



2012 AIRPORT MASTER PLAN 2016 ADDENDUM

SUBMITTED ON: SEPTEMBER 22, 2017

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APPENDICES

**Tampa International Airport Master Plan Update
VOLUME 3 – Appendices**

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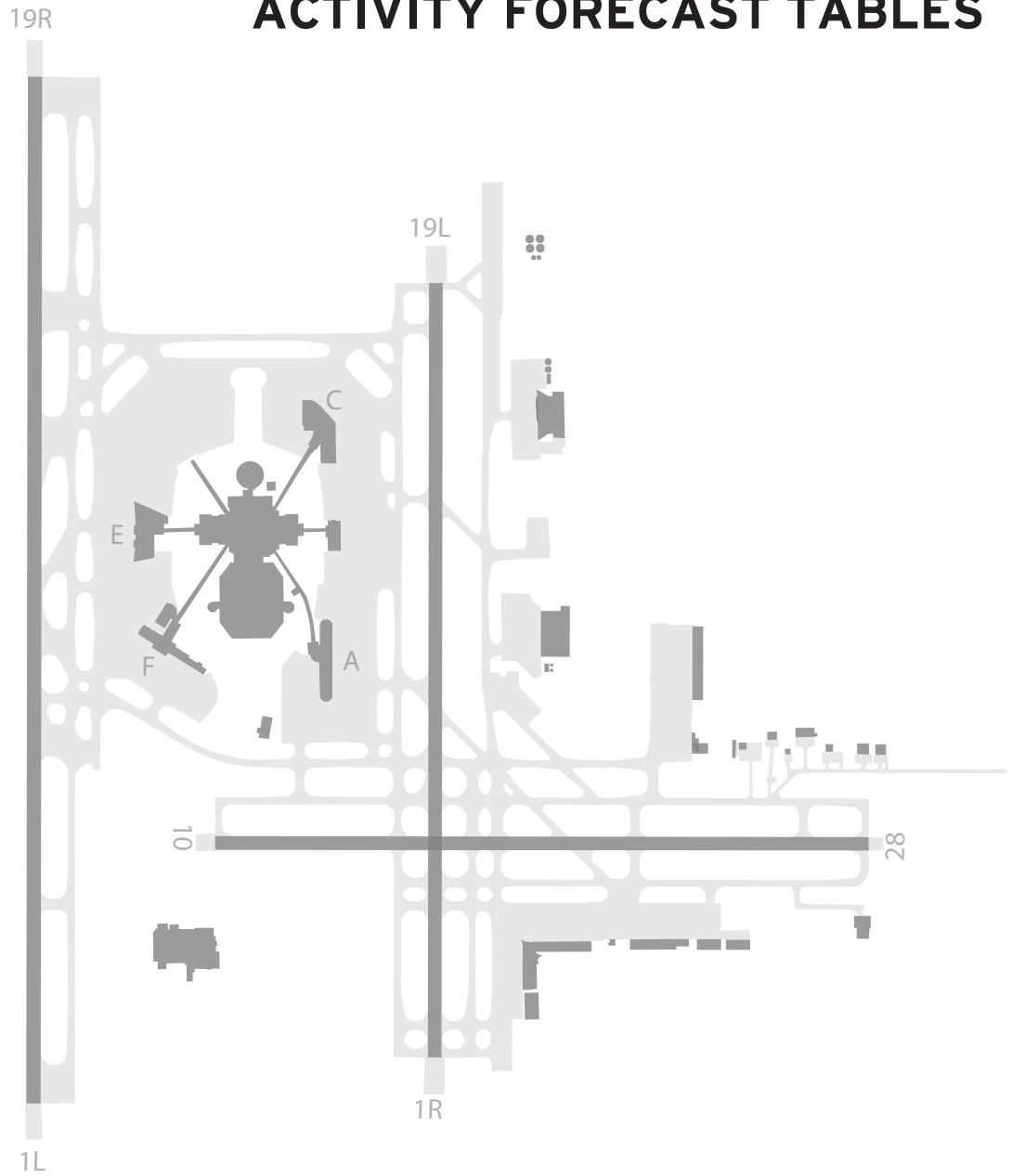
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APPENDIX A - AVIATION ACTIVITY FORECAST TABLES



APPENDIX A:

AVIATION ACTIVITY FORECAST TABLES

Table A-1: Comparison of Forecast and Actual Domestic Passengers

Comparison of Forecast and Actual Domestic Passengers			
Calendar Year	MPU Projected (a)	Actual (b)	Difference
2010	16,254,851	16,254,851	0.0%
2011	16,305,560	16,243,824	-0.4%
2012	16,544,785	16,316,069	-1.4%
2013	16,938,937	16,389,923	-3.3%
2014	17,402,262	16,932,185	-2.8%
2015	18,049,388	18,096,164	0.3%
2016	18,721,094	18,080,432	-3.5%
2017	19,377,999		
2018	20,012,617		
2019	20,545,279		
2020	21,095,391		
2021	21,631,749		
2022	22,172,406		
2023	22,717,476		
2024	23,267,080		
2025	23,733,581		
2026	24,254,661		
2027	24,776,270		
2028	25,298,499		
2029	25,821,444		
2030	26,345,203		
2031	26,925,389		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) Tampa International Airport, Monthly Activity Reports.

Sources: As noted and HNTB analysis.

Table A-2: Comparison of Forecast and Actual International Passengers

Comparison of Forecast and Actual International Passengers

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2010	390,914	390,914	0.0%
2011	426,491	426,491	0.0%
2012	465,974	504,790	7.7%
2013	530,276	531,022	0.1%
2014	713,215	621,367	-14.8%
2015	795,677	719,261	-10.6%
2016	924,546	851,490	-8.6%
2017	943,037		
2018	1,048,211		
2019	1,123,395		
2020	1,177,540		
2021	1,241,541		
2022	1,292,543		
2023	1,355,233		
2024	1,448,186		
2025	1,485,259		
2026	1,533,578		
2027	1,572,837		
2028	1,632,235		
2029	1,674,021		
2030	1,716,876		
2031	1,778,674		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) Tampa International Airport, Monthly Activity Reports.

Sources: As noted and HNTB analysis.

Table A-3: Comparison of Forecast and Actual Total Passengers

Comparison of Forecast and Actual Total Passengers

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2010	16,645,765	16,645,765	0.0%
2011	16,732,051	16,670,315	-0.4%
2012	17,010,759	16,820,859	-1.1%
2013	17,469,214	16,920,945	-3.2%
2014	18,115,478	17,553,552	-3.2%
2015	18,845,065	18,815,425	-0.2%
2016	19,645,640	18,931,922	-3.8%
2017	20,321,036		
2018	21,060,829		
2019	21,668,674		
2020	22,272,931		
2021	22,873,290		
2022	23,464,949		
2023	24,072,710		
2024	24,715,266		
2025	25,218,840		
2026	25,788,239		
2027	26,349,107		
2028	26,930,734		
2029	27,495,465		
2030	28,062,079		
2031	28,704,063		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) Tampa International Airport, Monthly Activity Reports.

Sources: As noted and HNTB analysis.

Table A-4: Comparison of Forecast and Actual Domestic Passenger Aircraft Operations

Comparison of Forecast and Actual Domestic Passenger Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	150,562	150,562	0.0%
2012	153,010	148,367	-3.1%
2013	155,459	148,680	-4.6%
2014	157,907	146,058	-8.1%
2015	160,355	150,850	-6.3%
2016	162,804	147,186	-10.7%
2017	166,485		
2018	170,166		
2019	173,847		
2020	177,528		
2021	181,209		
2022	185,524		
2023	189,839		
2024	194,155		
2025	198,470		
2026	202,785		
2027	207,101		
2028	211,416		
2029	215,731		
2030	220,047		
2031	224,362		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) HCAA, Airlines Statistics reports.

Sources: As noted and HNTB analysis.

Table A-5: Comparison of Forecast and Actual International Passenger Aircraft Operations

Comparison of Forecast and Actual International Passenger Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	2,976	2,976	0.0%
2012	3,879	3,690	-5.1%
2013	4,782	3,818	-25.2%
2014	5,684	4,874	-16.6%
2015	6,587	5,522	-19.3%
2016	7,490	5,760	-30.0%
2017	7,894		
2018	8,297		
2019	8,701		
2020	9,104		
2021	9,508		
2022	9,930		
2023	10,352		
2024	10,775		
2025	11,197		
2026	11,619		
2027	12,041		
2028	12,463		
2029	12,886		
2030	13,308		
2031	13,730		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) HCAA, Airlines Statistics reports.

