

December 4, 1943

Mr. William Holden
Executive Vice Pres.
Chamber of Commerce
Fort Worth, Texas

Dear Mr. Holden:

In compliance with your request I am submitting estimates of cost on the Midway Airport Project as prepared by the Engineering Division of the Department of Public Works. The estimates as made show the cost for completing the Midway Airport as originally planned by the Civil Aeronautics Administration, estimates of cost to complete the Field under the Alternate Plan which was agreed to by the City of Fort Worth and estimates of cost according to the latest Plans submitted to us and termed the Dallas Plan.

Please note that the cheapest cost to achieve the result desired is under the Plan originally submitted by the Civil Aeronautics Administration and amounts to \$1,632,000. The Alternate submitted and consented to by the City of Fort Worth would result in a cost of \$2,386,000 to complete the Field. Please note that this is an additional expenditure of \$704,000 for the mere purpose of locating the Administration Building on the Highway on the northwest side of the Field and will result in a less workable and more costly Airport. The estimated cost for the latest Plan submitted and termed the Dallas Plan is \$3,056,000. This is an increase of \$670,000 in order to move the Administration Building approximately 1/4,000 feet closer to Dallas than the location provided for in the Plan calling for the Administration Building to be placed at the northwest corner of the site. To complete the Field on the so-called Dallas Plan would cost an estimated \$1,374,000 additional as compared with the cost to complete the Field on the original Civil Aeronautics Administration Plan.

The prevailing wind on this Airport site requires a maximum use of the north-south runway. The maximum length that can be obtained under any one of the three Plans mentioned for the north and south runway is 5,000 feet. There is certainly no point in acquiring additional land to the east for the purpose of extending the length of the northeast-southwest and the northwest-southeast runways when the runway of major importance under any of the three Plans would only be 5,000 feet.


Extensions of runways into the northeast section as provided under the Dallas Plan results in very high construction costs due to the heavy fills involved being from 35 feet to 40 feet in depth.

The building site as provided in the original Plan by the Civil Aeronautics Administration has many advantages over either one of the two alternate building sites. The Field has already been completed on the basis of building construction on the west side of the Field and makes it possible to construct the Administration Building so that the first floor is below the Field level. This is a great advantage since the same building on this site will be the height of one floor less obstruction to aircraft over the same building constructed on either one of the other two sites. Naturally, building excavation costs on the original location will be much less than on either one of the other two sites.

The construction of the Administration Building on the north side of the Field as proposed in the latest Plan would cause a tremendous increase in operation cost from the standpoint of taxiing of aircraft. It has been estimated that the increase in taxiing distance by the location of the Administration Building on the north side would be approximately 18% over the cost of taxiing with the Administration Building on the west side. This increase will amount to approximately 17 miles per 100 landings. On the basis of 150 operations per day, this would require an additional taxiing of 25 miles per day. The approximate cost of taxiing aircraft of this class is \$1.00 per minute at a speed of 10 miles per hour. On this basis the excess cost for taxiing alone would amount to \$150.00 per day or \$54,750.00 per year for excess taxiing cost. Based on an interest rate of 2 $\frac{1}{2}$ %, the excess taxiing cost above will amortize capital expenditures on this Field in the amount of \$479,175.00 in a 10 year period or \$853,506.00 in a 20 year period.

In view of the above, we can only see one answer as to the proper location of the Administration Building at the Midway Airport. It is our firm conviction from the standpoint of operation cost, construction cost, and practicability of operations that the original Plan of the Civil Aeronautics Administration should be carried out and the Field developed according to their Plan on the present site.

Yours very truly,



S. H. BOTHWELL
CITY MANAGER

SHB:RQ

COMPARISON OF COST ESTIMATES

MIAMI AIRPORT

	<u>C.A.A.</u>	<u>PORT WORTH</u>	<u>DALLAS</u>
<u>Land</u>	170 acres @ \$300.00	160 acres @ \$300.00	320 acres @ \$300
<u>Excavation</u>	800,000 @ \$.50	1,800,000 @ \$.50	3,000,000 @ \$.50
<u>Drainage</u>	1 Job	1 Job	1 Job
<u>Paving</u>	750,000 @ \$ 2.00	650,000 @ \$ 2.00	660,000 @ \$ 2.00
<u>Lighting</u>	1 Job	1 Job	1 Job
<u>Seeding</u>	200 acres @ \$20.00	400 @ \$20.00	500 ac. @ \$20.00
<u>TOTAL</u>	\$1,582,000	\$2,386,000	\$3,056,000