# CLE Master Plan - Update

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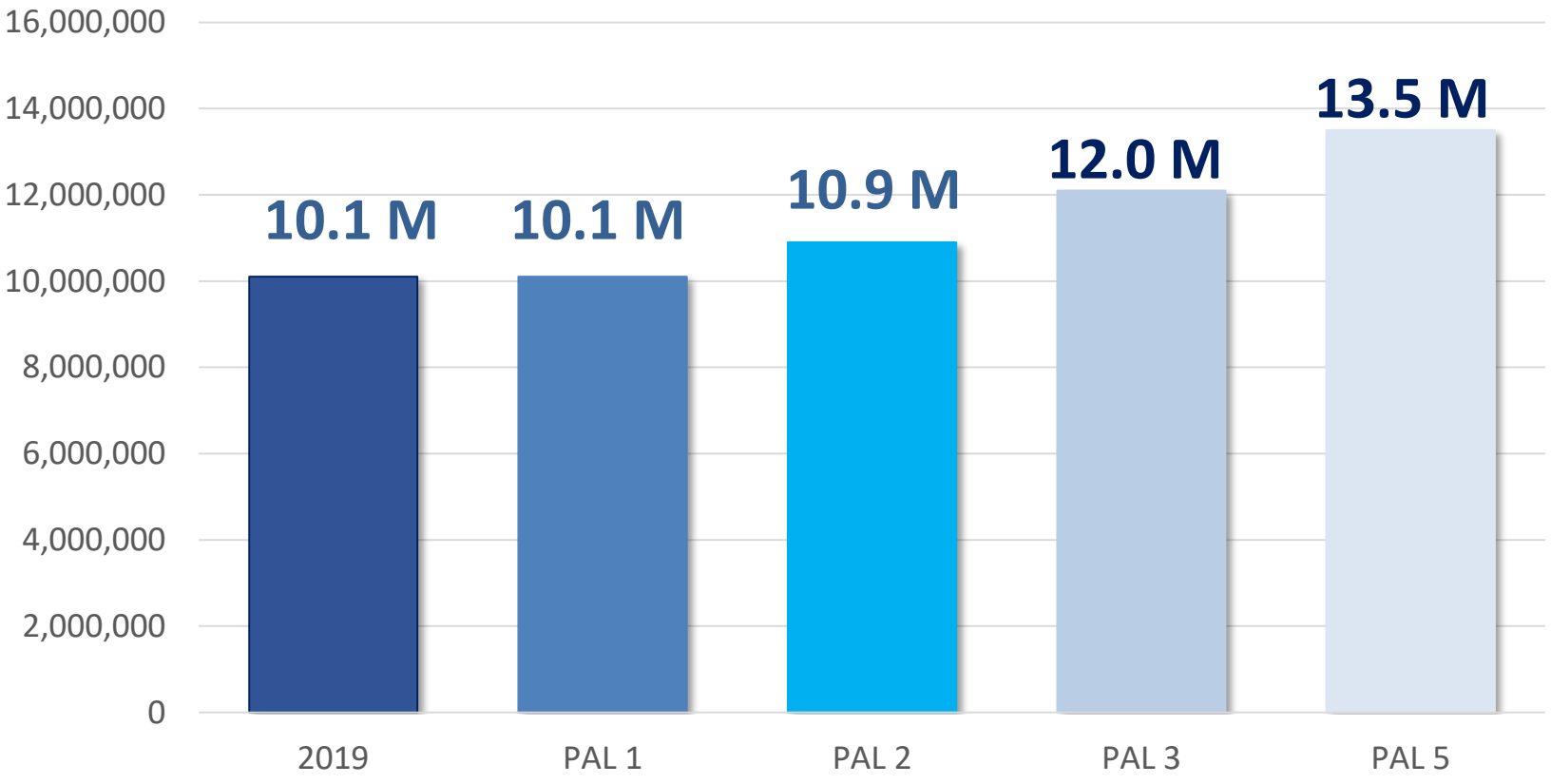
# Planning Activity Levels (PALs)

