“Impose and Use” Project Descriptions

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGE
Posted August 19, 2016

The City of Atlanta is providing an opportunity for public comment until September 20, 2016 related to the proposed new Passenger Facility Charge (PFC) Application #19.

The City of Atlanta, operator of Hartsfield-Jackson Atlanta International Airport, plans to continue the maximum PFC allowable of $4.50 per enplaned passenger. We anticipate collection to begin March 1, 2027 when the previous application is fully collected, with a total revenue impact of $237,202,500. The PFC expiration date for the eleven projects listed below is estimated to be May 1, 2028. Future PFC applications will likely extend the expiration date.

“Impose and Use” Projects

19.1 Runway 9L-27R Safety Area Improvements

This project includes the planning, design, and construction necessary for the re-grading of multiple infields immediately adjacent to Runway 9L-27R. These infields are located north of the runway west of Taxiway M6, south of the runway from Taxiway T to N5, and along the north side of the runway from Taxiway D to Taxiway M20. The re-grading includes relocating or adding drainage structures and piping outside of the Runway 9L-27R RSA. The infield areas included in this project are currently between 2 and 4 inches above the grade of the runway. This results in water draining toward, not away, from the runway and results in standing water on the runway edge. The mitigation of these conditions is necessary to ensure the Airport meets safety and operational requirements.

Planning for this project is scheduled to begin in January 2018 and the project is expected to be completed by December 2018. The total cost of the project is estimated to be $7,264,000 funded 100% with Passenger Facility Charges (PFCs).

19.2 Airfield Shoulder Replacement

This project includes planning, design, and rehabilitation of asphalt concrete shoulders across the airfield. This project includes 885,000 square yards of asphalt cracking and 2,350 linear feet of PCC/AC edge drop offs over 3”. Rehabilitation efforts will include removal and replacement of asphalt pavement, mill and overlay, crack sealing, cold patch sealing and cold patch wedges.

Surveys of the shoulders have revealed a high degree of surface oxidation, and partial and full-depth cracking, both in the longitudinal and transverse directions. The age of the shoulders range from 10 years to 40 years old. Complete replacement of asphalt in many locations is required.

Planning for this project is scheduled to begin in July 2017 and is anticipated to be completed in December 2020. The total cost of the project is estimated to be $40,655,800 funded 100% with Passenger Facility Charges (PFCs).

19.3 Non-Licensed Vehicle Roads (NLVR) Replacement

This project includes planning, design, and replacement or rehabilitation of identified sections of Non-Licensed Vehicle Road (NLVR) pavements located throughout the airfield operations area. The NLVR consists of both asphalt concrete and portland cement concrete. The work will include the following: full or partial replacement in kind, for pavements showing advanced failure and distress; rehabilitation including milling and resurfacing where appropriate; slab replacements and joint seals for portland cement concrete pavements; selective grading to eliminate ponding or erosion problems; and structural capacity improvements to the roadway shoulders. The pavements included in this project suffer from longitudinal or transverse cracks, broken slabs, missing joint seals, and heavy Alkali Silica Reaction (ASR). Many of the segments of the roadway system have been in place for more than 30 years.

Planning for this project is scheduled to begin in October 2017 and the project is expected to be completed in December 2020. The cost of the project is estimated to be $25,571,600 and funded 100% with Passenger Facility Charges (PFCs).

19.4 Cargo Apron 2A and 2B Construction

This project includes planning, design, and construction of the common use aircraft ramp between cargo buildings 2A and 2B on the south side of the Airport. The project includes subgrade preparation, underdrains, soil cement subgrade, concrete pavement, joint sealant, fuel hydrant pits, ramp striping, and the connection to Taxiway R. The project includes an estimated 142,000 square yards of 20” portland cement concrete designed to accommodate ADG VI aircraft. These parking areas will be available on a preferential use or common use basis. The project will provide a taxilane, ramp space sufficient to accommodate additional 10 Boeing 747-8 aircraft, and a taxiway connecting the taxilane to Taxiway “R”.

Construction for this project is scheduled to begin in March 2018 and the project is expected to be completed in December 2018. The total cost for the project is

estimated to be $29,900,000 and funded 100% with Passenger Facility Charges (PFCs).

19.5 Ramp 5, 6, and South Cargo Trench Drain Replacement

This project includes planning, design, and replacement or rehabilitation of approximately 9,000 linear feet of existing trench drains located on Ramp 5, 6 and South Cargo in aircraft movement areas. Most of these trench drains have operated for approximately 20 years of repetitive aircraft loading and segments of the existing trench drain system have failed structurally. These failures are generally centering on the frames, either with the studs that secure the frames in the concrete side walls, or with the threaded rods that fasten the grates. This project will include the repair and/or replacement of the existing trench drain structure with a new trench drain structure. The work will also include the necessary removal, repair and replacement of pavement adjacent to the trench drain structures.

Planning for the project is scheduled to begin in July 2017 and is anticipated to be completed in January 2020. The total estimated cost for this project is $16,683,000 and funded 100% with Passenger Facility Charges (PFCs).

19.6 Deicing System Improvements 2016

This project includes planning, design, and replacement of the glycol collection and storage facilities at Ramp 6 and deicing upgrades to Ramp 20. The work at Ramp 6 includes the removal of the existing above ground storage tank and the open containment pool, the installation of a new above ground storage tank of approximately 600,000 gallons, and the installation of a new shed for discharge monitoring equipment. The project also includes modifications at Ramp 20 to eliminate identified sources of rainwater intrusion into the storage tank, as well as gates and signage on the south side of Ramp 20 to be used during periods of deicing which will restrict vehicle access to the ramp area. The existing above ground tank has been decommissioned and is no longer available for utilization of the storage of expended glycol.

