

Where to Add New Gates

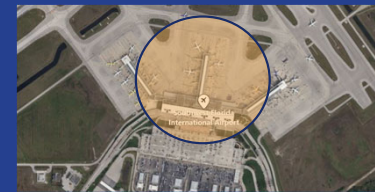
Concourse B Expansion Option



- Additional Gates Possible (NET) = 4
- Does not meet 12-gate requirement
- Requires additional main terminal support space
- Requires additional taxiway and apron pavement
- May have short and/or long-term impacts to existing international Gate B1
- Temporary loss of 4 gates during construction
- Loss of existing Taxiway G
- Requires pushback onto Taxiway K

Where to Add New Gates

Concourse C Expansion Option



- Additional Gates Possible (NET) = 6
- Does not meet 12-gate requirement
- Requires additional main terminal support space
- Requires additional taxiway and apron pavement
- Assumes relocation of Gate D2 to the end of Concourse D to provide needed terminal support space
- Temporary loss of 3 gates during construction
- Loss of Taxiway G
- Requires pushback onto Taxiway H

Where to Add New Gates

Concourse D Expansion Option



- Additional Gates Possible (NET) = 4
- Does not meet 12-gate requirement
- Requires additional main terminal support space
- Requires additional taxiway and apron pavement
- Loss of 1 gate (Gate D2)
- Temporary loss of 2 gates during construction
- Loss of Taxiway G
- Requires pushbacks onto future taxiway

Where to Add New Gates

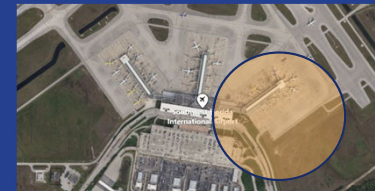
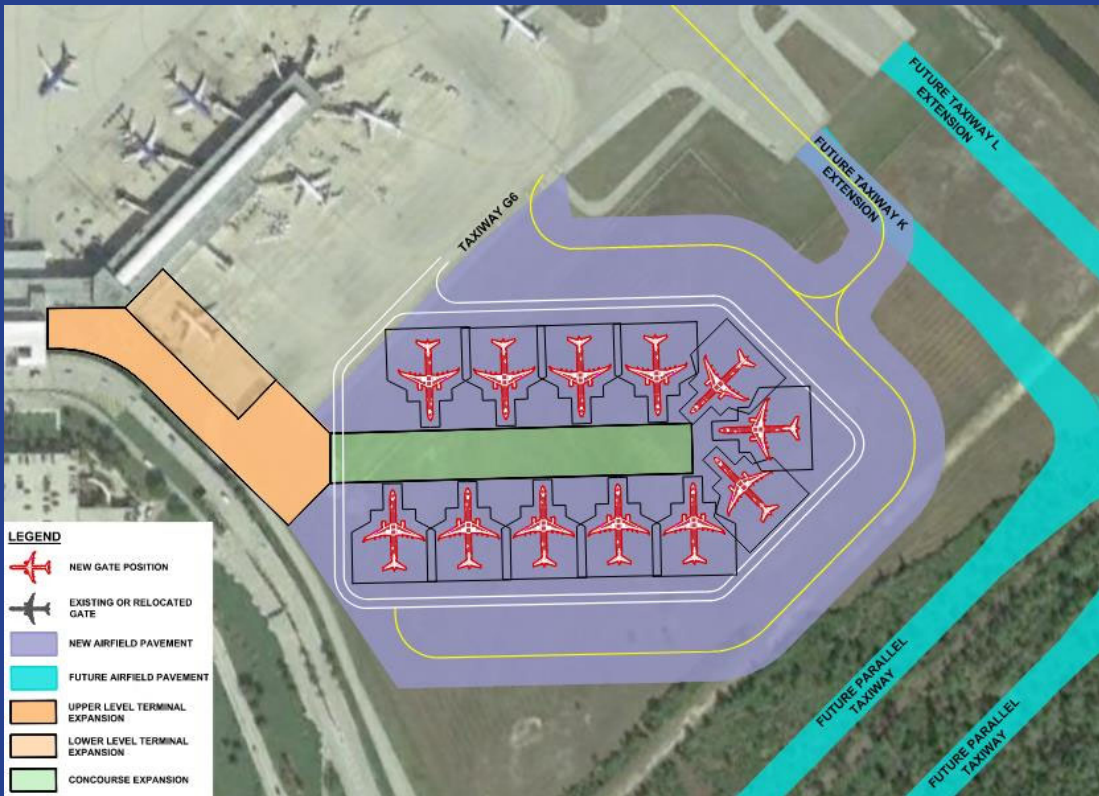
Concourse B + C + D Expansion Option



