1 in HMP-1	3	EA	\$ 250.00	\$ 750.00	
3 x 125A New HRV-1 in HMP-2	3	EA	\$ 250.00	\$ 750.00	
3 x 20A New DO-1 in HMP-2	3	EA	\$ 105.00	\$ 320.00	
3 x 20A New PCP-1A in HMP-2A	3	EA	\$ 105.00	\$ 320.00	
3 x 20A New PCP-1B in HMP-2A	3	EA	\$ 105.00	\$ 320.00	
3 x 20A New PCP-1C in HMP-2A	3	EA	\$ 105.00	\$ 320.00	
3 x 20A New PCP-1D in HMP-2A	3	EA	\$ 105.00	\$ 320.00	
3 x 90A New AC-1 in HMP-3	3	EA	\$ 200.00	\$ 600.00	
3 x 90A New AC-2 in HMP-3	3	EA	\$ 200.00	\$ 600.00	
3 x 40A New DH-1 in HMP-3	3	EA	\$ 125.00	\$ 380.00	
3 x 40A New DH-2 in HMP-3	3	EA	\$ 125.00	\$ 380.00	
3 x 40A New DH-3 in HMP-3	3	EA	\$ 125.00	\$ 380.00	
3 x 40A New DH-4 in HMP-3	3	EA	\$ 125.00	\$ 380.00	
1 x 20A New Rooftop Receptacle in LPM-1	1	EA	\$ 105.00	\$ 110.00	
3 x 15A New DO-2 in LPM-2	3	EA	\$ 105.00	\$ 320.00	
1 x 20A New Rooftop Receptacle in LPM-2A	1	EA	\$ 105.00	\$ 110.00	
3 x 40A New PCP-2 in LPM-3	3	EA	\$ 125.00	\$ 380.00	
9 x 20A New DO-2 in LP1-C	9	EA	\$ 105.00	\$ 950.00	
3 x 20A HWB-1-3 in LP1-D	3	EA	\$ 105.00	\$ 320.00	
2 x 20A New VAV's in LP1-D	2	EA	\$ 105.00	\$ 210.00	
1 x 20A New Rooftop Receptacle in LP2-B	1	EA	\$ 105.00	\$ 110.00	
3 x 15A New DO-2 in CP-1	3	EA	\$ 105.00	\$ 320.00	
3 x 15A New DO-2 in PP-1	3	EA	\$ 105.00	\$ 320.00	

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Phase 3 - Existing Building (SF)

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Phase 1 - Pot/ Ace. Tank Areas (SF)

2,971

RENOVATION - IFPR Submittal

4/25/2017

AL = Allowance; CY = Cubic Yard (volume); EA = Each; INST = Instance; LDS = Truck Loads; LF = Linear Foot; LS = Lump Sum; SF = Square Foot Area

DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
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26000	ELECTRICAL -- contd.				--contd.
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DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
New Electrical - 1st Floor [E-201]:					
1 - New Breakers in Existing Panels & Wiring In Existing Conduit System For New VAV Units	13	INST			See above
Wiring 2#12, 1#12G					Incl
2- New Occupancy Sensors Wall Switch	20	EA	\$ 115 00	\$ 2,300 00	
3A-New Ceiling Mounted Occupancy Sensors (A)	1	EA	\$ 200 00	\$ 200 00	
3B-New Ceiling Mounted Occupancy Sensors (B)	9	EA	\$ 230 00	\$ 2,070 00	
4-Cut/ Patch/ Paint existing ceiling as needed	1	AL	\$ 1,500 00	\$ 1,500 00	
5- New breakers in existing panels	15	EA	\$ 100 00	\$ 1,500 00	
6-Re-Label Panels					See Above
7-VFD's for Ex CWP					See Above
8-VFD's for New HWP					See Above
9-Replace Starter Bucket in Ex. MCC	1	EA	\$ 510 00	\$ 510 00	
10-New Wiring/ Conduit to Pumps/ New Breaker in Ex Panel					See Below
New Electrical - 2nd Floor [E-202]:					
1 - New Breakers in Existing Panels & Wiring In Existing Conduit System For New ACU Unit	1	INST			See above
2 - New Breakers in Existing Panels & Wiring In Existing Conduit System For New VAV Units	10	INST			See above
3 - New Breakers in Existing Panels & Wiring In Existing Conduit System For New ACU Units	2	INST	\$ 300 00	\$ 600 00	
4-Provide Wattstopper ELCU-200 ELC	2	EA	\$ 378 75	\$ 760 00	
5- New Occupancy Sensors Wall Switch	10	EA	\$ 115 00	\$ 1,150 00	
6A-New Ceiling Mounted Occupancy Sensors	8	EA	\$ 200 00	\$ 1,600 00	
6B-New Ceiling Mounted Occupancy Sensors	7	EA	\$ 230 00	\$ 1,610 00	
6D-New Ceiling Mounted Occupancy Sensors	3	EA	\$ 205 00	\$ 620 00	
7-New Breakers for New HUH Units	1	AL	\$ 500 00	\$ 500 00	
8-New Wiring/ Conduit to Pumps/ New Breaker in Ex Panel					See above
New Electrical - Garage [E-203]:					
1 - New Wiring and Conduit System for DO-1 Units, New Breakers in Existing Panels	7	INST	\$ 2,180 00	\$ 15,260 00	
2- New 2000A MSB					See above
3 - New ATS-1					See above
4- New MEMA 3R ATS-2					See above
5- Disconnect all non-emergency loads	3	INST	\$ 210 00	\$ 630 00	
6 - New Breakers to Feed new De-Icing Pumps/ Control Panels, 7 5HP	2	INST			See above
7 - New Wiring and Conduit System Infrared Heaters, New Breakers in Existing Panels	14	INST	\$ 1,500 00	\$ 21,000 00	
Wiring 2#12, 1#12G					Incl
8- New 1250 kW Diesel Generator					See below
9-New Underground feeder from generator to building					See above
10B- Ceiling mounted OS	4	EA	\$ 230 00	\$ 920 00	
14-New Wiring/ Conduit to Door Heaters	4	EA	\$ 1,340 00	\$ 5,360 00	
15-New Wiring/ Conduits to Air Compressor	2	EA	\$ 920 00	\$ 1,840 00	

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DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
26000. ELECTRICAL -- contd.					--contd.
Mechanical/ Plumbing Tie Ins					
VAV	24	EA	\$ 415 00	\$ 9,960 00	
IR	14	EA	\$ 415 00	\$ 5,810 00	
HRV	2	EA	\$ 1,340 00	\$ 2,680 00	
HWP	9	EA	\$ 570 00	\$ 5,130 00	
HWUH	16	EA	\$ 310 00	\$ 4,960 00	
AHU	1	EA	\$ 1,340 00	\$ 1,340 00	
ACU	3	EA	\$ 465.00	\$ 1,400 00	
AC	2	EA	\$ 415 00	\$ 830 00	
New Electrical - Roof [E-250]:					
1 - New Wiring and Conduit System to Feed New Heat Recovery Units (HRV) @ Roof	2	INST		See above	
New WP/GFCI @ Roof for HRVs	3	EA	\$ 650 00	\$ 1,950 00	
Receptacles				Existing to remain	
Lighting				Existing to remain	
Lightning Protection				NIC	
Grounding System				Existing to remain	
Standby Generator Diesel (1,250 KW, 277/408V) [E-203]	1	AL	\$ 400,000 00	\$ 400,000 00	
Weatherproof Enclosure	1	AL	\$ 40,000 00	\$ 40,000 00	
Load Bank (650KW)				Incl	
(2) NEMA 3R Automatic Transfer Switches				Incl	
Re-Feed Existing Panels as Needed for New ATS Units				Incl	
Connect to Existing 230KW Generator				Incl	
Underground Feeder From Gen to MSB-1 in Bldg. Overhead				See Above	
(4) 5" Empty PVC S40				Incl	
Fuel Tank, exterior pad mounted (~12HRs)				Incl	
New Concrete Pad - 8' x 18'				Incl	
Generator Grounding System				Incl	
Existing 200Gallon Aboveground Fuel Tank				Existing to remain	
Verify/ Replace Conduit Size Prior to Re-pulling New Circuits	1	AL	\$ 25,000 00	\$ 25,000 00	
27000 COMMUNICATIONS				\$	-
28000 ELECTRONIC SAFETY & SECURITY				Existing to Remain	\$ -
Electronics Safety and Security				Existing to Remain	
Fire Alarm System				Existing to Remain	
31000 EARTHWORK				\$	-
Site Work:					
Structural Excavation				N/A	
Backfill / Compaction				N/A	
Haul/ Disposal of Spoils (On Airport Property)				N/A	
Haul/ Disposal (On Airport Property)				N/A	
Exterior Concrete / Backfill / Compaction				N/A	

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Phase 3 - Existing Building (SF)	106,615
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Phase 1 - Pot/ Ace. Tank Areas (SF)	2,971
RENOVATION - IFPR Submittal	4/25/2017

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DESCRIPTION	QTY.	UNIT	UNIT PRICE	BUDGET	SUB-TOTAL
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32000 EXTERIOR IMPROVEMENTS				\$	86,600.00
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Site Demolition:					
Phase 1 - Demo @ Existing Potassium Acetate Storage Tank					See Div 2000
Phase 1 -- Prep for New Underground Potassium Acetate Storage Tank					
Sawcut / Remove Existing Pavement - Concrete	572	SF	\$ 3 50	\$	2,000 00
Remove Pavement Markings	590	LF	\$ 1 00	\$	590 00
Remove Fence	330	LF	\$ 3 00	\$	990 00
Remove Existing Pavement	2,030	SF	\$ 1 25	\$	2,540 00
Sawcut Pavement (Concrete)	125	LF	\$ 20 00	\$	2,500 00
Excavation for New Tank	1	AL	\$ 7,040 00	\$	7,040 00
Haul/ Disposal (non-contaminated)	1	AL	\$ 5,000 00	\$	5,000 00
New Underground Potassium Ace Storage Tank	1	AL			See Plumbing
Remove Abandoned Storm Pipe	450	LF	\$ 25 00	\$	11,250 00
Remove Storm Manholes	7	EA	\$ 420 00	\$	2,940 00
Remove Vents	3	EA	\$ 420.00	\$	1,260 00
Remove Oil & Water Separator	1	AL	\$ 2,520 00	\$	2,520 00
New Site Work:					
Phase 1 -- New Site Work @ Underground Acetate Tank: [C200]					
New 2" Bit Concrete Pavement/ 3" Binder	2,021	SF	\$ 2 75	\$	5,560 00
6" Bituminous Base Course	2,021	SF	\$ 3 25	\$	6,570 00
10" Granular Subbase Course (CA-6)	62	CY	\$ 40 00	\$	2,500 00
New Concrete Pavement - 11"PCC	525	SF	\$ 12 00	\$	6,300 00
4" Cement Treated Aggregate Base	6	CY	\$ 60 00	\$	390 00
8" Granular Subbase Course (CA-6)	13	CY	\$ 40 00	\$	520 00
New Curb and Gutter to match existing	11	LF	\$ 35 00	\$	390 00
New 5"PCC/ Over 4" Base Sidewalk	50	SF	\$ 6 50	\$	330 00
New Fence - 10' Type A	325	LF	\$ 55 00	\$	17,880 00
New Oil & Water Separator	1	AL	\$ 7,500 00	\$	7,500 00
Site Lighting					N/A
Site Landscaping / Restoration					Refer to NEW AMC BUILDING
Site Parking / Signage / Stripping					Only as noted

33000 UTILITIES				\$	-
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Storm/ Sewer					N/A
Storm Detention - Detention Pond					N/A
Water					N/A
Electrical					N/A
Gas					N/A
Telephone					N/A

CONSTRUCTION SUB-TOTAL - RENOVATION				\$	5,418,000.00
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PFC APPLICATION NUMBER: 17-13-C-00-MDW

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: **Installation of FIS 2nd Bag Claim Device and Space Reconfiguration**

2. Project Number: **14**

3. Use Airport of Project: **Chicago-Midway International Airport (MDW)**

4. Project Type

Impose Only:

Concurrent: **Impose and Use**

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go: **\$0**

Bond Capital: **\$\$7,037,197**

Bond Financing & Interest: **\$\$7,037,197**

Subtotal PFC Funds*: **\$ \$14,074,394**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # **N/A** Grant Funds in Project **\$0**

Subtotal Existing AIP Funds: **\$0**

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: **N/A** Entitlement **\$0** Discretionary **\$0** **Total \$0**

Subtotal Anticipated AIP Funds: **\$0**

Other Funds: **N/A**

State Grants: **\$0**

Local Funds: **\$4,664,753**

B 14 Installation of FIS 2nd Bag Claim Device and Space Reconfiguration

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$18,739,147

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project funds the redevelopment of the Federal Inspection Services (FIS) Bag Claim area and the U.S. Customs and Border Protection (CBP) Office area to provide additional bag claim capacity at Midway (Exhibit 34, 35). A letter from the CBP approving of the proposed revisions to their operating area can be found in Exhibit 33.

This project will demolish approximately 800 square-feet of existing CBP office space to create additional public finished space to install an additional slope plate bag claim device with associated conveyors. This project will add one additional slope plate bag claim device in an area currently occupied by CBP offices, and replace the existing flat plate bag claim device in the FIS International Bag Claim Hall with a new slope plate claim device. The current FIS space is 12,000 square-feet and will be reconfigured to approximately 12,860 square-feet. This project also includes environmental planning and PFC planning efforts.

Table 14-1 shows the calculation of the estimated PFC-eligible costs associated with the FIS Second Bag Claim Device and Space Reconfiguration. The eligible proration percentage calculation is 72.86 percent¹, which is applied to the \$5,703,090 in FIS second bag claim device and space reconfiguration total construction costs², less the high-cost 100 percent eligible items (i.e. baggage handling devices). Including the 100 percent eligibility of high-cost items, it is estimated that approximately 79.33 percent of the total construction, design, and program management costs are PFC-eligible, or \$7,037,197. The cost estimate for this project is in Exhibit 36.

¹ The 72.86% eligibility was determined by analyzing the entire FIS project area. Eligible components include FIS processing space, baggage claim areas, egress paths, baggage inspection space and public bathrooms. Ineligible spaces include administration spaces, passenger search rooms, storage rooms, and non-public corridors.

² The total project costs estimate for the Installation of FIS 2nd Bag Claim Device and Space Reconfiguration is \$11,701,950, which includes \$8,871,105.55 in construction costs, in addition to \$2,830,844.46 in contingencies. All contingencies are not included in this application.

B 14 Installation of FIS 2nd Bag Claim Device and Space Reconfiguration

Table 14-1: Estimated PFC-Eligible Construction Project Costs

Construction Component	Total Construction Costs	Estimated PFC Eligibility	Estimated PFC-Eligible Construction Costs
Hard Costs	\$5,703,090	72.86%	\$4,155,285
Baggage Handling	\$1,784,057	100.00%	\$1,784,057
Total Construction Costs	\$7,487,147	79.33%	\$5,939,342
Design	\$473,383	79.33%	\$375,521
PM	\$910,576	79.33%	\$722,334
Total Construction Project Costs	\$8,871,106		\$7,037,197
PFC Use Authority Requested			
PFC PAYGO			\$0
PFC Bond Capital			\$7,037,197
PFC Bond Financing and Interest			\$7,037,197
Total PFC Use Authority Requested – Construction Project			\$14,074,394

If applicable for terminal projects,
 Prior to implementation of this project,
 Number of ticket counters: **74**
 Number of gates: **43**
 Number of baggage facilities: **There are 8 Bag Claim Carousels for the Inbounds, 4 Makeup Units for the Outbound, and 1 Bag claim in the FIS.**

At completion of this project,
 Number of ticket counters: **74**
 Number of gates: **43**
 Number of baggage facilities: **There will be 8 Bag Claim Carousels for the Inbounds, 4 Makeup Units for the Outbound, and 2 Bag claims in the FIS.**

Net change due to this project: **0**
 Number of ticket counters: **0**
 Number of gates: **0**
 Number of baggage facilities: **1**

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

B 14 Installation of FIS 2nd Bag Claim Device and Space Reconfiguration

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

This project will reduce congestion and enhance capacity with the installation of a new bag claim carousel to improve baggage processing efficiency. This project will also replace the existing flat plate carousel installed during the Terminal Modernization project in 2001. The installations of the new baggage carousel devices will double the existing baggage processing capacity. The addition carousel configuration will provide capacity to handle approximately 200 additional bags on two rotating sloped plate bag carousels to handle the volume from a 737-800 gauge aircraft. The existing flat plate carousel unit will be replaced with a smaller carousel unit with sloped plates that will allow for additional baggage capacity. This smaller carousel will reduce the unit's footprint and provide additional circulation space for arriving passengers.

Therefore, this project reduces congestion and increases baggage handling capacity. Thus, this project meets the significant contribution requirements of reducing congestion and enhancing safety.

FOR FAA USE

<input type="checkbox"/> Air safety. Part 139 <input type="checkbox"/> Other (explain)
Certification Inspector concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date _____
<input type="checkbox"/> Air security. Part 107 <input type="checkbox"/> Part 108 <input type="checkbox"/> Other (explain)
CASFO concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date _____
<input type="checkbox"/> Competition. Competition Plan <input type="checkbox"/> Other (explain)
Congestion. Current <input type="checkbox"/> or Anticipated <input type="checkbox"/>

LOI [] FAA BCA [] FAA Airport Capacity Enhancement Plan
Other (explain)
Noise. 65 LDN [] Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to enhance capacity with the reconfiguration of the existing FIS space for the installation of a new bag claim carousel and for the replacement of the new baggage carousel for improved baggage processing efficiency.