Sources: As noted and HNTB analysis.

Table A-6: Comparison of Forecast and Actual Total Passenger Aircraft Operations

Comparison of Forecast and Actual Total Passenger Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	153,538	153,538	0.0%
2012	156,889	152,057	-3.2%
2013	160,240	152,498	-5.1%
2014	163,591	150,932	-8.4%
2015	166,943	156,372	-6.8%
2016	170,294	152,946	-11.3%
2017	174,378		
2018	178,463		
2019	182,547		
2020	186,632		
2021	190,717		
2022	195,454		
2023	200,192		
2024	204,929		
2025	209,667		
2026	214,404		
2027	219,142		
2028	223,880		
2029	228,617		
2030	233,355		
2031	238,092		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) HCAA, Airlines Statistics reports.

Sources: As noted and HNTB analysis.

Table A-7: Comparison of Forecast and Actual Cargo Aircraft Operations

Comparison of Forecast and Actual Cargo Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	6,340	6,340	0.0%
2012	6,432	6,242	-3.0%
2013	6,523	4,552	-43.3%
2014	6,615	3,846	-72.0%
2015	6,706	2,168	-209.3%
2016	6,798	3,260	-108.5%
2017	6,892		
2018	6,986		
2019	7,081		
2020	7,175		
2021	7,269		
2022	7,374		
2023	7,479		
2024	7,583		
2025	7,688		
2026	7,793		
2027	7,898		
2028	8,003		
2029	8,107		
2030	8,212		
2031	8,317		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) HCAA, Airlines Statistics reports.

Sources: As noted and HNTB analysis.

Table A-8: Comparison of Forecast and Actual True Air Taxi Aircraft Operations

Comparison of Forecast and Actual True Air Taxi Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	6,529	6,529	0.0%
2012	6,529	6,667	2.1%
2013	6,529	4,667	-39.9%
2014	6,529	7,599	14.1%
2015	6,529	9,138	28.6%
2016	6,529	10,631	38.6%
2017	6,529		
2018	6,529		
2019	6,529		
2020	6,529		
2021	6,529		
2022	6,529		
2023	6,529		
2024	6,529		
2025	6,529		
2026	6,529		
2027	6,529		
2028	6,529		
2029	6,529		
2030	6,529		
2031	6,529		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) Estimated by subtracting passenger and cargo aircraft operations from total commercial aircraft operations.

Sources: As noted and HNTB analysis.

Table A-9: Comparison of Forecast and Actual General Aviation Aircraft Operations

Comparison of Forecast and Actual General Aviation Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	24,337	24,337	0.0%
2012	24,326	22,380	-8.7%
2013	24,315	21,278	-14.3%
2014	24,305	21,078	-15.3%
2015	24,294	21,641	-12.3%
2016	24,283	21,964	-10.6%
2017	24,243		
2018	24,202		
2019	24,162		
2020	24,122		
2021	24,081		
2022	24,026		
2023	23,971		
2024	23,916		
2025	23,861		
2026	23,806		
2027	23,751		
2028	23,696		
2029	23,641		
2030	23,586		
2031	23,531		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) Tampa International Airport, Monthly Activity Reports.

Sources: As noted and HNTB analysis.

Table A-10: Comparison of Forecast and Actual Military Aircraft Operations

Comparison of Forecast and Actual Military Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	571	571	0.0%
2012	571	709	19.5%
2013	571	347	-64.6%
2014	571	530	-7.7%
2015	571	430	-32.8%
2016	571	795	28.2%
2017	571		
2018	571		
2019	571		
2020	571		
2021	571		
2022	571		
2023	571		
2024	571		
2025	571		
2026	571		
2027	571		
2028	571		
2029	571		
2030	571		
2031	571		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) Tampa International Airport, Monthly Activity Reports.

Sources: As noted and HNTB analysis.

Table A-11: Comparison of Forecast and Actual Total Aircraft Operations

Comparison of Forecast and Actual Total Aircraft Operations

<u>Calendar Year</u>	<u>MPU Projected (a)</u>	<u>Actual (b)</u>	<u>Difference</u>
2011	191,315	191,315	0.0%
2012	194,747	188,054	-3.6%
2013	198,179	183,342	-8.1%
2014	201,611	183,985	-9.6%
2015	205,043	189,749	-8.1%
2016	208,475	189,596	-10.0%
2017	212,613		
2018	216,752		
2019	220,890		
2020	225,028		
2021	229,167		
2022	233,954		
2023	238,742		
2024	243,529		
2025	248,316		
2026	253,104		
2027	257,891		
2028	262,678		
2029	267,466		
2030	272,253		
2031	277,041		

(a) Tampa International Airport, 2012 Airport Master Plan Update, 2013.

(b) Tables A-6, A-7, A-8, A-9, and A-10.

Sources: As noted and HNTB analysis.

Table A-12: Design Day Departure Projections by Market and Airline (1 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
ABQ	Albuquerque, NM								Seat Target (a)	0	143	143	143
ABQ	D	WN	73G	143		1	1	1		0	143	143	143
Subtotal					0	1	1	1		0	143	143	143
ACY	Atlantic City, NJ								Seat Target (a)	178	204	229	254
ACY	D	NK	320	178	1					178	0	0	0
ACY	D	NK	321N	228		1	1	1		0	228	228	228
Subtotal					1	1	1	1		178	228	228	228
ALB	Albany, NY								Seat Target (a)	286	328	368	408
ALB	D	WN	73G	143	2	1	2	2		286	143	286	286
ALB	D	WN	738	175		1				0	175	0	0
ALB	D	B6	E190	100			1	1		0	0	100	100
Subtotal					2	2	3	3		286	318	386	386
ATL	Atlanta, GA								Seat Target (a)	3496	4009	4497	4988
ATL	D	DL	320	150	1					150	0	0	0
ATL	D	DL	321	192		2	4	4		0	384	768	768
ATL	D	DL	738	160	1	1	1	1		160	160	160	160
ATL	D	DL	739	180	2	4	7	8		360	720	1260	1440
ATL	D	DL	757	182	4	2				728	364	0	0
ATL	D	DL	M80	149	1					149	0	0	0
ATL	D	DL	M90	160	6	6	3	2		960	960	480	320
ATL	D	NK	320	178		2	1	3		0	356	178	534
ATL	D	NK	321N	228			2	2		0	0	456	456
ATL	D	WN	733	137	2					274	0	0	0
ATL	D	WN	7M8	175		2	2	5			350	350	875
ATL	D	WN	73G	143	5	5	6	3		715	715	858	429
Subtotal					22	24	26	28		3496	4009	4510	4982

Table A-12: Design Day Departure Projections by Market and Airline (2 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
AUS	Austin, TX								Seat Target (a)	143	164	184	204
AUS	D	WN	73G	143	1					143	0	0	0
AUS	D	WN	738	175		1	1			0	175	175	0
AUS	D	WN	7M8	175				1		0	0	0	175
Subtotal					1	1	1	1		143	175	175	175
BDL	Hartford, CT								Seat Target (a)	418	479	538	596
BDL	D	B6	E190	100	1			1		100	0	0	100
BDL	D	B6	320N	162		1	1	1		0	162	162	162
BDL	D	B6	321N	190						0	0	0	0
BDL	D	WN	73G	143	1	1				143	143	0	0
BDL	D	WN	738	175	1	1	2	2		175	175	350	350
Subtotal					3	3	3	4		418	480	512	612
BHM	Birmingham, AL								Seat Target (a)	286	328	368	408
BHM	D	WN	73G	143	2	1		1		286	143	0	143
BHM	D	WN	738	175		1	2			0	175	350	0
BHM	D	WN	7M7	143				2		0	0	0	286
Subtotal					2	2	2	3		286	318	350	429
BNA	Nashville, TN								Seat Target	461	529	593	658
BNA	D	WN	73G	143	2		3	1		286	0	429	143
BNA	D	WN	7M8	175				2		0	0	0	350
BNA	D	WN	738	175	1	3	1	1		175	525	175	175
Subtotal					3	3	4	4		461	525	604	668

