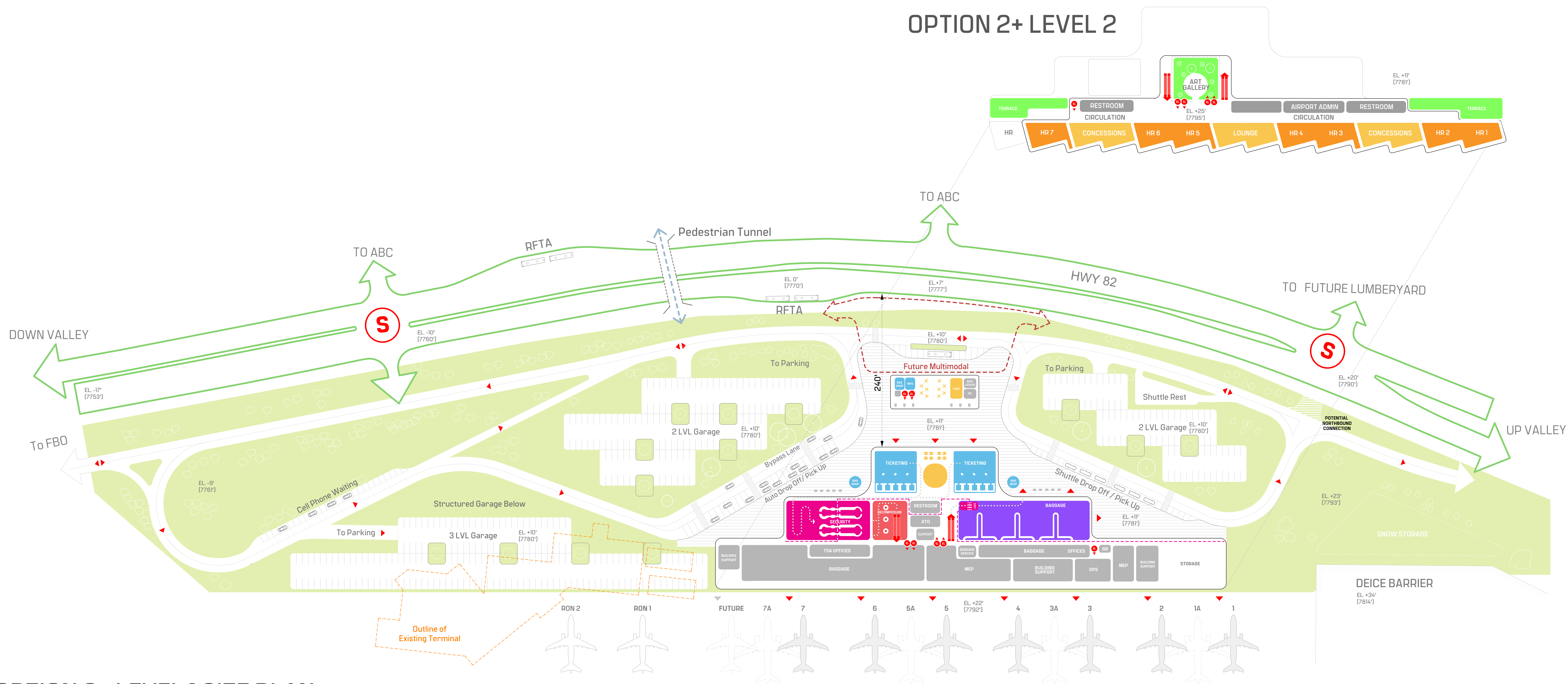
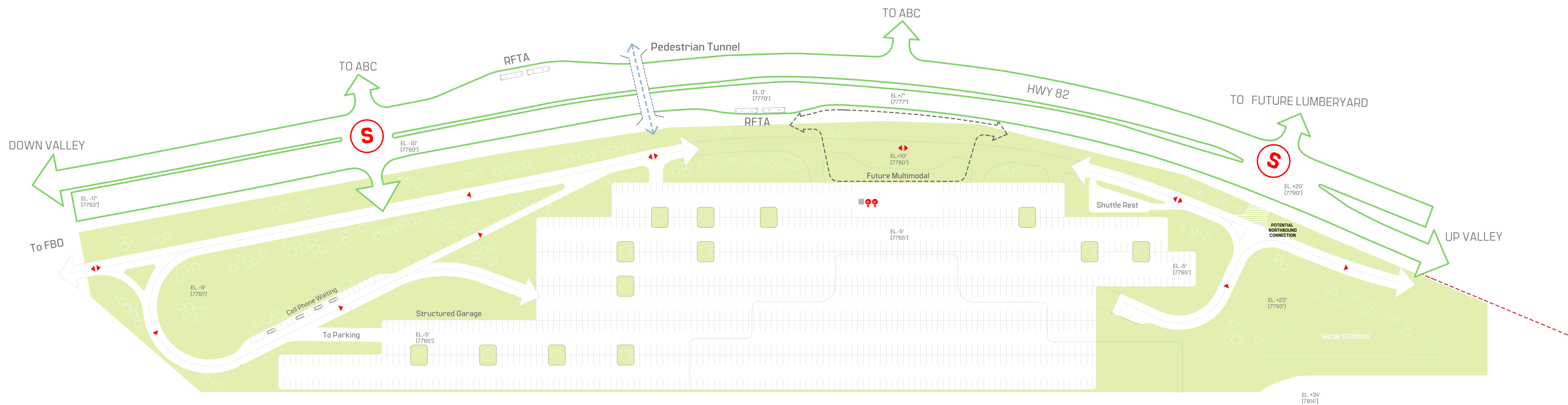