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# Terminal Requirements: Critical Elements

## Deficiencies

| Area | Description | Existing | PAL 1 & 2 |
|---|---|---|---|
| **Ticketing/ Check-in** | Ticketing lobby is too narrow and does not provide adequate depth for the typical airline check-in process with self-service kiosk and queue and bag check-in processes | 7,700 sq. ft. | 11,200 sq. ft. |
| **Checked Baggage Inspection Systems (CBIS)** | Two additional explosive detection system (EDS) devices and up to 14 additional checked baggage resolution area (CBRA) stations are required by the end of the planning period (there are currently three EDS devices and 11 CBRA stations) | 11,200 sq. ft. | 19,500 sq. ft. |
| **Security Screening Checkpoints** | A consolidated centralized Security Screening Checkpoint (SSCP) is preferred and the existing SSCP's are not sized adequately for current and future security lane configurations. | 21,200 sq. ft. | 43,000 sq. ft. |
| **Gate Waiting Areas** | Many holdrooms are currently undersized for projected demand. | 101,200 sq. ft. | 163,500 sq. ft. |
| **Gates** | To accommodate future passenger and aircraft operation growth | 45 | 53 |

# Landside Facility Requirements

## Summary

- Revised roadway system configuration
  - Increase distance between entrance and terminal
  - Eliminate traffic crossing inbound roadway
  - Eliminate inbound traffic signals
- Improve walkability and convenience of Ground Transportation Center
- Add 4,000 walkable public parking spaces
- Add 600 Rental Car storage spaces
- Improve RTA accessibility and convenience

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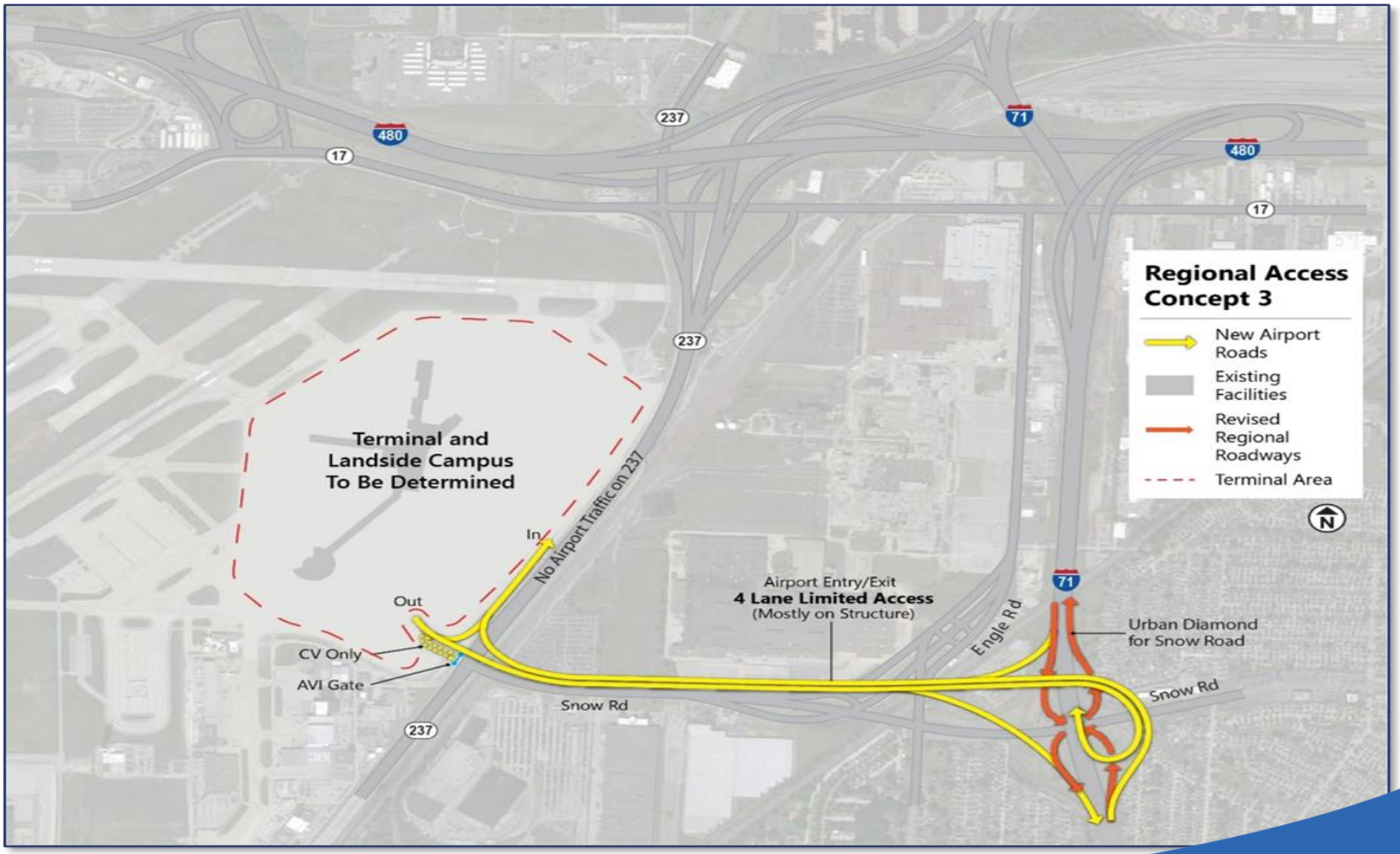
# Regional Access