Table A-12: Design Day Departure Projections by Market and Airline (3 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
BOS	Boston, MA								Seat Target (a)	600	688	772	856
BOS	D	B6	320	150	4	2				600	300	0	0
BOS	D	B6	320N	162				3		0	0	0	486
BOS	D	B6	321N	190		2	4	2		0	380	760	380
Subtotal					4	4	4	5		600	680	760	866
BUF	Buffalo, NY								Seat Target (a)	312	358	401	445
BUF	D	WN	733	137	1					137	0	0	0
BUF	D	WN	7M7	143			2	2		0	0	286	286
BUF	D	WN	738	175	1	2				175	350	0	0
BUF	D	B6	E190	100			1			0	0	100	0
BUF	D	B6	320N	162				1		0	0	0	162
Subtotal					2	2	3	3		312	350	386	448
BWI	Baltimore, MD								Seat Target (a)	1208	1385	1554	1724
BWI	D	WN	73G	143	6	6	6	3		858	858	858	429
BWI	D	WN	7M8	175				3		0	0	0	525
BWI	D	WN	738	175	2	2	2	2		350	350	350	350
BWI	D	NK	320N	178		1	2	1		0	178	356	178
BWI	D	NK	321N	228				1		0	0	0	228
Subtotal					8	9	10	10		1208	1386	1564	1710
CAK	Akron, OH								Seat Target (a)	286	328	368	408
CAK	D	WN	73G	143	2	1		3		286	143	0	429
CAK	D	WN	738	175		1	2			0	175	350	0
Subtotal					2	2	2	3		286	318	350	429

Table A-12: Design Day Departure Projections by Market and Airline (4 of 22)

Market	Domestic/ Prcleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
CHS	Charleston, SC								Seat Target (a)	0	100	100	100
CHS	D	B6	E190	100		1	1	1		0	100	100	100
Subtotal					0	1	1	1		0	100	100	100
CLE	Cleveland, OH								Seat Target (a)	288	330	370	411
CLE	D	F9	319	138	1					138	0	0	0
CLE	D	F9	319N	158			1	1		0	0	158	158
CLE	D	F9	320N	180		1				0	180	0	0
CLE	D	UA	73G	118			2	2		0	0	236	236
CLE	D	UA	320	150	1	1				150	150	0	0
Subtotal					2	2	3	3		288	330	394	394
CLT	Charlotte, NC								Seat Target (a)	1609	1845	2070	2296
CLT	D	US	320	150	2					300	0	0	0
CLT	D	US	321	187	7					1309	0	0	0
CLT	D	AA	7M8	160		2	1	1		0	320	160	160
CLT	D	AA	321N	187			2	5		0	0	374	935
CLT	D	AA	321	187		7	6	3		0	1309	1122	561
CLT	D	NK	320N	178			1	1		0	0	178	178
CLT	D	NK	321N	228		1	1	2		0	228	228	456
Subtotal					9	10	11	12		1609	1857	2062	2290
CMH	Columbus, OH								Seat Target (a)	423	485	544	604
CMH	D	WN	733	137	1					137	0	0	0
CMH	D	WN	7M8	175		2	3	1		0	350	525	175
CMH	D	WN	73G	143	2	1		3		286	143	0	429
Subtotal					3	3	3	4		423	493	525	604

Table A-12: Design Day Departure Projections by Market and Airline (5 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
CVG	Cincinnati, KY								Seat Target (a)	160	183	206	228
CVG	D	DL	738	160	1					160	0	0	0
CVG	D	DL	739	180		1				0	180	0	0
CVG	D	DL	319	132				1		0	0	0	132
CVG	D	DL	CS3	98			2	1		0	0	196	98
Subtotal					1	1	2	2		160	180	196	230
DAL	Dallas Love Field, TX								Seat Target (a)	318	365	409	454
DAL	D	WN	73G	143	1		3	2		143	0	429	286
DAL	D	WN	7M8	175				1		0	0	0	175
DAL	D	WN	738	175	1	2				175	350	0	0
Subtotal					2	2	3	3		318	350	429	461
DAY	Dayton, OH								Seat Target (a)	143	164	184	204
DAY	D	WN	73G	143	1					143	0	0	0
DAY	D	WN	7M8	175		1	1	1		0	175	175	175
Subtotal					1	1	1	1		143	175	175	175
DCA	Washington Reagan, DC								Seat Target (a)	1062	1218	1366	1515
DCA	D	B6	E190	100	2	1				200	100	0	0
DCA	D	B6	320N	162		1	2	2		0	162	324	324
DCA	D	US	319	124	4					496	0	0	0
DCA	D	US	E75	80	1					80	0	0	0
DCA	D	AA	319	124		4	2			0	496	248	0
DCA	D	AA	7M8	160		1	3	3		0	160	480	480
DCA	D	AA	321N	187				2		0	0	0	374
DCA	D	WN	7M8	175		1	1	2		0	175	175	350
DCA	D	WN	73G	143	2	1	1			286	143	143	0
Subtotal					9	9	9	9		1062	1236	1370	1528

Table A-12: Design Day Departure Projections by Market and Airline (6 of 22)

Market	Domestic/ Prcleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
DEN	Denver, CO								Seat Target (a)	958	1098	1232	1367
DEN	D	F9	319	138	1	1	1			138	138	138	0
DEN	D	F9	320	168	1	1	1			168	168	168	0
DEN	D	F9	319N	158						0	0	0	0
DEN	D	F9	320N	180				2		0	0	0	360
DEN	D	F9	321	230						0	0	0	0
DEN	D	UA	739	167	2	2	2			334	334	334	0
DEN	D	UA	7M9	179				1	3		0	179	537
DEN	D	WN	73G	143	1	2	3	2		143	286	429	286
DEN	D	WN	7M8	175				1		0	0	0	175
DEN	D	WN	738	175	1	1				175	175	0	0
Subtotal					6	7	8	8		958	1101	1248	1358
DFW	Dallas-Ft. Worth, TX								Seat Target (a)	1358	1557	1747	1938
DFW	D	AA	738	160	3	6	4	2		480	960	640	320
DFW	D	AA	M80	140	5					700	0	0	0
DFW	D	AA	7M8	160				2		0	0	0	320
DFW	D	AA	321N	187		2	4	5		0	374	748	935
DFW	D	NK	320N	178			2	2		0	0	356	356
DFW	D	NK	321N	228		1				0	228	0	0
DFW	D	NK	320	178	1					178	0	0	0
Subtotal					9	9	10	11		1358	1562	1744	1931

Table A-12: Design Day Departure Projections by Market and Airline (7 of 22)

Market	Domestic/ Prcleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
DTW	Detroit, MI								Seat Target (a)	1414	1621	1819	2018
DTW	D	DL	320	150	1					150	0	0	0
DTW	D	DL	738	160	1	2	2	2		160	320	320	320
DTW	D	DL	739	180	1	1	2	2		180	180	360	360
DTW	D	DL	321	192			2	3		0	0	384	576
DTW	D	DL	757	180	1	1				180	180	0	0
DTW	D	DL	M80	149	1					149	0	0	0
DTW	D	DL	M90	160	1	2				160	320	0	0
DTW	D	NK	320N	178		1	3	3		0	178	534	534
DTW	D	NK	321N	228			1	1		0	0	228	228
DTW	D	NK	319	145	3	3				435	435	0	0
Subtotal					9	10	10	11		1414	1613	1826	2018
EWR	Newark, NJ								Seat Target (a)	1131	1297	1455	1614
EWR	D	B6	320	150	1	2				150	300	0	0
EWR	D	B6	321N	190			2	2		0	0	380	380
EWR	D	UA	320	150	1	1				150	150	0	0
EWR	D	UA	738	154	1					154	0	0	0
EWR	D	UA	738	166	3	4		1		498	664	0	166
EWR	D	UA	753	213							0	0	0
EWR	D	UA	772	344							0	0	0
EWR	D	UA	7M9	179			6	6		0	0	1074	1074
EWR	D	UA	739	179	1	1				179	179	0	0
Subtotal					7	8	8	9		1131	1293	1454	1620
EYW	Key West, FL								Seat Target (a)	136	156	175	194
EYW	D	3M	SF3	34	4	4	2			136	136	68	0
EYW	D	3M	ATR42	50			2	4		0	0	100	200
Subtotal					4	4	4	4		136	136	168	200