OPTION 2+ LEVEL 2

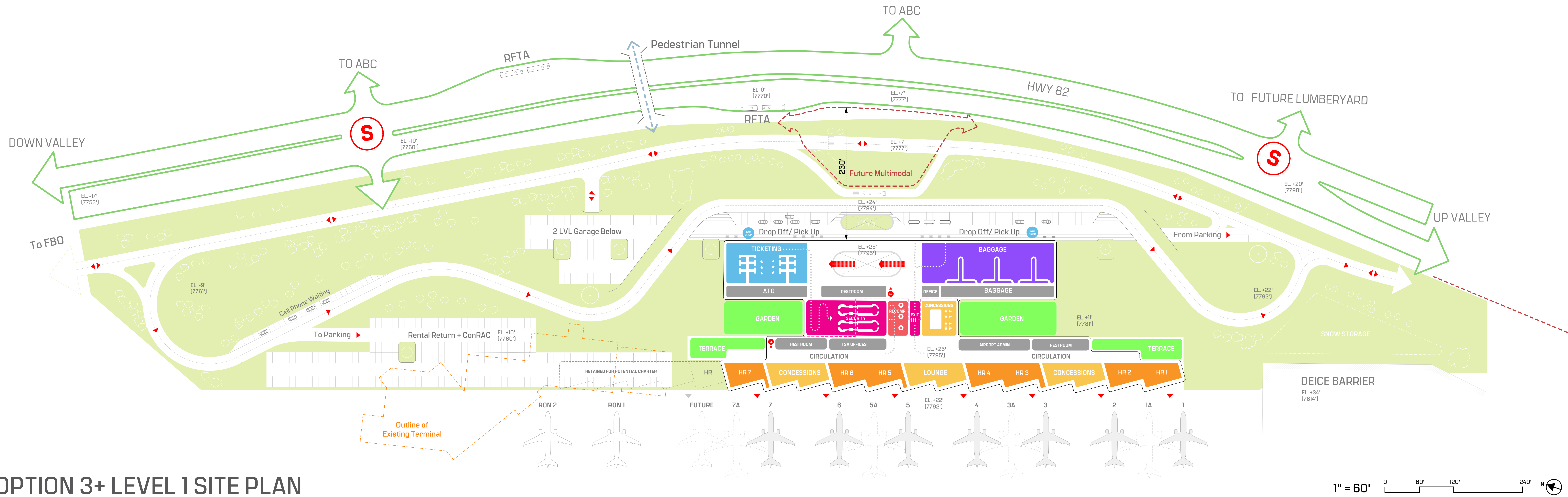


OPTION 2+ LEVEL 1 SITE PLAN



OPTION 2+ LOWER LEVEL SITE PLAN

2+ SITE PLAN

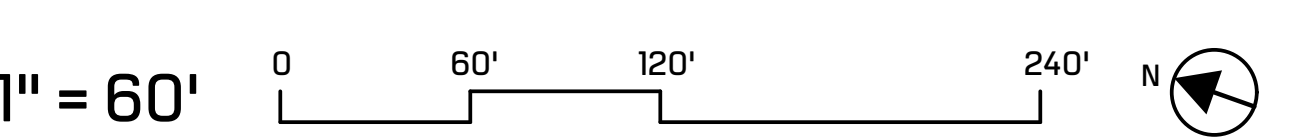


OPTION 3+ LEVEL 1 SITE PLAN

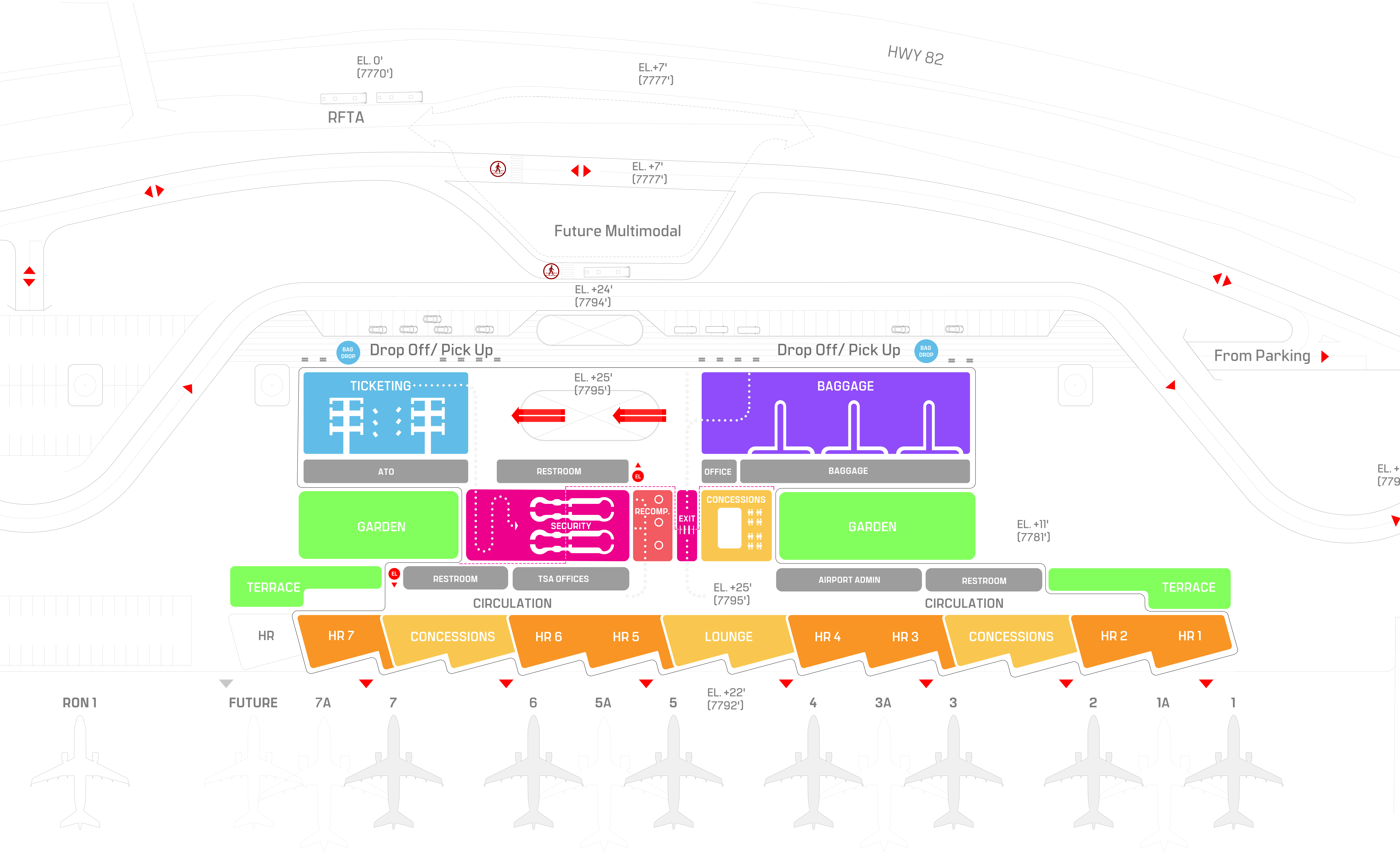


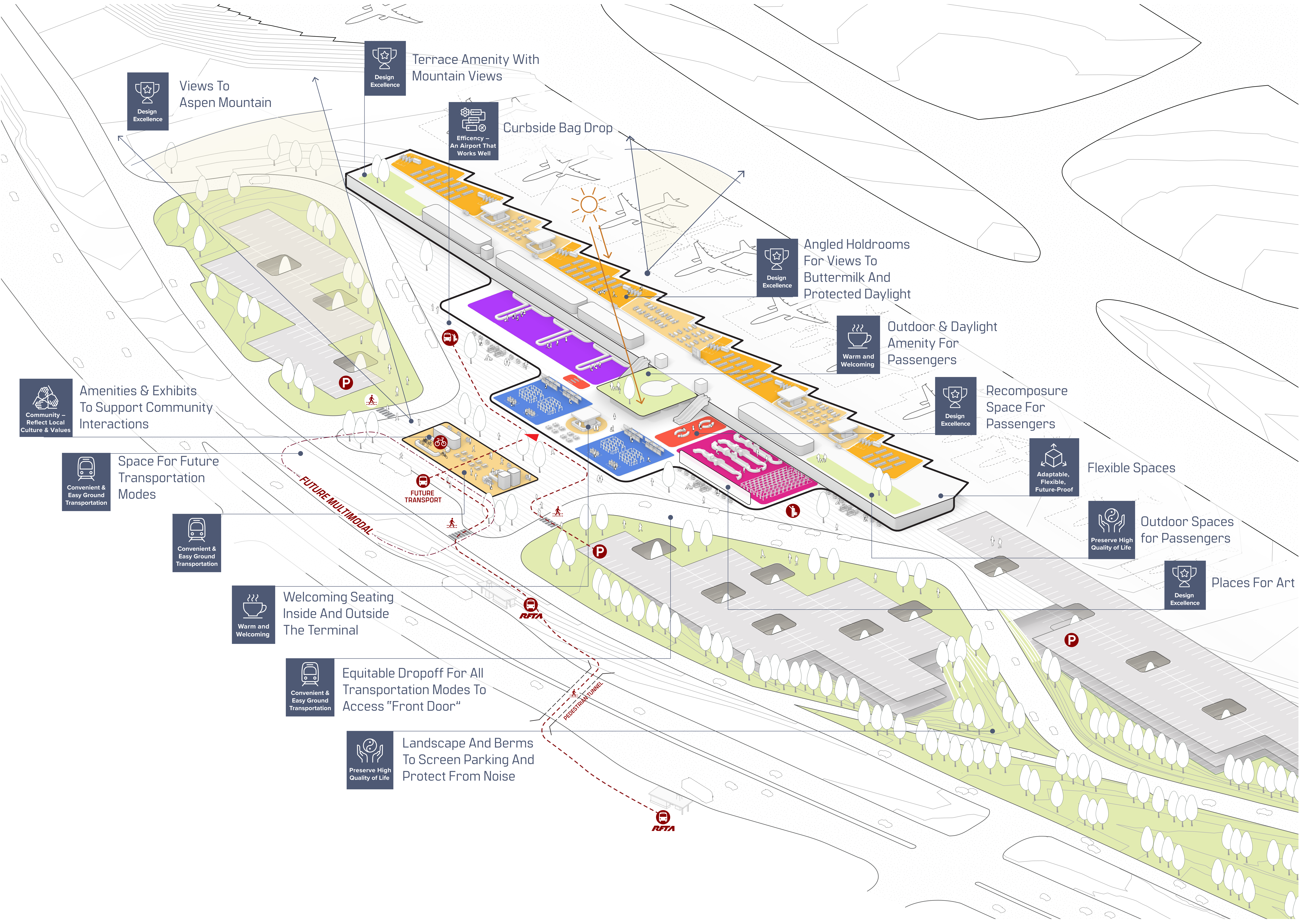
OPTION 3+ LOWER LEVEL SITE PLAN

3+ SITE PLAN



1" = 25' 0 25' 50' 100' N





Design Excellence

Views To Aspen Mountain

Design Excellence

Terrace Amenity With Mountain Views

Efficiency – An Airport That Works Well

Curbside Bag Drop

Design Excellence

Angled Holdrooms For Views To Buttermilk And Protected Daylight

Warm and Welcoming

Outdoor & Daylight Amenity For Passengers

Design Excellence

Recompose Space For Passengers

Adaptable, Flexible, Future-Proof

Flexible Spaces

Preserve High Quality of Life