## Preferred Alternative

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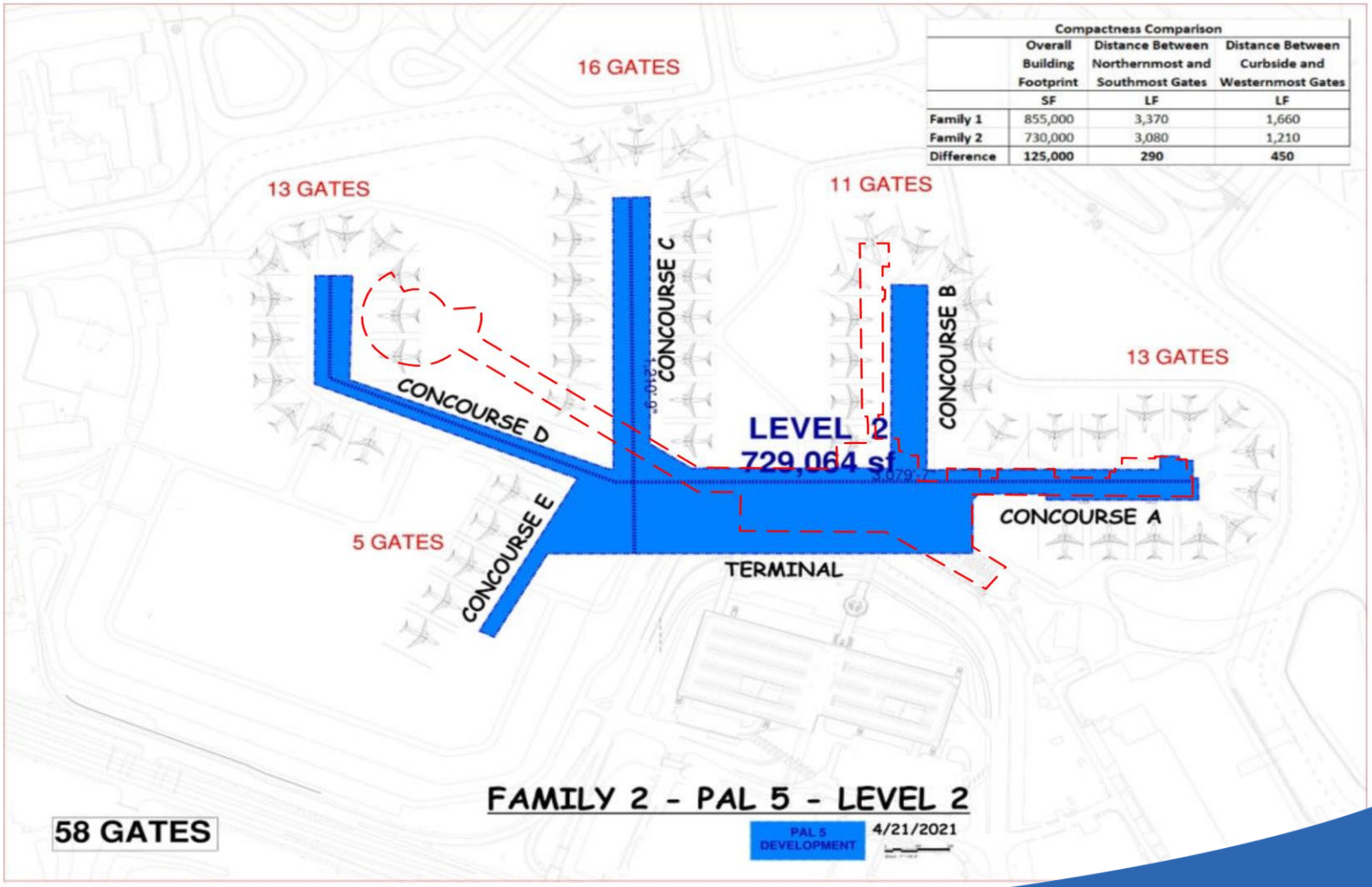
# Terminal Layout

