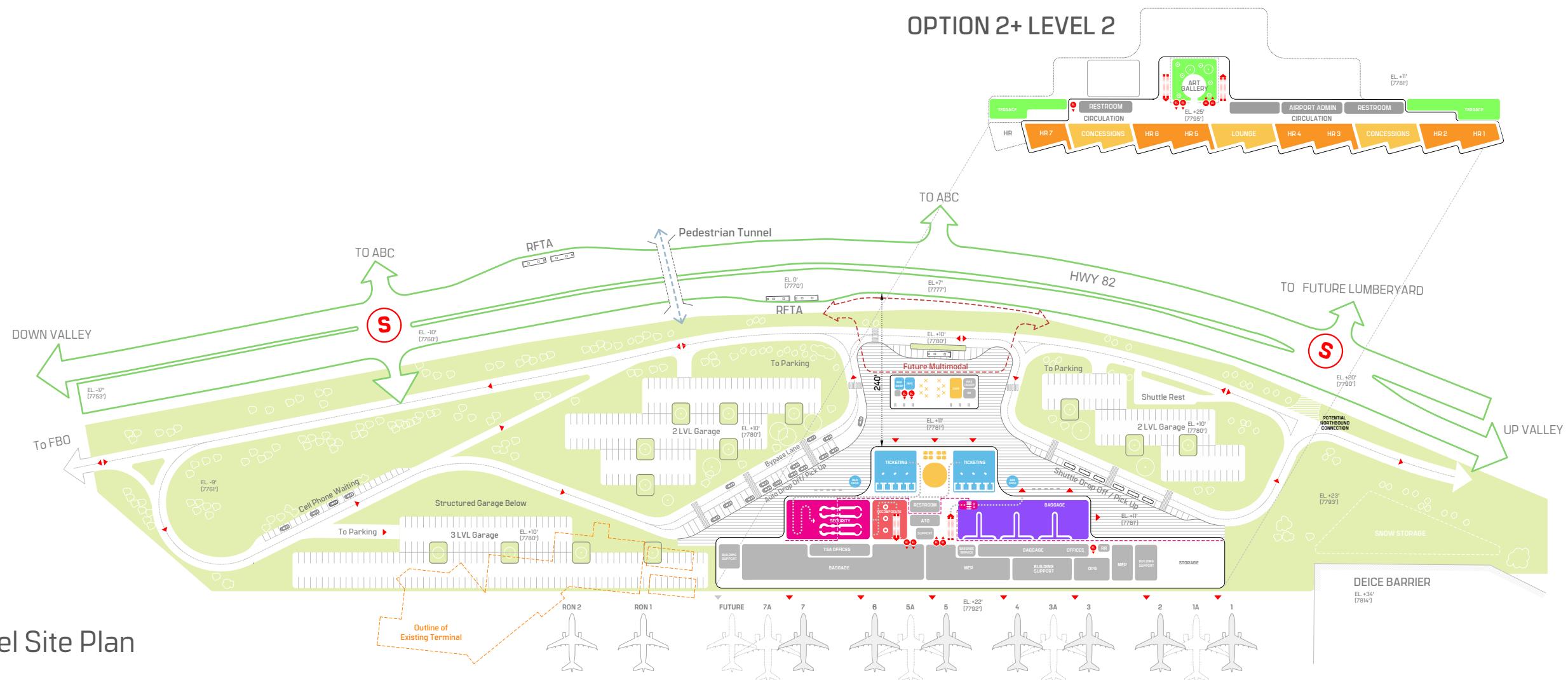


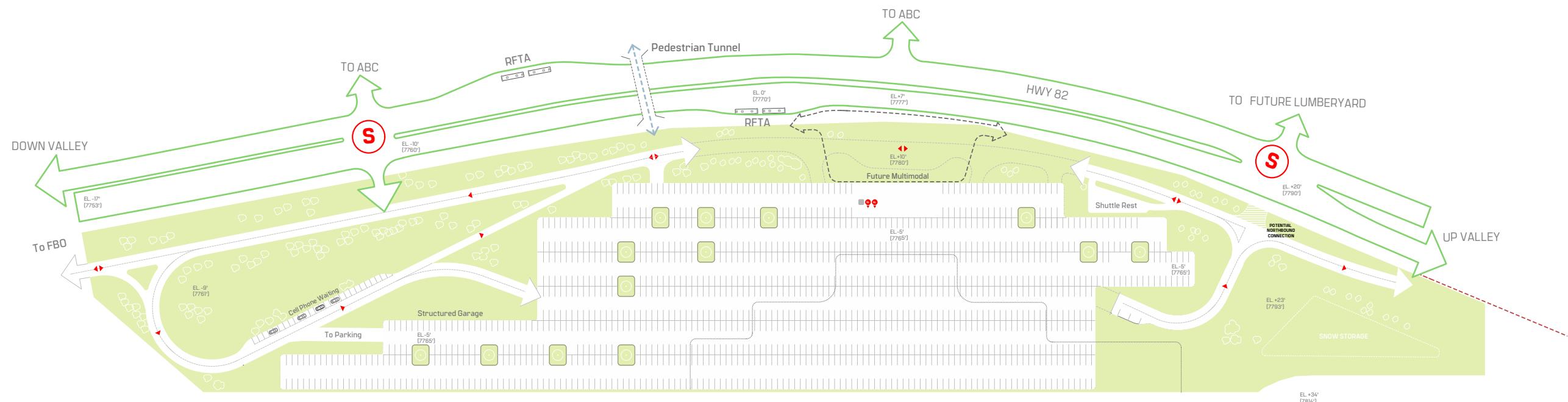