Table A-12: Design Day Departure Projections by Market and Airline (8 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
FLL	Fort Lauderdale, FL								Seat Target (a)	1063	1219	1367	1517
FLL	D	3M	SF3	34	5	5	2			170	170	68	0
FLL	D	3M	ATR42	50			3	5		0	0	150	250
FLL	D	NK	320	178	1	1				178	178	0	0
FLL	D	NK	320N	178			2	2		0	0	356	356
FLL	D	NK	319	145						0	0	0	0
FLL	D	WN	7M8	175			2	2		0	0	350	350
FLL	D	WN	73G	143	5	6	3	4		715	858	429	572
Subtotal					11	12	12	13		1063	1206	1353	1528
FNT	Flint, MI								Seat Target (a)	143	164	184	204
FNT	D	WN	73G	143	1	1	1	1		143	143	143	143
Subtotal					1	1	1	1		143	143	143	143
GSP	Greenville-Spartanburg, SC								Seat Target (a)	0	143	143	143
GSP	D	WN	73G	143		1	1	1		0	143	143	143
Subtotal					0	1	1	1		0	143	143	143
GRR	Grand Rapids, MI								Seat Target (a)	143	164	184	204
GRR	D	WN	73G	143	1			2		143	0	0	286
GRR	D	WN	738	175		1	1			0	175	175	0
Subtotal					1	1	1	2		143	175	175	286

Table A-12: Design Day Departure Projections by Market and Airline (9 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
HOU	Houston Hobby, TX								Seat Target (a)	423	485	544	604
HOU	D	WN	733	137	1					137	0	0	0
HOU	D	WN	7M8	175			1	1		0	0	175	175
HOU	D	WN	738	175			2			0	350	350	0
HOU	D	WN	73G	143	2	1		3		286	143	0	429
Subtotal					3	3	3	4		423	493	525	604
HPN	White Plains, NY								Seat Target (a)	100	115	129	143
HPN	D	B6	E190	100	1	1	1	1		100	100	100	100
Subtotal					1	1	1	1		100	100	100	100
IAD	Washington Dulles, DC								Seat Target (a)	490	562	630	699
IAD	D	UA	738	154	2	1	3	1		308	154	462	154
IAD	D	UA	7M9	179		1	1	3		0	179	179	537
IAD	D	UA	73G	118		2				0	236	0	0
IAD	D	UA	757	182	1					182	0	0	0
Subtotal					3	4	4	4		490	569	641	691
IAH	Houston Intercontinental, TX								Seat Target (a)	799	916	1028	1140
IAH	D	UA	320	150	2	1	1			300	150	150	0
IAH	D	UA	738	166	2	2	3	3		332	332	498	498
IAH	D	UA	73G	118		1	2	1		0	118	236	118
IAH	D	UA	7M9	179				2		0	0	0	358
IAH	D	UA	739	167	1	1				167	167	0	0
IAH	D	NK	319	145		1	1			0	145	145	0
IAH	D	NK	320N	178				1		0	0	0	178
Subtotal					5	6	7	7		799	912	1029	1152

Table A-12: Design Day Departure Projections by Market and Airline (10 of 22)

Market	Domestic/ Prcleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
IND	Indianapolis, IN								Seat Target (a)	423	485	544	604
IND	D	WN	733	137	1					137	0	0	0
IND	D	WN	7M8	175		2	3	1		0	350	525	175
IND	D	WN	73G	143	2	1		3		286	143	0	429
Subtotal					3	3	3	4		423	493	525	604
ISP	Islip, NY								Seat Target (a)	286	328	368	408
ISP	D	WN	73G	143	2	1	3	3		286	143	429	429
ISP	D	WN	738	175		1				0	175	0	0
Subtotal					2	2	3	3		286	318	429	429
JAX	Jacksonville, FL								Seat Target (a)	102	117	131	146
JAX	D	3M	SF3	34	3	3				102	102	0	0
JAX	D	3M	ATR42	50			3	3		0	0	150	150
Subtotal					3	3	3	3		102	102	150	150
JFK	New York JFK, NY								Seat Target (a)	1040	1193	1338	1484
JFK	D	B6	320	150	4	3	2			600	450	300	0
JFK	D	B6	321N	190		1	2	4		0	190	380	760
JFK	D	DL	738	160		2	3	1		0	320	480	160
JFK	D	DL	739	180			1	1		0	0	180	180
JFK	D	DL	321	192				2		0	0	0	384
JFK	D	DL	717	110	4	2				440	220	0	0
Subtotal					8	8	8	8		1040	1180	1340	1484

Table A-12: Design Day Departure Projections by Market and Airline (11 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
LAS	Las Vegas, NV								Seat Target (a)	350	401	450	499
LAS	D	WN	738	175	2					350	0	0	0
LAS	D	WN	7M8	175			1	2		0	0	175	350
LAS	D	WN	73G	143		3	2	1		0	429	286	143
Subtotal					2	3	3	3		350	429	461	493
LAX	Los Angeles, CA								Seat Target (a)	160	183	206	228
LAX	D	DL	738	160	1	1	1	1		160	160	160	160
LAX	D	AA	7M8	160				1		0	0	0	160
Subtotal					1	1	1	2		160	160	160	320
LBE	Latrobe, PA								Seat Target (a)	145	166	187	207
LBE	D	NK	319	145	1					145	0	0	0
LBE	D	NK	320N	178		1	1	1		0	178	178	178
LBE	D	NK	321N	228				0		0	0	0	0
Subtotal					1	1	1	1		145	178	178	178
LGA	New York LaGuardia, NY								Seat Target (a)	967	1109	1244	1380
LGA	D	B6	320	150	2					300	0	0	0
LGA	D	B6	321N	190		2	2	2		0	380	380	380
LGA	D	DL	717	110	2	2				220	220	0	0
LGA	D	DL	738	160		2	3			0	320	480	0
LGA	D	DL	739	180						0	0	0	0
LGA	D	DL	321	192		1	2	5		0	192	384	960
LGA	D	DL	M80	149	3					447	0	0	0
Subtotal					7	7	7	7		967	1112	1244	1340

Table A-12: Design Day Departure Projections by Market and Airline (12 of 22)

Market	Domestic/ Prcleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
MCI	Kansas City, MO								Seat Target (a)	280	321	360	400
MCI	D	WN	733	137	1					137	0	0	0
MCI	D	WN	738	175		1	2			0	175	350	0
MCI	D	WN	73G	143	1	1		3		143	143	0	429
Subtotal					2	2	2	3		280	318	350	429
MDW	Chicago Midway, IL								Seat Target (a)	715	820	920	1020
MDW	D	WN	73G	143	5	2	4	1		715	286	572	143
MDW	D	WN	738	175		1				0	175	0	0
MDW	D	WN	7M8	175		2	2	5		0	350	350	875
Subtotal					5	5	6	6		715	811	922	1018
MEM	Memphis, TN								Seat Target (a)	143	164	184	204
MEM	D	WN	73G	143	1			2		143	0	0	286
MEM	D	WN	738	175		1	1			0	175	175	0
Subtotal					1	1	1	2		143	175	175	286
MHT	Manchester, NH								Seat Target (a)	286	328	368	408
MHT	D	WN	73G	143	2	1		3		286	143	0	429
MHT	D	WN	738	175		1	2			0	175	350	0
Subtotal					2	2	2	3		286	318	350	429

Table A-12: Design Day Departure Projections by Market and Airline (13 of 22)

Market	Domestic/ Prcleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
MIA	Miami, FL								Seat Target (a)	981	1125	1262	1400
MIA	D	AA	321	181	1					181	0	0	0
MIA	D	AA	7M8	160				4		0	0	0	640
MIA	D	AA	321N	187				4		0	0	0	748
MIA	D	AA	738	160	5	7	8			800	1120	1280	0
Subtotal					6	7	8	8		981	1120	1280	1388
MKE	Milwaukee, WI								Seat Target (a)	461	529	593	658
MKE	D	WN	73G	143	2			3	1	286	0	429	143
MKE	D	WN	7M8	175				1	3	0	0	175	525
MKE	D	WN	738	175	1	3				175	525	0	0
Subtotal					3	3	4	4		461	525	604	668
MSP	Minneapolis, MN								Seat Target (a)	989	1134	1272	1411
MSP	D	DL	757	180	1					180	0	0	0
MSP	D	DL	M80	149	1					149	0	0	0
MSP	D	DL	M90	160	2	3				320	480	0	0
MSP	D	DL	738	160		1	1	3		0	160	160	480
MSP	D	DL	739	180			1	1		0	0	180	180
MSP	D	DL	321	192			2	1		0	0	384	192
MSP	D	NK	320	178	1	1				178	178	0	0
MSP	D	NK	321N	228				1	1	0	0	228	228
MSP	D	SY	738	162	1	2	2	2		162	324	324	324
Subtotal					6	7	7	8		989	1142	1276	1404

