

WASHINGTON- DULLES INTERNATIONAL AIRPORT BAGGAGE HANDLING SYSTEMS



OWNER:
METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

OWNER'S REPRESENTATIVE:
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BNP PROJECT MANAGER:
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LOCATION:
WASHINGTON, DC

COMPLETION DATE: 2009

REFERENCE:
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SCOPE OF SERVICES:
CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
BIDDING AND PROCUREMENT
CONSTRUCTION MONITORING

BNP was retained by the Metropolitan Washington Airports Authority and a number of Architectural/Engineering firms to assist in the facilities planning, design and construction of various projects that included Main Terminal expansions, alterations, temporary outbound facility spaces, and Midfield Terminal planning.

The Main Terminal, which first opened in 1962 and was designed as a two-level facility, underwent a major rehabilitation program that included the expansion of the facility from its original size to double its overall length, bringing the Terminal to 1,240 feet in length. The Main Terminal expansion was completed in 1996, with a three-level expansion on each side of the original building that provided additional Ticketing Kiosks at the Concourse Level, Domestic Claim Devices at the Ground Floor Level (Arrivals Hall), and Baggage Make-up at the Basement Level. Upgrades and improvements were also made to the original area of the Main Terminal, which were completed in 2006, that consisted of three major components; 1) the South Bag Basement, 2) an East Bagroom Expansion, and 3) Terminal Renovations that included a 600-linear foot cut-and-cover baggage tunnel beneath the existing Main Terminal to facilitate the installation of 14 domestic inbound transport subsystems; 12 of which include active claim devices (the right-of-way for the other two are reserved for future use). The South Bag Basement portion of this program involved the demolition of existing commuter gates and the construction of a 95,000 sq. ft. subsurface baggage facility space to provide a new bagroom operation for the airlines operating out of the center area of the Terminal, which also included the replacement of the existing ticket counter and curbside lines, the installation of new domestic claim devices and an outbound (Automated) Baggage Handling System. The East Bagroom Expansion involved the demolition of existing site features and the construction of a new 30,000 sq. ft. bagroom to facilitate United's domestic inbound operation. In the fall of 2009, as part of the Airport's D2 Dulles Development Program, the Airport opened its new Security Mezzanines at each end of the Main Terminal, to provide additional security checkpoint screening for passengers. The Main Terminal recently also completed a number of other major construction programs that included the International Arrivals Building Expansion, which includes six new claim devices and twelve inbound lines (two remote feeds per claim device), and 3 fully automated Checked Baggage Inspection Systems. All of the above referenced projects were performed under fairly complex phased-in implementation programs that required the reconfiguration of existing conveyor lines within existing facility spaces to minimize the construction impact to the bagrooms' normal functions and concurrent airline operations.