OPTION 2+

OPTION 2+ LEVEL 2

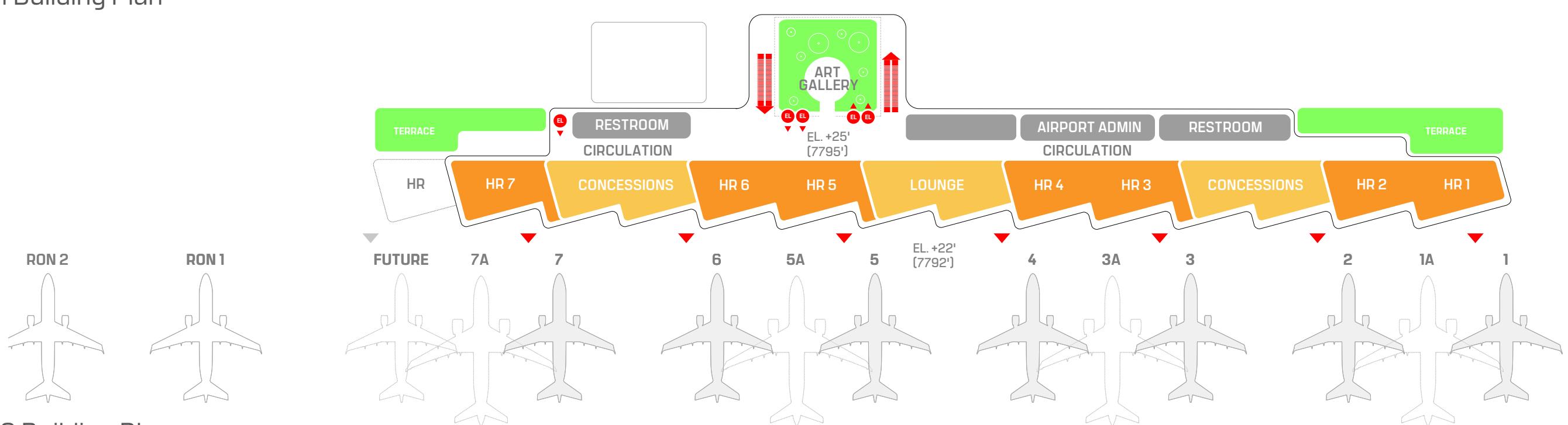
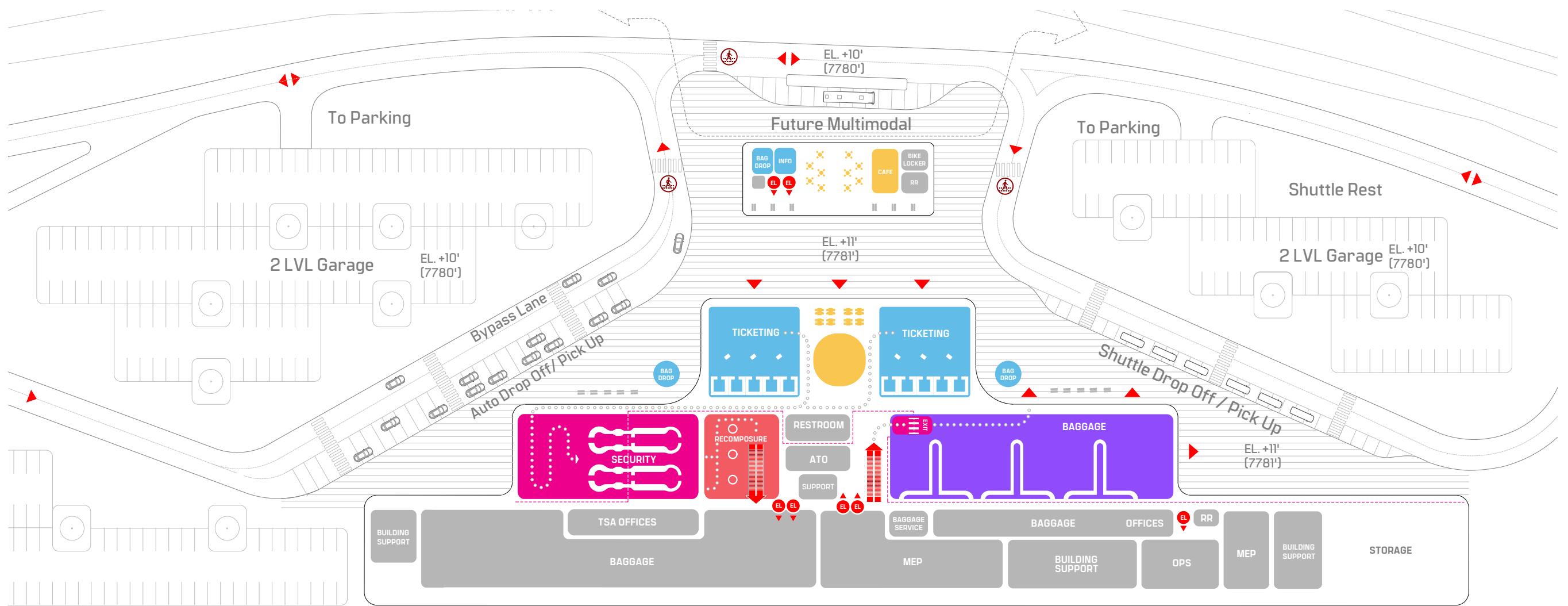