FOR FAA USE

Safety, Preserve [] Enhance []
 Security, Preserve [] Enhance []
 Capacity, Preserve [] Enhance []
 Furnish opportunity for enhanced competition between or among air carriers at the airport
 Mitigate noise impacts resulting from aircraft operations at the airport
 Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

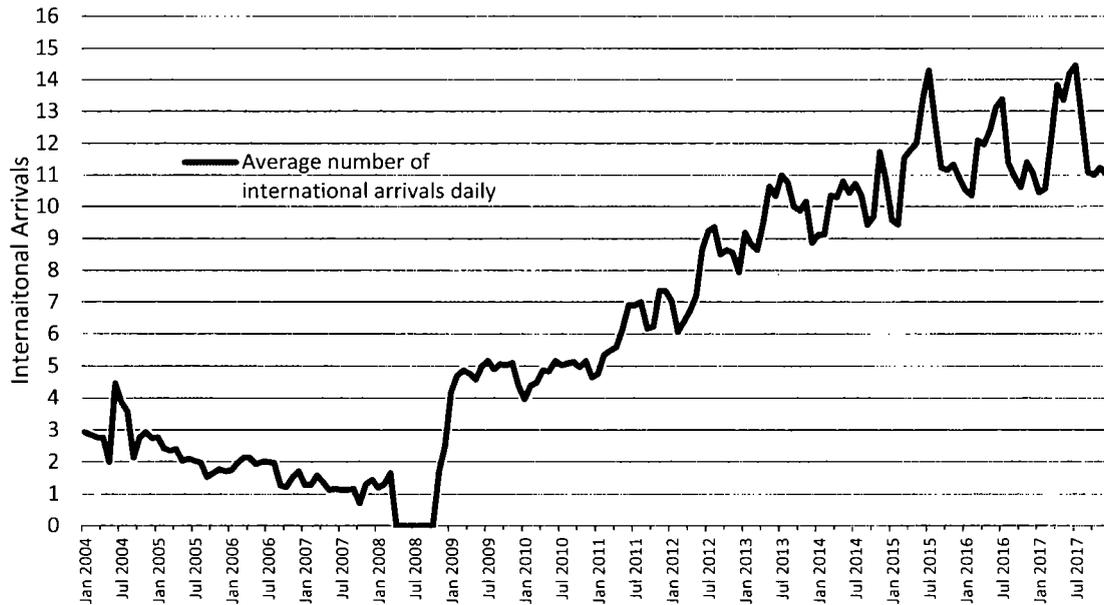
Address adequacy of issues.

11. Project Justification:

The Airport is experiencing an increase in international flight arrivals. As shown in Table 14-2, the average number of international flights arriving daily has increased significantly in the last decade. In 2017, there are on average between 10 and 14

daily international arrivals scheduled and during peak season (April and July 2017), the Airport had as many as 16 scheduled international arrivals on a single day.

**Table 14-2: Average Daily International Arrivals at MDW
(January 2004 to December 2017)**



Source: Innovata, October 2017.

This increase in international flights has increased passenger volumes and bag volumes within the FIS area and the current FIS Bag Claim area is undersized to accommodate two simultaneous arrival operations. This new bag claim configuration will provide capacity to handle approximately 200 bags on two rotating sloped plate bag claim units. The anticipated bag volume from a 737-800 gauge aircraft (variables include load factor, bags per passenger and origination location) is expected to be approximately 175 bags per flight or 350 bags for two simultaneous flights. This project will enhance the Airport's capacity and competition abilities. In addition, the reconfigured CBP spaces will consolidate certain functions and improve passenger interview and screening spaces.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

B 14 Installation of FIS 2nd Bag Claim Device and Space Reconfiguration

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study.

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **September 1, 2014**

Estimated Project Completion Date (Month and Year): **December 31, 2017**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

B 14 Installation of FIS 2nd Bag Claim Device and Space Reconfiguration

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

Revised 8/31/2010

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed.		

EXHIBIT 33

5600 Pearl Street
Rosemont, IL 60018-5213



**U.S. Customs and
Border Protection**

OCT 26 2017

Mr. Michael Cosentino
Director, Capital Finance
Chicago Department of Aviation
Aviation Administration Building
10510 West Zemke Road
Chicago, IL 60666

Mr. Cosentino,

This letter verifies that the installation of the second bag claim device and space reconfiguration construction within the Federal Inspection Service area at Chicago Midway International Airport is aligned to current CBP staffing levels in order to address the level of flight arrivals that now arrive at this facility.

Please feel free to contact Chief CBP Officer Joseph Chavez via phone at (773) 948-6330 x103 or through email at joseph.a.chavez@cbp.dhs.gov should you have any questions or concerns regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "M. S. Davies".

Matthew S. Davies
Area Port Director
U.S. Customs and Border Protection
Chicago, Illinois

EXHIBIT 34 - Installation of FIS 2nd Bag Claim Device and Space Reconfiguration - Proposed Floor Plan

MIDWAY AIRPORT
CITY OF CHICAGO
DEPARTMENT OF AVIATION

MIKE GUNDEL
MANAGER
CLAIMS & BAGGAGE
RECOVERY DIVISION

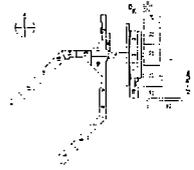
PERSTEIN

1111 N. LAKE ST.
CHICAGO, IL 60610
TEL: 312.467.1000
WWW.PERSTEIN.COM

PERSTEIN

1111 N. LAKE ST.
CHICAGO, IL 60610
TEL: 312.467.1000
WWW.PERSTEIN.COM

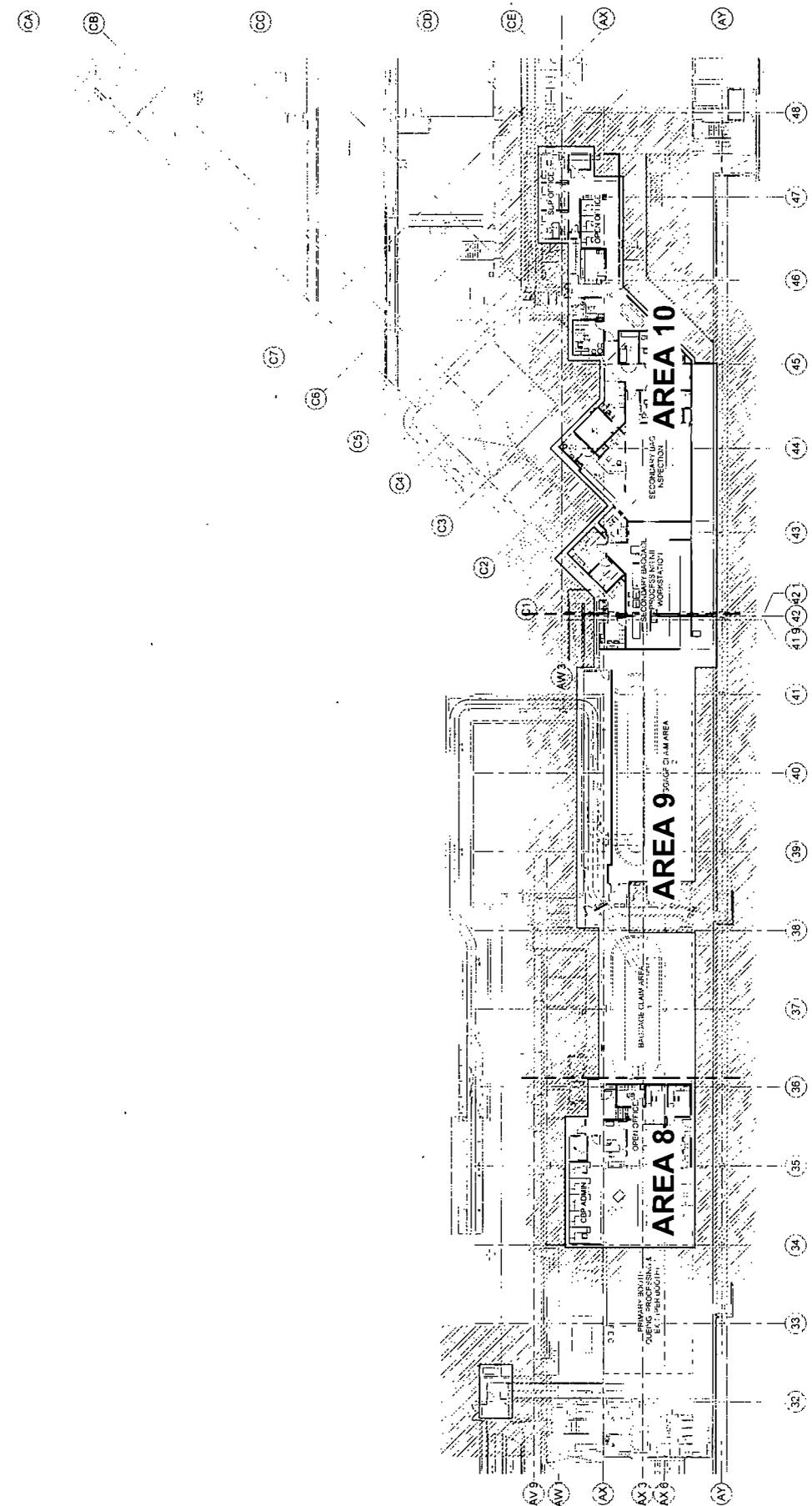
- 1. GENERAL CONTRACTOR
- 2. ARCHITECT
- 3. CIVIL ENGINEER
- 4. ELECTRICAL ENGINEER
- 5. MECHANICAL ENGINEER
- 6. PLUMBING ENGINEER
- 7. STRUCTURAL ENGINEER
- 8. TRANSPORTATION ENGINEER
- 9. TRAFFIC ENGINEER
- 10. UTILITY ENGINEER
- 11. VENTILATION ENGINEER
- 12. WATER ENGINEER
- 13. WASTE ENGINEER
- 14. OTHER ENGINEER



CHICAGO MIDWAY
AIRPORT FIS 2ND BAG
CLAIM & SPACE
RECONFIGURATION

AREA OF WORK
KEYPLAN

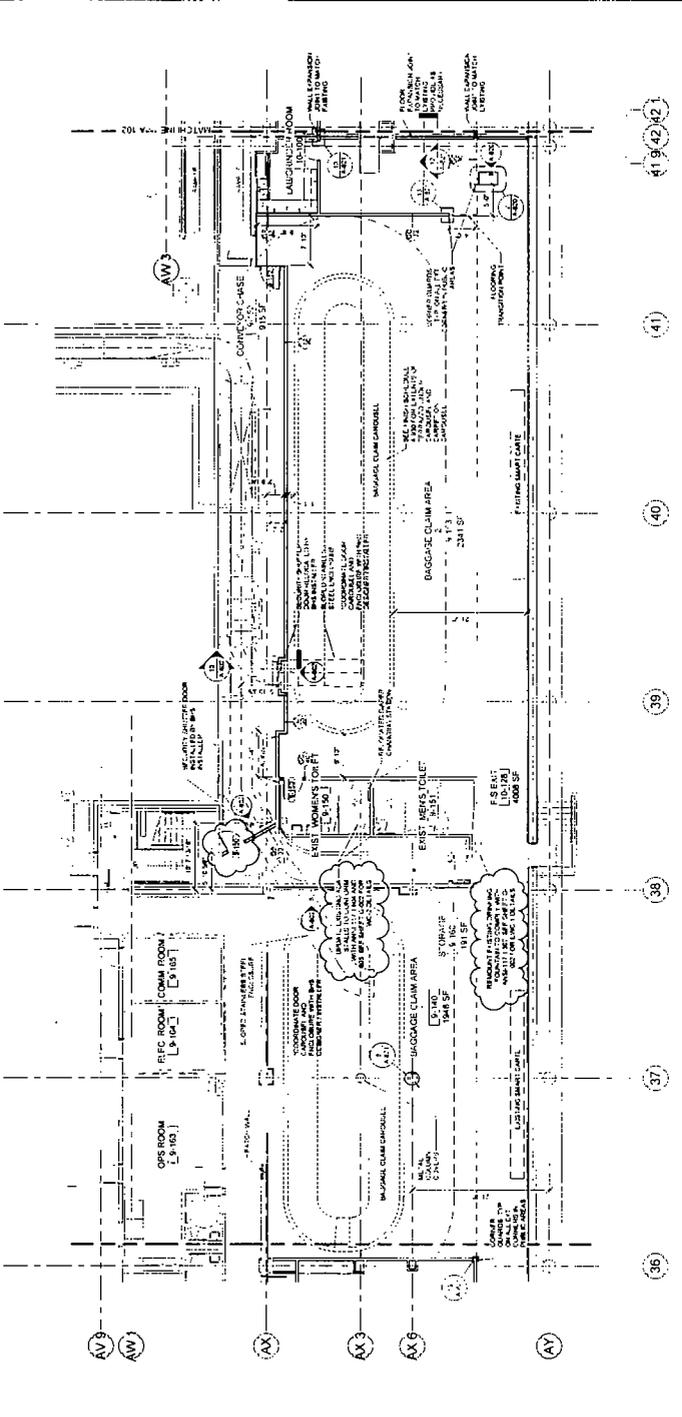
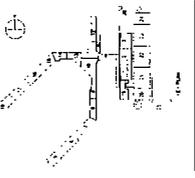
DATE: 3/31/14
SCALE: AS SHOWN
PROJECT NO.: 14-001-001
G-003



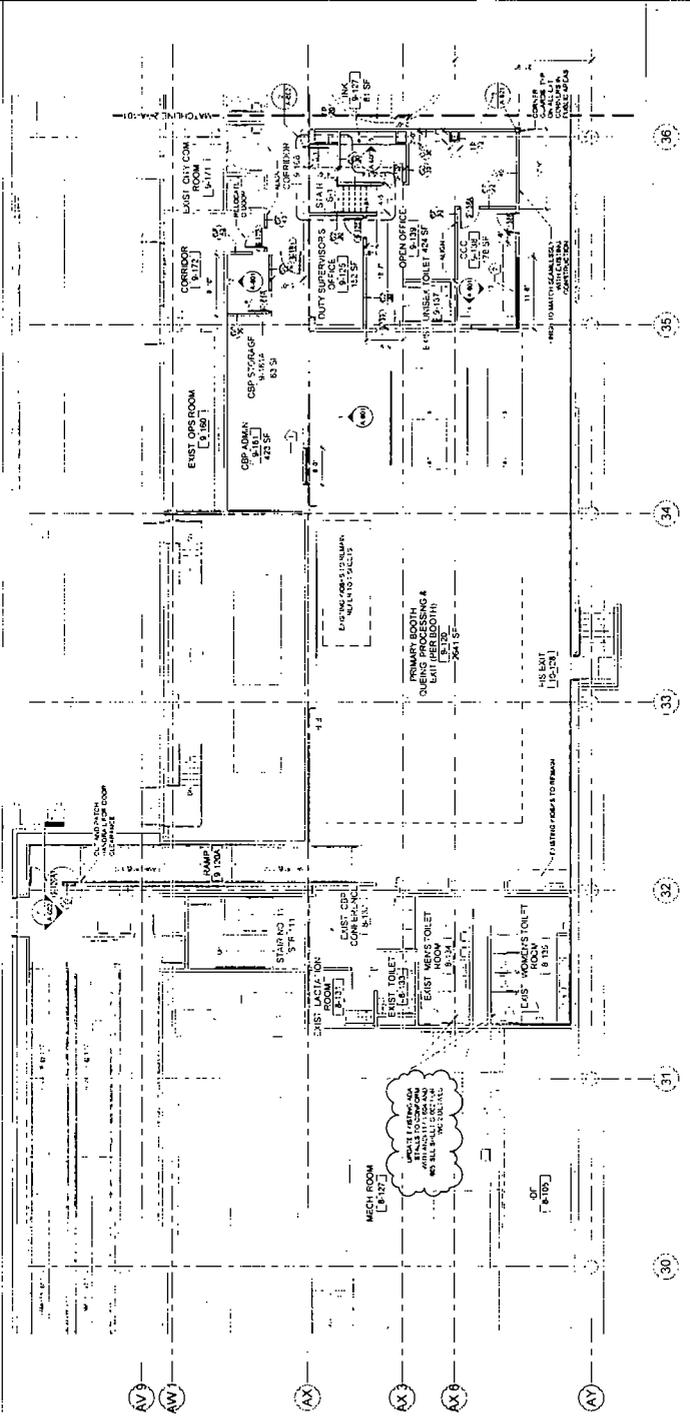
1 | LEVEL 1 FLOOR PLAN - OVERALL

FLOOR PLAN GENERAL NOTES
1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND INCHES.
2. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FACE UNLESS NOTED OTHERWISE.
3. SEE SHEET 100 FOR DOOR AND WINDOW SCHEDULES.
4. ALL FINISHES TO BE DETERMINED BY THE ARCHITECT IN CONSULTATION WITH THE OWNER AND CONTRACTOR.

1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND INCHES.
2. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FACE UNLESS NOTED OTHERWISE.
3. SEE SHEET 100 FOR DOOR AND WINDOW SCHEDULES.
4. ALL FINISHES TO BE DETERMINED BY THE ARCHITECT IN CONSULTATION WITH THE OWNER AND CONTRACTOR.