Table A-12: Design Day Departure Projections by Market and Airline (14 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
MSY	New Orleans, LA								Seat Target (a)	572	656	736	816
MSY	D	WN	73G	143	4	1	4	2		572	143	572	286
MSY	D	WN	738	175		2				0	350	0	0
MSY	D	WN	7M8	175		1	1	3		0	175	175	525
Subtotal					4	4	5	5		572	668	747	811
ORD	Chicago O'Hare, IL								Seat Target (a)	1454	1667	1870	2075
ORD	D	AA	738	160	1	3	2			160	480	320	0
ORD	D	AA	M80	140	2					280	0	0	0
ORD	D	AA	7M8	160			2	4		0	0	320	640
ORD	D	AA	321N	187						0	0	0	0
ORD	D	F9	320	168	1	1				168	168	0	0
ORD	D	F9	320N	180			1	1		0	0	180	180
ORD	D	F9	321	230						0	0	0	0
ORD	D	NK	320	178	1					178	0	0	0
ORD	D	NK	320N	178				1		0	0	0	178
ORD	D	NK	321N	228		1	1	1		0	228	228	228
ORD	D	UA	739	167	4	4	2			668	668	334	0
ORD	D	UA	73G	118		1	1	1		0	118	118	118
ORD	D	UA	7M9	179			2	4		0	0	358	716
Subtotal					9	10	11	12		1454	1662	1858	2060
ORF	Norfolk, VA								Seat Target (a)	0	143	143	143
ORF	D	WN	73G	143		1	1	1		0	143	143	143
Subtotal					0	1	1	1		0	143	143	143

Table A-12: Design Day Departure Projections by Market and Airline (15 of 22)

Market	Domestic/ Prcleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
PBI	West Palm Beach, FL								Seat Target (a)	102	117	131	146
PBI	D	3M	SF3	34	3	3	1			102	102	34	0
PBI	D	3M	ATR42	50			2	3		0	0	100	150
Subtotal					3	3	3	3		102	102	134	150
PHL	Philadelphia, PA								Seat Target (a)	1428	1637	1837	2037
PHL	D	F9	319	138	1					138	0	0	0
PHL	D	F9	321	230		1	1	1		0	230	230	230
PHL	D	US	320	150	4					600	0	0	0
PHL	D	US	321	187	1					187	0	0	0
PHL	D	US	E75	80	1					80	0	0	0
PHL	D	AA	320	150		4	1			0	600	150	0
PHL	D	AA	321	181		1	1			0	181	181	0
PHL	D	AA	7M8	160		1	2	4		0	160	320	640
PHL	D	AA	321N	187			2	3		0	0	374	561
PHL	D	WN	7M8	175				1		0	0	0	175
PHL	D	WN	738	175		1					175		
PHL	D	WN	733	137	1					137	0	0	0
PHL	D	WN	73G	143	2	2	4	3		286	286	572	429
Subtotal					10	10	11	12		1428	1632	1827	2035
PHX	Phoenix, AZ								Seat Target (a)	549	630	706	783
PHX	D	US	321	187	2					374	0	0	0
PHX	D	AA	7M8	160				2		0	0	0	320
PHX	D	AA	321N	187		2	2	1		0	374	374	187
PHX	D	WN	73G	143		2	2	2		0	286	286	286
PHX	D	WN	738	175	1					175	0	0	0
Subtotal					3	4	4	5		549	660	660	793

Table A-12: Design Day Departure Projections by Market and Airline (16 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
PIT	Pittsburgh, PA								Seat Target (a)	566	649	728	808
PIT	D	WN	733	137	1					137	0	0	0
PIT	D	WN	73G	143	3	2	4	2		429	286	572	286
PIT	D	WN	738	175		1				0	175	0	0
PIT	D	WN	7M8	175		1		2		0	175	0	350
PIT	D	NK	320N	178			1	1		0	0	178	178
Subtotal					4	4	5	5		566	636	750	814
PNS	Pensacola, FL								Seat Target (a)	68	78	87	97
PNS	D	3M	SF3	34	2	2				68	68	0	0
PNS	D	3M	ATR42	50			2	2		0	0	100	100
Subtotal					2	2	2	2		68	68	100	100
PVD	Providence, RI								Seat Target (a)	423	485	544	604
PVD	D	WN	733	137	1					137	0	0	0
PVD	D	WN	7M8	175		1	3	1		0	175	525	175
PVD	D	WN	738	175		1				0	175	0	0
PVD	D	WN	73G	143	2	1		3		286	143	0	429
Subtotal					3	3	3	4		423	493	525	604
PWM	Portland, ME								Seat Target (a)	0	100	100	100
PWM	D	B6	E190	100		1	1	1		0	100	100	100
PWM	D	B6	320N	162						0	0	0	0
Subtotal					0	1	1	1		0	100	100	100

Table A-12: Design Day Departure Projections by Market and Airline (17 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
RDU	Raleigh-Durham, NC								Seat Target (a)	423	485	544	604
RDU	D	WN	733	137	1					137	0	0	0
RDU	D	WN	7M8	175		2		1		0	350	0	175
RDU	D	WN	73G	143	2	1	4	3		286	143	572	429
Subtotal					3	3	4	4		423	493	572	604
RIC	Richmond, VA								Seat Target (a)	0	100	100	100
RIC	D	B6	E190	100		1	1	1		0	100	100	100
Subtotal					0	1	1	1		0	100	100	100
ROC	Rochester, NY								Seat Target (a)	286	328	368	408
ROC	D	WN	73G	143	2	1	3	3		286	143	429	429
ROC	D	WN	738	175		1				0	175	0	0
Subtotal					2	2	3	3		286	318	429	429
SAT	San Antonio, TX								Seat Target (a)	143	164	184	204
SAT	D	WN	73G	143	1					143	0	0	0
SAT	D	WN	738	175		1	1	1		0	175	175	175
Subtotal					1	1	1	1		143	175	175	175
SDF	Louisville, KY								Seat Target (a)	143	164	184	204
SDF	D	WN	73G	143	1					143	0	0	0
SDF	D	WN	7M8	175		1	1	1		0	175	175	175
Subtotal					1	1	1	1		143	175	175	175

Table A-12: Design Day Departure Projections by Market and Airline (18 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
SEA	Seattle, WA								Seat Target (a)	163	187	210	233
SEA	D	AS	738	163	1					163	0	0	0
SEA	D	AS	7M9	181		1	1	1		0	181	181	181
Subtotal					1	1	1	1		163	181	181	181
SFO	San Francisco, CA								Seat Target (a)	0	167	167	167
SFO	D	UA	7M9	179		1	1	1		0	179	179	179
Subtotal					0	1	1	1		0	179	179	179
SJU	San Juan, PR								Seat Target (a)	475	545	611	678
SJU	D	B6	320	150	2		2			300	0	300	0
SJU	D	B6	321N	190		2				0	380	0	0
SJU	D	B6	320N	162				2		0	0	0	324
SJU	D	WN	738	175	1	1	1	1		175	175	175	175
SJU	D	NK	320N	178			1	1		0	0	178	178
Subtotal					3	3	4	4		475	555	653	677
STL	St. Louis, MO								Seat Target (a)	429	492	552	612
STL	D	WN	73G	143	3	1	4	3		429	143	572	429
STL	D	WN	7M8	175		2		1		0	350	0	175
Subtotal					3	3	4	4		429	493	572	604
SYR	Syracuse, NY								Seat Target (a)	0	100	100	100
SYR	D	B6	E190	100		1	1	1		0	100	100	100
Subtotal					0	1	1	1		0	100	100	100

Table A-12: Design Day Departure Projections by Market and Airline (19 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
TLH	Tallahassee, FL								Seat Target (a)	68	78	87	97
TLH	D	3M	SF3	34	2	2				68	68	0	0
TLH	D	3M	ATR42	50			2	2		0	0	100	100
Subtotal					2	2	2	2		68	68	100	100
TTN	Trenton, NJ								Seat Target (a)	138	158	178	197
TTN	D	F9	319	138	1					138	0	0	0
TTN	D	F9	320N	180		1	1	1		0	180	180	180
Subtotal					1	1	1	1		138	180	180	180
TUL	Tulsa, OK								Seat Target (a)	0	143	143	143
TUL	D	WN	73G	143		1	1	1		0	143	143	143
Subtotal					0	1	1	1		0	143	143	143
Pre-cleared Markets													
YHZ	Halifax, Canada								Seat Target (a)	97	107	123	132
YHZ	P	AC	E190	97	1	1				97	97	0	0
YHZ	P	AC	319	120			1	1		0	0	120	120
Subtotal					1	1	1	1		97	97	120	120
YOW	Ottawa, Canada								Seat Target (a)	0	100	100	100
YOW	P	AC	E190	97		1	1	1		0	97	97	97
YOW	P	WS	73G	136									
Subtotal					0	1	1	1		0	97	97	97