Upper Level Site Plan



Lower Level Site Plan

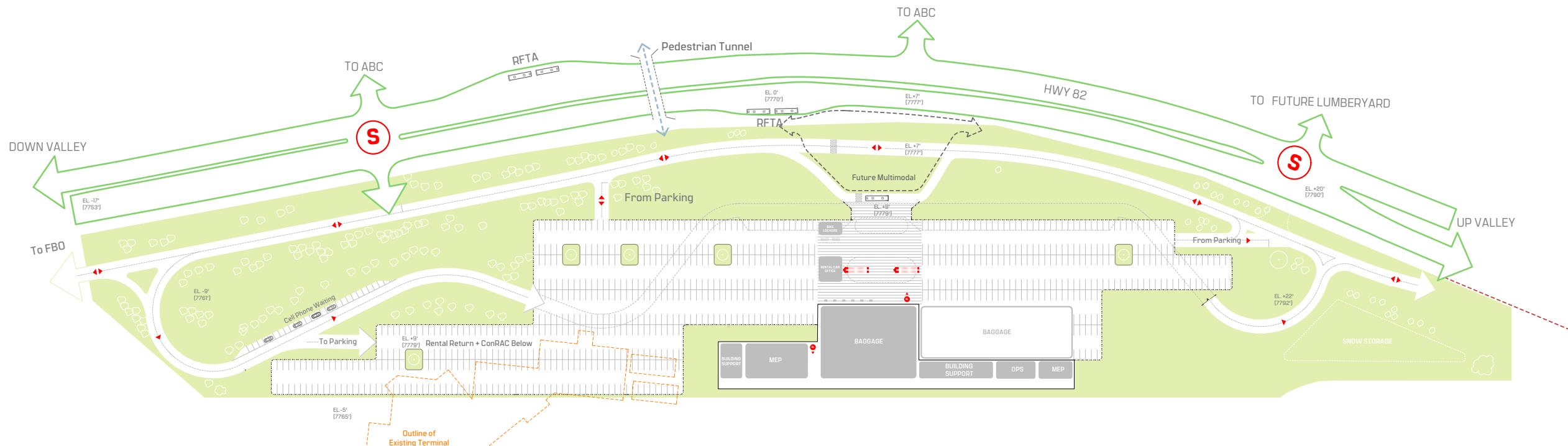
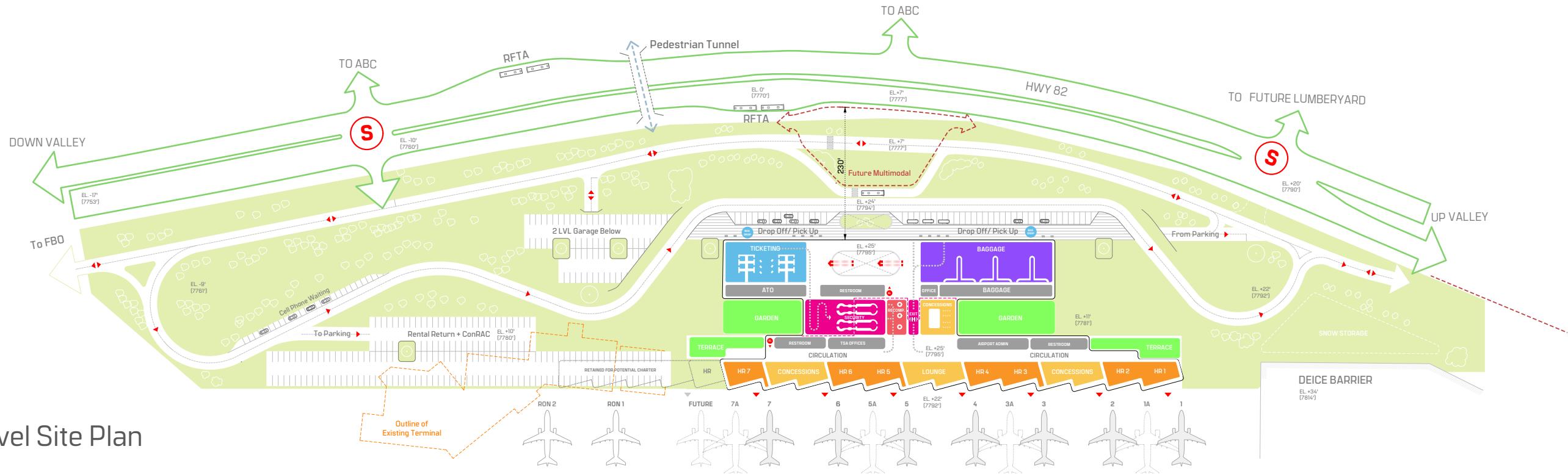
OPTION 2+