2 LEVEL 1 FLOOR PLAN - AREA 9



1 LEVEL 1 FLOOR PLAN - AREA 8

PLANNED BY:
MAYOR
COMMISSIONER OF AVIATION

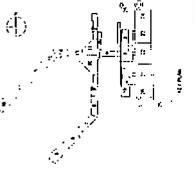
DESIGNED BY:
GREGG S. EVANS
ARCHITECT

CONSTRUCTION BY:
TIDIS

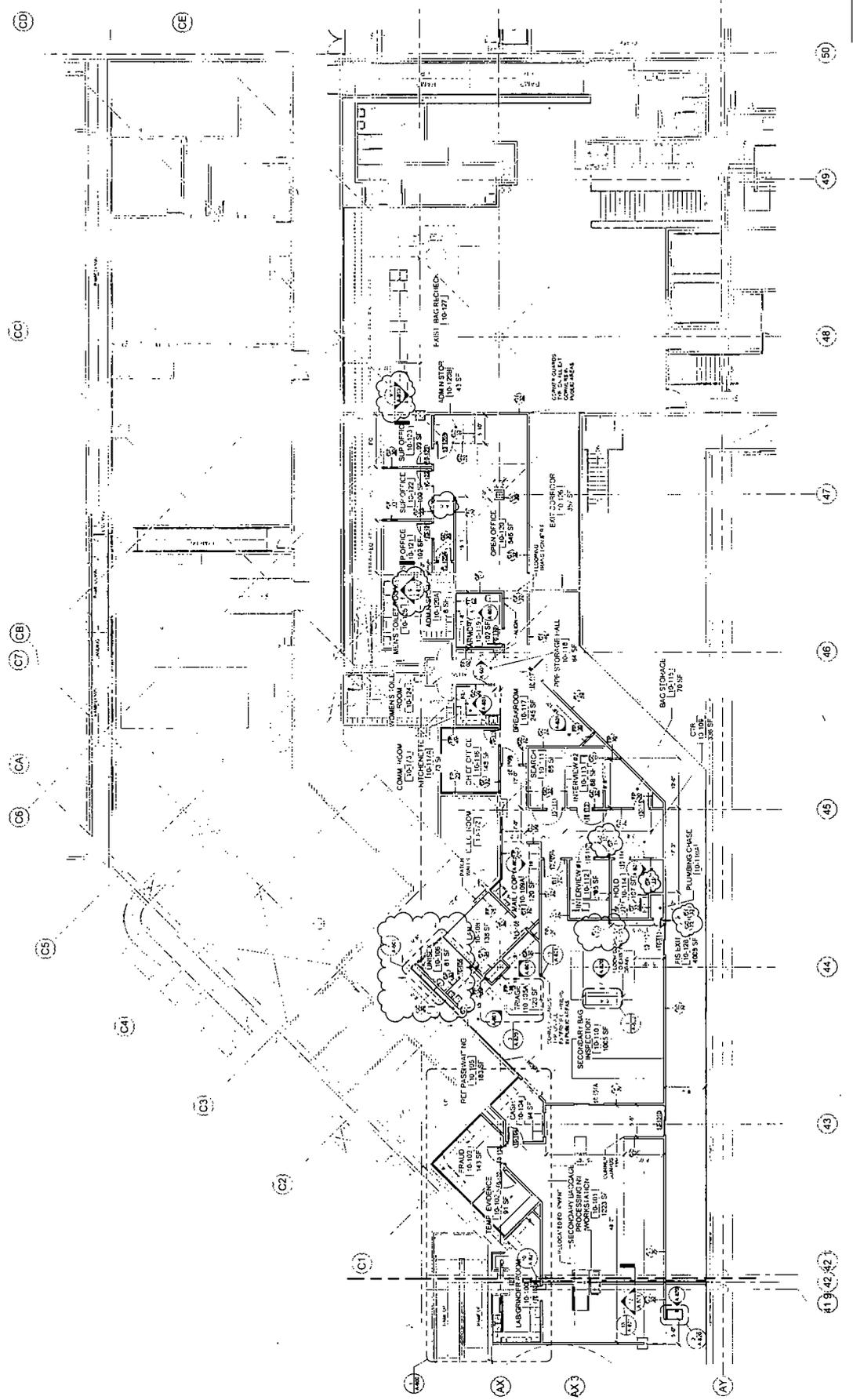
DATE: 11/15/11
PROJECT NO: 11-001

- FLOOR PLAN GENERAL NOTES
1. FINISH TRIMMED ROOMS TO BE FINISHED TO MATCH EXISTING CONDITIONS.
 2. ALL SHEET AREA SHALL BE FINISHED TO MATCH EXISTING CONDITIONS.
 3. SEE SHEET 11-001 FOR FLOOR AND WINDOW SCHEDULES.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO BUILDING DEPARTMENT REQUIREMENTS AND ALL APPLICABLE CODES.

NO.	DATE	BY	DESCRIPTION
1	11/15/11	GE	ISSUED FOR PERMIT
2	11/15/11	GE	ISSUED FOR PERMIT
3	11/15/11	GE	ISSUED FOR PERMIT
4	11/15/11	GE	ISSUED FOR PERMIT
5	11/15/11	GE	ISSUED FOR PERMIT
6	11/15/11	GE	ISSUED FOR PERMIT
7	11/15/11	GE	ISSUED FOR PERMIT
8	11/15/11	GE	ISSUED FOR PERMIT
9	11/15/11	GE	ISSUED FOR PERMIT
10	11/15/11	GE	ISSUED FOR PERMIT



CHICAGO MIDWAY
AIRPORT FIS 2ND BAG
CLAIM & SPACE
RECONFIGURATION
LEVEL 1 FLOOR PLAN
AREA 10

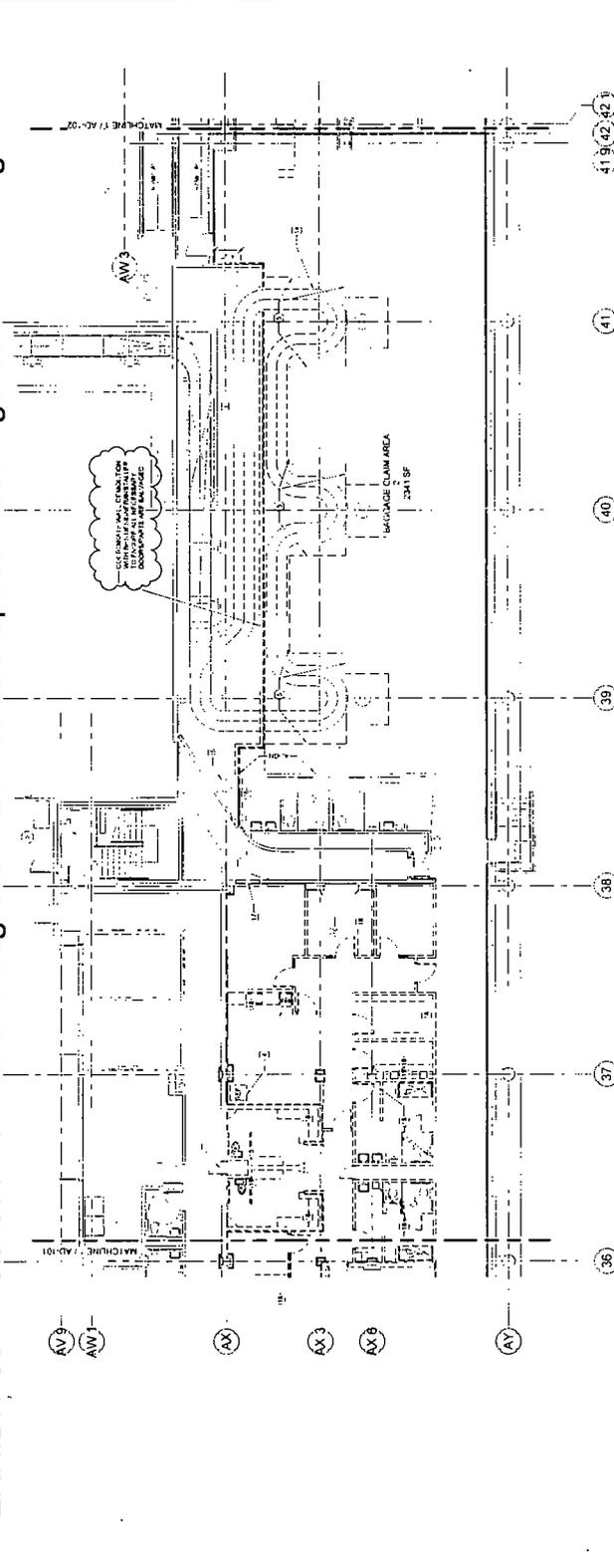


LEVEL 1 FLOOR PLAN - AREA 10

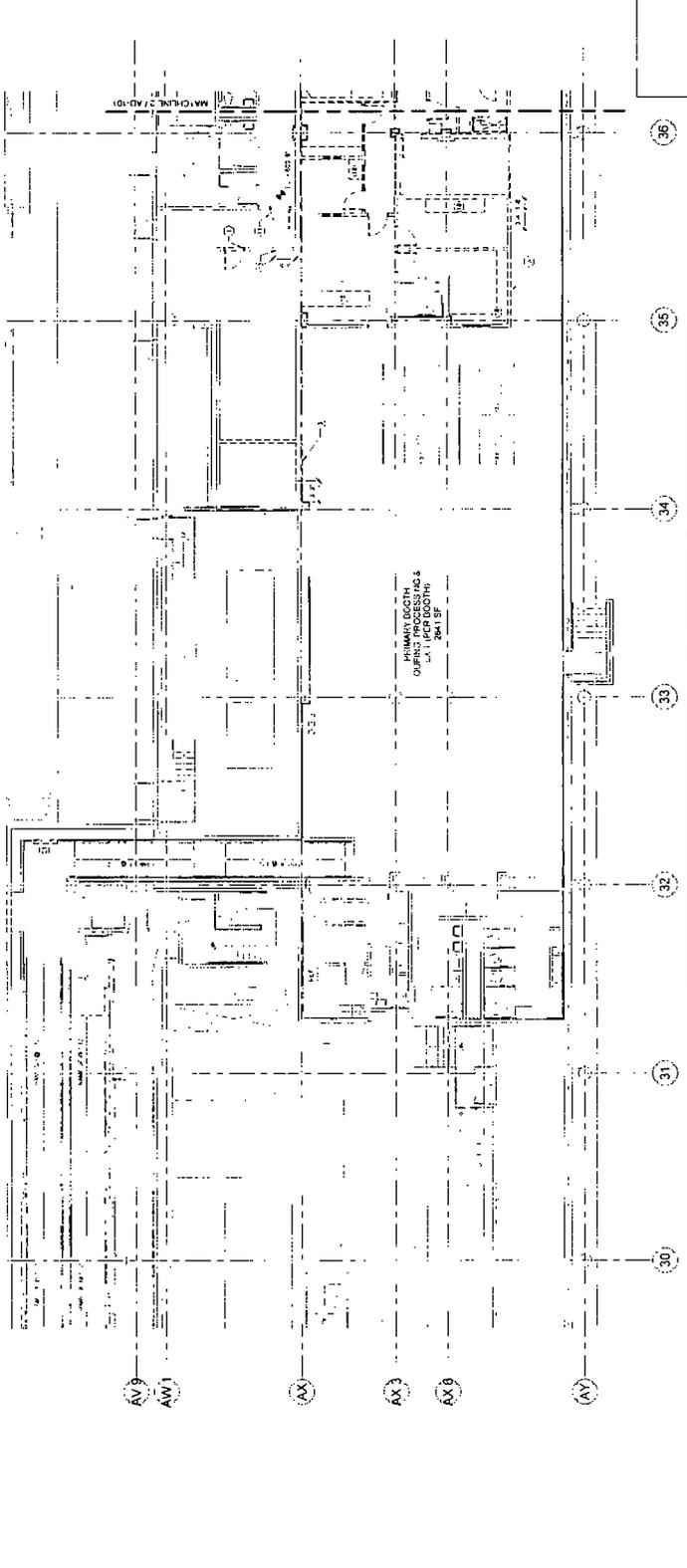
EXHIBIT 35 - Installation of FIS 2nd Bag Claim Device and Space Reconfiguration - Existing Floor Plan

DEMOLITION GENERAL NOTES

1. SEE SHEET 35-01 FOR NATIONAL CLS/C
2. WALLS, PARTITIONS, CEILING, FLOORING, AND ALL OTHERS TO BE DEMOLISHED SHALL BE IDENTIFIED BY A DASHED LINE.
3. ALL DEMOLITION SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO DEPARTMENT OF AVIATION'S DEMOLITION MANUAL.
4. ALL DEMOLITION SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO DEPARTMENT OF AVIATION'S DEMOLITION MANUAL.
5. ALL DEMOLITION SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO DEPARTMENT OF AVIATION'S DEMOLITION MANUAL.



2 LEVEL 1 DEMO PLAN - AREA 9



1 LEVEL 1 DEMO PLAN - AREA 8

MIDWAY AIRPORT
CITY OF CHICAGO
DEPARTMENT OF AVIATION

SEPERSTEIN
ARCHITECTS
100 N. LAUREL ST.
CHICAGO, IL 60610
TEL: 312.467.1000
WWW.SEPERSTEIN.COM

IDS
100 N. LAUREL ST.
CHICAGO, IL 60610
TEL: 312.467.1000
WWW.IDS.COM

NO.	DESCRIPTION
1	REMOVE EXISTING BAG CLAIM DEVICE
2	REMOVE EXISTING BAG CLAIM DEVICE
3	REMOVE EXISTING BAG CLAIM DEVICE
4	REMOVE EXISTING BAG CLAIM DEVICE
5	REMOVE EXISTING BAG CLAIM DEVICE
6	REMOVE EXISTING BAG CLAIM DEVICE
7	REMOVE EXISTING BAG CLAIM DEVICE
8	REMOVE EXISTING BAG CLAIM DEVICE
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36	REMOVE EXISTING BAG CLAIM DEVICE
37	REMOVE EXISTING BAG CLAIM DEVICE
38	REMOVE EXISTING BAG CLAIM DEVICE
39	REMOVE EXISTING BAG CLAIM DEVICE
40	REMOVE EXISTING BAG CLAIM DEVICE
41	REMOVE EXISTING BAG CLAIM DEVICE
42	REMOVE EXISTING BAG CLAIM DEVICE

CHICAGO MIDWAY AIRPORT FIS 2ND BAG CLAIM & SPACE RECONFIGURATION
LEVEL 1 DEMO PLAN - AREA 8 & 9



CHICAGO MIDWAY AIRPORT FIS 2ND BAG CLAIM & SPACE RECONFIGURATION
LEVEL 1 DEMO PLAN - AREA 8 & 9

THIS SHEET IS PART OF A SET OF DRAWINGS FOR THE PROJECT IDENTIFIED ABOVE. THE PROJECT IDENTIFIED ABOVE IS THE PROPERTY OF SEPERSTEIN ARCHITECTS AND IDS. THIS SHEET IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF SEPERSTEIN ARCHITECTS AND IDS.

EXHIBIT 36
Detailed Cost Estimate - Total Project Cost
FIS 2nd Bag Claim Device and Space

Description	Contracted/Pending
Soft Costs	\$ 1,383,959.00
Design	\$ 473,383.00
PM	\$ 910,576.00
Baggage Handling	\$ 1,784,056.58
Gen. Conditions/Supv.	\$ 211,528.00
Submittals/Engineering	\$ 209,000.00
Manufacturing - Recheck	\$ 167,000.00
Installation - Recheck	\$ 180,300.00
Manufacturing - Claim Devices	\$ 411,000.00
Installation - Claim Devices	\$ 545,700.00
Change Order #1 -VSU instead of HD (Construc. Savings)	\$ 29,155.00
Change Order #2 -Misc./Esc.	\$ 30,373.58
Hard Costs - Includes Enabling and Main FIS Work	\$ 5,703,089.97
Pre-Construction Services	\$ 70,000.00
Demolition	\$ 240,000.00
Concrete/Excavation	\$ 75,000.00
Masonry	\$ 5,000.00
Misc. Metals	\$ 50,000.00
Fencing	\$ 15,000.00
Carpentry / Drywall / Ceilings	\$ 741,105.00
Wall Protection	\$ 11,720.00
HM Doors/Frames	\$ 124,062.00
Casework	\$ 218,000.00
Ticket Counters	\$ 32,425.00
Glazing	\$ 113,407.00
Flooring (Carpet/VCT)	\$ 75,750.00
Terrazzo	\$ 239,300.00
Painting	\$ 85,000.00
Signage	\$ 80,761.00
Toilet Accessories	\$ 5,520.00
Plumbing	\$ 236,645.00
HVAC	\$ 241,272.00
Sprinkler	\$ 77,940.00
Electrical	\$ 1,039,520.00
Furniture	\$ 96,300.00
Scope Change (Enabling)	\$ 230,384.15
Change Order (Enabling Close)	\$ 65,051.30
Change Orders (Main FIS)	\$ 277,738.67
General Conditions / OHP	\$ 1,256,188.85
Sub-Total	\$8,871,106
Contingency	
	\$2,830,844
Total	\$11,701,950

Source: Chicago Department of Aviation, November 2017
Prepared by: AvAirPros, November 2017

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$1,700,464

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project includes the planning¹, design and implementation of new trunked radio units within Midway's fleet vehicles. This project will include the purchase, removal and installation of 180 radio units mounted in the Midway (MDW) fleet vehicles. Many component parts of the existing system are no longer supported by the manufacturer. With changes in technology, certain sub-systems are no longer compatible with older components and software and hardware upgrades are often not available because of the age and platform of existing equipment. The proposed units will tie into a new trunked radio system which will provide more technologically advanced equipment, allowing a split of the existing six (6) channels to 12 channels to support multiple talk groups. The additional channels will be particularly advantageous during snow operations when multiple snow teams are operating. The trunked radio system will only be used at MDW for the support and safety of passengers.

Table 15-1 shows the Trunked Radio System replacement in MDW's vehicle fleet. The total cost for the 180 mobile radios and the costs associated with the installation into the vehicles is \$850,232.

Table 15-1: Replacement of Radio Units in MDW Fleet Vehicles

Qty	Description	Unit Price	Total Price
150	APX 6500 Mobiles	\$4,129	\$619,365
30	APX 7500 Mobiles DB	\$5,424	\$162,725
180	Mobile Radio Programming	\$50	\$9,000
180	Mobile Radio Installation	\$329	\$59,143
Total Cost			\$850,232

¹ This includes environmental and PFC planning efforts.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

At completion of this project,
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Net change due to this project: N/A
Number of ticket counters: N/A
Number of gates: N/A
Number of baggage facilities: N/A

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE:

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

This project will enhance security at the Airport and the surrounding community as the existing trunk radio system establishes communication among approximately 15 different Airport talk groups in emergency situations, including Police, Fire, Trades, Ground Operations, Airside Operations, and Facilities. This proposed radio system replacement will replace a public safety, mission critical radio system with emergency and identification capability that has been in operation for more than 20-years and at the end of its useful life.