Outdoor Spaces for Passengers

Design Excellence

Places For Art

Community – Reflect Local Culture & Values

Amenities & Exhibits To Support Community Interactions

Convenient & Easy Ground Transportation

Space For Future Transportation Modes

Convenient & Easy Ground Transportation

Warm and Welcoming

Welcoming Seating Inside And Outside The Terminal

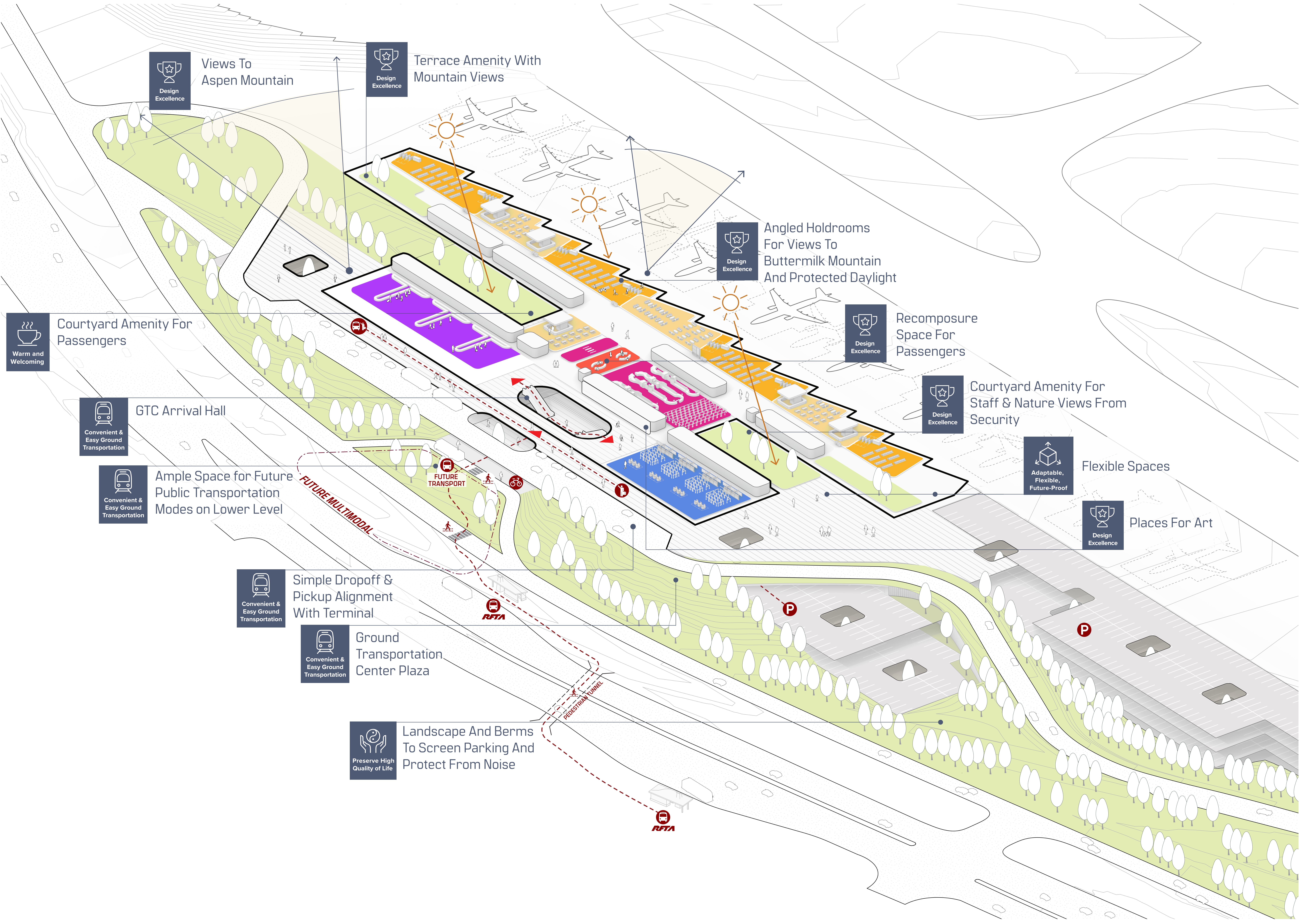
Convenient & Easy Ground Transportation

Equitable Dropoff For All Transportation Modes To Access “Front Door”

Preserve High Quality of Life

Landscape And Berms To Screen Parking And Protect From Noise

2+ ISOMETRIC



Views To
Aspen Mountain



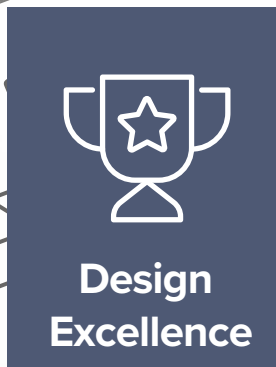
Terrace Amenity With
Mountain Views



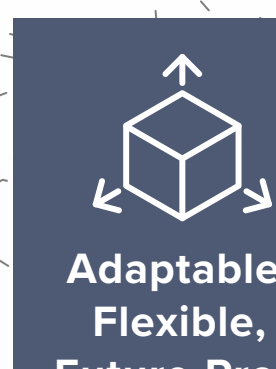
Angled Holdrooms
For Views To
Buttermilk Mountain
And Protected Daylight



