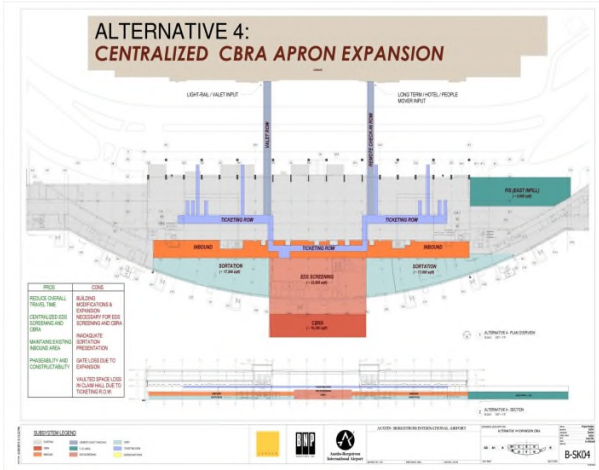
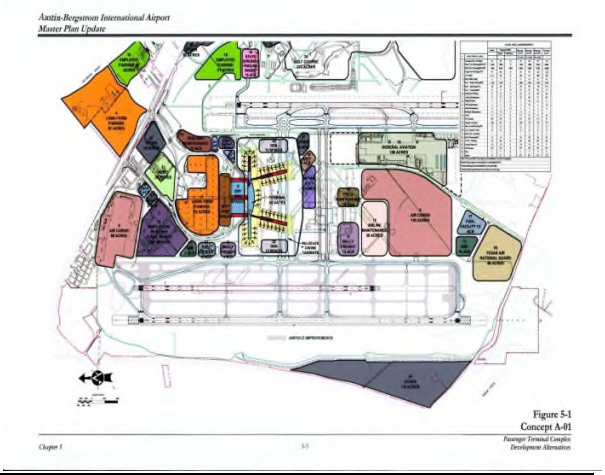
AUSTIN BERGSTROM INTERNATIONAL AIRPORT, AUSTIN, TX
MASTER PLAN STUDY





OWNER
CITY OF AUSTIN – AUSTIN BERGSTROM-INTERNATIONAL AIRPORT

OWNER'S REPRESENTATIVE
ROSS PAYTON
CORGAN ARCHITECTS
401 NORTH HOUSTON STREET
DALLAS, TX 75202
TEL 214 757 1702

BNP PROJECT DIRECTOR
CAL TRUDEAU

BNP PROJECT MANAGER
RYAN EVERS

LOCATION
AUSTIN, TX, USA

COMPLETION DATE
AUGUST 2013

PROJECT AMOUNT
NA

REFERENCE
ROBERT HENGST P.E.
PROJECT MANAGEMENT SUPERVISOR
DESIGN & ENGINEERING DIV.
AUSTIN BERGSTROM INT'L AIRPORT
2716 SPIRIT OF TEXAS DRIVE #136
AUSTIN, TEXAS 78719

SCOPE OF SERVICES
CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
ANALYSIS
MASTER PLANNING

RELEVANCE
AUTOMATED IN-LINE EDS
CHECKED BAGGAGE INSPECTION SYSTEM

Corgan Architects, in coordination with ABIA, obtained BNP's services to design and develop a long term Automated Bag System Master Plan spatial analysis and design study.

The primary design intent of the Master Plan study was to provide a series of BHS conceptual layouts and design areas for consideration in support of the long term growth and expansion expected at ABIA.

The design team identified and compared multiple alternatives for consideration utilizing all available areas of the airport including green-field, existing and modified areas. Consideration was given to future industry trends including remote parking, high speed rail, people-mover and garage check-in alternatives.

The alternatives selected were presented for review by the major stakeholders of the airport including the terminal airlines, operations, maintenance, ramp, architect and owner's representatives. The preferred alternatives were further refined for discussion and ROM estimating.

BNP provided complete BHS demand analysis and total square foot requirements including appropriate considerations for redundancy, cost, conveyor right of ways, and ergonomic design. Complete CBRA, CBIS, Inbound and Outbound linear footage requirements were calculated including expected growth percentages and future Million Annual Passenger terminal counts.

Passenger level of service and impact to daily operations were of vital importance to the existing carriers and was also included in for consideration. Phasing and constructability studies of the final preferred alternative(s) were performed with respect to the future terminal expansions, long range passenger count and technological equipment advances in the industry.

BNP ASSOCIATES, INC.