- Additional Gates Possible (NET) = 12/14
- Requires a significant amount of additional main terminal support space
- Requires additional taxiway and apron pavement
- Loss of 1 gate (Gate D2)
- Temporary loss of 9 gates during construction
- May have short and/or long-term impacts to existing international Gate B1
- Loss of Taxiway G
- Requires pushbacks onto future taxiway

Where to Add New Gates

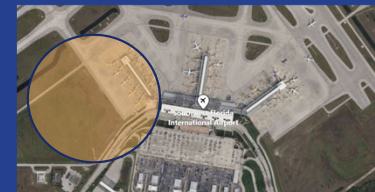
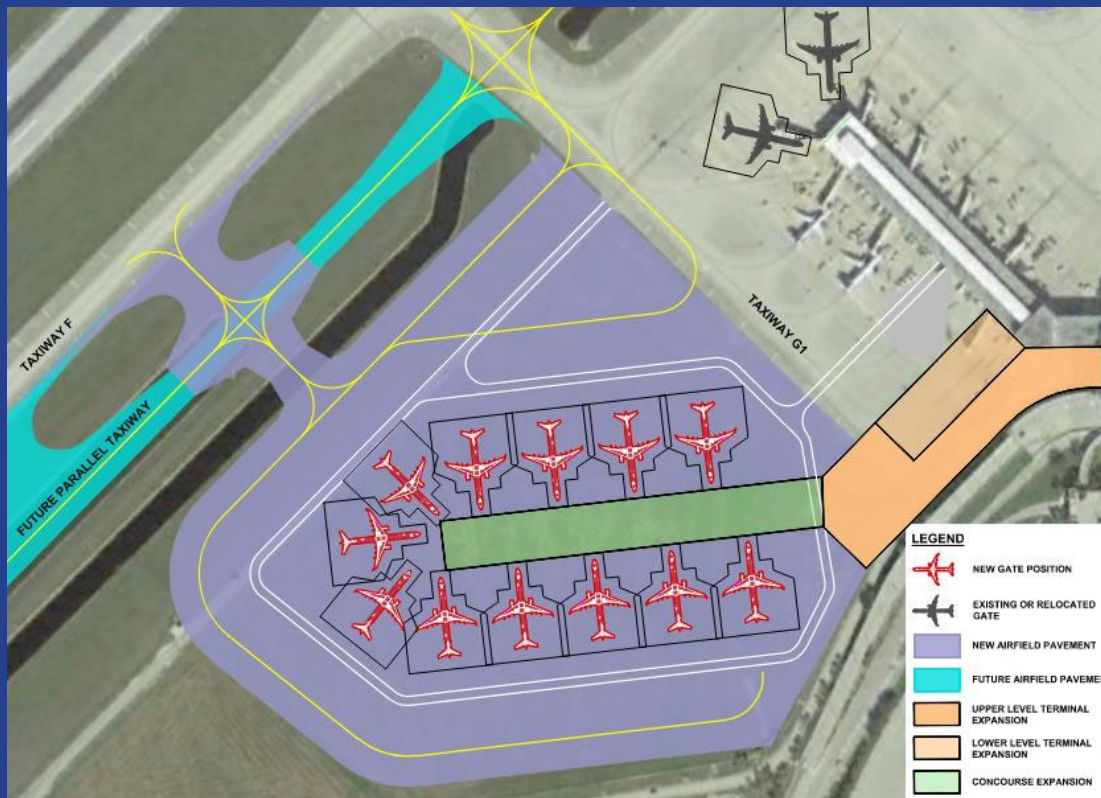
New Concourse A Option



- Additional Gates (NET) = 12
- All new construction (no modifications to existing terminal)
- No temporary loss of gates during construction
- No impacts to existing/future taxiway system
- May have short and/or long-term impacts to existing international Gate B1
- Located farthest from chiller building/utilities
- Longest taxi distance to Runway 6-24

Where to Add New Gates

New Concourse E Option



- Additional Gates (NET) = 12
- All new construction (no modifications to existing terminal)
- No temporary loss of gates during construction
- No impacts to existing/future taxiway system
- No impacts to existing Gate B1 international gate
- Loss of 2 gates (Gates D2 and D4) – Relocated to the end of Concourse D
- Located closest to chiller building/utilities
- Shortest taxi distance to Runway 6-24