Table A-12: Design Day Departure Projections by Market and Airline (20 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
YUL	Montreal, Canada								Seat Target (a)	120	132	152	163
YUL	P	AC	319	120	1	1				120	120	0	0
YUL	P	AC	7M8	150			1	1		0	0	150	150
Subtotal					1	1	1	1		120	120	150	150
YYC	Calgary, Canada								Seat Target (a)	0	150	150	150
YYC	P	WS	73G	136		1	1			0	136	136	0
YYC	P	WS	7M8	168				1		0	0	0	168
Subtotal					0	1	1	1		0	136	136	168
YYZ	Toronto, Canada								Seat Target (a)	680	747	861	925
YYZ	P	AC	320	136	4	2	1			544	272	136	0
YYZ	P	AC	7M8	150		2	3	3		0	300	450	450
YYZ	P	AC	7M9	170				1		0	0	0	170
YYZ	P	WS	73G	136	1					136	0	0	0
YYZ	P	WS	7M8	168		1				0	168	0	0
YYZ	P	WS	7M7	136			2	2		0	0	272	272
Subtotal					5	5	6	6		680	740	858	892

Table A-12: Design Day Departure Projections by Market and Airline (21 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
International Markets													
BOG	Bogota, Columbia								Seat Target (a)	0	0	0	150
BOG	I	B6	320N	162					1	0	0	0	162
Subtotal					0	0	0	1		0	0	0	162
CDG	Paris, France								Seat Target (a)	0	0	200	200
CDG	I	AF	332	208					1	1	0	0	208
Subtotal					0	0	1	1		0	0	208	208
FRA	Frankfurt, Germany								Seat Target (a)	0	300	300	300
FRA	I	LH	343	279		1			0	0	279	0	0
FRA	I	LH	359	300					1	1	0	0	300
Subtotal					0	1	1	1		0	279	300	300
GCM	Grand Cayman, Cayman Is.								Seat Target (a)	0	120	120	120
GCM	I	KX	73G	122					0	0	0	0	0
GCM	I	KX	7M7	122		1	1	1		0	122	122	122
Subtotal					0	1	1	1		0	122	122	122
HAV	Havana, Cuba								Seat Target (a)	0	250	280	300
HAV	I	B6	320N	162		1	1	1		0	162	162	162
HAV	I	WN	73G	143		1	1	1		0	143	143	143
Subtotal					0	2	2	2		0	305	305	305

Table A-12: Design Day Departure Projections by Market and Airline (22 of 22)

Market	Domestic/ Precleared/ International	Airline	Aircraft	Seats	Aircraft Departures				Seat Departures				
					2015	2021	2026	2031	2015	2021	2026	2031	
LGW	London Gatwick, UK								Seat Target (a)	280	308	354	381
LGW	I	BA	777	280	1	1				280	280	0	0
LGW	I	BA	351	350			1	1		0	0	350	350
Subtotal					1	1	1	1		280	280	350	350
MBJ	Montego Bay, Jamaica								Seat Target (a)	0	0	0	150
MBJ	I	B6	320N	162				1		0	0	0	162
Subtotal					0	0	0	1		0	0	0	162
MEX	Mexico City, Mexico								Seat Target (a)	0	0	0	150
MEX	I	AM	7M8	160				1		0	0	0	160
Subtotal					0	0	0	1		0	0	0	160
PTY	Panama City, Panama								Seat Target (a)	0	150	150	150
PTY	I	CM	73G	124						0	0	0	0
PTY	I	CM	738	160		1	1			0	160	160	0
PTY	I	CM	7M8	160				1		0	0	0	160
Subtotal					0	1	1	1		0	160	160	160
PUJ	Punta Cana, Dominican Republic								Seat Target (a)	0	0	150	150
PUJ	I	WN	73G	143				1	1	0	0	143	143
Subtotal					0	0	1	1		0	0	143	143
ZHR	Zurich, Switzerland								Seat Target (a)	0	300	300	300
ZHR	I	WK	330	315		1	1	1		0	315	315	315
Subtotal					0	1	1	1		0	315	315	315

(a) Control total for individual market forecasts. See text for details.

Source: HNTB analysis.

Table A-13: Peak Hour Forecasts – Airside Scenario 1

	<u>Year</u>	<u>Airside</u>				<u>Total</u>
		<u>A</u>	<u>C</u>	<u>E</u>	<u>F</u>	
Peak Hour Enplanements (with show-up curve)	2015	770	1098	687	653	2565
Peak Hour Enplanements (with show-up curve)	2021	986	1352	736	694	3210
Peak Hour Enplanements (with show-up curve)	2026	1253	1467	789	778	3566
Peak Hour Enplanements (with show-up curve)	2031	1520	1581	842	862	3922
Peak Hour Originations (with show-up curve)	2015	694	1051	675	615	2439
Peak Hour Originations (with show-up curve)	2021	921	1291	721	652	3054
Peak Hour Originations (with show-up curve)	2026	1176	1402	774	730	3392
Peak Hour Originations (with show-up curve)	2031	1430	1512	827	807	3729
Peak Hour Deplanements (without lag time)	2015	797	1424	1003	729	2996
Peak Hour Deplanements (without lag time)	2021	1136	1685	1076	1056	3509
Peak Hour Deplanements (without lag time)	2026	1479	1793	1199	1177	4069
Peak Hour Deplanements (without lag time)	2031	1822	1901	1322	1298	4628
Peak Hour Terminations (without lag time)	2015	749	1359	985	716	2859
Peak Hour Terminations (without lag time)	2021	1070	1603	1053	1018	3375
Peak Hour Terminations (without lag time)	2026	1389	1707	1176	1134	3921
Peak Hour Terminations (without lag time)	2031	1707	1810	1298	1250	4466
Peak Hour Passengers (without show-up curve)	2015	1509	2567	1658	970	5523
Peak Hour Passengers (without show-up curve)	2021	2296	2835	1739	1463	6406
Peak Hour Passengers (without show-up curve)	2026	2614	3041	1919	1817	7180
Peak Hour Passengers (without show-up curve)	2031	2931	3246	2099	2171	7954

Source: HNTB analysis.

Table A-14: Peak Hour Forecasts – Airside Scenario 2

	<u>Year</u>	<u>Airside</u>					<u>Total</u>
		<u>A</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	
Peak Hour Enplanements (with show-up curve)	2015	770	1098	-	687	653	2565
Peak Hour Enplanements (with show-up curve)	2021	986	1352	-	736	694	3210
Peak Hour Enplanements (with show-up curve)	2026	849	1384	724	624	778	3566
Peak Hour Enplanements (with show-up curve)	2031	1002	1491	862	677	862	3922
Peak Hour Originations (with show-up curve)	2015	694	1051	-	675	615	2439
Peak Hour Originations (with show-up curve)	2021	921	1291	-	721	652	3054
Peak Hour Originations (with show-up curve)	2026	785	1319	714	607	729	3392
Peak Hour Originations (with show-up curve)	2031	933	1421	851	660	807	3729
Peak Hour Deplanements (without lag time)	2015	797	1424	-	1003	729	2996
Peak Hour Deplanements (without lag time)	2021	1136	1685	-	1076	1056	3509
Peak Hour Deplanements (without lag time)	2026	1162	1793	1166	884	946	4069
Peak Hour Deplanements (without lag time)	2031	1395	1901	1323	938	1007	4628
Peak Hour Terminations (without lag time)	2015	749	1359	-	985	716	2859
Peak Hour Terminations (without lag time)	2021	1070	1603	-	1053	1018	3375
Peak Hour Terminations (without lag time)	2026	1056	1707	1148	860	892	3921
Peak Hour Terminations (without lag time)	2031	1290	1810	1303	914	947	4466
Peak Hour Passengers (without show-up curve)	2015	1509	2567	-	1658	970	5523
Peak Hour Passengers (without show-up curve)	2021	2296	2835	-	1739	1463	6406
Peak Hour Passengers (without show-up curve)	2026	2135	3031	1749	1409	1595	7180
Peak Hour Passengers (without show-up curve)	2031	2402	3226	1987	1428	1727	7954

Source: HNTB analysis.