## Preferred Alternative




| Compactness Comparison | | | |
|---|---|---|---|
| | Overall Building Footprint | Distance Between Northernmost and Southmost Gates | Distance Between Curbside and Westernmost Gates |
| | SF | LF | LF |
| Family 1 | 855,000 | 3,370 | 1,660 |
| Family 2 | 730,000 | 3,080 | 1,210 |
| Difference | 125,000 | 290 | 450 |

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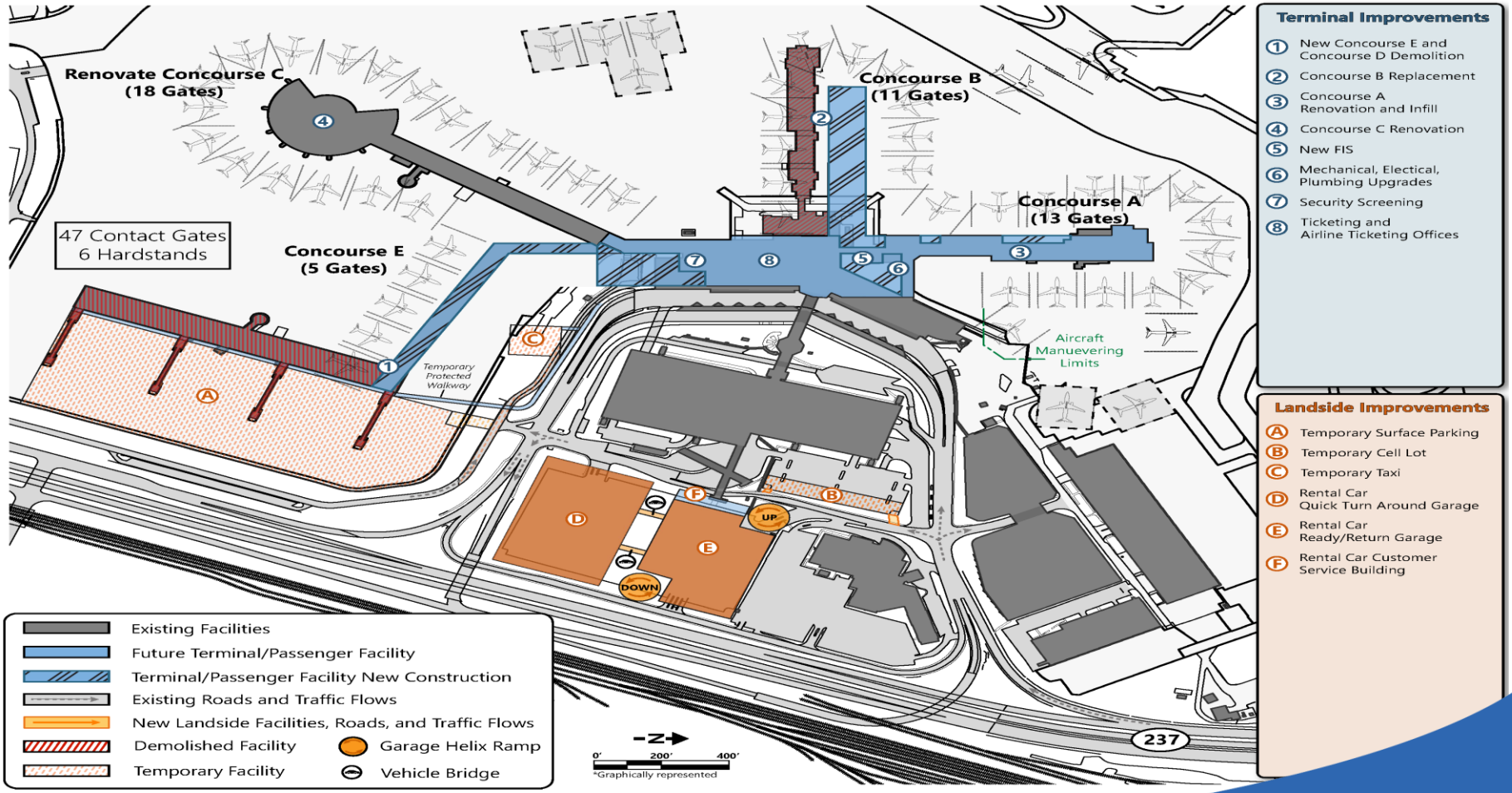
# Master Plan Program Phasing
## PAL 2