FOR FAA USE

<input type="checkbox"/>	Air safety. Part 139 <input type="checkbox"/>	Other (explain)
Certification Inspector concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date		
<input type="checkbox"/>	Air security. Part 107 <input type="checkbox"/>	Part 108 <input type="checkbox"/> Other (explain)
CASFO concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date		
<input type="checkbox"/>	Competition. Competition Plan <input type="checkbox"/>	Other (explain)
Congestion. Current <input type="checkbox"/> or Anticipated <input type="checkbox"/>		
LOI <input type="checkbox"/> FAA BCA <input type="checkbox"/> FAA Airport Capacity Enhancement Plan		
Other (explain)		
<input type="checkbox"/>	Noise. 65 LDN <input type="checkbox"/>	Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to enhance security by replace the existing the trunk radio system with a new more reliable radio system. The existing system has been in operation for more than 20 years and is nearing its useful life. Replacement parts and equipment for the existing system are scarce and expensive. This radio system is necessary for effective communication on the airfield.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The existing system has been in operation for 20-years and beyond its useful life. According to FAA Order 5100.38D Airport Improvement Program Handbook, the criterion the useful life for equipment is 10 years. Midway uses a digital radio system to accommodate communications between various Airport operations talk groups. The existing system has experienced an increase in maintenance issues which have resulted in system failures. The radio system currently supports approximately 15 talk groups, which include such entities as Police, Fire, Trades, Ground Operations, Airside Operations, and Facilities, etc. This system is a public safety, mission critical radio system with emergency and ID capability. The system, which has been in operation since 1996, is a UHF, 6-channel, narrow bandwidth system that operates within a one-mile radius of the Airport proper. The narrow bandwidth technology was mandated by the FCC for compliance originally in 2004, but then extended to 2013.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph of Order 5100.38 or PGL);

Planning eligible under AIP criteria (paragraph of Order 5100.38 or PGL);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study;

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier percentage of annual boardings);

PFC Program Update Letter

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **December 1, 2012**

Estimated Project Completion Date (Month and Year): **December 31, 2017**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed		

Name	Routing Symbol	Date
Item(s) reviewed		

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$10,065,600

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs?

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding:

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding:

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project will enable the airlines to separate bags from multiple flights with similar departure times by directing baggage to a fourth makeup unit (BMU). The current operational restriction only allows baggage to be sent to three BMUs. This project will increase operational flexibility by allowing bags inducted at the north or south ticket counters to be sent to any of the four BMUs at the Airport. In addition, the project includes the replacement of the Explosives Detection System (EDS) equipment on the north portion of the system as part of the Transportation Security Administration (TSA) Recapitalization and Optimization program. A letter from the TSA approving of the proposed construction can be found in Exhibit 37.

This project includes the relocation of sprinkler heads, lights, cameras, and exit signs, modifications to the air ducts, installation of a conveyor line from X07 conveyor line, modifications to the Out Bound 4 conveyor line, installation of six new conveyors, installation of two high definition scanners (typically installed over a Baggage Handling System (BHS) line to scan bag labels) and required catwalk, and additional power to the required Motor Control Panel (contains electrical control and power circuit devices for the control of the BHS and power distribution points. This project also includes environmental and PFC planning efforts.

If applicable for terminal projects,
Prior to implementation of this project,

Number of ticket counters: **74**

Number of gates: **43**

Number of baggage facilities: **There are 8 Bag Claim Carousels for the Inbounds, 4 Makeup Units for the Outbound, and 1 Bag claim in the FIS.**

At completion of this project,

Number of ticket counters: **74**

Number of gates: **43**

Number of baggage facilities: **There will be 8 Bag Claim Carousels for the Inbounds, 4 Makeup Units for the Outbound, and 1 Bag claim in the FIS.**

Net change due to this project: 0

Number of ticket counters: 0

Number of gates: 0

Number of baggage facilities: 0

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved?

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution:

This project will reduce congestion and maintain security with the installation of new EDS equipment and the crossover infrastructure to allow inducted bags to all four BMUs serving the Airport. The current operation restriction only allows baggage to be sent to three BMUs. The installation of the crossover will allow for usage of all four units increasing operational efficiency and reducing congestion. Interruptions in aircraft departure or arrival times can have a detrimental effect on baggage handling capacity during peak periods. Since baggage handling is not automated, it requires baggage handlers to evaluate and scan each bag label and place it in the correct baggage cart. When too many bags are being directed to certain BMUs the

system can reach a saturation point and potentially shut down, which often causes delays and therefore creates congestion on the ramps and airfield.

In addition this project will maintain security with the EDS replacement. Before replacement the EDS equipment was over 10 years old and at the end of its useful life.

FOR FAA USE

<input type="checkbox"/> Air safety. Part 139 <input type="checkbox"/> Other (explain)
Certification Inspector concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date
<input type="checkbox"/> Air security. Part 107 <input type="checkbox"/> Part 108 <input type="checkbox"/> Other (explain)
CASFO concur. Yes <input type="checkbox"/> No <input type="checkbox"/> Date
<input type="checkbox"/> Competition. Competition Plan <input type="checkbox"/> Other (explain)
<input type="checkbox"/> Congestion. Current <input type="checkbox"/> or Anticipated <input type="checkbox"/>
<input type="checkbox"/> LOI <input type="checkbox"/> FAA BCA <input type="checkbox"/> FAA Airport Capacity Enhancement Plan
<input type="checkbox"/> Other (explain)
<input type="checkbox"/> Noise. 65 LDN <input type="checkbox"/> Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The objective of this project is to enhance capacity and preserve security with the addition of a crossover to allow baggage induction from the north and south ticket counters to any of the BMUs and the replacement of EDS units. The use of all the BMUs will prevent baggage saturation on a BMU that could impact the rate at which bags are loaded to carts to aircraft. A BMU shut down due to saturation could have a significant impact on airfield operations due to delays. The current EDS equipment was over 10 years old and nearing the end of its useful life. Replacement of this equipment is needed in order to maintain baggage capacity and Airport security.

FOR FAA USE

Safety, Preserve [] Enhance []
 Security, Preserve [] Enhance []
 Capacity, Preserve [] Enhance []
 Furnish opportunity for enhanced competition between or among air carriers at the airport
 Mitigate noise impacts resulting from aircraft operations at the airport
 Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Southwest Airlines (Southwest) is the largest air carrier located at Midway. Southwest utilizes all the ticket counters that feed the north baggage handling system (BHS). The current layout of the north BHS allows for bags to be sent to BMUs (1), (3), and (4). The BHS does not allow for bags to be sent to BMU 2. As Southwest passenger and bag volumes increase, the makeup capacity of the BHS also needs to increase. The sortation from X07 to Makeup 2 will increase Southwest's makeup capacity by providing a conveyor line to feed BMU 2 from the north BHS. This project also replaced EDS equipment. The EDS units were over 10 years old and all used by Southwest and accounted for 90 percent of the total bag processing for the Airport.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Planning eligible under AIP criteria (paragraph _____ of Order 5100.38 or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504;

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150: _____

Project included in a local study;

Title and Date of local study: _____

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C. 40117(a)(3)(F) (air carrier _____ percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain): _____

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): April 12, 2017

Estimated Project Completion Date (Month and Year): December 31, 2018

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

- YES
 NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

- the amount of the local match to be collected at a \$4.50 PFC level, or
 the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
 NO
 N/A

15. List of Carriers Certifying Agreement

Carriers implied certification of agreement in accordance with 14 CFR Part 158.23(c)(3): If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

List of Carriers Certifying Disagreement: **None**

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: **None**

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed		

Name	Routing Symbol	Date
Item(s) reviewed		

**Transportation
Security
Administration**

MEMORANDUM

TO: Michael Cosentino
Director – Capital Finance
Chicago Department of Aviation

FROM: Kevin G. McCarthy *KB McCarthy*
Federal Security Director
Chicago Midway International Airport

DATE: November 17, 2017

RE: Passenger Security Checkpoint Expansion

The City of Chicago Department of Aviation is pursuing utilizing Passenger Facility Charges (PFC) funding via the Federal Aviation Administration (FAA) to expand the passenger security checkpoint, install a Pre-Check Baggage Inspection System Crossover and replace the Explosive Detection System (EDS) equipment at Chicago Midway International Airport. The TSA understands that the FAA is seeking TSA approval and concurrence with these proposed projects. The TSA supports these projects and expects to staff the expanded checkpoint facilities. The TSA support for these initiatives is provided with the full understanding from all interested parties that TSA bears no financial obligation, either implicitly or explicitly, to fund these projects. The TSA will further review and approve the design plans for the passenger checkpoint expansion and Pre-Check Baggage Inspection System Crossover to ensure both projects meet operational requirements.

ATTACHMENT C. AIR CARRIER CONSULTATION AND PUBLIC NOTICE INFORMATION

The section contains the following information:

- Page C - 1 The May 2, 2017 letter and distribution list that provided notification to the air carriers and foreign air carriers at Chicago Midway International Airport as required by 14 CFR Part 158.
- Page C-27 PFC Application 17-13-C-00-MDW Distribution List
- Page C - 30 Letters from carriers acknowledging receipt of the notification letter.
- Page C - 31 Proof that Public Notice was provided on the Department of Aviation website as required by 14 CFR Part 158. This posting ran from June 1, 2017 through July 1, 2017.
- Page C - 33 The full text of the Public Notice.
- Page C - 48 A list of the airline representatives that attended, via phone, the Air Carrier Consultation Meeting held on June 1, 2017.
- Page C - 49 Air Carrier Consultation Meeting summary
- Page C - 51 Meeting agenda and materials provided for the Air Carrier Consultation Meeting
- Page C – 54 No comments from the air carriers or public comments were received for the projects included in this application.



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

May 2, 2017

<Contact>

Re: City of Chicago notice to air carriers prior to submitting a Notice of Intent to impose and use a passenger facility charge (PFC) at Chicago Midway International Airport, PFC Application No. 17-13-C-00-MDW

<Salutation>:

In accordance with Title 14 Code of Federal Regulations (CFR) 158.23, the City of Chicago (City) hereby provides written notice of its intent to file an application with the Federal Aviation Administration for authority under provisions of the United States Code (49 U.S.C. 40117) to impose a passenger facility charge, and to use passenger facility charge revenue for projects at Chicago Midway International Airport ("Midway"). This notice includes information pursuant to 14 CFR 158.23 and is provided to all air carriers and foreign air carriers having a significant business interest at Midway.

The City will hold a meeting to present the projects to air carriers operating at Midway on **Thursday, June 1, 2017**. The City will accept carrier comments, and certifications of agreement or disagreement with the proposed projects, until July 1, 2017.

Application to Impose a PFC and Use PFC Revenue for Projects at Midway

14 CFR 158.23(a)(1). Description of Projects

The City intends to file an application to impose a PFC and to use PFC revenue for the following projects at Midway:

- **Rehabilitation of Airfield Lighting Infrastructure**
- **Rehabilitation of Airside Service Road**
- **Rehabilitation of AOA Perimeter Sound Wall**

- **Passenger Security Checkpoint Expansion**
- **Rehabilitation of Runway 13C-31C**
- **Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin**
- **Rehabilitation of Runway 4L/22R & Taxiway P Reconfiguration**
- **Rehabilitation of Runway 4R/22L**
- **Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation**
- **Taxiway Alpha Extension and Rehabilitation**
- **Rehabilitation and Enhancement of Taxiway Yankee & Kilo**
- **Rehabilitation of Terminal Ramp**
- **Rehabilitation of Airport Maintenance Complex**
- **Cyclical Vehicle Replacement**
- **Installation of FIS 2nd Bag Claim Device and Space Reconfiguration**
- **Replacement of Trunk Radio System**
- **Pre-Check Baggage Inspection System Crossover**

The following information is included under 'Additional Information' with this notice for use at the meeting on June 1, 2017:

- Descriptions and justifications of the proposed PFC projects.
- PFC Authority Proposed
- PFC Timeline
- Air Carrier Consultation Meeting Notice Receipt Acknowledgment

The total amount of PFC revenue currently estimated to be associated with this proposed impose and use application is \$397,208,965 (\$198,604,483 of capital funding authority and \$198,604,483 of financing authority). The total amount of this PFC Application is subject to refinement based on the PFC eligibility of certain components. The City anticipates that this entire amount will be approved for a PFC at the \$4.50 level.

14 CFR 158.23 (a)(2). The PFC Level, Effective Date, Expiration Date and Total Revenue

PFC Level: \$4.50 per enplaned passenger at Midway

Charge Effective Date: September 1, 2054

Estimated Charge Expiration Date¹: September 1, 2062

Estimated Total PFC Revenue: \$2,603,781,950

The above proposed charge expiration date and total PFC revenue reflect the current impose and use PFC approval and the total amount of PFC revenue as modified only by this proposed impose and use application.

¹ Expiration date estimated based on an annual collection of approximately \$45 million, rounded to the nearest month.

14 CFR 158.23(a)(3). Request that a Class of Carriers not be Required to Collect PFCs.

The following is information required specifically for the proposed impose and use application above.

(i) Class Designation: Air Taxi

(ii)/(iii) Names of Known Carriers Belonging to Class Identified in this Section and Estimated Number of Annual Enplaned Passengers:

<u>Carrier</u>	<u>2015 Enplanements</u>
Aero Jet Services	67
Cobb Aviation Services Inc.	25
Corporate Flight Alternatives, Inc.	33
Crow Executive Air, Inc.	32
North Country Aviation, Inc.	1,000
Priester Aviation LLC	161
Skybird Aviation, Inc.	4
Tulip City Air Service, Inc.	15
Total	1,337

Source: ACAIS Database,
Accessed April 2017

(iv) Reasons for Requesting that Carriers Identified in this Section Not be Required to Collect the PFC: The number of passengers enplaned annually by this class of carriers represents fewer than one percent of total enplanements at Midway. The estimated annual PFC revenue from these carriers would be approximately \$5,869 as compared to the estimated PFC revenue of \$41,692,000 from all other carriers. In accordance with 14 CFR 158.11, the City may request of the FAA in its application for authority to impose PFCs, and in its application for authority to use PFCs, that collection of PFCs by any class of air carriers or foreign air carriers not be required if the number of passengers enplaned by the carriers in this class constitutes no more than one percent of the total number of passengers enplaned annually at the airport at which the PFC is imposed. This is the case with the class of carriers identified herein.

This is the same class that was already approved for exemption by FAA (See June 28, 1993 Record of Decision, p.26). Information on known carriers belonging to the class has been updated to reflect the Department of Transportation (DOT) Air Carrier Activity Information System Report for calendar year 2015, the most recent report available to the City.

14 CFR 158.23(a)(4). Date and Location of Air Carrier Consultation Meeting.

The City will hold a meeting to present the project to air carriers operating at Midway:

Date: Thursday June 1, 2017

Time: 11:30AM

**Chicago Department of Aviation - Executive Conference Room
Chicago Midway International Airport
5700 S. Cicero Ave.
Chicago, IL 60638**

Dial In Number: 641-715-3580

Pass Code: 685937

If you or a representative are unable to attend the meeting and would like to review information to be provided at the meeting, please call Reshma Soni at (773) 686-7635 or email Reshma.Soni@cityofchicago.org to receive the package electronically or through the mail.

In accordance with 14 CFR 158.23(c)(1), please provide a written acknowledgment that you have received this notice to the address below, or by sending an email to Reshma.Soni@cityofchicago.org. The last page of this notice can be used to send written acknowledgement of receiving the notice.

Reshma Soni
Chief Financial Officer
Aviation Administration Building
10510 West Zemke Road, 2nd Floor
Chicago, IL 60666

Sincerely,



Ginger S. Evans
Commissioner

ADDITIONAL INFORMATION

Application to Impose a PFC and Use PFC Revenue for Projects at Midway

Rehabilitation of Airfield Lighting Infrastructure

Project Description:

This proposed project is for the rehabilitation of the airfield lighting infrastructure system at Chicago Midway International Airport (Midway or the Airport). This project will design and install a new duct bank and manhole system that will provide a more efficient and maintainable airfield electrical system. This project will include the installation of a new duct bank to provide more direct routing of circuits, as well as include the installation of new manholes and hand holes that minimize the need to access runway and taxiway safety areas for system maintenance. Also included in this project is the replacement of aging cabling and new duct banks for additional capacity to handle future improvements and demand.

Project Need/Justification:

The airfield lighting infrastructure improvements rehabilitation will enhance safety to ensure safe reliable aircraft operations on the airfield. According to FAA Order 5100.38D Airport Improvement Program Handbook, the criterion for the minimum useful life for airfield lighting is 10-years. Much of the Airport's current airfield electrical infrastructure is over 30-years old and beyond its useful life. As circuits have been added and modified over the years, the existing duct bank system has been fully utilized or slightly modified to accommodate these changes. As the duct bank system nears its capacity, maintenance operations and future modifications will be more labor intensive and costly. Steps have been taken to address a portion of the home run cabling on the airfield through the installation of the new duct bank on the prior Runway 13C-31C Rehabilitation project; however, additional infrastructure will be needed to add capacity to re-cable the airfield lighting system. This project will also relocate much of the existing electrical infrastructure and manholes outside of the runway safety area to allow Airport maintainers access with minimum disruption to airfield operations.

Rehabilitation of Airside Service Road

Project Description:

This proposed project funded for the rehabilitation of the airside Service Road at

Midway. The airside Service Road is approximately 12,600 linear-feet and services the airside of the entire Airport. Prior to the rehabilitation of the Service Road the roadway was an approximately 20-years old and showing significant sign of structural deficiencies due to repeated traffic loading, weathering, and age. Work included a three-inch mill and overlay throughout the roadway system, adjustments to the drainage structures, and restriping of roadway markings.

Project Need/Justification:

The airside Service Road rehabilitation preserved capacity and maintained safety to ensure safe reliable aircraft and vehicular operations on the airfield. The airside Service Road is vital to airside service operations for both Airport staff and air carriers. Prior to the rehabilitation the road surface needed frequent patching, crack sealing and repairs to maintain its functionality. According to FAA Order 5100.38D Airport Improvement Program Handbook, the criterion the useful life for airfield pavements is 20 years. Prior to this project the airside service road was last rehabilitated in 1992. A pavement evaluation completed in April 2013, by Jacobs Engineering Group Inc. (Jacobs), indicated that distresses on the service road were consistent with loading and water infiltration due to the presence of fatigue, longitudinal, and edge cracking and pot holes.

The Service Road had an overall weighted PCI rating of 70 or "Satisfactory", but the worst of inspected sections had a PCI of 57 or "Poor". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

Rehabilitation of the AOA Perimeter Sound Wall

Project Description:

This proposed project will rehabilitate sections of Midway's Air Operations Area (AOA) Perimeter Sound Wall (Sound Wall). The Sound Wall is approximately 15,000 linear-feet at a height of 12-feet. The rehabilitation will include selective replacement of damaged panels, columns, and structural wall components, as well as grading at the base of the structures, and painting.