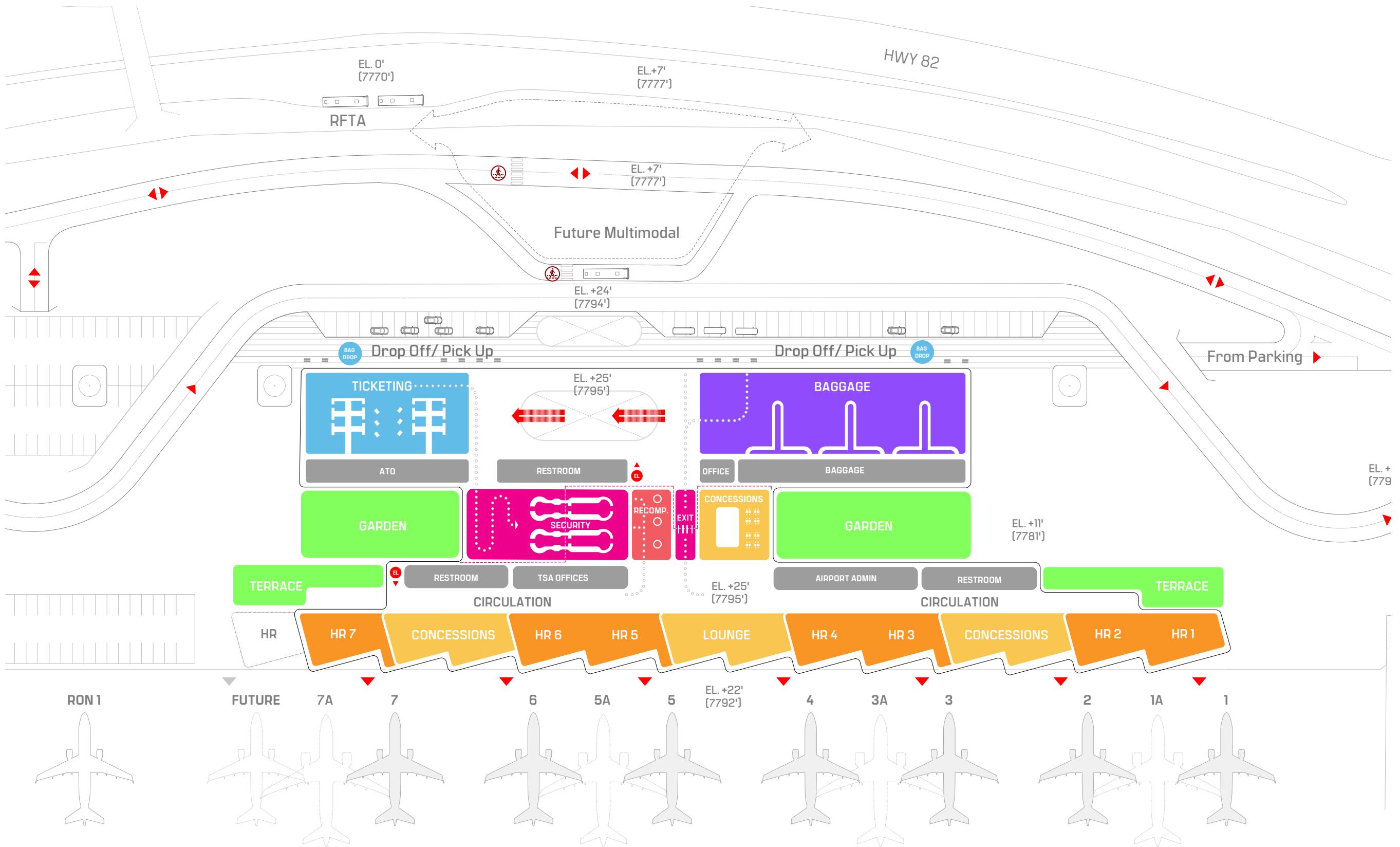
OPTION 2+



OPTION 3+



OPTION 3+



Level 1 Building Plan

OPTION 3+

COMPARISON OF OPTIONS

2+

TERMINAL FLEXIBILITY

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

3+

PRIMARILY 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

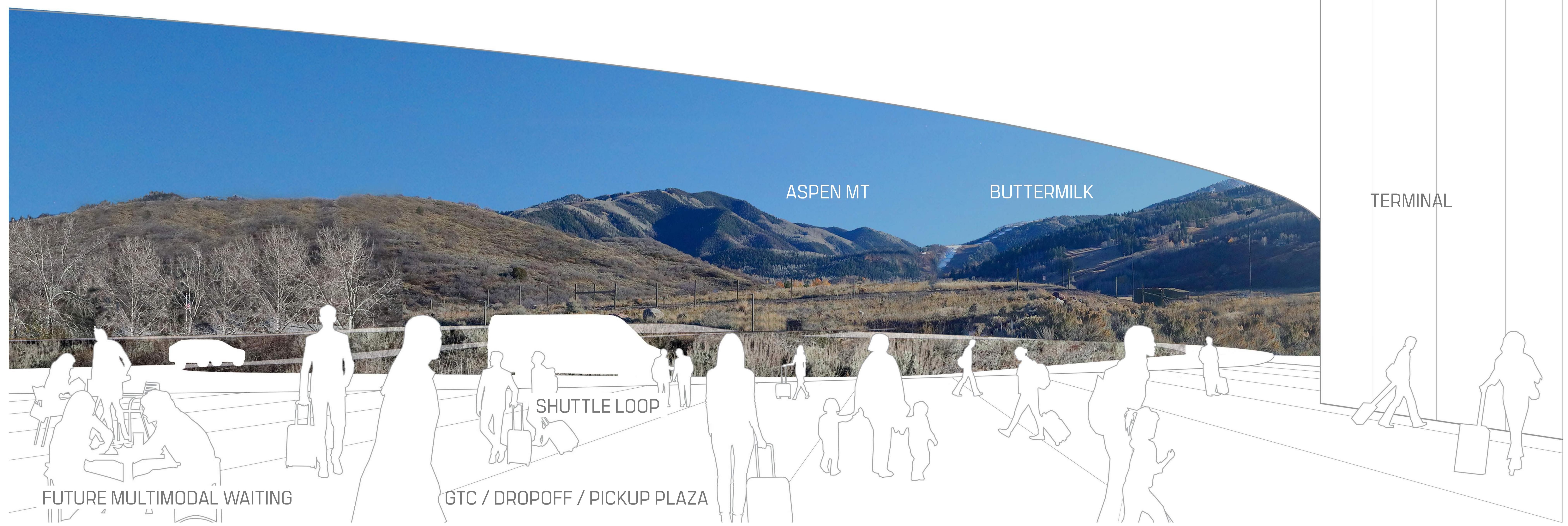
MAINTAINS THE SAME
FOR POTENTIAL BAGGAGE FLEXIBILITY