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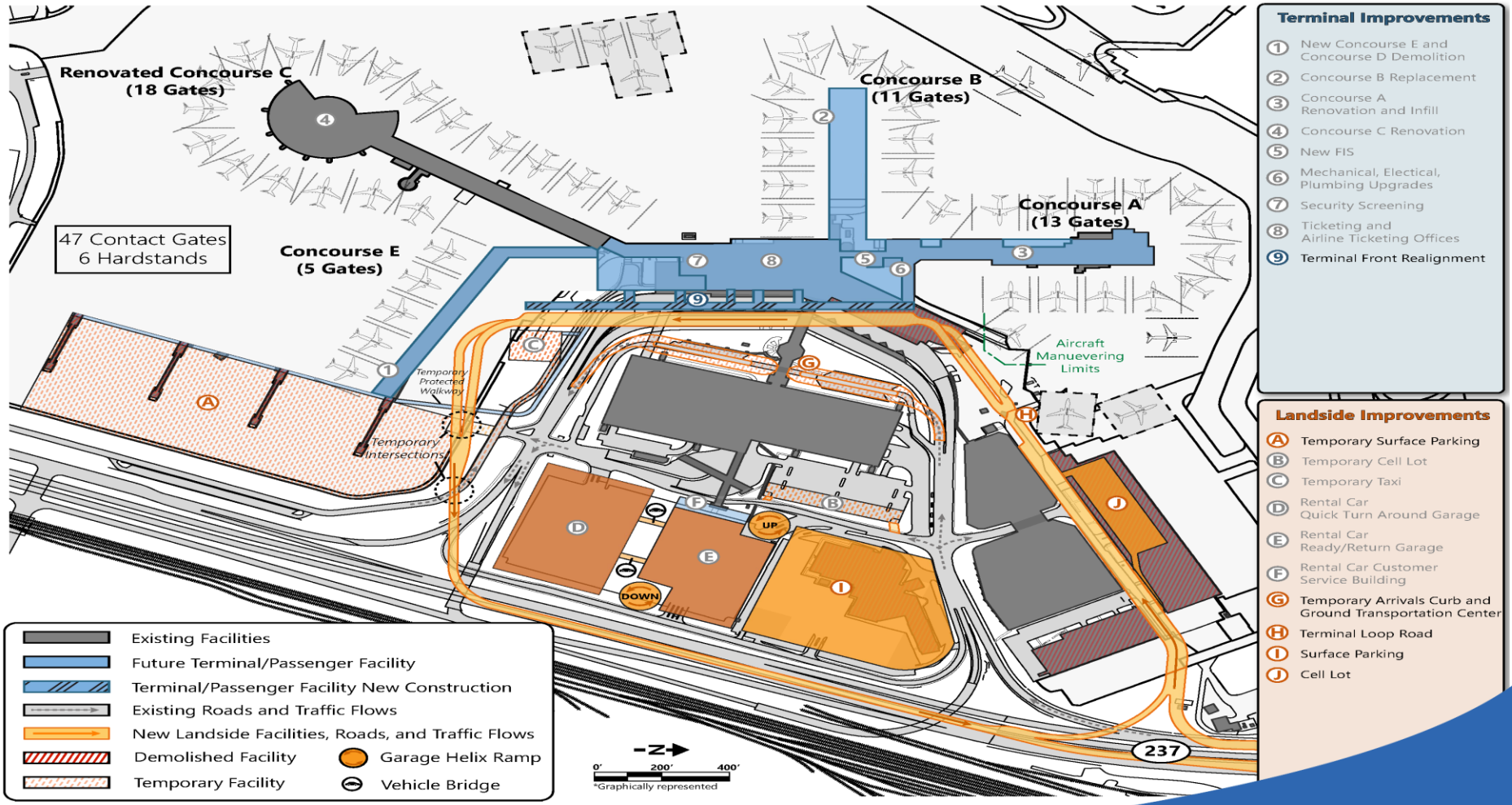
# Master Plan Program Phasing