Project Need/Justification:

The Sound Wall is an important component in the Airport's "Fly Quiet Program". These walls are designed to reduce ground level noise associated with aircraft taxiing and takeoff thrust on the communities surrounding the Airport. The Sound Walls' were first installed in 2001 in conjunction with the construction of the new Midway Terminal program. Due to the age of the walls, exposure to the elements and proximity to the surrounding roads have resulted in deterioration of the panels and structural components. This deterioration or damage includes rusted components, dented or punctured panels and deteriorating obstruction lighting. All these components are in need of rehabilitation to ensure continued aesthetic, reduce the impact of aviation noise on people living near the airport, and compliance with Federal Aviation Administration Part 150 Airport Noise Compatibility Program.

Passenger Security Checkpoint Expansion

Project Description:

This proposed project will expand the passenger security checkpoint at Midway. The project will construct an 80,000 square-foot pavilion to accommodate current and future passenger traffic flow. This project will also increase the area available for passenger queuing by approximately 80,000 square feet. The existing security checkpoint would be relocated into the pavilion, creating an additional 18,000 square feet of potential revenue-generating areas adjacent to the existing food court.

This project includes the installation of building foundations, erection of structural concrete and steel, installation of a building roof, HVAC systems, communications and security systems along with a façade to complement the existing building finishes both north and south. The building shell and core elements such as mechanical, electrical, plumbing, and fire protection will be extended to service the building expansion and new space will receive tenant interior finishes. The tie-in to the existing bridge would include demolition of the existing façade and miscellaneous items to facilitate tie-ins to the pedestrian bridge. In addition to the widening of the pedestrian bridge, there will be a 10,000 square-foot build out to the south of the bridge which ties to the Terminal.

Project Need/Justification:

This project will enhance capacity at the Airport. The expansion of the passenger

security checkpoint is needed to increase public circulation in the Terminal to more efficiently accommodate the increasing passenger growth at the Airport. This project will add 10 additional checkpoint lanes to handle over 5,000 passengers per hour. Currently during peak hours, passenger security screen lines extend beyond the existing bridge and into the terminal parking garage. Existing passenger demand and forecast activity increase both support the expansion of the security checkpoint area.

Rehabilitation of Runway 13C-31C

Project Description:

This proposed project funded for the design and rehabilitation of Runway 13C-31C and the replacement of the Engineering Material Arresting Systems (EMAS) at Midway. Runway 13C-31C is one of the primary runways at the Airport. The runway is 6,522-feet long by 150-feet wide and comprised of 6,405 linear-feet of bituminous asphalt concrete (AC) pavement and 120-linear feet of portland cement concrete (PCC) on the Runway 31C end.

Prior to the rehabilitation of Runway 13C-31 the pavements were approximately 22-years old and showing signs of fatigue cracking due to structural deficiencies and repeated traffic loading. The rehabilitation of the runway and shoulder included variable depth PCC and AC milling with an overlay of three to nine-inches of bituminous base course and AC surface course. This project also included the installation of new centerline and edge lighting, replacement of signage, installation of new electrical infrastructure, drainage improvements, placement of sodding/seeding for the surrounding runway area, and pavement markings.

The new pavements were designed in accordance with FAA Advisory Circulars (AC) 150/5300-13A, Airport Design, AC 150/5320-6E, Airport Pavement Design and Evaluation, and AC 150/5370-14A, Hot Mix Asphalt Paving Handbook. This project will also restripe the full length of Runway 13C-31C in accordance to AC 150/5340-1L, Standards for Airport Markings.

This proposed project also funded for the design and construction of the replacement of the Runway 13C-31C EMAS. EMAS arrestor beds are composed of lightweight, crushable cement material designed to stop aircraft that overshoot runways. It is a FAA acceptable alternative for preventing overrun catastrophes at airports where runway safety areas are not in compliance with FAA regulations.

The replaced EMAS systems were installed in 2006. The EMAS system on Runway End 13C was approximately 215-feet in length and 170-feet in width; Runway End 31C was approximately 200-feet in length and 170-feet in width. This project replaced both EMAS systems with "third generation" EMAS blocks designed to be more durable to weather conditions. The new bed will be designed and installed to meet the requirements established in AC 150-5220-22A Engineered Materials Arresting Systems for Aircraft Overruns.

Project Need/Justification:

The rehabilitation of Runway 13C-31C preserved capacity by extending the useful life of the runway to ensure safe reliable aircraft operations on the airfield. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for runway rehabilitation is 10 years. Runway 13C-31C was last rehabilitated in 1992. A pavement evaluation completed in December 2011, by Edwards & Kelcey Design Services Inc. (E&K), indicated that distresses on Runway 13C-31C were consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, rutting, and slippage cracking on the AC sections and presence of joint seal damage, joint spalling, and linear cracking on the PCC sections. Runway 13C-31C had an overall PCI rating of 71 or "Satisfactory". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

The replacement of Runway 13C-31C EMAS preserved and enhanced safety by replacing an existing end-of-life-cycle EMAS bed with the latest arresting system technology to prevent aircraft from overrunning the runway. Midway is located in a densely populated area on the southwest side of Chicago, IL. Midway is confined by W. 55th St to the north, S. Cicero Ave to the east, W. 63rd St to the south, and S. Central Ave. to the west. The distances between Runway ends to W. 63rd St and S. Central Ave are both less than 425-feet, significantly less than the established standard of 1,000-foot Runway Safety Area (RSA).

According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the rehabilitation of an EMAS system is eligible if the EMAS bed was installed with Airport Improvement Program (AIP) funds prior to fiscal year 2007. This is because EMAS systems installed prior to 2007 did not have the plastic lids. After fiscal year 2007, the

manufacturer began fully encasing the blocks, which has significantly improved moisture protection and joint seals.

Rehabilitation of Runway 13C-31C Hold Pad-Detention Basin

Project Description:

This proposed project funded for the rehabilitation of Runway 13C-31C Hold Pad-Detention Basin at Midway. The Runway 13C-31C Hold Pad-Detention Basin is a 90,000 square-foot concrete structure designed to protect against flooding of the airfield.

Prior to the rehabilitation the detention basin was 22-years old and showing signs of cracking along the entrance ramp, exterior walls, and roof structure of the basin. This project funded for a structural survey and necessary rehabilitation of the detention basin. Rehabilitation efforts included concrete patching and epoxy crack injections.

Project Need/Justification:

Upon completion, this proposed project will preserve capacity of the Airport by preventing flooding on the airfield. The detention basin was installed during the 1992 Runway 13C-31C Rehabilitation project. Since that time, the retaining walls along the entrance ramp, exterior walls, and the structure roof have begun to exhibit structural and hair-line cracks. The head wall at the entrance is exhibiting further cracking and some spalling. Rehabilitation of these areas will increase the useful life of the structure by reducing the possibility of water infiltration into the structure.

Rehabilitation of Runway 4L-22R & Taxiway P Reconfiguration

Project Description:

This proposed project funded for the rehabilitation of Runway 4L-22R and the reconfiguration of Taxiway Papa (P) at Midway. Runway 4L-22R is approximately 5,507-feet long and 150-feet in width. The surface of the runway is comprised of primarily bituminous asphalt concrete (AC) with the exception of 700-feet on the Runway 4L approach end of portland cement concrete (PCC).

Taxiway P is approximately 4,280-linear feet extending from the south side of the Airport to Runway 4L-22R. This project only reconfigured 1,000-linear feet of the taxiway

between Runway 4R-22L and 4L-22R.

Prior to the latest rehabilitation, the pavements for Runway 4L-22R were approximately 20-years old and showing surface distresses such as corner breaks, longitudinal and transverse cracking, joint and corner spalling, and joint seal damage. The magnitude and severity of these distresses indicated signs of structural deficiencies from repeated traffic loading, and weathering. This project included a variable depth asphalt mill with a six-inch AC overlay on the runway and installation of new PCC pavement sections on Runway end 22R for a run-up area. This project installed new AC surface course shoulders, new drainage systems, replaced runway edge lights and guidance sign bases, and electrical cabling and fixtures.

This proposed project also funded for the reconfiguration of Taxiway P with new AC pavement to allow for a 90 degree intersection at Runway 22R. This entailed the demolition of 50,000 square-feet of AC and material to install a new bituminous base course and three-inch AC surface course taxiway perpendicular to Runway 4L-22R. The project also funded for new shoulders, new taxiway lighting, cabling, and pavement markings.

Project Need/Justification:

The rehabilitation of Runway 4L-22R and reconfiguration of Taxiway P preserved capacity and enhance safety to ensure safe reliable aircraft operations on the airfield. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the useful life for airfield pavement is 20-years. The last major rehabilitation was done in 1995. A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Runway 4L-22R were consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, and raveling on the AC sections and presence of joint seal damage, joint spalling, and linear cracking on the PCC sections. Runway 4L-22R had an overall PCI rating of 72 or "Satisfactory". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

This proposed project also enhanced safety by complying with Federal Aviation Administration AC 150/5300-13 *Airport Design* criteria by correcting the taxiway geometry to prevent runway incursions with a perpendicular entry point to the runway.

Rehabilitation of Runway 4R-22L

Project Description:

This proposed project funded for the rehabilitation of Runway 4R-22L, supporting Taxiway Y, removal of section of Taxiway K, the installation of Taxiway V, and replaced the Engineering Materials Arresting Systems (EMAS) at Midway. Runway 4R-22L is 6,445-feet long and 150-feet wide and primarily comprised of bituminous asphalt concrete (AC) with the exception of 345-feet at Runway end 22L, which is portland cement concrete (PCC).

Taxiway Y is approximately 6,000 linear-feet and serves as the primary taxiway for Runway 4R-22L. This project only rehabilitated specific sections of the north end of Taxiway Y adjacent to the Terminal Apron Ramp.

Taxiway K is approximately 4,250-feet long and 60-feet wide and configured in a west-east configuration traversing both Runways 13C-31C and 4R-22L. This project removed approximately 700 linear-feet taxiway between Runway end 4R and hold block.

Prior to the latest rehabilitation, the pavements for Runway 4R-22L were approximately 19-years old and showing signs of various levels of surface distresses due to structural deficiencies and repeated traffic loading. This project included a variable depth asphalt mill with a three to six-inch AC overlay on the runway, shoulders, and the adjacent connector/crossing taxiways and their shoulders. This project also included the construction of new shoulders, replacement of runway edge lights, adjustments to the runway centerline lights, installation of new conduit and cabling and installation of underdrains to match the improvements that were made to the north section of Taxiway P.

This proposed project also upgraded Taxiway P north of 4R-22L to meet FAA criteria for Boeing 737 aircraft.

Also included in this proposed project was the removal of Taxiway K west of Runway 4R to eliminate angled geometry per FAA AC 150/5300-13A Airport Design criteria and installation of Taxiway V. Additionally complete selective repair and replacement of concrete pavement on Taxiway Y along the terminal ramp including shoulder resurfacing and joint seal replacement.

This proposed project also included the reconstruction of manholes and catch basins, removal and replacement of existing manholes and catch basins, removal and replacement of existing sewer pipe to incorporate larger sizes and installation of a storm water detention system.

This proposed project also funded for the design and construction of the replacement of the Runway 4R-22L EMAS. EMAS arrestor beds are composed of lightweight, crushable cement material designed to stop aircraft that overshoot runways. It is a FAA acceptable alternative for preventing overrun catastrophes at airports where runway safety areas are not in compliance with FAA regulations.

The replaced EMAS system was installed in 2006. The EMAS system on Runway End 4L was approximately 340-feet in length and 170-feet in width. This project replaced the Runway 4L end and installed a new system on Runway 22L with "green EMAS". These new beds were designed and installed to meet the requirements established in AC 150-5220-22A Engineered Materials Arresting Systems for Aircraft Overruns.

Project Need/Justification:

The rehabilitation of Runway 4R-22L project preserved capacity and enhanced safety to ensure safe reliable aircraft operations on the airfield. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for airfield pavement reconstruction is 20 years. The last major rehabilitation for Runway 4R-22L was 1992. A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Runway 4R-22L were consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, and raveling on the AC sections and presence of joint seal damage, joint spalling, and linear cracking on the PCC sections. The sections that were replaced on Taxiway Y also showed distress that were consistent with loading and climate issues due to the presence of joint seal damage, joint spalling, map cracking, and linear cracking.

Runway 4R-22L had an overall weighted PCI rating of 79 or "Satisfactory". Although the overall PCI for Taxiway Y was 73, the sections that were replaced had PCIs averaging 64. It is recommended that the airfield pavement PCI be maintained above 70 to maintain at a level sufficient to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

The removal of Taxiway K, between Runway 4R and the 4R Hold Pad was necessary in order to meet AC 150/5300-13A *Airport Design* criteria. AC 150/5300-13A states that right angle intersections are standard for all runway and taxiway intersections. FAA studies indicate the increased risk of a runway incursions on angled taxiways used for crossing runways.

The replacement of Runway 4L-22R EMAS preserved and enhanced safety by replacing an existing end-of-life-cycle EMAS bed with the latest arresting system technology to prevent aircraft from overrunning the runway. Midway is located in a densely populated area on the southwest side of Chicago, IL. Midway is confined by W. 55th St to the north, S. Cicero Ave to the east, W. 63rd St to the south, and S. Central Ave. to the west. The distances between Runway ends to S. Cicero and W. 63rd St. are both less than 450-feet, significantly less than the established standard of 1,000-foot Runway Safety Area (RSA).

According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the rehabilitation of an EMAS system is eligible if the EMAS bed was installed with Airport Improvement Program (AIP) funds prior to fiscal year 2007.

Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation

Project Description:

This proposed project funded for the rehabilitation of Runway 4R-22L centerline and threshold lights at Midway and for the installation of new runway centerline and threshold lighting systems for both ends of Runway 4R-22L. The lighting system includes new centerline light base cans, lights, transformers, heat shrink kits and conduit runs into the runway pavement. The duct banks will be drained at low points and other locations where feasible, approximately every 200 feet.

The airfield lighting control system will be updated to reflect the new lights and ten new regulators on the runway. Two new home run duct banks will be installed to accommodate the new circuit that will power the proposed centerline lights for Runway 4R-22L and the threshold hold and edge lights. All infrastructure (base cans, conduit etc.) for centerline lighting for Runway 13C-31C will be installed within the limits of the runway safety area of Runway 4R-22L in anticipation of the future installation of a runway centerline lighting system. Additionally, the runway pavement at the intersection of Runway 4R-22L and 13C-31C (the bulls eye) will be milled and resurfaced with

asphalt for the full width of the runways 150 feet extending to the existing limits of the bituminous overlay on runway 13C-31C (612 feet) and 500 feet on 4R-22L. Underdrains within the limits of the bullseye paving for both runway 4R-22L and 13C-31C will be designed and installed as part of this project.

Project Need/Justification:

The rehabilitation of Runway 4R-22L centerline and threshold lights enhance safety to ensure safe reliable aircraft operations on the airfield by increasing the visibility of the runway for non-precision approaches. According to FAA Order 5100.38D Airport Improvement Program Handbook, minimum useful life for airfield lighting is 10-years. The lighting for Runway 4R-22L was installed over 30-years and has exceeded their useful life.

Taxiway A Extension & Rehabilitation

Project Description:

This project funded for the extension and rehabilitation of Taxiway A. Taxiway A is approximately 670 linear-feet and connects Runways 13C-31C and 13R-31L to Taxiway F. This project expands a portion of the 150 linear-foot section between Runways 13C-31C and 13R-31L and extends the taxiway 360-linear feet to the West Ramp. Taxiway A is comprised of both portland cement concrete (PCC) and bituminous asphalt overlay on PCC (APC).

Prior to the extension and rehabilitation of this section of Taxiway A the pavement was 30-years old and showing signs of various levels surfaces distresses related to traffic loading, weathering, and age. This project will widen this section to the required dimension criteria according to FAA AC 150/5300-13A, *Airport Design*. This project will install approximately 8,000 square-feet of new three-inch bituminous asphalt concrete (AC) surface course between Runway 13R-31L and Taxiway F and expand to 35-feet.

This extension to the West Ramp includes the construction of approximately 13,000 square-feet of a new taxiway consisting of a 21-inch frost protection course, four-inches of AC base course, and four-inches of AC surface course. This project will also construct new bituminous shoulders, and associated drainage and lighting installation.

Project Need/Justification:

This project preserves capacity and enhances safety of Taxiway A. Taxiway A, within the Runway Safety Area (RSA) of Runway 13-31C was recently enlarged to allow larger general aviation aircraft landing on Runway 31C to exit the runway more efficiently. While this improved the exit off the runway, the remainder of the taxiways leading to the west ramp is not capable of supporting these larger aircraft per current FAA AC 150/5300-13A, *Airport Design* criteria. The extension and improvement of Taxiway A to the West Ramp area will increase the efficiency of Runway 13-31C by allowing all general aviation aircraft the ability to directly access the West Ramp.

A pavement evaluation completed in December 2011, by E&K, indicated that distresses on the rehabilitated Taxiway A section were consistent with loading and weather issues due to the presence of joint seal damage, joint spalling, and linear cracking. This section of Taxiway A had an overall PCI rating of 53 or "Poor". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

Rehabilitation and Enhancement of Taxiway Y/K and South Ramp

Project Description:

This proposed project reconstructed and enhanced sections of Taxiway Y and K at Midway. Taxiway Y is approximately 6,445-feet long and 60-feet wide and is located parallel to primary Runway 4R-22L. This taxiway provides access from Runway 4R to the Terminal gates. This project rehabilitated the southern section or 2,850-linear feet from Runway 13C-31C to Runway end 4R.

Taxiway K is approximately 4,250-feet long and 60-feet wide and configured in a west-east configuration traversing both Runways 13C-31C and 4R-22L. This project rehabilitated approximately 2,475-linear feet Taxiway Kilo between Runway 13R-31L to Runway 4R-22L. The scope also included the rehabilitation of a section of the South Ramp.