Expansion Concepts Evaluation Matrix

| EVALUATION FACTORS | Weighted Multiplier 1 to 5 | Ranking 1 to 5 | Concourse B Expansion Total Score | Ranking 1 to 5 | Concourse C Expansion Total Score | Ranking 1 to 5 | Concourse D Expansion Total Score | Ranking 1 to 5 | Concourse B + C + D Expansion | Ranking 1 to 5 | New Concourse A | Ranking 1 to 5 | New Concourse E |
|--|----------------------------|----------------|-----------------------------------|----------------|-----------------------------------|----------------|-----------------------------------|----------------|-------------------------------|----------------|-----------------|----------------|-----------------|
| BUILDING | | | | | | | | | | | | | |
| Concessions Square Footage meets industry standards for the area served | 4 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 5 | 20 | 5 | 20 |
| Public Space, Seating, Restroom meets industry standards for the area served | 4 | 4 | 16 | 4 | 16 | 4 | 16 | 4 | 16 | 5 | 20 | 5 | 20 |
| Adequate Security Lanes to avoid excessive queues | 3 | 4 | 12 | 4 | 12 | 4 | 12 | 3 | 9 | 5 | 15 | 5 | 15 |
| Adequate Ticketing to avoid excessive queues | 2 | 4 | 8 | 4 | 8 | 4 | 8 | 3 | 6 | 5 | 10 | 5 | 10 |
| Outbound Baggage | 3 | 4 | 12 | 3 | 9 | 4 | 12 | 4 | 12 | 5 | 15 | 5 | 15 |
| Creates Impacts to Existing Int. Gates | 3 | 2 | 6 | 5 | 15 | 5 | 15 | 2 | 6 | 2 | 6 | 5 | 15 |
| Passenger Walking Distance not excessive | 4 | 2 | 8 | 3 | 12 | 2 | 8 | 2 | 8 | 5 | 20 | 5 | 20 |
| Number of Baggage Claim devices meets industry standards | 2 | 3 | 6 | 3 | 6 | 3 | 6 | 3 | 6 | 5 | 10 | 5 | 10 |
| Passenger level of services not impacted by Construction Impacts: | 4 | 2 | 8 | 2 | 8 | 2 | 8 | 2 | 8 | 4 | 16 | 5 | 20 |
| BUILDING SUB-TOTAL SCORE | | | 88 | | 98 | | 97 | | 83 | | 132 | | 145 |
| AIRSIDE | | | | | | | | | | | | | |
| Net Gain in Gates | 5 | 1 | 5 | 2 | 10 | 1 | 5 | 5 | 25 | 5 | 25 | 5 | 25 |
| Airfield Operational Impacts | 4 | 3 | 12 | 2 | 8 | 3 | 12 | 0 | 0 | 5 | 20 | 5 | 20 |
| Negative Drainage Impacts | 2 | 4 | 8 | 3 | 6 | 3 | 6 | 1 | 2 | 4 | 8 | 3 | 6 |
| Negative Utilities Impacts | 1 | 4 | 4 | 3 | 3 | 4 | 4 | 1 | 1 | 5 | 5 | 5 | 5 |
| Proximity to Runway 6-24 | 2 | 2 | 4 | 3 | 6 | 4 | 8 | 3 | 6 | 1 | 2 | 5 | 10 |
| Additional Pavement Required | 2 | 5 | 10 | 4 | 8 | 4 | 8 | 3 | 6 | 5 | 10 | 4 | 8 |
| Loss of Gates due to Construction Phasing | 3 | 3 | 9 | 2 | 6 | 4 | 12 | 1 | 3 | 5 | 15 | 5 | 15 |
| Apron Aircraft Traffic not impacted by Construction Phasing | 4 | 3 | 12 | 3 | 12 | 3 | 12 | 1 | 4 | 5 | 20 | 5 | 20 |
| Construction Deliveries & Access not impacted by Apron Operations | 4 | 1 | 4 | 1 | 4 | 1 | 4 | 0 | 1 | 4 | 16 | 5 | 20 |
| ATCT Line of Sight Impacts | 2 | 4 | 8 | 4 | 8 | 5 | 10 | 4 | 8 | 4 | 8 | 4 | 8 |
| AIRSIDE SUB-TOTAL SCORE | | | 76 | | 71 | | 81 | | 56 | | 129 | | 137 |
| LANDSIDE | | | | | | | | | | | | | |
| Good Departure Curbside Level of Service | 5 | 1 | 5 | 1 | 5 | 1 | 5 | 4 | 20 | 5 | 25 | 5 | 25 |
| Good Arrival Curbside Level of Service | 5 | 1 | 5 | 1 | 5 | 1 | 5 | 5 | 25 | 4 | 20 | 4 | 20 |
| Landside traffic not impacted by Construction Phasing | 3 | 4 | 12 | 4 | 12 | 4 | 12 | 2 | 6 | 2 | 6 | 2 | 6 |
| Negative Utilities Impacts | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 |
| LANDSIDE SUB-TOTAL SCORE | | | 27 | | 27 | | 27 | | 52 | | 52 | | 52 |
| OVERALL CONCEPT | | | | | | | | | | | | | |
| Ease of Permitting & Environmental | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 1 | 1 | 1 | 1 |
| Good Ultimate Expansion Capability | 5 | 1 | 5 | 1 | 5 | 1 | 5 | 2 | 10 | 4 | 20 | 5 | 25 |
| Good Proximity to Existing Infrastructure | 3 | 3 | 9 | 3 | 9 | 3 | 9 | 1 | 3 | 1 | 3 | 5 | 15 |
| Faster Construction Schedule | 2 | 5 | 10 | 5 | 10 | 5 | 10 | 1 | 2 | 3 | 6 | 3 | 6 |
| Costs | 5 | 5 | 25 | 5 | 25 | 5 | 25 | 3 | 15 | 5 | 25 | 5 | 25 |
| OVERALL SUB-TOTAL SCORE | | | 54 | | 54 | | 54 | | 33 | | 55 | | 72 |
| CONCEPT TOTAL SCORE | | | 245 | | 250 | | 259 | | 224 | | 368 | | 406 |
| MEETS PAL 3 DEMAND | | | NO | | NO | | NO | | YES | | YES | | YES |