+ 7'
FOR POTENTIAL BAGGAGE FLEXIBILITY

WHICH CONCEPT BEST MEETS THE OVERALL VISION & VALUES?

CONCEPT 2 ARRIVAL SKETCH LOOKING SOUTH

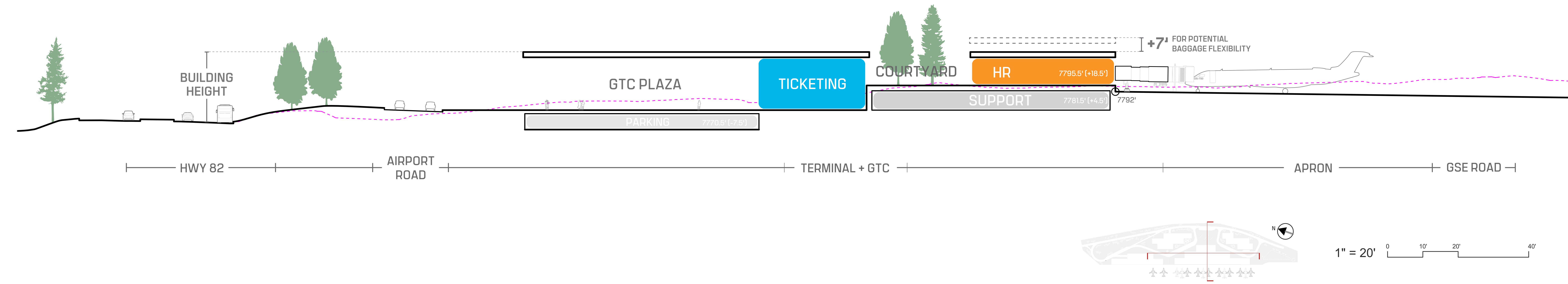
GTC / TERMINAL CANOPY



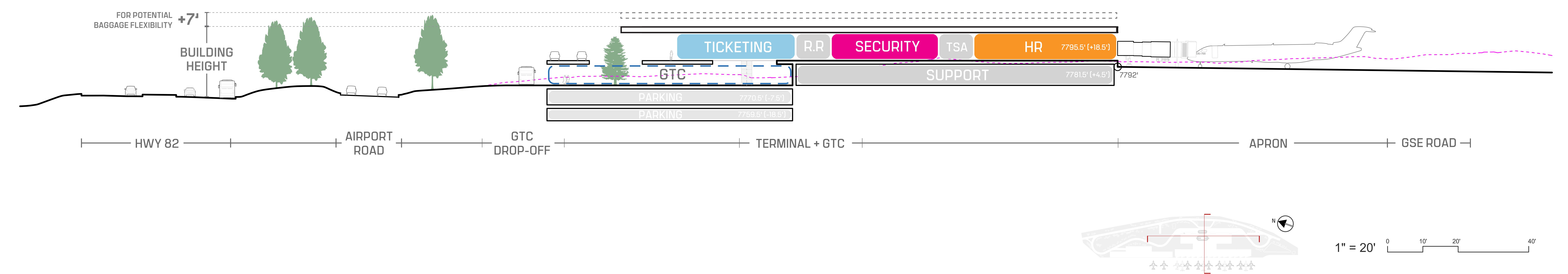
CONCEPT 3 ARRIVAL SKETCH LOOKING SOUTH



SECTION PERSPECTIVES



2+ TERMINAL SECTION



3+ TERMINAL SECTION