Taxiway Y included variable depth concrete and asphalt milling on Taxiway Y and Taxiway D with the placement of six-inches of new bituminous asphalt concrete (AC) pavement. The overlay included the full width of Taxiways Y and D. This project also

included the removal and replacement of taxiway lighting, cabling, vault infrastructure, circuits and regulators. Y1 was widened to 110-feet to accommodate Group III aircraft and reconstructed with 14-inches of PCC on 12-inches AC base course.

This project also funded for the rehabilitation of a section of the South Ramp. Approximately 92,000 square-feet of the South Ramp was replaced with 17-inches of AC on three-inches of AC base course. Work also included light replacement and surface markings.

The new pavements were designed in accordance with FAA AC 150/5300-13A, *Airport Design*, AC 150/5320-6E, *Airport Pavement Design and Evaluation*, AC 150/5370-10G, *Standards for Specifying Construction of Airports*, and AC 150/5370-14A, *Hot Mix Asphalt Paving Handbook*. This project also restriped the construction affected zones in accordance to AC 150/5340-1L, *Standards for Airport Markings*.

Project Need/Justification:

The reconstruction of Taxiway Y and K preserved capacity and enhanced safety to ensure safe reliable aircraft operations on the airfield. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for airfield pavement reconstruction or rehabilitation is 20 and 10- years respectively. The last overlay project for Taxiway K was a three-inch overlay in 2004, but the last major rehabilitation was done in 1985. The last major rehabilitation on Taxiway Y was in 1995. A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Taxiways Y were consistent with loading and weather issues due to the presence of joint seal damage, joint spalling, and linear cracking. The distresses on Taxiway K were also consistent with loading and weather issues due to the presence of longitudinal and transverse cracking, alligator cracking, and raveling.

The E&K report indicated that Taxiway Y and K were "Satisfactory" with an overall weighted PCI rating of 71 and 76 respectively. The sections rehabilitated for this project had PCIs of 47 and 66, which is considered "Poor" and "Fair". The rehabilitated section of South Ramp had PCI of 73 or "Satisfactory". It is recommended that the airfield pavement PCI should be maintained above 70 to maintain a level sufficient to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

Rehabilitation of Terminal Ramp

Project Description:

This project will rehabilitate and replace portions of the Terminal Ramp Apron (Apron) pavements at Midway. The existing Apron was installed in 2000 and is approximately 40,000 square-yards and supports 45 gates. This project will include the full depth replacement of approximately 195,000 square-feet of existing Concourse C apron and also selective areas of the terminal ramp outside of the Concourse C apron that are in need of rehabilitation. This project also includes repairs to existing drainage structures, grounding tie-downs, and new pavement markings.

The new pavements will be designed and constructed in accordance with FAA AC 150/5300-13A, Airport Design, AC 150/5320-6E, Airport Pavement Design and Evaluation, and AC 150/5370-10G, Standards for Specifying Construction of Airports. This project also restriped the construction affected areas in accordance to AC 150/5340-1L, Standards for Airport Markings.

Project Need/Justification:

The reconstruction and rehabilitation of the Terminal Ramp Apron will preserve capacity and ensure safe and efficient aircraft operations on the Apron. The existing concrete apron surrounding Concourse C and Gates, B1, B2 and B3 was the first Apron pavement installed as part of the new Midway Terminal Development Program in 2000. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the criterion for airfield pavement reconstruction is 20 years. The Concourse C Ramp apron is approximately 27-years old. A pavement evaluation completed in June 2015, by Jacobs indicated that distresses on the Concourse C Ramp were consistent with loading and climate issues due to the presence of joint seal damage, joint spalling, map cracking, and linear cracking.

The Concourse C Ramp had an overall weighted PCI rating of 44 or "Poor". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations. Once pavement surfaces reach a PCI of 70 the surface deterioration rate significantly increases.

Rehabilitation of Midway Airport Maintenance Complex (AMC)

Project Description:

This project rehabilitates the Airport Maintenance Complex (AMC) at Midway. The AMC was constructed in 1997 is located on south side of the Airport.

This project consists of the replacement of the HVAC system for the garage with an energy efficient system, replacement of the overhead doors and associated hardware, an upgrade to the emergency generator and switchgear, and replacement of the existing boilers with more energy efficient boilers. Also included is the expansion and replacement of the potassium acetate pumps and tanks to allow for a total of 90,000 gallons of onsite storage. The project also includes the replacement of the roofing membrane, an upgrade of the windows and replacement of the HVAC system in the office area, replacement of the emergency egress doors and hardware, and improvements for ADA accessibility.

Project Need/Justification:

The AMC was built approximately 20-years ago and since then has not had any significant improvements. The AMC is in need of improvements to provide critical functions that are required at the Airport. This facility also houses all of the snow removal equipment for the Airport.

Cyclical Vehicle Replacement

Project Description:

This project will provide for the acquisition of the following pieces of equipment for the Airport. All acquisitions are cyclical replacements.



Replacement Year	Equipment	Quantity
<u>2015</u>	CFD Staircase	1
	Jet Air	1
	Dual Sweeper	1
	CPD Tow Truck	2
	High Lift	2
<u>2016</u>	CFD Crash Truck	1
	Runway Blower	2
<u>2017</u>	Sander w/ Plow	4
	Runway Blower	2
	Mower Tractor	1
Total		17

Project Need/Justification:

Cyclical replacements are necessary to maintain the effectiveness of the security and snow removal operations at the Airport. Due to their high mileage and hours of operation, the vehicles now need annual replacements.

Installation of FIS 2nd Bag Claim Device and Space Reconfiguration

Project Description:

This project is for facility modifications and redevelopment to the Federal Inspection Services (FIS) Bag Claim area and the U.S. Customs and Border Protection (CBP) Office to provide additional bag claim capacity at Midway.

This project will add one additional slope plate bag claim device in an area currently occupied by CBP offices, and replace the existing flat plate bag claim device in the FIS International Bag Claim Hall with a new slope plate claim device. This project will also demolish a portion of the existing CBP offices, renovate approximately 800 square-feet of existing CBP offices, and create additional public finished space to allow installation of the additional slope plate bag claim device with associated conveyors. The current FIS space is 12,000 square-feet and will be reconfigured to approximately 12,860 square-

feet. To accommodate the CBP requirements, changes to the existing Bag recheck Lobby and existing TSA office space will be required.

The project also includes allowances for design services, project management, and contingency and reflects requirements for interim bag portering, permitting and second shift work.

Project Need/Justification:

The Airport is experiencing an increase in international flight arrivals. The impact is demonstrated by increased passenger volumes and bag volumes within the FIS area. The current FIS Bag Claim area is undersized to accommodate two simultaneous arrival operations.

This bag claim configuration will provide capacity to handle approximately 200 bags on two rotating sloped plate bag claim units. Anticipated bag volume from a 737-800 gauge aircraft (variables include load factor, bags per passenger and origination location). There is expected to be approximately 175 bags per flight or 350 bags for two simultaneous flights. The reconfigured CBP spaces will consolidate certain functions and improve passenger interview and screening spaces.

Replacement of Trunk Radio System

Project Description:

This project includes the design and implementation of a new trunk radio system at Midway. This project will include existing system removal and salvage of equipment and components for trade-in value. The trunk radio system has a total of approximately 450 subscriber units, which includes 250 portable radios and 200 mobile radio units. The mobile units are mounted in the Midway fleet and portable radios are used by various Midway groups. The system has four positions of dispatch consoles; one located in the AMC and three other remotely located in the Airport communications center. A five-year maintenance service contract for the new trunk radio system will also be included.

Project Need/Justification:

The trunk radio system replacement will enhance safety and security at the Airport. The existing system has been in operation for 20-years and nearing its useful life. Midway uses a digital radio system to accommodate communications between various airport operations talk groups. The radio system currently supports approximately 15 talk groups, which include such entities as Police, Fire, Trades, Ground Operations, Airside Operations, and Facilities, etc. This system is a public safety, mission critical radio system with emergency and ID capability. The system, which has been in operation since 1996, is a UHF, 6-channel, narrow bandwidth system that operates within a one-mile radius of the Airport proper. The narrow bandwidth technology was mandated by the FCC for compliance originally in 2004, but then extended to 2013.

Pre-Check Baggage Inspection System Crossover

Project Description:

Upon completion this project will enable the airlines to separate bags from multiple flights with similar departure times by directing baggage to a fourth makeup unit. The current operational restriction only allows baggage to be sent to three makeup units. This project will increase operational flexibility by allowing bags inducted at the north or south ticket counters to be sent to any of the four makeup units. In addition, the project includes the replacement of the Explosives Detection System (EDS) equipment on the north portion of the system as part of the Transportation Security Administration (TSA) Recapitalization and Optimization program.

This project includes the relocation of sprinkler heads, lights, cameras, and exit signs, modifications to the air ducts, installation of a conveyor line from X07 conveyor line, modifications to the OB4 conveyor line, installation of six new conveyors, installation of two HDS and required catwalk, and additional power to the required MCP and PDP. Project will also require installation coordination with MATCO, on site testing of the new conveyor line, punch list creation and management.

Project Need/Justification:

Southwest Airlines (Southwest) is the largest air carrier located at Midway. Southwest utilizes all the ticket counters that feed the north baggage handling system (BHS). The current layout of the north BHS allows for bags to be sent to BMUs (1), (3), and (4). The BHS does not allow for bags to be sent to BMU 2. As Southwest passenger and bag volumes increase, the makeup capacity of the BHS also needs to increase. The sortation from X07 to Makeup 2 will increase Southwest's makeup capacity by providing a conveyor line to feed BMU 2 from north BHS.

PFC AUTHORITY PROPOSED

Project Description	Proposed Amount		Proposed Amount	Total Proposed
	PAYGO	Bond Capital	Financing & Interest	PFC Amount
Airfield Lighting Infrastructure Improvements	\$0	\$10,058,400	\$10,058,400	\$20,116,800
Airside Service Road Rehab	0	2,709,346	2,709,346	5,418,692
AOA Perimeter Sound Wall Improvements	0	6,020,850	6,020,850	12,041,700
Passenger Security Checkpoint Expansion	0	65,572,954	65,572,954	131,145,907
Runway 13C/31C Hold Pad - Detention Basin	0	538,385	538,385	1,076,770
Runway 13C/31C Rehabilitation	0	32,078,641	32,078,641	64,157,281
Runway 4L/22R Rehabilitation & Taxiway P Reconfiguration	0	3,915,865	3,915,865	7,831,731
Runway 4R/22L Rehabilitation	0	19,783,003	19,783,003	39,566,006
Runway 4R-22L Centerline & Threshold Lights Installation	0	2,668,767	2,668,767	5,337,534
Taxiway Y&K Reconstruction & Enhancement	0	2,856,113	2,856,113	5,712,225
Terminal Ramp Improvements	0	12,064,800	12,064,800	24,129,600
Airport Maintenance Complex Improvements	0	12,233,337	12,233,337	24,466,674
Cyclical Vehicle Replacement	0	3,262,873	3,262,873	6,525,746
FIS 2nd Bag Claim & Space Reconfiguration	0	11,701,950	11,701,950	23,403,900
Taxiway A Extension	0	3,326,400	3,326,400	6,652,800
Trunk Radio System Replacement	0	4,780,000	4,780,000	9,560,000
Pre-Checked Baggage Inspection System Crossover	0	5,032,800	5,032,800	10,065,600
Total	\$0	\$198,604,483	\$198,604,483	\$397,208,965

PFC TIMELINE

Air Carrier Notification Distributed	May 2, 2017
Air Carrier Consultation Meeting	June 1, 2017
Air Carrier Comment Due	July 1, 2017
Proposed Date of Submission of Draft Application to FAA	July 2, 2017

PFC Application No. 17-13-C-00-MDW

***Notice of Intent of Application to Impose and Use a
Passenger Facility Charge (PFC) at Chicago Midway International Airport***

Acknowledged Receipt of Air Carrier Consultation Meeting Notice:

Name (print)

Name (sign)/Date

Air Carrier Name

PFC Application No. 17-13-C-00-MDW Distribution List

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Manager - Airport Planning
Frontier Airlines
7001 Tower Road
Denver, CO 80249

Mr. Blaine Peters
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Mr. Ted Meighen
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PFC Application No. 17-13-C-00-MDW Distribution List

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Director of Finance
Via Airlines
d/b/a Charter Air Transport
220 E Central Pkwy
Altamonte Springs, FL 32701

PFC Application No. 17-13-C-00-MDW

**Notice of Intent of Application to Impose and Use a
Passenger Facility Charge (PFC) at Chicago Midway International Airport**

Acknowledged Receipt of Air Carrier Consultation Meeting Notice:

JOSEPH STAHURSKI

Name (print)

J. Stahurski 05/04/17

Name (sign)/Date

PUBLIC CHARTERS INC

Air Carrier Name

dba NORTH COUNTRY SKY

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News Article

Midway Passenger Facility Charge Application - Notice For Public Comment

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Date: 06/01/2017 | Source: PFC Public Notice
 Proposed Application to the Federal Aviation Administration to Impose a Passenger Facility Charge (PFC) at Chicago-Midway International Airport and to Use PFC Revenue for Projects at Chicago-Midway International Airport
NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT The City of Chicago (the City) has determined the need to submit to the Federal Aviation Administration (FAA) a Notice of Intent to impose and use a passenger facility charge (PFC) at Chicago-Midway International Airport (the Airport or Midway), and has issued this public notice as part of the PFC application process as per Title 14 Code of Regulations (CFR) Part 158.24 Notice and Opportunity for Public Comment
DATES: Comments must be received on or before Wednesday, July 1, 2017
ADDRESS: Comments may be mailed or emailed to Reshma.Soni@cityofchicago.org The following information is provided in accordance with 14CFR 158.24(O)(1).

Project Descriptions

Rehabilitation of Airfield Lighting Infrastructure

Project Description
 This proposed project is for the rehabilitation of the airfield lighting infrastructure system at Midway Airport. This project will design and install a new duct bank and manhole system that will provide a more efficient and maintainable airfield electrical system. This project will include the installation of a new duct bank to provide more direct routing of circuits, as well as include the installation of new manholes and hand holes that minimize the need to access runway and taxiway safety areas for system maintenance. Also included in this project is the replacement of aging cabling and new duct banks for additional capacity to handle future improvements and demand.

Project Need/Justification

The airfield lighting infrastructure rehabilitation will enhance safety to ensure safe reliable aircraft operations on the airfield. Much of the Airport's current airfield electrical infrastructure is over 30-years old and beyond its useful life. As circuits have been added and modified over the years, the existing duct bank system has been fully utilized or slightly modified to accommodate these changes. As the duct bank system nears its capacity, maintenance operations and future modifications will be more labor intensive and costly. Steps have been taken to address a portion of the home run cabling on the airfield through the installation of the new duct bank on the prior Runway 13C-31C Rehabilitation project, however, additional infrastructure will be needed to add capacity to re-cable the airfield lighting system. This project will also relocate much of the existing electrical infrastructure and manholes outside of the runway safety area to allow Airport maintainers access with minimum disruption to airfield operations.

Rehabilitation of Airside Service Road

Project Description
 This proposed project funded for the rehabilitation of the airside Service Road at Midway. The airside Service Road is approximately 12,600 linear feet and services the airside of the entire Airport. Prior to the rehabilitation of the Service Road the roadway was an approximately 20-years old and showing significant signs of structural deficiencies due to repeated traffic loading, weathering, and age.

June 1, 2017

City of Chicago

Chicago Department of Aviation

Chicago-Midway International Airport

Proposed Application to the Federal Aviation Administration to Impose a Passenger Facility Charge (PFC) at Chicago-Midway International Airport and to Use PFC Revenue for projects at Chicago-Midway International Airport

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The City of Chicago (the City) has determined the need to submit to the Federal Aviation Administration (FAA) a Notice of Intent to impose and use a passenger facility charge (PFC) at Chicago-Midway International Airport (the Airport or Midway); and has issued this public notice as part of the PFC application process as per Title 14 Code of Regulations (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

DATES: Comments must be received on or before **Wednesday, July 1, 2017**.

ADDRESS: Comments may be mailed or emailed to Reshma Soni, Chief Financial Officer, Aviation Administration Building, 10510 West Zemke Road, 2nd Floor, Chicago, IL 60666. Reshma.Soni@cityofchicago.org

The following information is provided in accordance with 14CFR 158.24(b)(1):

Project Descriptions

Rehabilitation of Airfield Lighting Infrastructure

Project Description:

This proposed project is for the rehabilitation of the airfield lighting infrastructure system at Midway Airport. This project will design and install a new duct bank and manhole system that will provide a more efficient and maintainable airfield electrical system. This project will include the installation of a new duct bank to provide more direct routing of circuits, as well as include the installation of new manholes and hand holes that minimize the need to access runway and taxiway safety areas for system maintenance. Also included in this project is the replacement of

aging cabling and new duct banks for additional capacity to handle future improvements and demand.

Project Need/Justification

The airfield lighting infrastructure improvements rehabilitation will enhance safety to ensure safe reliable aircraft operations on the airfield. Much of the Airport's current airfield electrical infrastructure is over 30-years old and beyond its useful life. As circuits have been added and modified over the years, the existing duct bank system has been fully utilized or slightly modified to accommodate these changes. As the duct bank system nears its capacity, maintenance operations and future modifications will be more labor intensive and costly. Steps have been taken to address a portion of the home run cabling on the airfield through the installation of the new duct bank on the prior Runway 13C-31C Rehabilitation project; however, additional infrastructure will be needed to add capacity to re-cable the airfield lighting system. This project will also relocate much of the existing electrical infrastructure and manholes outside of the runway safety area to allow Airport maintainers access with minimum disruption to airfield operations.

Rehabilitation of Airside Service Road

Project Description

This proposed project funded for the rehabilitation of the airside Service Road at Midway. The airside Service Road is approximately 12,600 linear-feet and services the airside of the entire Airport. Prior to the rehabilitation of the Service Road the roadway was an approximately 20-years old and showing significant sign of structural deficiencies due to repeated traffic loading, weathering, and age. Work included mill and overlay throughout the roadway system, adjustments to the drainage structures, and restriping of roadway markings.

Project Need/Justification

The airside Service Road is vital to airside service operations for both Airport staff and air carriers. Prior to the rehabilitation the road surface needed frequent patching, crack sealing and repairs to maintain its functionality. A pavement evaluation completed in April 2013, by Jacobs Engineering Group Inc. (Jacobs), indicated that distresses on the service road were consistent with loading and water infiltration due to the presence of various degrees of surface cracking. The Service Road had an overall weighted PCI rating of 70 or "Satisfactory". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations.