Recomposition
Space For
Passengers



Courtyard Amenity For
Staff & Nature Views From
Security



Flexible Spaces

Places For Art



Courtyard Amenity For
Passengers



GTC Arrival Hall



Ample Space for Future
Public Transportation
Modes on Lower Level



Simple Dropoff &
Pickup Alignment
With Terminal

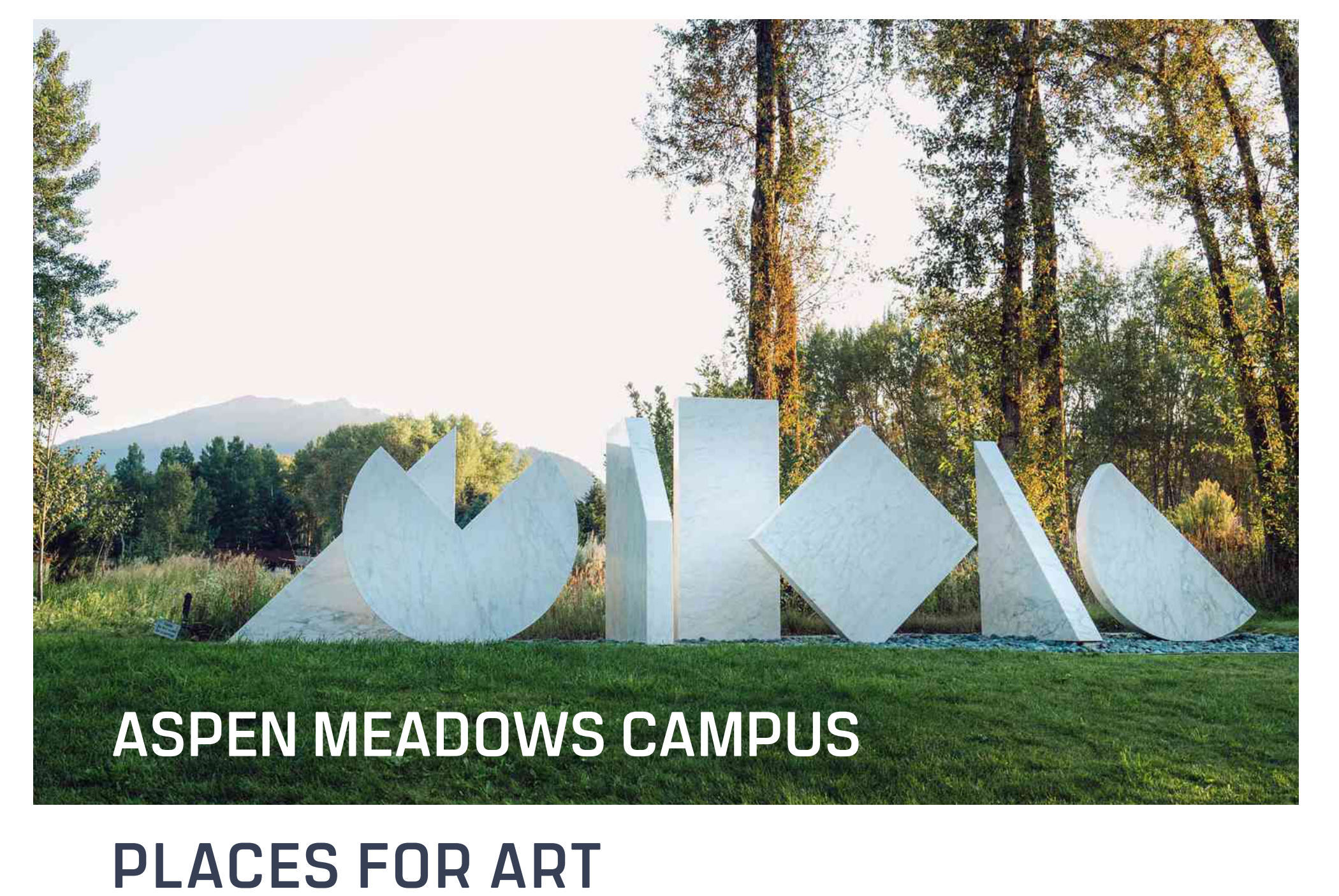
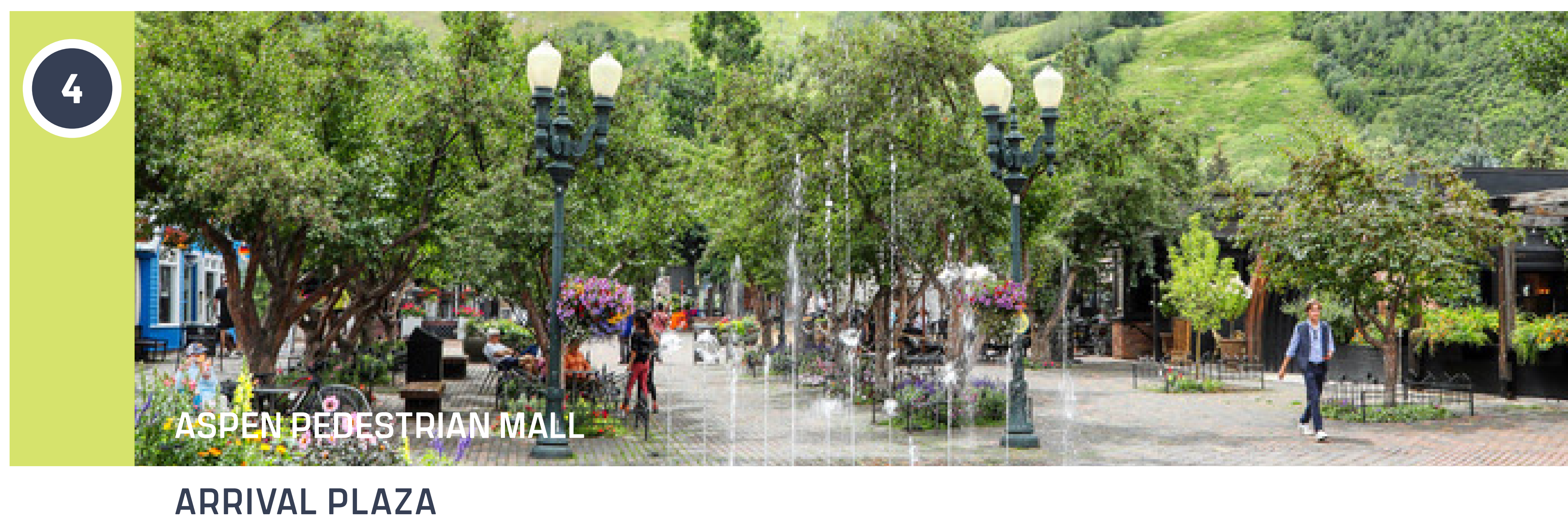
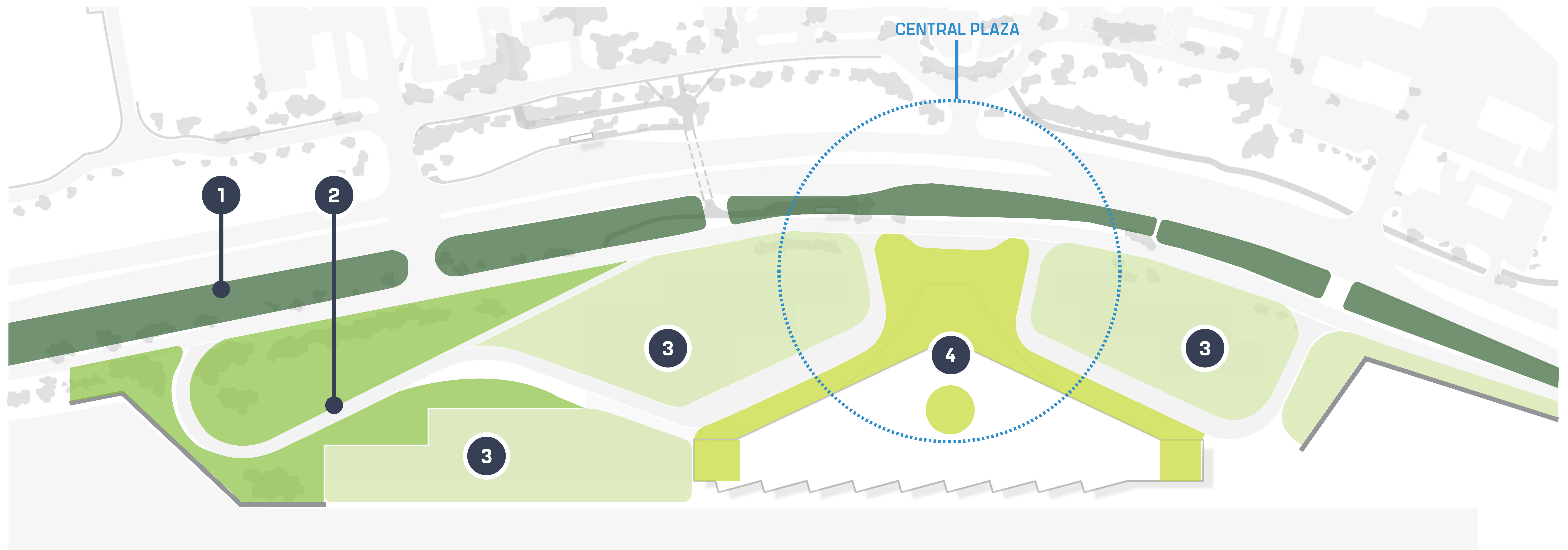