Evaluation Matrix Criteria:

- Weighted Numbers
 - 1 = Least Important as compared to other criteria.
 - 5 = Most important as compared to other criteria.
- Ratings
 - 1 = Most negative
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Expansion Concepts Evaluation Matrix

| EVALUATION FACTORS | Weighted Multiplier 1 to 5 | Ranking 1 to 5 | Concourse B Expansion Total Score | Ranking 1 to 5 | Concourse C Expansion Total Score | Ranking 1 to 5 | Concourse D Expansion Total Score | Ranking 1 to 5 | Concourse B + C + D Expansion | Ranking 1 to 5 | New Concourse A | Ranking 1 to 5 | New Concourse E |
|--|----------------------------|----------------|-----------------------------------|----------------|-----------------------------------|----------------|-----------------------------------|----------------|-------------------------------|----------------|-----------------|----------------|-----------------|
| BUILDING | | | | | | | | | | | | | |
| Concessions Square Footage meets industry standards for the area served | 4 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 5 | 20 | 5 | 20 |
| Public Space, Seating, Restroom meets industry standards for the area served | 4 | 4 | 16 | 4 | 16 | 4 | 16 | 4 | 16 | 5 | 20 | 5 | 20 |
| Adequate Security Lanes to avoid excessive queues | 3 | 4 | 12 | 4 | 12 | 4 | 12 | 3 | 9 | 5 | 15 | 5 | 15 |
| Adequate Ticketing to avoid excessive queues | 2 | 4 | 8 | 4 | 8 | 4 | 8 | 3 | 6 | 5 | 10 | 5 | 10 |
| Outbound Baggage | 3 | 4 | 12 | 3 | 9 | 4 | 12 | 4 | 12 | 5 | 15 | 5 | 15 |
| Creates Impacts to Existing Int. Gates | 3 | 2 | 6 | 5 | 15 | 5 | 15 | 2 | 6 | 2 | 6 | 5 | 15 |
| Passenger Walking Distance not excessive | 4 | 2 | 8 | 3 | 12 | 2 | 8 | 2 | 8 | 5 | 20 | 5 | 20 |
| Number of Baggage Claim devices meets industry standards | 2 | 3 | 6 | 3 | 6 | 3 | 6 | 3 | 6 | 5 | 10 | 5 | 10 |
| Passenger level of services not impacted by Construction | 4 | 2 | 8 | 2 | 8 | 2 | 8 | 1 | 4 | 4 | 16 | 5 | 20 |
| BUILDING SUB-TOTAL SCORE | | | 88 | | 98 | | 97 | | 79 | | 132 | | 145 |
| AIRSIDE | | | | | | | | | | | | | |
| Net Gain in Gates | 5 | 1 | 5 | 2 | 10 | 1 | 5 | 5 | 25 | 5 | 25 | 5 | 25 |
| Airfield Operational Impacts | 4 | 3 | 12 | 2 | 8 | 3 | 12 | 0 | 0 | 5 | 20 | 5 | 20 |
| Negative Drainage Impacts | 2 | 4 | 8 | 3 | 6 | 3 | 6 | 1 | 2 | 4 | 8 | 3 | 6 |
| Negative Utilities Impacts | 1 | 4 | 4 | 3 | 3 | 4 | 4 | 1 | 1 | 5 | 5 | 5 | 5 |
| Proximity to Runway 6-24 | 2 | 2 | 4 | 3 | 6 | 4 | 8 | 3 | 6 | 1 | 2 | 5 | 10 |
| Additional Pavement Required | 2 | 5 | 10 | 4 | 8 | 4 | 8 | 3 | 6 | 5 | 10 | 4 | 8 |
| Loss of Gates due to Construction Phasing | 3 | 3 | 9 | 2 | 6 | 4 | 12 | 1 | 3 | 5 | 15 | 5 | 15 |
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| Good Ultimate Expansion Capability | 5 | 1 | 5 | 1 | 5 | 1 | 5 | 2 | 10 | 4 | 20 | 5 | 25 |