Rehabilitation of the AOA Perimeter Sound Wall

Project Description

This proposed project will rehabilitate sections of Midway's Air Operations Area (AOA) Perimeter Sound Wall (Sound Wall). The Sound Wall is approximately 15,000 linear feet at a height of 12-feet. The rehabilitation will include selective replacement of damaged panels, columns, and structural wall components, as well as grading at the base of the structures, and painting.

Project Need/Justification

The Sound Wall is an important component in the Airport's "Fly Quiet Program". These walls are designed to reduce ground level noise associated with aircraft taxiing and takeoff thrust on the communities surrounding the Airport. The Sound Walls' were first installed in 2001 in conjunction with the construction of the new Midway Terminal program. Due to the age of the walls, exposure to the elements and proximity to the surrounding roads have resulted in deterioration of the panels and structural components. The deterioration or damage includes rusted components, dented or punctured panels and deteriorating obstruction lighting. All these components are in need of rehabilitation to ensure continued aesthetic, reduce the impact of aviation noise on people living near the airport, and compliance with Federal Aviation Administration Part 150 Airport Noise Compatibility Program.

Passenger Security Checkpoint Expansion

Project Description

This project will expand the passenger security checkpoint at Midway. The project will construct an 80,000 square-foot pavilion to accommodate current and future passenger traffic flow. This project will also increase the area available for passenger queuing by approximately 80,000 square feet. The existing security checkpoint would be relocated into the pavilion, creating an additional 18,000 square feet of potential revenue-generating areas adjacent to the existing food court.

This project includes the installation of building foundations, erection of structural concrete and steel, installation of a building roof, HVAC systems, communications and security systems along with a façade to complement the existing building finishes both north and south. The building shell and core elements such as mechanical, electrical, plumbing, and fire protection will be extended to service the building expansion and new space will receive tenant interior finishes.

The tie-in to the existing bridge would include demolition of the existing façade and miscellaneous items to facilitate tie-ins to the pedestrian bridge. In addition to the widening of the pedestrian bridge, there will be a 10,000 square-foot build out to the south of the bridge which ties to the Terminal.

Project Need/Justification

The expansion of the passenger security checkpoint is needed to increase public circulation in the Terminal to more efficiently accommodate the increasing passenger growth at the Airport. This project will add 10 additional checkpoint lanes to handle over 5,000 passengers per hour. Currently during peak hours, passenger security screen lines extend beyond the existing bridge and into the terminal parking garage. Existing passenger demand and forecast activity increase both support the expansion of the security checkpoint area.

Rehabilitation of Runway 13C-31C

Project Description

This proposed project funded for the design and rehabilitation of Runway 13C-31C and the replacement of the Engineering Material Arresting Systems (EMAS) at Midway. Runway 13C-31C is one of the primary runways at the Airport. The runway is 6,522-feet long by 150-feet wide and comprised of 6,405 linear-feet of bituminous asphalt concrete (AC) pavement and 120-linear feet of portland cement concrete (PCC) on the Runway 31C end.

Prior to the rehabilitation of Runway 13C-31 the pavements were approximately 22-years old and showing signs of fatigue cracking due to structural deficiencies and repeated traffic loading. The rehabilitation of the runway and shoulder included variable depth PCC and AC milling with an overlay of a bituminous base course and AC surface course. This project also included the installation of new centerline and edge lighting, replacement of signage, installation of new electrical infrastructure, drainage improvements, placement of sodding/seeding for the surrounding runway area, and pavement markings. This project also funded for the design and construction of the replacement of the Runway 13C-31C EMAS.

Project Need/Justification

Runway 13C-31C was last rehabilitated in 1992. A pavement evaluation completed in December 2011, by Edwards & Kelcey Design Services Inc. (E&K), indicated that distresses on Runway 13C-31C were consistent with loading and weather issues due to the presence of various degrees of surface cracking. Runway 13C-31C had an overall PCI rating of 71 or "Satisfactory". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations.

The replacement of the EMAS was necessary since the existing EMAS had reached the end of its useful life.

Rehabilitation of Runway 13C-31C Hold Pad-Detention Basin

Project Description

This proposed project funded for the rehabilitation of Runway 13C-31C Hold Pad-Detention Basin at Midway. The Runway 13C-31C Hold Pad-Detention Basin is a 90,000 square-foot concrete structure designed to protect against flooding of the airfield and serves as a glycol collection area.

Prior to the rehabilitation the detention basin was 22-years old and showing signs of cracking along the entrance ramp, exterior walls, and roof structure of the basin. This project funded for a structural survey and necessary rehabilitation of the detention basin. Rehabilitation efforts included concrete patching and epoxy crack injections.

Project Need/Justification

The detention basin was installed during the 1992 Runway 13C-31C Rehabilitation project. Since that time, the retaining walls along the entrance ramp, exterior walls, and the structure roof have begun to exhibit structural and hair-line cracks. The head wall at the entrance of the basin is exhibiting further cracking and some spalling. Rehabilitation of these areas will increase the useful life of the structure by reducing the possibility of water infiltration into the structure.

Rehabilitation of Runway 4L-22R & Taxiway P Reconfiguration

Project Description

This proposed project funded for the rehabilitation of Runway 4L-22R and the reconfiguration of Taxiway Papa (P) at Midway. Runway 4L-22R is approximately 5,507-feet long and 150-feet in width. The surface of the runway is comprised of primarily bituminous AC with the exception of 700-feet on the Runway 4L approach end of PCC.

Taxiway P is approximately 4,280-linear feet extending from the south side of the Airport to Runway 4L-22R. This project only reconfigured 1,000-linear feet of the taxiway between Runway 4R-22L and 4L-22R.

Prior to the latest rehabilitation, the pavements for Runway 4L-22R were approximately 20-years old and showing major surface distresses consistent with repeated loading issues, weathering, and age. This project included a variable depth asphalt mill and overlay on the runway and

installation of new PCC pavement sections on Runway end 22R for the run-up area. This project installed new AC surface course shoulders, new drainage systems, replaced runway edge lights and guidance sign bases, and electrical cabling and fixtures.

This proposed project also funded for the reconfiguration of Taxiway P with new AC pavement to allow for a 90 degree intersection at Runway 22R. This entailed the demolition of 50,000 square-feet of AC and material to install a new bituminous base course and three-inch AC surface course taxiway perpendicular to Runway 4L-22R. The project also funded for new shoulders, new taxiway lighting, cabling, sodding, and pavement markings.

Project Need/Justification

A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Runway 4L-22R were consistent with loading and weather issues due to the presence of various degrees of surface cracking. Runway 4L-22R had an overall PCI rating of 72 or "Satisfactory". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations.

This project also reconfigured the geometry of Taxiway P by creating a 90 degree intersection at the runway with to comply with FAA airfield design criteria.

Rehabilitation of Runway 4R-22L

Project Description

This proposed project funded for the rehabilitation of Runway 4R-22L, supporting Taxiway Y, removal of section of Taxiway K, the installation of Taxiway V, and replaced the Engineering Materials Arresting Systems (EMAS) at Midway. Runway 4R-22L is 6,445-feet long and 150-feet wide and primarily comprised of bituminous AC with the exception of 345-feet at Runway end 22L, which is PCC.

Taxiway Y is approximately 6,000 linear-feet and serves as the primary taxiway for Runway 4R-22L. This project only rehabilitated specific sections of the north end of Taxiway Y adjacent to the Terminal Apron Ramp.

Taxiway K is approximately 4,250-feet long and 60-feet wide and configured in a west-east configuration traversing both Runways 13C-31C and 4R-22L. This project removed approximately 700 linear-feet taxiway between Runway end 4R and hold block.

Prior to the latest rehabilitation, the pavements for Runway 4R-22L were approximately 19-years old and showing signs of various levels of surface distresses due to structural deficiencies and

repeated traffic loading. This project included a variable depth asphalt mill and overlay on the runway, shoulders, and the adjacent connector/crossing taxiways and their shoulders. This project also included the construction of new shoulders, replacement of runway edge lights, adjustments to the runway centerline lights, installation of new conduit and cabling and installation of underdrains to match the improvements that were made to the north section of Taxiway P.

This proposed project also upgraded Taxiway P north of 4R-22L to meet FAA criteria for Boeing 737 aircraft.

Also included in this proposed project was the removal of Taxiway K west of Runway 4R to eliminate angled geometry to comply with FAA airfield design criteria and installation of Taxiway V. Additionally complete selective repair and replacement of concrete pavement on Taxiway Y along the terminal ramp including shoulder resurfacing and joint seal replacement.

This proposed project also included the reconstruction of manholes and catch basins, removal and replacement of existing manholes and catch basins, removal and replacement of existing sewer pipe to incorporate larger sizes and installation of a storm water detention system.

This proposed project also funded for the design and construction of the replacement of the Runway 4R-22L EMAS.

Project Need/Justification

A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Runway 4R-22L were consistent with loading and weather issues due to the presence of various degrees of surface cracking. The sections that were replaced on Taxiway Y also showed distress that were consistent with loading and climate issues also due to the presence of various degrees of surface cracking.

Runway 4R-22L had an overall weighted PCI rating of 79 or "Satisfactory". It is recommended that the airfield pavement PCI be maintained above 70 to maintain at a level sufficient to ensure safe and reliable aircraft operations.

The removal of Taxiway K, between Runway 4R and the 4R Hold Pad was necessary in order to comply with FAA design criteria.

The replacement of the EMAS was necessary since the existing EMAS had reached the end of its useful life.

Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation

Project Description

This proposed project funded for the rehabilitation of Runway 4R-22L centerline and threshold lights at Midway and for the installation of new runway centerline and threshold lighting systems for both ends of Runway 4R-22L. The lighting system includes new centerline light base cans, lights, transformers, heat shrink kits and conduit runs into the runway pavement. The duct banks will be drained at low points and other locations where feasible, approximately every 200 feet. The scope also included a milling and resurfacing of the center portion of the runway.

The airfield lighting control system will be updated to reflect the new lights and ten new regulators on the runway. Two new home run duct banks will be installed to accommodate the new circuit that will power the proposed centerline lights for Runway 4R-22L and the threshold hold and edge lights. All infrastructure (base cans, conduit etc.) for centerline lighting for Runway 13C-31C will be installed within the limits of the runway safety area of Runway 4R-22L in anticipation of the future installation of a runway centerline lighting system. Additionally, the runway pavement at the intersection of Runway 4R-22L and 13C-31C (the bulls eye) will be milled and resurfaced with asphalt for the full width of the runways 150 feet extending to the existing limits of the bituminous overlay on runway 13C-31C (612 feet) and 500 feet on 4R-22L. Underdrains within the limits of the bull's-eye paving for both runway 4R-22L and 13C-31C will be designed and installed as part of this project.

Project Need/Justification

The lighting for Runway 4R-22L was installed over 30-years and has exceeded their useful life. Prior to the replacement of the centerline and threshold lights, the runway lighting system was approximately 25 years old and outlived its useful life. The new lights increased visibility for nighttime operations and reduced down time due potential disruptions to service with old cabling.

Taxiway A Extension & Rehabilitation

Project Description

This proposed project funded for the extension and rehabilitation of Taxiway A. Taxiway A is approximately 670 linear-feet and connects Runways 13C-31C and 13R-31L to Taxiway F. This project expands a portion of the 150 linear-foot section between Runways 13C-31C and 13R-31L and extends the taxiway 360-linear feet to the West Ramp. Taxiway A is comprised of both PCC and bituminous asphalt overlay on PCC (APC).

Prior to the extension and rehabilitation of this section of Taxiway A the pavement was 30-years old and showing signs of various levels surfaces distresses related to traffic loading, weathering, and age. This project will widen this section and install a new section of taxiway to connect to

the West Ramp. This project will also construct new bituminous shoulders, and associated drainage and lighting installation.

Project Need/Justification

Taxiway A is primarily used for General Aviation (GA) aircraft exiting Runway 13C-31C. Taxiway A, within the Runway Safety Area (RSA) of Runway 13C-31C was recently enlarged to allow larger GA aircraft landing on Runway 31C to exit the runway more efficiently. While this improved the exit off the runway, the remainder of the taxiways leading to the West Ramp is not capable of supporting these larger aircraft. The extension and improvement of Taxiway A to the West Ramp area will increase the efficiency of Runway 13C-31C by allowing all GA aircraft the ability to directly access the West Ramp.

A pavement evaluation completed in December 2011, by E&K, indicated that distresses on the rehabilitated Taxiway A section were consistent with loading and weather issues due to the presence of various degrees of surface cracking. This section of Taxiway A had an overall PCI rating of 53 or "Poor". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations.

Rehabilitation and Enhancement of Taxiway Y/K and South Ramp

Project Description

This proposed project reconstructed and enhanced sections of Taxiway Y and K at Midway. Taxiway Y is approximately 6,445-feet long and 60-feet wide and is located parallel to primary Runway 4R-22L. This taxiway provides access from Runway 4R to the Terminal gates. This project rehabilitated the southern section or 2,850-linear feet from Runway 13C-31C to Runway end 4R.

Taxiway K is approximately 4,250-feet long and 60-feet wide and configured in a west-east configuration traversing both Runways 13C-31C and 4R-22L. This project rehabilitated approximately 2,475-linear feet Taxiway Kilo between Runway 13R-31L to Runway 4R-22L. The scope also included the rehabilitation of a section of the South Ramp.

Taxiway Y included variable depth concrete and asphalt milling on Taxiway Y and Taxiway. The overlay included the full width of Taxiways Y and D. This project also included the removal and replacement of taxiway lighting, cabling, vault infrastructure, circuits and regulators. Y1 was widened and reconstructed to 110-feet to accommodate Group III aircraft.

This project also funded for the rehabilitation of a section of the South Ramp. Approximately 92,000 square-feet of the South Ramp was rehabilitated along with light replacement and surface markings.



Project Need/Justification

The last minor overlay project for Taxiway K was completed in 2004, but the last major rehabilitation was done in 1985. The last major rehabilitation on Taxiway Y and the South Ramp was in 1995. A pavement evaluation completed in December 2011, by E&K, indicated that distresses on Taxiways Y and K were consistent with loading and weather issues due to the presence of various degrees of surface cracking.

The E&K report indicated that Taxiway Y and K were "Satisfactory" with an overall weighted PCI rating of 71 and 76 respectively. The E&K report also indicated that the South Ramp had a PCI rating of 47. It is recommended that the airfield pavement PCI should be maintained above 70 to maintain a level sufficient to ensure safe and reliable aircraft operations.

Rehabilitation of Terminal Ramp

Project Description

This proposed project will rehabilitate and replace portions of the Terminal Ramp Apron (Apron) pavements at Midway. The existing Apron was installed in 2000 and is approximately 40,000 square-yards and supports 45 gates. This project will include the full depth replacement of approximately 195,000 square-feet of existing Concourse C apron and also selective areas of the terminal ramp outside of the Concourse C apron that are in need of rehabilitation. This project also includes repairs to existing drainage structures, grounding tie-downs, and new pavement markings.

Project Need/Justification

The existing concrete apron surrounding Concourse C and Gates, B1, B2 and B3 was the first Apron pavement installed as part of the new Midway Terminal Development Program in 2000. The Concourse C Ramp apron is approximately 17-years old. A pavement evaluation completed in June 2015, by Jacobs indicated that distresses on the Concourse C Ramp were consistent with loading and climate issues due to the presence of various degrees of surface cracking.

The Concourse C Ramp had an overall weighted PCI rating of 44 or "Poor". It is recommended that the airfield pavement PCI should be maintained above 70 to ensure safe and reliable aircraft operations.

Rehabilitation of Midway Airport Maintenance Complex (AMC)

Project Description

This project rehabilitates the Airport Maintenance Complex (AMC) at Midway. The AMC was constructed in 1997 is located on south side of the Airport.



This project consists of the replacement of the HVAC system for the garage with an energy efficient system, replacement of the overhead doors and associated hardware, an upgrade to the emergency generator and switchgear, and replacement of the existing boilers with more energy efficient boilers. Also included is the expansion and replacement of the potassium acetate pumps and tanks to allow for a total of 90,000 gallons of onsite storage. The project also includes the replacement of the roofing membrane, an upgrade of the windows and replacement of the HVAC system in the office area, replacement of the emergency egress doors and hardware, and improvements for ADA accessibility.

Project Need/Justification

The AMC was built approximately 20-years ago and since then has not had any significant improvements. This project is eligible according to FAA Order 5100.38D since this facility stores snow removal equipment that was federally funded. The AMC is in need of improvements to provide critical functions that are required at the Airport. This facility also houses all of the snow removal equipment for the Airport.

Cyclical Vehicle Replacement

Project Description

This proposed project will provide for the acquisition of the following pieces of equipment for the Airport. All acquisitions are cyclical replacements.

Replacement Year	Equipment	Quantity
<u>2015</u>	CFD Staircase	1
	Jet Air	1
	Dual Sweeper	1
	CPD Tow Truck	2
	High Lift	2
<u>2016</u>	CFD Crash Truck	1
	Runway Blower	2
<u>2017</u>	Sander w/ Plow	4

Runway Blower	2
Mower Tractor	1
Total	17

Project Need/Justification:

Cyclical replacements are necessary to maintain the effectiveness of the security and snow removal operations at the Airport. Due to their high mileage and hours of operation, the vehicles now need annual replacements.

Installation of FIS 2nd Bag Claim Device and Space Reconfiguration

Project Description

This proposed project is for facility modifications and redevelopment to the Federal Inspection Services (FIS) Bag Claim area and the U.S. Customs and Border Protection (CBP) Office to provide additional bag claim capacity at Midway.

This project will add one additional slope plate bag claim device in an area currently occupied by CBP offices, and replace the existing flat plate bag claim device in the FIS International Bag Claim Hall with a new slope plate claim device. This project will also demolish a portion of the existing CBP offices, renovate approximately 800 square-feet of existing CBP offices, and create additional public finished space to allow installation of the additional slope plate bag claim device with associated conveyors. The current FIS space is 12,000 square-feet and will be reconfigured to approximately 12,860 square-feet. To accommodate the CBP requirements, changes to the existing Bag recheck Lobby and existing TSA office space will be required.

