

**City of Chicago, Illinois  
Department of Aviation**

**Proposed Application to Federal Aviation Administration  
For Authority to Impose a Passenger Facility Charge, and For Authority to  
Use Revenue From Passenger Facility Charges (PFC) at  
Chicago O'Hare International Airport**

**Notice and Opportunity for Public Comment**

The City of Chicago, Illinois proposes to file an application with the Federal Aviation Administration (FAA) to impose a Passenger Facility Charge (PFC), and to use revenue from Passenger Facility Charges, at Chicago O'Hare International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990, as amended (49 USC § 40117), and part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published in accordance with 14 CFR § 158.24.

**DATES:** Comments must be received on or before February 9, 2007.

**ADDRESS:** Comments may be mailed to Daryl McNabb, City of Chicago – Department of Aviation, 10510 West Zemke Road, Chicago, IL 60666. See Item (viii) below.

The following information is provided in accordance with 14 CFR § 158.24(b)(1):

*(i) A description of the project(s) the public agency is considering for funding by PFC's:*

**Amended Project – T1, T2, T3 FACE Improvements**

This project will provide a new canopy across the front of all three terminals which will serve as a unifying design element as well as provide enhanced weather and solar heat load protection. It should also enable the removal of the existing canopy supports from exterior circulation spaces.

This project will reconfigure and increase the number of vertical circulation devices between the ticket lobby and the ATS bridge from the current quantity and arrangement. The vertical circulation equipment consists of elevators, escalators, and stairs.

This project will upgrade existing men's and women's washrooms in Terminals 2 and 3 to comply with the Chicago Airport System Design and Construction Standards. Affected toilets include eight (8) in Terminal 2, and twelve (12) in Terminal 3.

This project will install two (2) new escalators in the core of Terminal 2 adjacent to the security checkpoint to permit the continuous flow of arriving passengers from concourse level down to baggage claim. Included is the relocation of two (2) toilet rooms displaced by the escalators and the development of new DOA operations space adjacent to the escalator.

At the location of the current center security checkpoint in Terminal 3, this project will install an additional third escalator adjacent to the two (2) escalators from security area to baggage claim.

### **New Impose and Use Project – Airport Access Road Improvements**

This proposed project includes the following improvements and expansions to current airport access roads, listed in order of necessary phasing:

#### **I-190 Collector/Distributor**

1. Construction of a new Canadian National Railroad Bridge Over I-190; City share \$12,500,000.
2. Construction of a new Mannheim Road Over I-190; City share \$6,500,000.
3. Replacement of the 90” JAWA and 48” City water mains under I-190 (just west of the CNRR Bridge) would be lowered in elevation (relocated) via specialized hot-tapping procedures to make way for a future eastbound collector-distributor lane on I-190. The Airport’s share of the hot-tapping procedures plus new piping and equipment is currently estimated to be \$3,000,000.
4. Relocation of Pump Station #24 (just east of the CNRR Bridge) to make room for a future eastbound collector-distributor lane on I-190 as well as upgraded to drain the new, larger roadway adequately. The Airport’s share of a new, modern pump station facility is currently estimated to be \$4,000,000.
5. Relocation of the existing pier structure of the O’Hare Airport Transit System (ATS), which conflicts with the proposed new eastbound collector-distributor lane for I-190. The Airport’s share of pier relocation costs are currently estimated to be \$2,000,000.

#### **Balmoral Drive Extension**

6. Construction of the Balmoral Extension – Stage 3. This component would connect Balmoral Avenue between Bessie Coleman (O’Hare’s Terminal 5) and the Village of Rosemont, thereby providing an alternative (reliever)

public roadway to and from O'Hare in addition to I-190. The planned route would replace the existing ramp from Bessie Coleman onto SB Mannheim with a bell-shaped bridgeway that would fly over Mannheim and connect to Balmoral Avenue. A new ramp connecting the bridgeway to SB Mannheim is included in the scope. This bell-shaped bridgeway allows space for any future Terminal 5 or Terminal 6 construction as well as ATS infrastructure. The City's assumed share of this cost is \$4,000,000.

### **I-190 Collector/Distributor**

7. Construction of New Flyovers and Ramps Supporting a Wider Eastbound I-190; City share estimated at \$12,000,000.
8. Construction of New Eastbound I-190 C-D Road and Remaining Ramps; City share estimated at \$22,000,000.
9. Construction of New Westbound I-190 C-D Road and New Ramps; City share estimated at \$24,000,000.
10. Construction of Extra I-190 Ramp and Additional Drainage; City share estimated at \$1,000,000.

### **New Impose and Use Project – ATS Vehicle Acquisition**

This project provides for the acquisition of 24 additional Airport Transit System (ATS) vehicles to meet future demand. The new cars are to be added to the fleet for travel between the terminals and remote parking areas. The addition of 24 cars will accommodate three-car combines on the system.

*(ii) A brief justification for each project the public agency is considering for funding by PFCs:*

### **Amended Project – T1, T2, T3 FACE Improvements**

By enhancing the protection of passengers from weather at the curbside of terminals 1, 2 and 3, passenger safety will be maximized. The removal of existing canopy supports from exterior circulation spaces will enhance passenger flow into and out of the terminal buildings. The design of the canopy will be such that it incurs the least disruption so that landside pedestrian and vehicular traffic can be maintained. Maintenance of operations and passenger safety are among the most important factors in the design of the canopy.

By adding a second elevator and reconfiguring escalators as side-by-side with a stair provided, there would be critical redundancy for maintenance and additional circulation capacity provided.