## PAL 2.5

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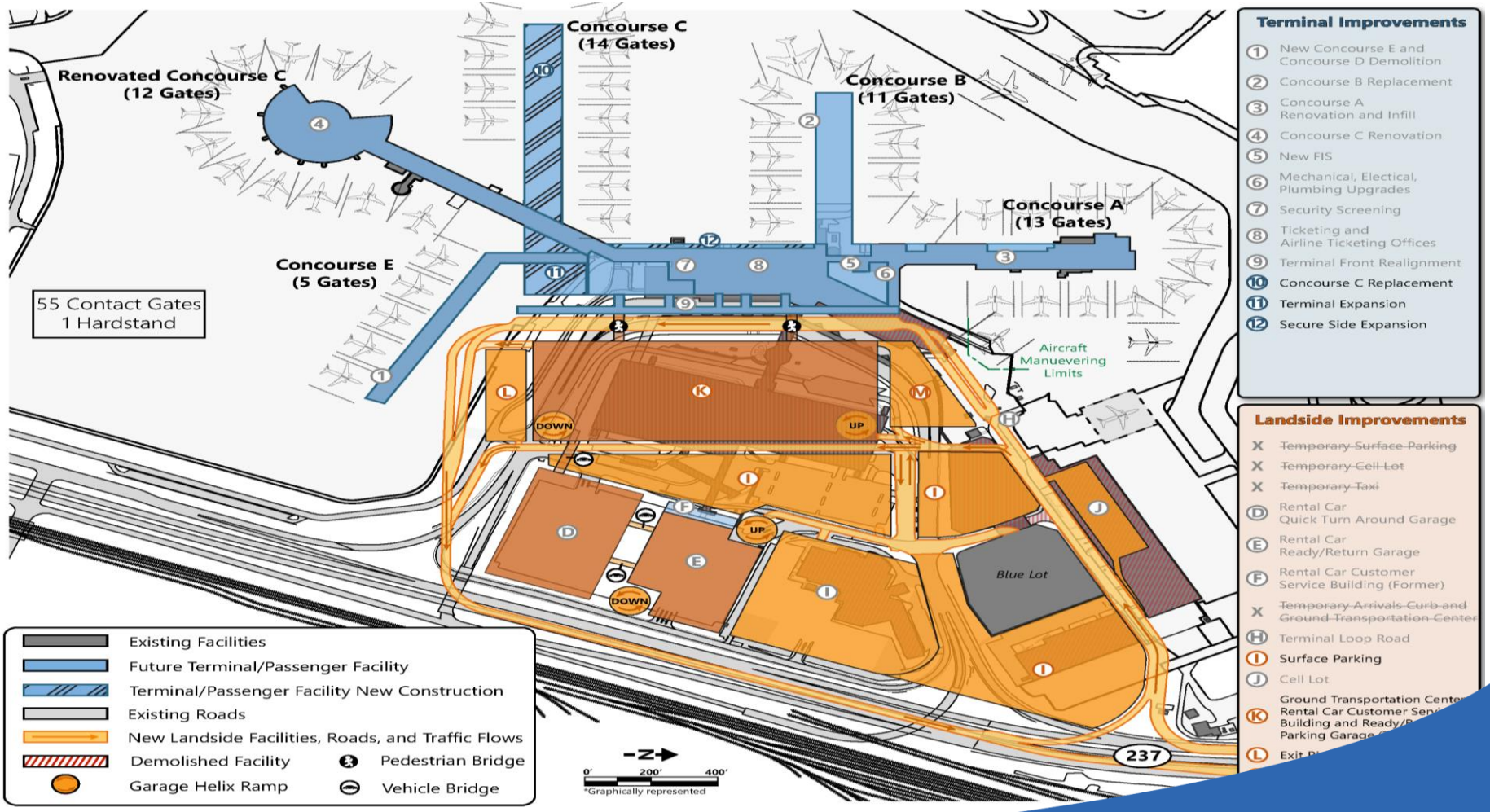
# Master Plan Program Phasing