The project also includes allowances for design services, project management, and contingency and reflects requirements for interim bag portering, permitting and second shift work.

Project Need/Justification:

The Airport is experiencing an increase in international flight arrivals. The impact is demonstrated by increased passenger volumes and bag volumes within the FIS area. The current FIS Bag Claim area is undersized to accommodate two simultaneous arrival operations.

This bag claim configuration will provide capacity to handle approximately 200 bags on two rotating sloped plate bag claim units. Anticipated bag volume from a 737-800 gauge aircraft

(variables include load factor, bags per passenger and origination location). There is expected to be approximately 175 bags per flight or 350 bags for two simultaneous flights. The reconfigured CBP spaces will consolidate certain functions and improve passenger interview and screening spaces.

Replacement of Trunk Radio System

Project Description

This proposed project includes the design and implementation of a new trunk radio system at Midway. This project will include existing system removal and salvage of equipment and components for trade-in value. The trunk radio system has a total of approximately 450 subscriber units, which includes 250 portable radios and 200 mobile radio units. The mobile units are mounted in the Midway fleet and portable radios are used by various Midway groups. The system has four positions of dispatch consoles; one located in the AMC and three other remotely located in the Airport communications center. A five-year maintenance service contract for the new trunk radio system will also be included.

Project Need/Justification

The existing system has been in operation for 20-years and nearing its useful life. Midway uses a digital radio system to accommodate communications between various airport operations talk groups. The radio system currently supports approximately 15 talk groups, which include such entities as Police, Fire, Trades, Ground Operations, Airside Operations, and Facilities, etc. This system is a public safety, mission critical radio system with emergency and ID capability. The system, which has been in operation since 1996, is a UHF, 6-channel, narrow bandwidth system that operates within a one-mile radius of the Airport proper. The narrow bandwidth technology was mandated by the FCC for compliance originally in 2004, but then extended to 2013.

Pre-Check Baggage Inspection System Crossover

Project Description

This proposed project will enable the airlines to separate bags from multiple flights with similar departure times by directing baggage to a fourth makeup unit. The current operational restriction only allows baggage to be sent to three makeup units. This project will increase operational flexibility by allowing bags inducted at the north or south ticket counters to be sent to any of the four makeup units. In addition, the project includes the replacement of the Explosives Detection System (EDS) equipment on the north portion of the system as part of the Transportation Security Administration (TSA) Recapitalization and Optimization program.

This project includes the relocation of sprinkler heads, lights, cameras, and exit signs, modifications to the air ducts, installation of a conveyor line from X07 conveyor line, modifications to the OB4 conveyor line, installation of six new conveyors, installation of two high definition scanners (HDS) and required catwalk, and additional power to the required motor control panel (MCP) and power distribution points (PDP). Project will also require installation coordination with MATCO, on site testing of the new conveyor line, punch list creation and management.

Project Need/Justification:

Southwest Airlines (Southwest) is the largest air carrier located at Midway. Southwest utilizes all the ticket counters that feed the north baggage handling system (BHS). The current layout of the north BHS allows for bags to be sent to baggage makeup units (BMU) (1), (3), and (4). The BHS does not allow for bags to be sent to BMU 2. As Southwest passenger and bag volumes increase, the makeup capacity of the BHS also needs to increase. The sortation from X07 to BMU 2 will increase Southwest's makeup capacity by providing a conveyor line to feed BMU 2 from north BHS. This project also replaces five EDS units that were nearing their useful life.

The Authority will seek authority from the FAA to use PFCs with the following characteristics:

- **PFC level:** A four dollar and fifty cent (\$4.50) charge on passengers enplaned at the Airport.
- **Charge effective date:** September 1, 2054 (which reflects the estimated charge expiration date for approved PFC Application No. 07-12-C-01-MDW).
- **Estimated charge expiration date:** September 1, 2062 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).
- **Estimated Total PFC Revenue under this Application:** Approximately \$397,208,965 in PFC project cost with bond capital and financing and interest.

Project Description	Proposed Amount	Proposed Amount	Proposed Amount	Total Proposed
	PAYGO	Bond Capital	Financing & Interest	PFC Amount
Airfield Lighting Infrastructure Improvements	\$0	\$10,058,400	\$10,058,400	\$20,116,800
Airside Service Road Rehab	0	2,709,346	2,709,346	5,418,692
AOA Perimeter Sound Wall Improvements	0	6,020,850	6,020,850	12,041,700
Passenger Security Checkpoint Expansion	0	65,572,954	65,572,954	131,145,907
Runway 13C/31C Hold Pad - Detention Basin	0	538,385	538,385	1,076,770
Runway 13C/31C Rehabilitation	0	32,078,641	32,078,641	64,157,281
Runway 4L/22R Rehabilitation & Taxiway P Reconfiguration	0	3,915,865	3,915,865	7,831,731
Runway 4R/22L Rehabilitation	0	19,783,003	19,783,003	39,566,006
Runway 4R-22L Centerline & Threshold Lights Installation	0	2,668,767	2,668,767	5,337,534
Taxiway Y&K Reconstruction & Enhancement	0	2,856,113	2,856,113	5,712,225
Terminal Ramp Improvements	0	12,064,800	12,064,800	24,129,600
Airport Maintenance Complex Improvements	0	12,233,337	12,233,337	24,466,674
Cyclical Vehicle Replacement	0	3,262,873	3,262,873	6,525,746
FIS 2nd Bag Claim & Space Reconfiguration	0	11,701,950	11,701,950	23,403,900
Taxiway A Extension	0	3,326,400	3,326,400	6,652,800
Trunk Radio System Replacement	0	4,780,000	4,780,000	9,560,000
Pre-Checked Baggage Inspection System Crossover	0	5,032,800	5,032,800	10,065,600
Total	\$0	\$198,604,483	\$198,604,483	\$397,208,965

ATTACHMENT C

CONSULTATION MEETING ATTENDEES

The following people attended the June 1, 2017 Air Carrier Consultation Meeting via telephone:

- Erin O'Donnell – Chicago Department of Aviation
- Reshma Soni – Chicago Department of Aviation
- Michael Cosentino – Chicago Department of Aviation
- Blaine Peters – Delta Airlines
- Laurie Vacco – Porter Airlines
- Matt Ruffra – Ricondo & Associates, Inc.
- Kathy Dziedzic – CARE Plus, LLC

ATTACHMENT C

CONSULTATION MEETING SUMMARY

The June 1, 2017 Air Carrier Consultation Meeting is summarized as follows:

- Phone call initiated and introductions made from those on the call.
- Reshma Soni, CFO, Chicago Department of Aviation opened the meeting by introducing herself and providing background information on the proposed PFC application.
- Reshma Soni discussed the notification letter mailed to the carriers on May 2, 2017 and provided information regarding:
 1. the proposed projects in the application;

The City intends to file an application to impose a PFC and to use PFC revenue for the following projects at Midway:

- Rehabilitation of Airfield Lighting Infrastructure
- Rehabilitation of Airside Service Road
- Rehabilitation of AOA Perimeter Sound Wall
- Passenger Security Checkpoint Expansion
- Rehabilitation of Runway 13C-31C
- Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin
- Rehabilitation of Runway 4L/22R & Taxiway P Reconfiguration
- Rehabilitation of Runway 4R/22L
- Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation
- Taxiway Alpha Extension and Rehabilitation
- Rehabilitation and Enhancement of Taxiway Yankee & Kilo
- Rehabilitation of Terminal Ramp
- Rehabilitation of Airport Maintenance Complex
- Cyclical Vehicle Replacement
- Installation of FIS 2nd Bag Claim Device and Space Reconfiguration
- Replacement of Trunk Radio System
- Pre-Check Baggage Inspection System Crossover

2. the proposed PFC authority being sought;

The total amount of PFC revenue currently estimated to be associated with this proposed impose and use application is \$397,208,965 (\$198,604,483 of capital funding authority and \$198,604,483 of financing authority). The total amount of this PFC Application is subject to refinement based on the PFC eligibility of certain components.

PFC Level: \$4.50 per enplaned passenger at Midway Charge

Effective Date: September 1, 2054

Estimated Charge Expiration Date: September 1, 2062

Estimated Total PFC Revenue: \$2,603,781,950

3. the proposed PFC application process timeline.

PFC TIMELINE

Air Carrier Notification Distributed	May 2, 2017
Air Carrier Consultation Meeting	June 1, 2017
Air Carrier Comment Due	July 1, 2017
Proposed Date of Submission of Draft Application to FAA	July 2, 2017

- Air carriers were provided an opportunity to ask any questions or provide any comments on the application. At this time the carriers acknowledged that the projects included in the application have each received Majority-In-Interest approval from the carriers. No other questions or comments made.
- Meeting was adjourned.

Chicago Midway International Airport Passenger Facility Charge Program

Air Carrier Consultation Meeting

Thursday, June 1, 2017

Dial In Number: 641-715-3580

Pass Code: 685937

1. Introduction and Opening Remarks
2. Proposed Projects and PFC Authority
3. Detailed Financial Plan
4. PFC Timeline
5. Questions from Carriers
6. Meeting Adjournment

PFC AUTHORITY PROPOSED

Project Description	Proposed Amount		Proposed Amount	Total Proposed
	PAYGO	Bond Capital	Financing & Interest	PFC Amount
Airfield Lighting Infrastructure Improvements	\$0	\$10,058,400	\$10,058,400	\$20,116,800
Airside Service Road Rehab	0	2,709,346	2,709,346	5,418,692
AOA Perimeter Sound Wall Improvements	0	6,020,850	6,020,850	12,041,700
Passenger Security Checkpoint Expansion	0	65,572,954	65,572,954	131,145,907
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Runway 4L/22R Rehabilitation & Taxiway P Reconfiguration	0	3,915,865	3,915,865	7,831,731
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Terminal Ramp Improvements	0	12,064,800	12,064,800	24,129,600
Airport Maintenance Complex Improvements	0	12,233,337	12,233,337	24,466,674
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Taxiway A Extension	0	3,326,400	3,326,400	6,652,800
Trunk Radio System Replacement	0	4,780,000	4,780,000	9,560,000
Pre-Checked Baggage Inspection System Crossover	0	5,032,800	5,032,800	10,065,600
Total	\$0	\$198,604,483	\$198,604,483	\$397,208,965

PFC TIMELINE

Air Carrier Notification Distributed	May 2, 2017
Air Carrier Consultation Meeting	June 1, 2017
Air Carrier Comment Due	July 1, 2017
Proposed Date of Submission of Draft Application to FAA	July 2, 2017

ATTACHMENT C

AIR CARRIER CERTIFICATION OF AGREEMENT/DISAGREEMENT

No letters were received from air carriers certifying disagreement following the carrier consultation meeting.

No public comments were received for any of the projects included in this application.

ATTACHMENT D. REQUEST TO EXCLUDE CLASS OF CARRIERS

The section contains the following information:

Page D - 1 Excerpt from the Notification Letter on May 2, 2017 that updated the carrier class to be exempted from charging a PFC at Midway International Airport.

Section 158.23(a)(3). Request that a Class of Carriers not be Required to Collect PFCs.

The following is information required specifically for the proposed impose and use application above.

(i) Class Designation: Air Taxi

(ii)/(iii) Names of Known Carriers Belonging to Class Identified in this Section and Estimated Number of Annual Enplaned Passengers:

<u>Carrier</u>	<u>2015 Enplanements</u>
Aero Jet Services	67
Cobb Aviation Services Inc.	25
Corporate Flight Alternatives, Inc.	33
Crow Executive Air, Inc.	32
North Country Aviation, Inc.	1,000
Priester Aviation LLC	161
Skybird Aviation, Inc.	4
Tulip City Air Service, Inc.	15
Total	<u>1,337</u>

Source: ACAIS Database,
Accessed April 2017.

(iv) Reasons for Requesting that Carriers Identified in this Section Not be Required to Collect the PFC: The number of passengers enplaned annually by this class of carriers represents fewer than one percent of total enplanements at Midway. The estimated annual PFC revenue from these carriers would be approximately \$5,869 as compared to the estimated PFC revenue of \$41,692,000 from all other carriers. In accordance with 14 CFR 158.11, the City may request of the FAA in its application for authority to impose PFCs, and in its application for authority to use PFCs, that collection of PFCs by any class of air carriers or foreign air carriers not be required if the number of passengers enplaned by the carriers in this class constitutes no more than one percent of the total number of passengers enplaned annually at the airport at which the PFC is imposed. This is the case with the class of carriers identified herein.

This is the same class that was already approved for exemption by FAA (See June 28, 1993 Record of Decision, p.26). Information on known carriers belonging to the class has been updated to reflect the Department of Transportation (DOT) Air Carrier Activity Information System Report for calendar year 2015, the most recent report available to the City.

ATTACHMENT G. ALP/AIRSPACE/ ENVIRONMENTAL

ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

*****FOR FAA USE*****
PFC Application Number:

I. ALP Findings

1. Current ALP approval date:

November 05, 1996

List proposed project(s) shown on this ALP:

- **Rehabilitation of Airfield Lighting Infrastructure [NEPA Approval 7/10/2017]**
- **Rehabilitation of Airside Service Road**
- **Rehabilitation of AOA Perimeter Sound Wall**
- **Passenger Security Checkpoint Expansion [NEPA Approval 1/30/2017]**
- **Rehabilitation of Runway 13C-31C [NEPA Approval 2/24/2014]**
- **Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin**
- **Rehabilitation of Runway 4L/22R & Taxiway P Reconfiguration [NEPA Approval 4L/22R: 4/15/2015; Twy. P: 9/15/2014; 4R-22L Rehab: 2/23/2016]**
- **Rehabilitation of Runway 4R/22L [NEPA Approval 2/23/2016]**
- **Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation**
- **Taxiway A Extension and Rehabilitation [NEPA Approval 7/10/2017]**
- **Rehabilitation and Enhancement of Taxiway Y & K**
- **Rehabilitation of Terminal Ramp**
- **Rehabilitation of Airport Maintenance Complex [NEPA Approval 11/14/2017]**

2. List proposed project(s) not required to be shown on an ALP:

- **Cyclical Vehicle Replacement**
- **Installation of FIS 2nd Bag Claim Device and Space Reconfiguration**
- **Replacement of Trunk Radio System**
- **Pre-Check Baggage Inspection System Crossover**

*****FOR FAA USE*****
Public agency information confirmed? YES [] PARTIALLY [] NO []
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrency below.

II. Airspace Findings

1. FAA Airspace finding date: 10/2/2017; 10/3/2017 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Airfield Lighting Infrastructure

2. FAA Airspace finding date: 6/13/2012 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Airside Service Road

3. FAA Airspace finding date: 9/22/2016 (repeat as necessary)
List proposed project(s) covered by this finding:

Passenger Security Checkpoint Expansion

4. FAA Airspace finding date: 4/24/2014 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Runway 13C-31C

5. FAA Airspace finding date: 6/25/2015 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Runway 4L/22R & Taxiway P Reconfiguration

6. FAA Airspace finding date: 3/28/2016 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Runway 4R/22L

7. FAA Airspace finding date: 6/13/2012 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation

8. FAA Airspace finding date: 04/04/2017 (repeat as necessary)
List proposed project(s) covered by this finding:

Taxiway Alpha Extension and Rehabilitation

9. FAA Airspace finding date: 3/11/2013 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation and Enhancement of Taxiway Yankee & Kilo

10. FAA Airspace finding date: 11/05/1996 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Terminal Ramp

11. FAA Airspace finding date: 06/05/2017 (repeat as necessary)
List proposed project(s) covered by this finding:

Rehabilitation of Airport Maintenance Complex

12. List proposed project(s) not required to have an airspace determination

- **Rehabilitation of AOA Perimeter Sound Wall**
- **Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin**
- **Cyclical Vehicle Replacement**
- **Installation of FIS 2nd Bag Claim Device and Space Reconfiguration**
- **Replacement of Trunk Radio System**
- **Pre-Check Baggage Inspection System Crossover**

*****FOR FAA USE*****
Public agency information confirmed? YES [] PARTIALLY [] NO []
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrency below.

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:

- **Rehabilitation of Airfield Lighting Infrastructure [7/10/2017]**
- **Rehabilitation of Airside Service Road [8/22/2011]**
- **Rehabilitation of AOA Perimeter Sound Wall [7/10/2017]**
- **Passenger Security Checkpoint Expansion [1/30/2017]**
- **Rehabilitation of Runway 13C-31C [2/24/2014]**
- **Rehabilitation of Runway 13C-31C Hold Pad - Detention Basin [6/28/2011]**
- **Rehabilitation of Runway 4L/22R & Taxiway P Reconfiguration [4L/22R: 4/15/2015; Twy. P: 9/15/2014; 4R-22L Rehab: 2/23/2016]**
- **Rehabilitation of Runway 4R/22L [2/23/2016]**
- **Rehabilitation of Runway 4R-22L Centerline & Threshold Lights Installation [4R: Lights: 6/15/2012; 4R-22L Rehab: 2/23/2016]**
- **Taxiway Alpha Extension and Rehabilitation [7/10/2017]**
- **Rehabilitation and Enhancement of Taxiway Yankee & Kilo [Y, K, & D: 1/10/2013; Y, ASouth, etc.: 12/13/2011]**
- **Rehabilitation of Terminal Ramp [7/10/2017]**
- **Rehabilitation of Airport Maintenance Complex [11/14/2017]**
- **Cyclical Vehicle Replacement [7/10/2017]**
- **Installation of FIS 2nd Bag Claim Device and Space Reconfiguration [7/10/2017]**
- **Replacement of Trunk Radio System [7/10/2017]**
- **Pre-Check Baggage Inspection System Crossover [7/10/2017]**

2. Date of FAA Finding of No Significant Impact: _____
(repeat as necessary)

Not Applicable

List proposed project(s) covered by this finding:

3. Date of FAA environmental record of decision: _____
(repeat as necessary)

Not Applicable

List proposed project(s) covered by this finding:

*****FOR FAA USE*****

Public agency information confirmed? YES [] PARTIALLY [] NO []

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrency below.

Application Reviewed by:

_____	_____	_____
Name	Routing Symbol	Date