Ground
Transportation
Center Plaza

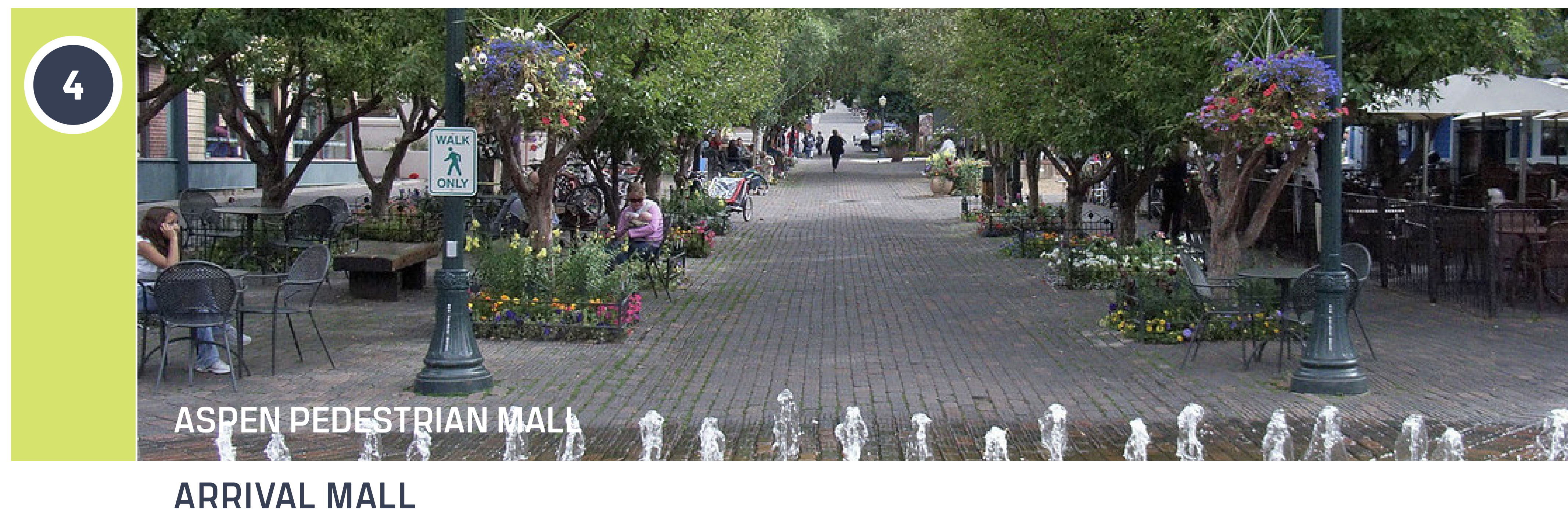
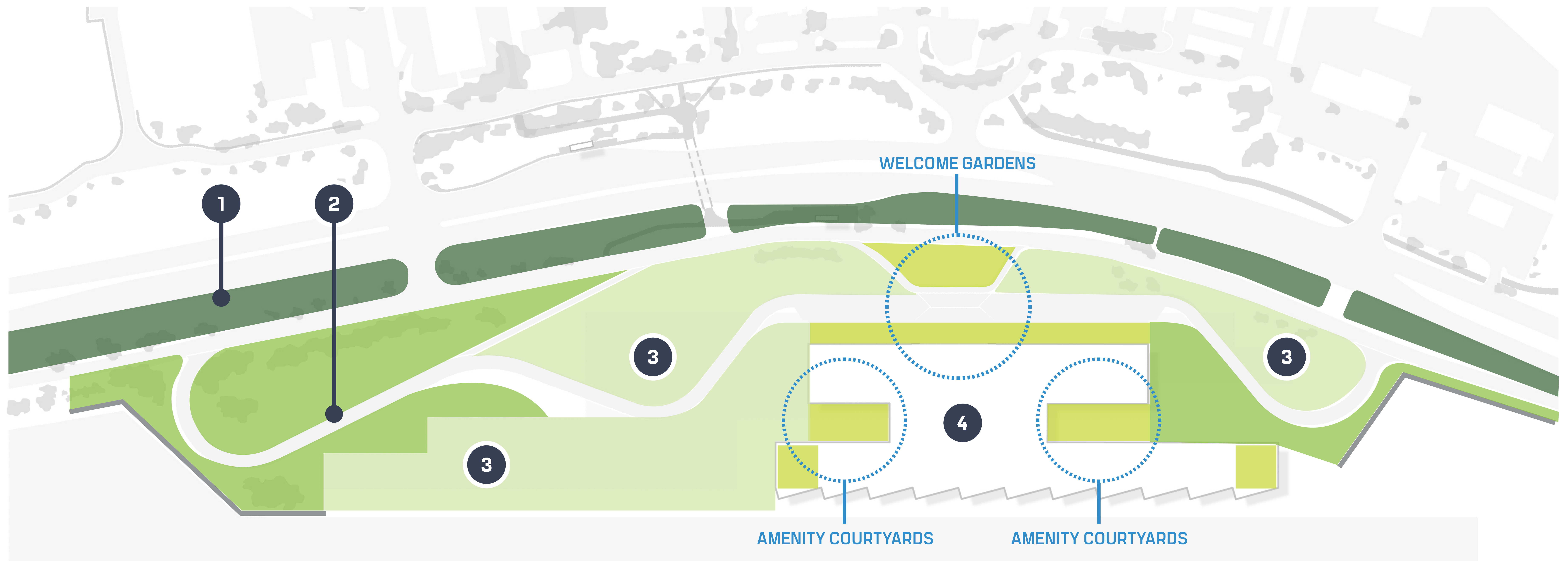