## PAL 3

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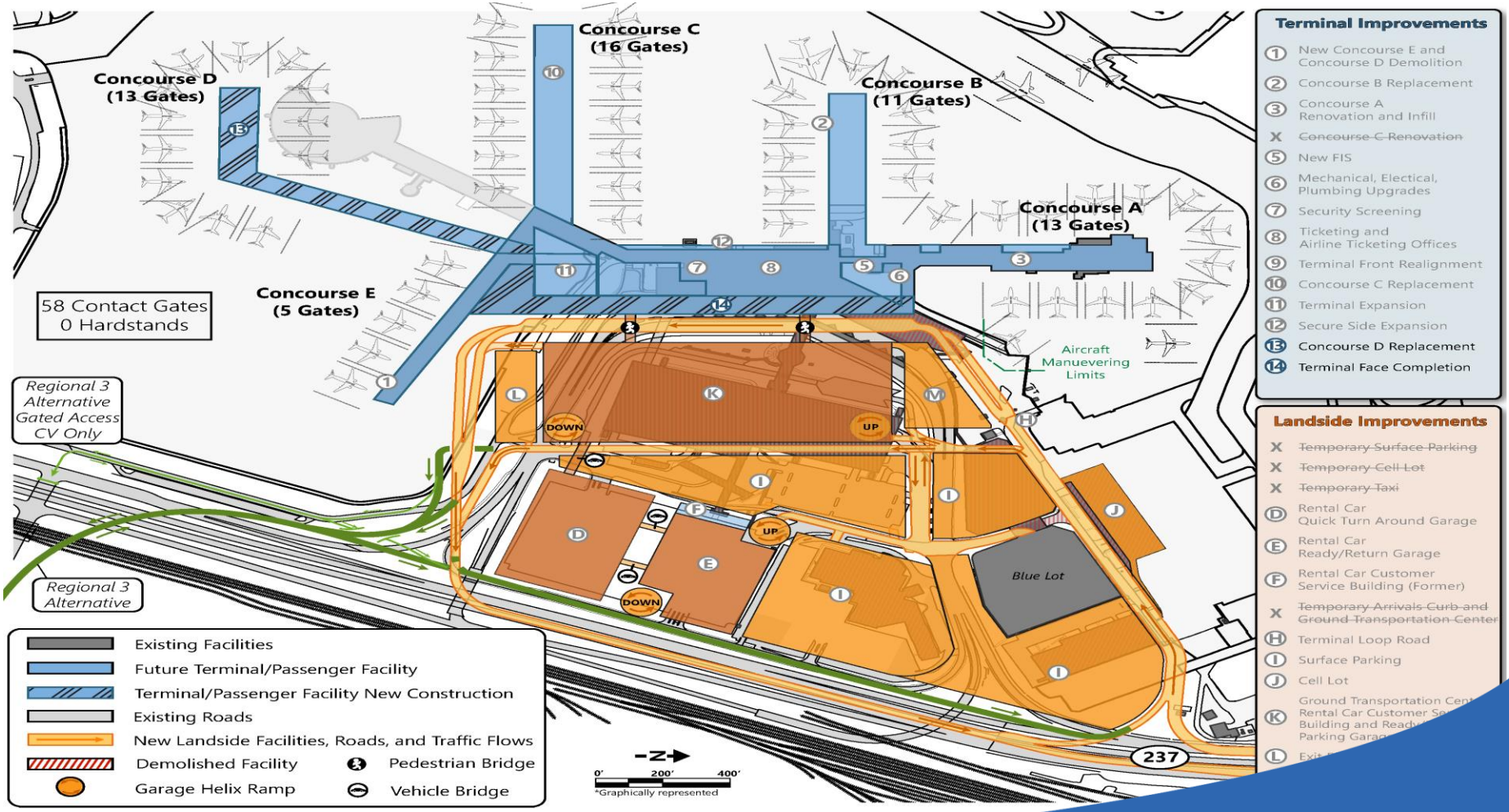
# Master Plan Program Phasing

## PAL 5

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# Program Costs
## Financial Summary

| | Family 2 | |
|---|---|---|
| **Area** | **PAL 2** | **PAL 3 - PAL 5** |
| ***Terminal Building*** | | |
| Terminal Building | $225.4M | $384.8M |
| Concourse A | $27.6M | |
| New Concourse B | $178.3M | |
| Existing Concourse C | $60.7M | |
| New Concourse C | | $208.8M |
| Existing Concourse D | $13.3M | |
| New Concourse D | | $179.0M |
| New Concourse E | $82.1M | |
| **Terminal and Apron Project Cost by PAL** | **$587.4M** | **$772.6M** |
| **Total - Terminal and Apron Project Cost** | **$1,360.0M** | |
| ***Landside and Other Airside Facility Costs*** | | |
| Surface Parking Lots and New Cell Lot | $17.1M | $30.9M |
| New Terminal Curb and Access Loop Road | | $54.1M |
| Two New Garages, GTC, Rental Car Facilities, Taxi & Commercial Vehicle Facilities | $143.0M | $406.8M |
| Other Airport Facility Costs | $32.7M | $23.7M |
| **Landside Program Cost by PAL** | **$192.8M** | **$515.5M** |
| | | |
| **Total Program Cost by PAL** | **$780.2M** | **$1,288.1M** |
| **Total Program Cost** | **$2,068.3M** | |

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# What's Next

- Continue & Complete Master Plan Enabling Projects
- Complete FAA Review & Approvals
- Continue Internal Preparations
- Stakeholder Updates
- Financial Planning & Airline Lease Discussions

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# THANK YOU!

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