Planning for the project is scheduled to begin in September 2016 and anticipated to be completed in September 2017. The total estimated cost for this project is $3,672,000 and funded 100% with Passenger Facility Charges (PFCs).

19.7 Airfield Ground Lighting Cable Replacement

This project includes planning, design, and replacement of ground lighting cable located throughout the airfield. This project includes the replacement of approximately 2.5 million feet of single conductor, #8 AWG FAA Specification L-

824, Type “C”, 5,000 volt cable to replace existing failing cable, and include replacement of existing cable tags and connector kits. This project will also include an Arc Flash Study, needed for the north, center and south airfield systems. The majority of the airfield circuits’ cable age ranges from 10 to 25 years. The results of an Insulation Resistance analysis on all lighting circuits in the airfield show that 85% of the airfield lighting circuits cabling are trending well below the 1 Mega Ohm value stated in Advisory Circular 150/5340-26C, Maintenance of Airport Visual Aid Facilities.

Planning for the project is scheduled to begin in July 2017 and anticipated to be completed in December 2019. The total estimated cost for this project is $10,073,700 and funded 100% with Passenger Facility Charges (PFCs).

19.8 Perimeter Intrusion Detection System

The project includes planning, design, and construction of a perimeter intrusion detection system (PIDS) at the Airport. This project will utilize various forms of technology which are best suited for the perimeter fence locations. Determination of which form of technology will be based on physical conditions and infrastructure constraints. The technology based solution will include fence-mounted fiber, day/night cameras, thermal video analytics, quad beam photo electric detectors, ground based radar/multi with sensor cameras, and wide-angle analytics. Perimeter fence reviews have increased the awareness of possible vulnerabilities at airports, resulting in increased interest and evaluation by the Transportation Security Administration. The purpose of a PIDS is to detect unauthorized intrusion onto areas identified by the Airport as either part of the Air Operations Area (AOA), Secure Area, or Sterile Area.

Planning for the project is scheduled to begin in May 2018 and anticipated to be completed in May 2023. The total estimated cost for this project is $80,000,000 and funded 100% with Passenger Facility Charges (PFCs).

19.9 Quarry Stabilization and Wildlife Deterrent

This project includes planning, design, and construction of upgrades to an area within the airfield referred to as the Quarry (formerly the Flint River Rock Quarry). The project includes the construction of a berm and the addition of slope drainage structures on the south side of Runway 9L-27R, stabilization of the detention pond slopes, eliminating standing water by improving drainage in the area and ensuring positive drainage of all water to the existing Flint River flume and pipe culvert, and reducing vegetation. The reduction of wildlife attractants will include installing low growing grass specifically selected to discourage bird population, and the elimination of standing water. Over the past 40 years, the area has eroded, requiring additional drainage structures and slope stabilization.

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Planning for the project is scheduled to begin in April 2018 and anticipated to be completed in September 2019. The total estimated cost for this project is $11,532,000 and funded 100% with Passenger Facility Charges (PFCs).

19.10 Snow Removal Equipment

This project includes the procurement of 43 pieces of new snow removal equipment for airside snow removal operations. This equipment includes six (6) Brooms, eight (8) Plows, one (1) Truck Deicer, three (3) NAAC Kits, one (1) 500-Gallon fuel tank, one (1) F550 Service truck, six (6) Stertil Konis, one (1) CFME Friction tester, eight (8) Sand/Salt Spreaders 5-Yard Material Capacity (YMC), two (2) Sand/Salt Spreaders (2YMC), two (2) Sand/Salt Spreaders (10YMC), two (2) Sand/Salt Spreaders (1YMC), and two (2) 6x6 Polaris Ranger-800s. ATL is located within a region of north Georgia which is susceptible to the accumulation of snow, ice, and other forms of frozen precipitation on airfield and roadway pavements. This equipment will maintain the Airport’s compliance with FAA standards regarding the nature and capacity of snow removal equipment for the Airport, as well as meeting the clearance requirements specified in Advisory Circular 150/5200-30C.

Snow Removal Equipment purchases began in July 2014 and were completed in June 2016. The total actual cost for the Snow Removal Equipment is $8,000,000 and funded 100% with Passenger Facility Charges (PFCs).

19.11 Service Animal Relief Area Facilities

This project includes the planning, design, and construction of seven service animal relief areas (SARA). A SARA will be located on each concourse (T, A, B, C, D, E, and F). Each SARA will comprise of approximately 400 square feet of facility containing appropriate finishes, mechanical, electrical, plumbing, and ventilation modifications to support each space. The planning and design for each SARA will be prepared in accordance with guidance contained in 49 CFR 27. This project is necessary to comply FAA Advisory Circular 150/5360-14, Access to Airports By Individuals With Disabilities.

This project began in June 2016 and anticipated to be completed in December 2016. The total estimated cost for this project is $3,850,000 and funded 100% with Passenger Facility Charges (PFCs).

Comments or a request for more detailed project justification or project documents should be sent to Roosevelt Council, Jr., Interim Airport General Manager, City of Atlanta Department of Aviation,

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Hartsfield-Jackson Atlanta International Airport, P.O. Box 20509, Atlanta, Georgia 30320-2509.