Landscape And Berms
To Screen Parking And
Protect From Noise

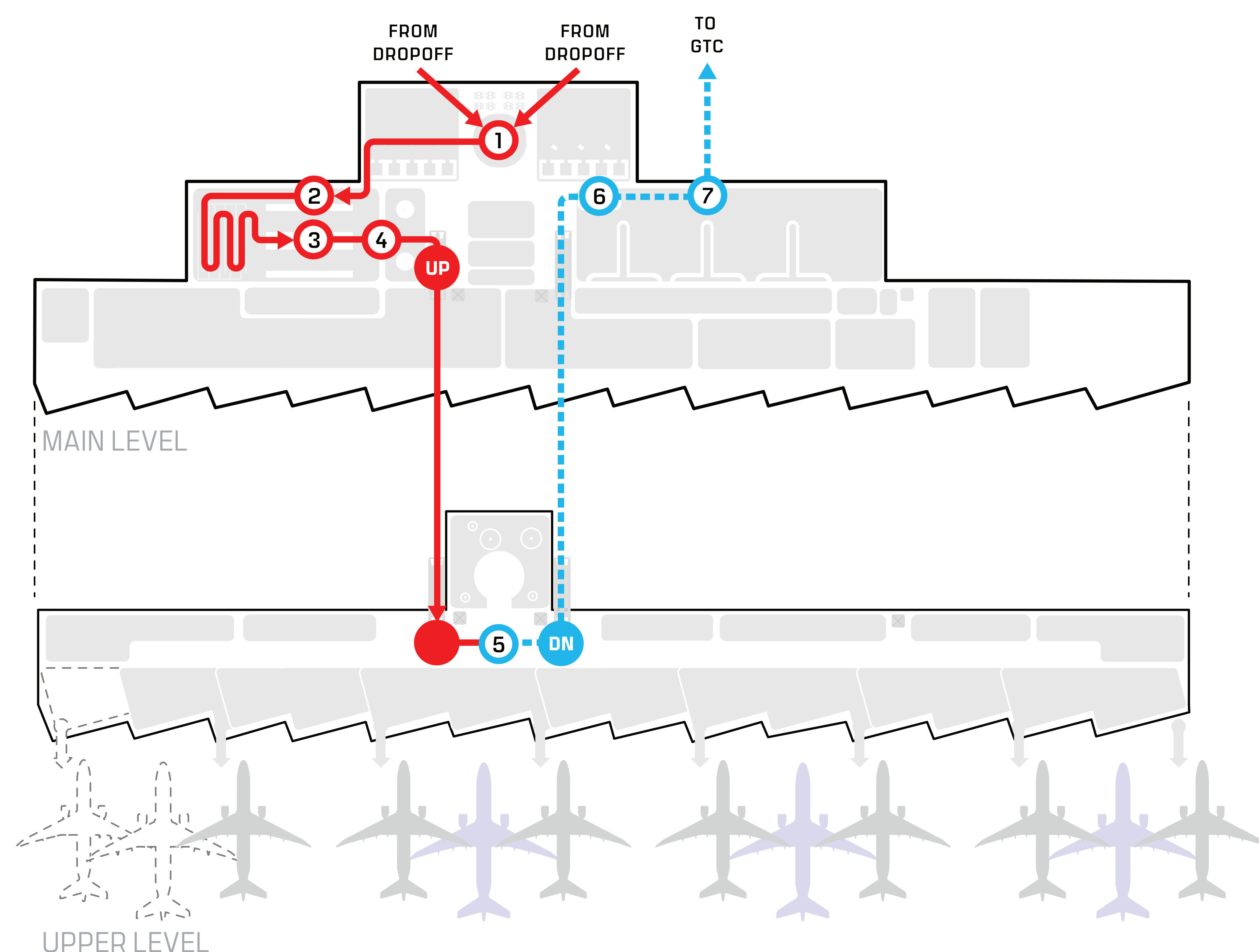
3+ ISOMETRIC



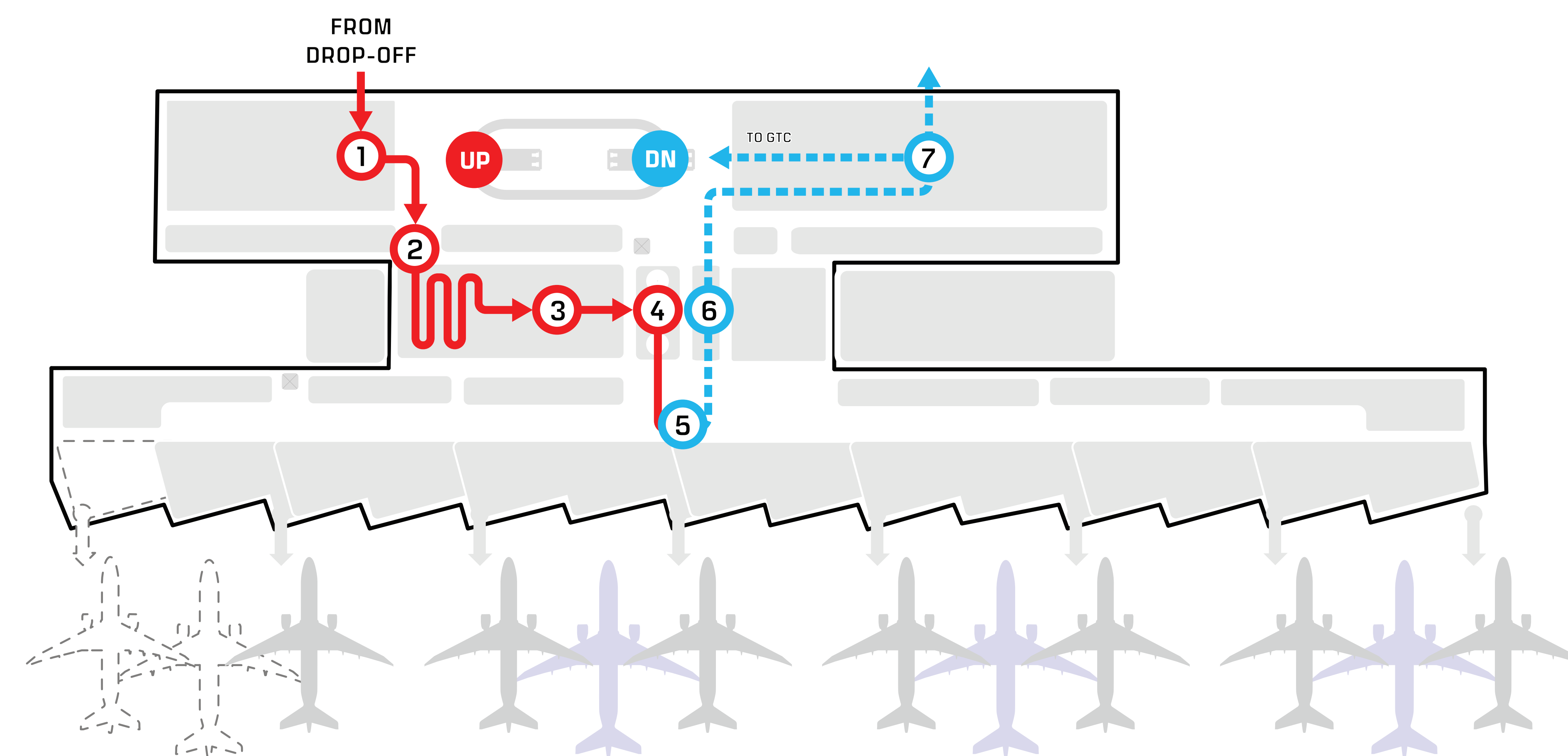
2+ LANDSCAPE



3+ LANDSCAPE



OPTION 2+



OPTION 3+

① TICKETING

② QUEUING

③ SECURITY

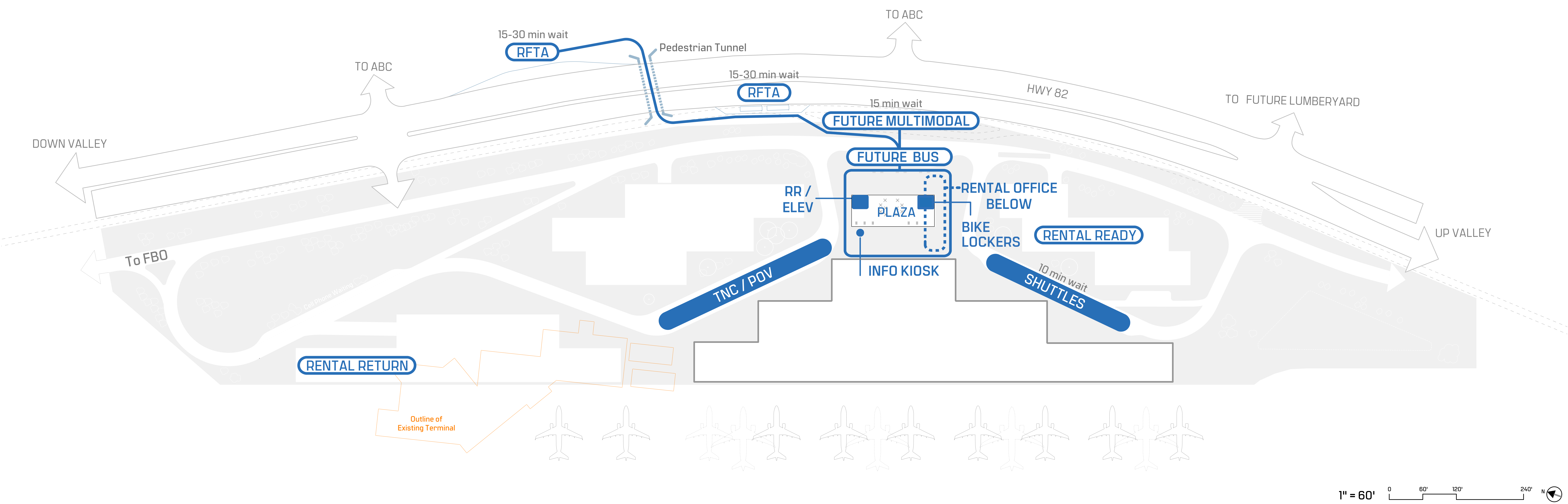
④ RECOMPOSURE

⑤ SECURITY

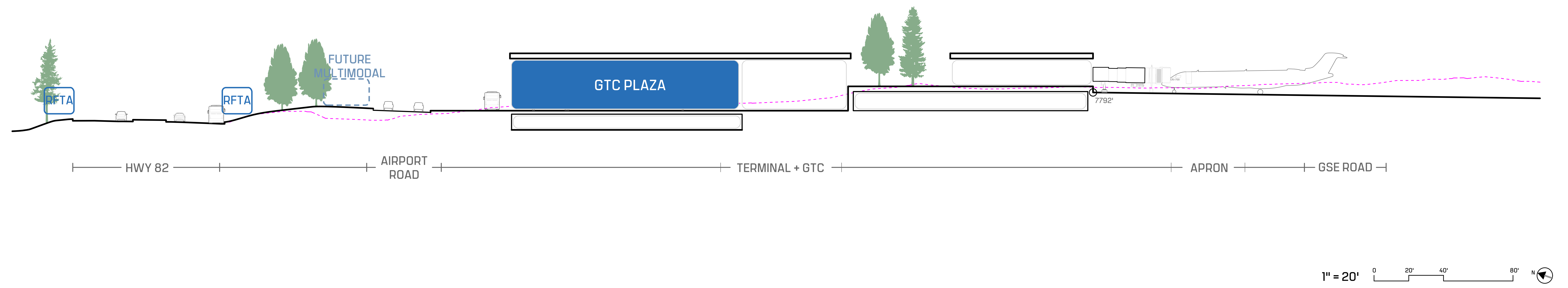
⑥ RECOMPOSURE

⑦ BAGGAGE

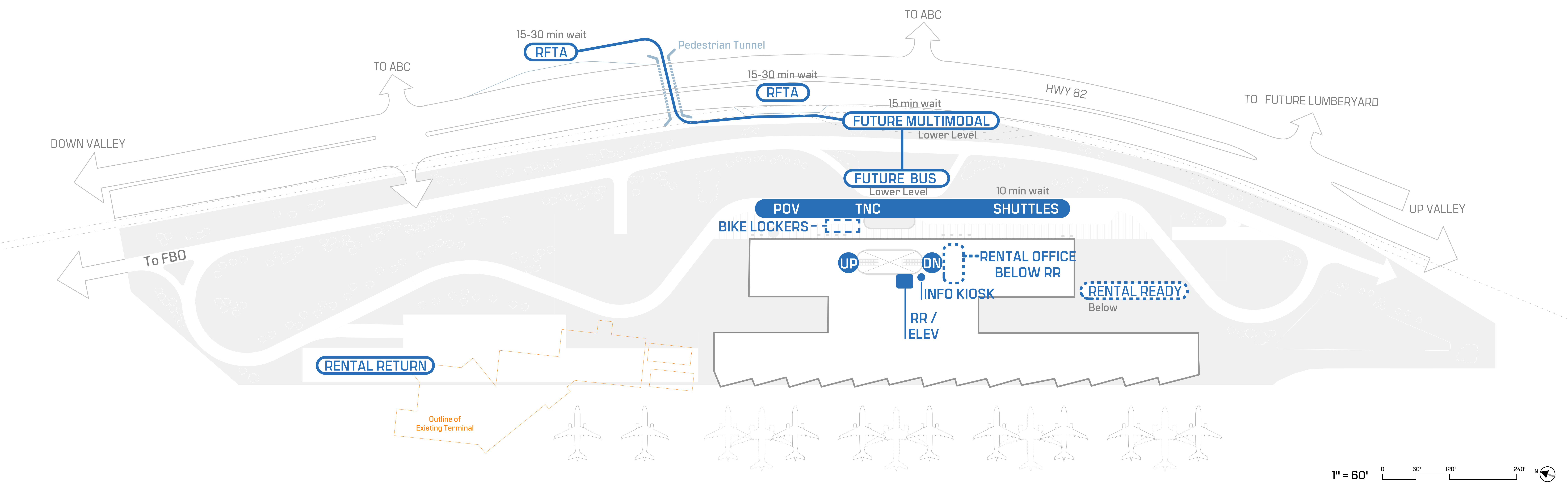
PASSENGER FLOW



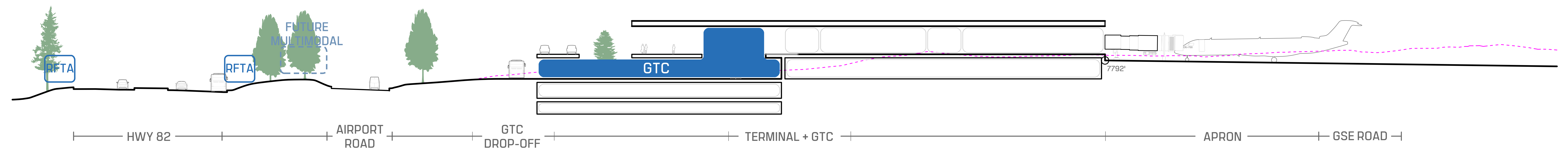
2+ GTC FLOW



2+ GTC SECTION

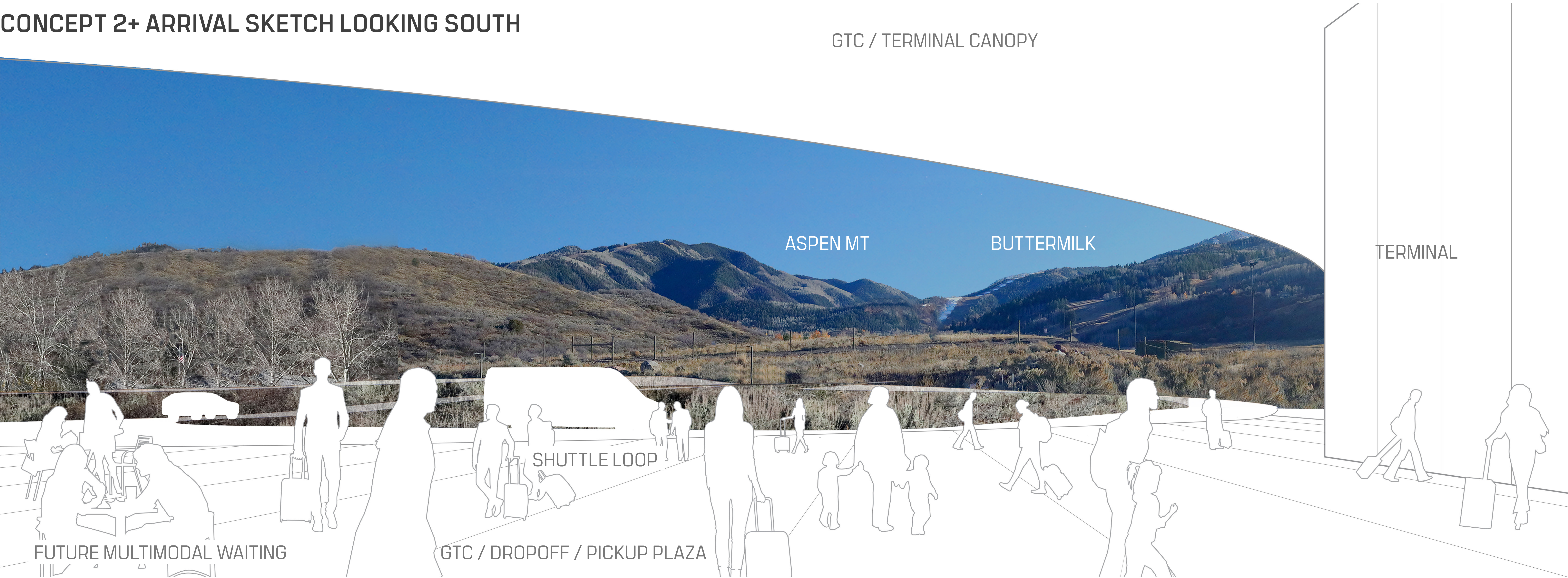


3+ GTC FLOW



3+ GTC SECTION

CONCEPT 2+ ARRIVAL SKETCH LOOKING SOUTH



CONCEPT 3+ ARRIVAL SKETCH LOOKING SOUTH



SECTION PERSPECTIVES

COMPARISON OF OPTIONS