Washroom upgrades will be required in the near future to comply with airport design standards. The washroom upgrades are most cost effective with the Terminal Upgrade Project and are complementary to the terminal improvements.

Currently, passengers arriving in Terminal 2 must pass through the ticket lobby to access two separate down escalators. The route is unclear and requires arriving passengers to mingle with departing passengers. The result is excessive pedestrian traffic conflicts and long backups at the escalators. The new escalators will provide clear, direct passage for arriving passengers and avoid the current cross traffic.

At peak passenger arrival periods in Terminal 3, the current configuration of two escalators will be overloaded and passenger traffic backups and delays will occur. The third escalator is required to satisfy capacity requirements.

For the numerous reasons listed above, this project, through its many components and implementation combined with the existing PFC projects listed above, this project will make a significant contribution to the preservation of capacity and the enhancement of safety within the national air transportation system.

### **New Impose and Use Project – Airport Access Road Improvements**

In addition to the widening of the CNRR and Mannheim Road bridges (now completed), items 3, 4 and 5 above must occur before any other future roadway construction (i.e. flyovers, ramps, additional lanes) can take place on I-190. These are prioritized projects that focus on the Airport's goal of building a new eastbound (outbound airport) collector-distributor lane above all other I-190 road construction due to worsening congestion on the outdated configuration and geometrics. Per a 2003 Letter of Intent between the City and IDOT, costs are to be shared 50/50 for all I-190 components.

Balmoral Stage 3 (item 6 above) becomes a vital detour route during successive construction of new I-190 ramps that would make room for a new eastbound I-190 lane—most especially providing the only alternate route to the major EB I-190 to SB I-294 interchange. Thus, Balmoral becomes a prioritized project that is part of the goal to build a new eastbound (outbound airport) collector-distributor lane above all other I-190 road construction due to worsening congestion on the outdated configuration and geometrics.

With the completed and current components of I-190, the foundation needed for a wider eastbound I-190 will have been forged. However, before any new pavement can be put down for the new eastbound collector-distributor lane, the most critical supporting flyovers and ramps need to be built at Mannheim Road and I-294 (item 7 above) to allow for the specifications of the future wider

roadway. Also, this is the point where Balmoral Stage 3 becomes necessary as a detour route.

In item 8 above, the Airport's most urgent need for greater and more efficient capacity as traffic exits the terminal core is finally addressed. In item 8, a brand new, wider collector-distributor lane is actually paved—and the remaining safer, more efficient ramps are completed at Bessie Coleman Drive, Mannheim Road, I-294, and River Road (the ramps in item 7 had to be completed first to make way for the C-D lane in item 8). This component also includes requisite drainage work, including another pump station, to support the new eastbound roadway system.

Once the vital infrastructure is in place to improve eastbound I-190, the focus can move to less urgent but still very important relief needed on westbound I-190 into the core terminals (congestion here has not been as stifling as on eastbound I-190). To improve efficiency and safety, a better westbound collector-distributor system is envisioned (item 9 above). This work includes the relocation of an I-294 (ISTHA) toll booth.

The new northbound Mannheim to westbound I-190 ramp (item 10 above) makes circulation into the core terminals a lot smoother and faster than currently possible or even possible by the improvements captured through items 1-9 above. In addition, a new detention pond surrounded by this ramp will improve drainage on the westbound side of I-190.

### **New Impose and Use Project – ATS Vehicle Acquisition**

Passenger dwell times at stations have continued to increase and the trains are over-crowded, increasing the likelihood of passenger injury. In addition, headways have increased from 30 seconds to 51 seconds (the maximum the system allows due to automated controls), thereby causing less capacity on the system. Passenger complaints to the carriers have increased and at times, the T5 escalators have been closed due to passenger surges which result in fire code violations when the occupant loads exceed the maximum amount allowed on the platform.

The airport currently owns fifteen cars on the 2.7 mile ATS Guideway. Three cars are allocated for maintenance, leaving 12 cars in-service. The 12 cars are divided into six 2-car-trains for optimal service during peak travel hours. The existing 2-car train turn-around time is insufficient to meet projected passenger service demands and car replacement requirements. The ATS will need additional vehicles in anticipation of increased passenger loads due to the OMP and increased operations at O'Hare. In addition, there are increasing safety concerns developing on the system due to passenger ridership and passenger surges.

*(iii) The PFC level for each project:*

Amended Project – T1, T2, T3 FACE Improvements - \$3.00 per enplaned passenger

New Impose and Use Project – Airport Access Road Improvements - \$3.00 per enplaned passenger

New Impose and Use Project – ATS Vehicle Acquisition - \$3.00 per enplaned passenger

*(iv) The estimated total PFC revenue the public agency will use for the project:*

Amended Project – T1, T2, T3 FACE Improvements - \$222,300,000

New Impose and Use Project – Airport Access Road Improvements - \$117,000,000

New Impose and Use Project – ATS Vehicle Acquisition - \$90,000,000

*(v) The proposed charge effective date for the application or notice of intent:*

June 1, 2016

*(vi) The estimated charge expiration date for the application or notice of intent:*

Amendment alone – October 1, 2017

Impose and Use Application alone – September 1, 2017

Net of both proposed actions – February 1, 2019

*(vii) The estimated total PFC revenue the public agency will collect for the application or notice of intent:*

Amendment alone – \$222,300,000

Impose and Use Application alone – \$207,000,000

Net of both proposed actions – \$429,300,000

*(viii) The name of and contact information for the person within the public agency to whom comments should be sent:*

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