Table 5-1
EVALUATION MATRIX

ABIA MASTER PLAN UPDATE - PASSENGER TERMINAL COMPLEX EVALUATION MATRIX EVALUATED BY:

	EVALUATION CRITERIA	WEIGHT FACTOR Total	Ind.	PASSENGER TERMINAL CONCEPT A-01 Rating	A-01 Total	A-02 Rating	A-02 Total	A-03 Rating	A-03 Total	A-04 Rating	A-04 Total	A-05 Rating	A-05 Total	A-06 Rating	A-06 Total	A-07 Rating	A-07 Total	B-01 Rating	B-01 Total	B-02 Rating	B-02 Total	B-03 Rating	B-03 Total
1	MAXIMIZE USE OF EXISTING FACILITIES	12																					
	Terminal & Parking		3																				
	Ground Access		3																				
	Cargo		3																				
	Other Support		3																				
2	OPTIMIZE USE OF SITE	4																					
	Landside Distribution		2																				
	Airside Distribution		2																				
3	MAXIMIZE CARGO DEVELOPMENT	12																					
	Incremental Growth Potential		6																				
	Accessibility to Runway/Airside		2																				
	Future Expansion		4																				
4	PASSENGER TERMINAL DEVELOPMENT	12																					
	Overall Passenger Convenience		5																				
	Flexibility for Change		5																				
	Ease of Expansion		2																				
5	MAXIMUM COMPLEX DEVELOPMENT FLEXIBILITY	15																					
	Ease of Phasing		10																				
	Accommodates Future Change		5																				
6	GROUND ACCESS AND PARKING	10																					
	Ease of Traffic Circulation		5																				
	Parking Accommodation		5																				
7	SUPPORT FACILITIES DEVELOPMENT	8																					
	Adequacy of Land Area		4																				
	Functional Distribution		4																				
8	IMPACT ON AIRSIDE FACILTIES	4																					
	FAA and Airfield		4																				
9	IMPACT ON SURROUNDING AREA	3																					
	GA, Military and Others		3																				
10	FINANCIAL IMPACT	20																					
	Construction and Financing		20																				
Total Score		100																					
Ranking																							

Note: Shaded cells represent calculations. Input to these cells is not necessary.
* Rating of each concept based on a scale of 1 to 10 to be provided by each particating evaluator, with 10 closer to an "ideal" condition.

advantages and disadvantages of each of the concepts as outlined in Evaluation Workbook 1 and the evaluation matrix, each of the 14 participants representing the DOA presented their individual viewpoints and analysis. Each participant was subsequently requested to rank each of the ten concept alternatives and select two to four finalists for further evaluation. The vote tallied indicated Concept A-07 to be the most preferred by nine of the participants, followed by Concept A-06 favored by four of the participants, and Concept A-03 favored by one participant.

Concept A-06 and Concept A-07 were thus unanimously selected by DOA for further evaluation, with a specific request to include preliminary "Order of Magnitude" cost estimates for the two concepts. Therefore, the remaining evaluation of alternatives focused on these two "finalists".

FINAL DEVELOPMENT ALTERNATIVES

This subsection describes the final two alternatives that were selected for further evaluation – Concepts A-06 and A-07 (identified hereinafter as Concepts A-06A and A-07A). This includes a description of the passenger terminal, ground access and parking, airfield, cargo and support facilities. For further details on the two concepts, the interested reader is referred to Passenger Terminal Complex Development Alternatives Evaluation Workbook 2, which provides more information on the two concepts, some of which is summarized herein.

Description of Final Two Alternatives

Concept A-06A

Passenger Terminal

The main idea involved in Concept A-06A centers on the maintenance of a "Centralized Terminal Operation" wherein core terminal functions such as ticketing and check-in, baggage outbound as well as baggage claim, remain within a fundamentally contiguous terminal area to support projected traffic activity up to Planning Level 3. Essentially, this implies the maximization of all available open spaces within the existing terminal boundary and the existing structure in order to accommodate projected facility requirements. Figure 5-11 presents Concept A-06A.

Of the 1,642,700 square feet of required terminal building, approximately 310,000 square feet will be required for the development of a two-level satellite concourse parallel to the existing concourse in this concept. Approximately 658,000 square feet of gross building area must also be added to the existing terminal structure to accommodate future passenger activity at the main passenger terminal. Substantial readjustment and reallocation of ongoing operational areas within the existing terminal building and gate facilities may have to be implemented to organize the terminal and concourse operations for compliance with requirements and conditions specific to Planning Level 3.

The curbside element in this concept includes a new exposed but below grade terminal road and curbside that is one level below the existing deplaning roadway. This new roadway is intended to be used mainly by ground transportation bus services, courtesy van pick-ups, employee shuttle service,