2+

3+

TERMINAL FLEXIBILITY

PRIMARYLY FLEXIBLE IN E-W DIRECTION
FURNITURE IN THE ROOM
PASSENGER PROGRAM ON 2 LEVELS

PRIMARYLY FLEXIBLE IN N-S DIRECTION
COURTYARD EXPANSION
PASSENGER PROGRAM ON 1 LEVEL

TERMINAL FLOW

VERTICAL CIRCULATION NEEDED

NO VERTICAL CIRCULATION NEEDED

TERMINAL ANALYSIS

570' TERMINAL ENTRY TO GATE
280' GATE TO TERMINAL EXIT

440' TERMINAL ENTRY TO GATE
340' GATE TO TERMINAL EXIT

GTC FLEXIBILITY

SHARED PLAZA WITH ALL MODES

SHARED DROP-OFF ON TERMINAL LEVEL
WITH PUBLIC TRANSIT ON LOWER LEVEL

GTC FLOW

4.5 MIN WALK RFTA TO GTC PLAZA INBOUND
2 MIN WALK GTC PLAZA TO RFTA OUTBOUND

5 MIN WALK RFTA TO GTC OPENING INBOUND
2.5 MIN WALK GTC OPENING TO RFTA OUTBOUND

GTC ANALYSIS