| Good Proximity to Existing Infrastructure | 3 | 3 | 9 | 3 | 9 | 3 | 9 | 1 | 3 | 1 | 3 | 5 | 15 |
| Faster Construction Schedule | 2 | 5 | 10 | 5 | 10 | 5 | 10 | 1 | 2 | 3 | 6 | 3 | 6 |
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| Good Arrival Curbside Level of Service | 5 | 1 | 5 | 1 | 5 | 1 | 5 | 5 | 25 | 4 | 20 | 4 | 20 |
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| Negative Utilities Impacts | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 |
| LANDSIDE SUB-TOTAL SCORE | | | 27 | | 27 | | 27 | | 52 | | 52 | | 52 |
| OVERALL CONCEPT | | | | | | | | | | | | | |
| Ease of Permitting & Environmental | 1 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 1 | 1 | 1 | 1 |
| Good Ultimate Expansion Capability | 5 | 1 | 5 | 1 | 5 | 1 | 5 | 2 | 10 | 4 | 20 | 5 | 25 |
| Good Proximity to Existing Infrastructure | 3 | 3 | 9 | 3 | 9 | 3 | 9 | 1 | 3 | 1 | 3 | 5 | 15 |
| Faster Construction Schedule | 2 | 5 | 10 | 5 | 10 | 5 | 10 | 1 | 2 | 3 | 6 | 3 | 6 |
| Costs | 5 | 5 | 25 | 5 | 25 | 5 | 25 | 3 | 15 | 5 | 25 | 5 | 25 |
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| CONCEPT TOTAL SCORE | | | 245 | | 250 | | 259 | | 224 | | 368 | | 406 |
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|--|-----------------------------------|-----------------------------------|-----------------------------------|-------------------------------|-----------------|-----------------|
| BUILDING SUB-TOTAL SCORE | 88 | 98 | 97 | 83 | 132 | 145 |
| AIRSIDE SUB-TOTAL SCORE | 76 | 71 | 81 | 56 | 129 | 137 |
| LANDSIDE SUB-TOTAL SCORE | 27 | 27 | 27 | 52 | 52 | 52 |
| OVERALL SUB-TOTAL SCORE | 54 | 54 | 54 | 33 | 55 | 72 |
| CONCEPT TOTAL SCORE MEETS PAL 3 DEMAND | 245 NO | 250 NO | 259 NO | 224 YES | 368 YES | 406 YES |



Concourse B, C and D individually do not meet requirement for required number of gates. Can not be considered as options.

Evaluation :

- Concourse B + C + D Option would all have to be done concurrently to provide the needed 12 gates. Additionally:
 - Greater cost
 - Impact to current operations
 - Longer construction schedule
 - Loss of gates during construction
- Concourse A and E options are the only ones that can provide the needed 12 gates. Additionally:
 - Existing Airport operations are not impacted during construction
 - Passengers are not impacted during construction
 - Airline operations are not impacted during construction
 - Less costs and faster schedule

Gates Recommendation Summary

- Plan/design facilities to accommodate projected airport traffic for the Peak Hour of the Average Day of March in the year 2035
- Concourse A or E provide the necessary 12 +/- gates required for the 2035 demand
- Concourse E is preferred based on a shorter taxi distance to Runway 6/24, closer to chiller plant/utilities (lower cost), and no impacts to existing international Gate B1