900' OF DROP-OFF/ PICK-UP +
127' FUTURE TRANSIT DROP-OFF/PICK-UP

840' OF DROP-OFF/ PICK-UP +
120' FUTURE TRANSIT DROP-OFF/PICK-UP

SITE

TWO LOOPS SEPARATE AND DISTRIBUTED
TRANSPORTATION MODES

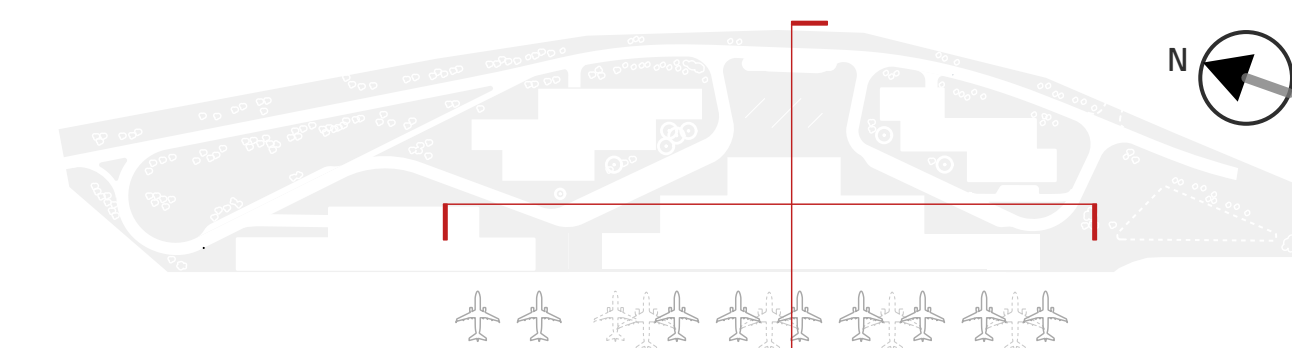
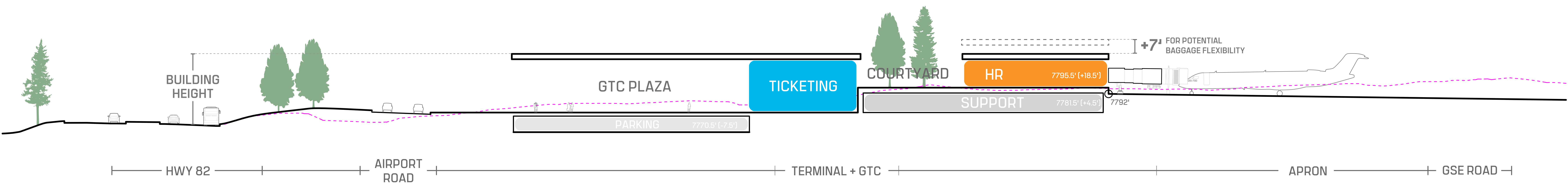
ONE LOOP CONCENTRATES ALL VEHICLES ON
UPPER DROPOFF EXCEPT FOR FUTURE TRANSIT

BUILDING HEIGHT
FROM HWY 82

MAINTAINS THE SAME
FOR POTENTIAL BAGGAGE FLEXIBILITY

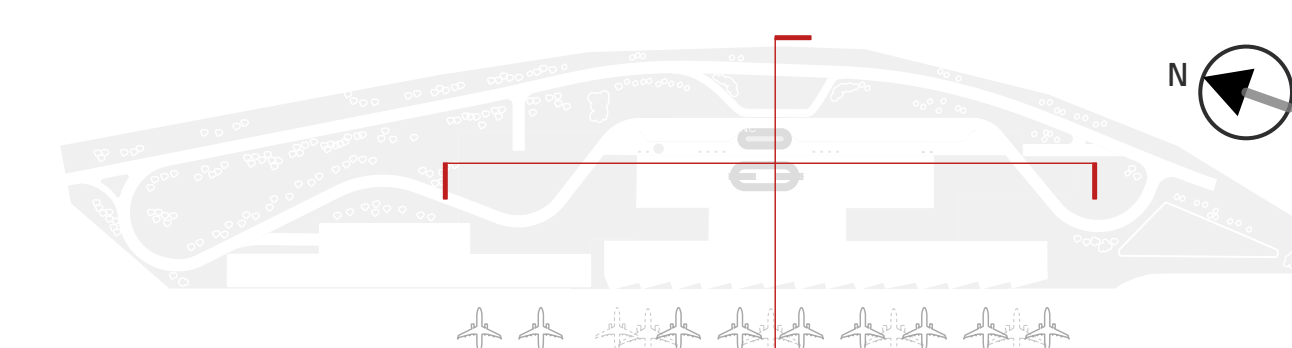
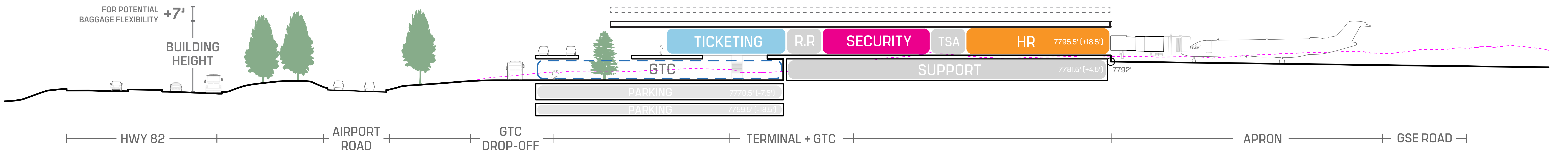
+ 7'
FOR POTENTIAL BAGGAGE FLEXIBILITY

WHICH CONCEPT BEST MEETS THE OVERALL VISION & VALUES?



1" = 20' 0 10' 20' 40'

2+ TERMINAL SECTION



1" = 20' 0 10' 20' 40'

3+ TERMINAL SECTION