Figure A-1: Peak Hour Passenger Origination Forecasts by Scenario and Airside

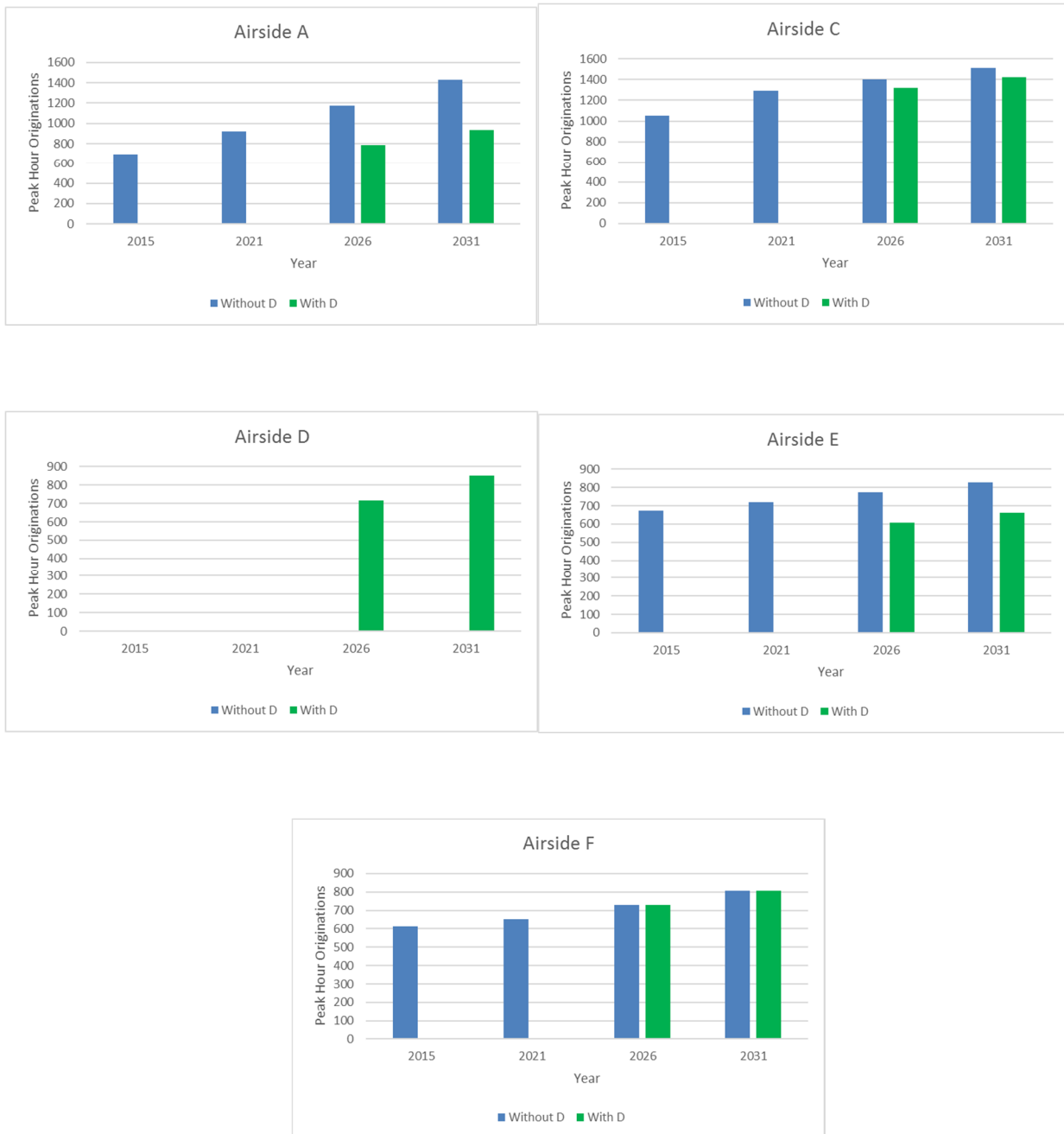


Figure A-2: Peak Hour Passenger Termination Forecasts by Scenario and Airside

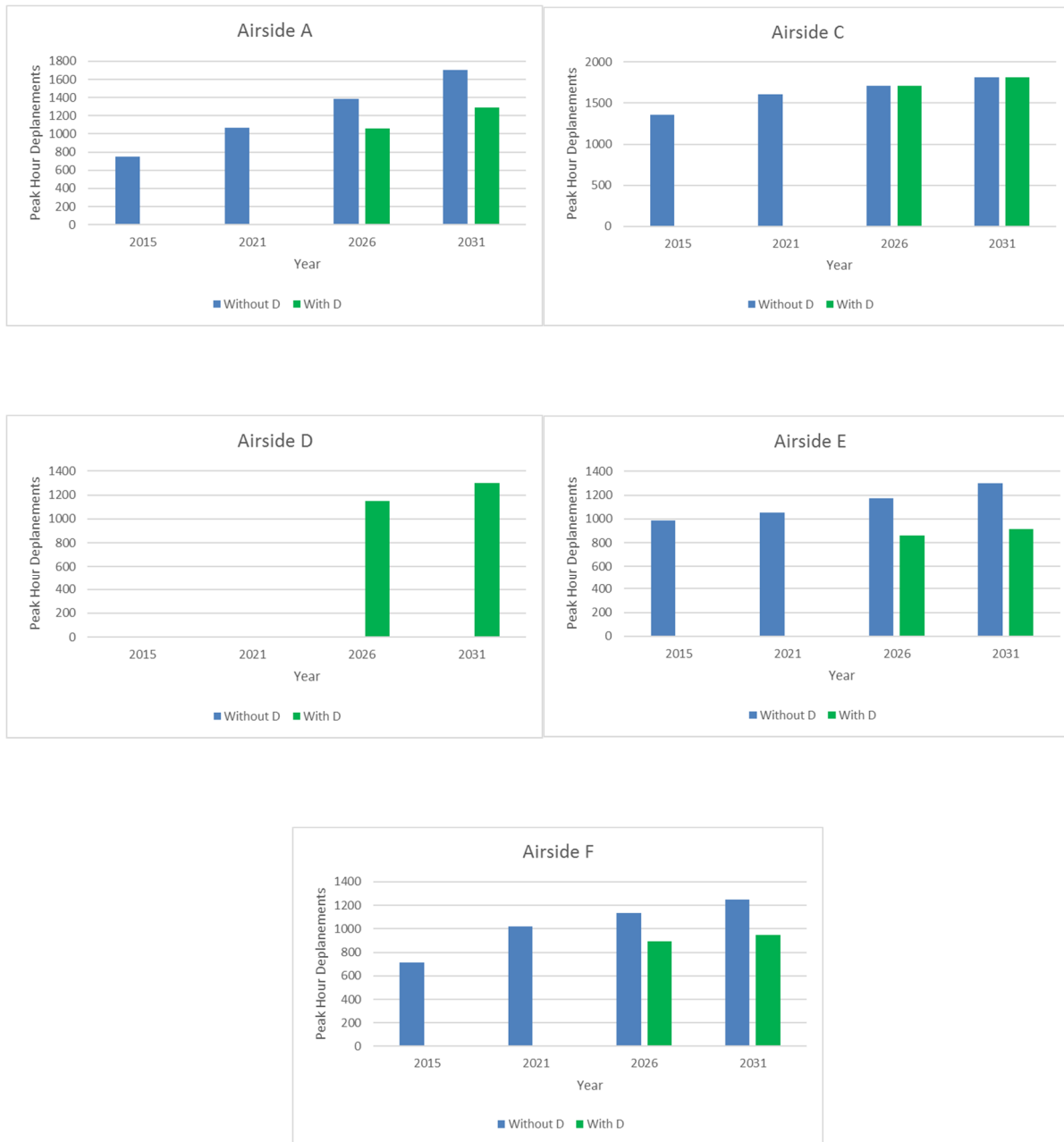
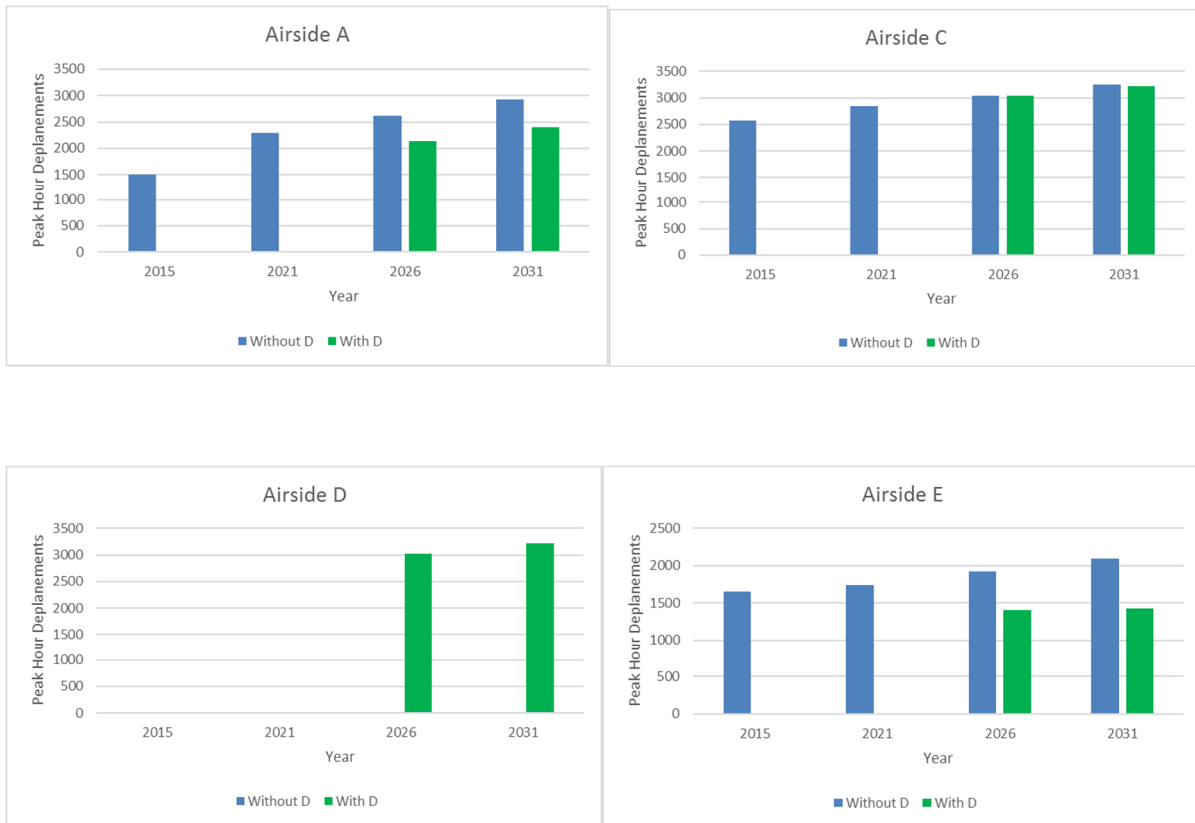
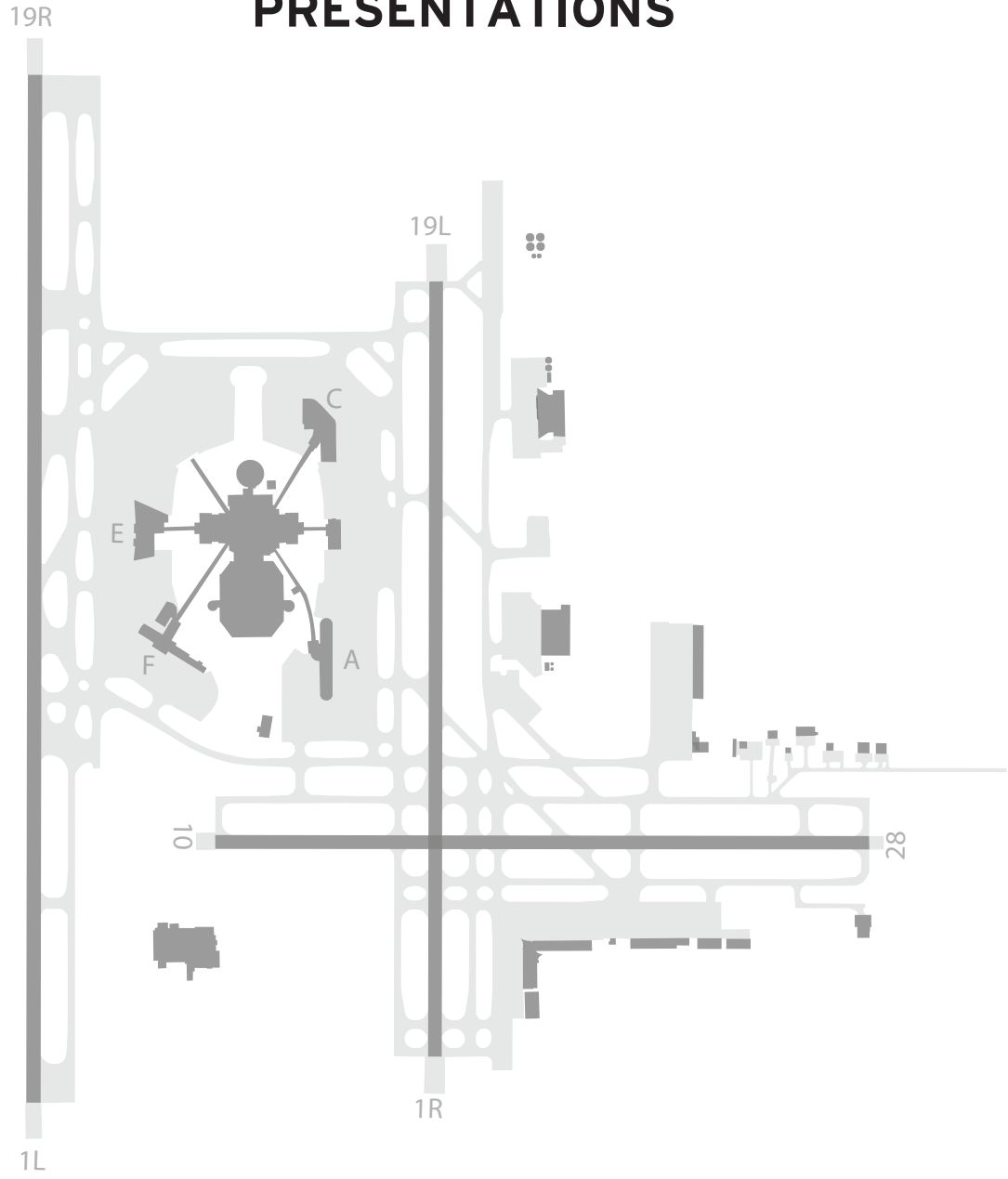


Figure A-3: Peak Hour Passenger Enplanement plus Deplanement Forecasts by Scenario and Airside



APPENDIX M - MEETING PRESENTATIONS





TIA 2012 Master Plan Update Refresher

Workshop 1 – January 14, 2016



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

TIA 2012 Master Plan Update Refresher

Agenda:

1. Introductions, Objectives and Planned Workshops
2. Airport Master Planning Process
3. TIA Master Plan Update:
 - Overview of TIA Master Plan
 - Master Plan Update and Final Recommendation
 - TIA Master Plan Update Forecasts
4. Discussion / Questions & Answers

TIA 2012 Master Plan Update Refresher

Objective of Workshops:

- To provide the TIA leadership team a “refresher” on the 2012 Master Plan Update in order to:
 - Prepare for entering Phase 2 and 3 of the TIA development program
 - Perform a “reality check” on the program in light of potential significant changes in the marketplace and industry
 - Confirm that optimization of the existing terminal complex to focus on passenger functionality is a high priority

TIA 2012 Master Plan Update Refresher

Workshop Dates:

Workshop 1 – January 14

- Airport Master Planning Process
- TIA Master Plan Update Overview and Final Recommendation
- TIA Master Plan Forecasts

Workshop 2 – January 26

- Demand / Capacity Analysis
- Facility Requirements
- Alternatives and preferred alternatives on south development areas

Workshop 3 – February 8

- Alternatives on terminal area
- Preferred Alternatives for terminal area
- Implementation Plan for terminal area
- Sequence of enabling projects for Phase 2 and 3 of the CIP



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Airport Master Planning Process

Why Airport Master Plans are prepared

Based on FAA guidance, master plans serve to address the following objectives:

- Update demand forecasts and address industry changes and their impact
- Provide a guide for development that is safe, efficient, cost-effective and flexible
- Identify and evaluate airport development alternatives based on capacity/capability enhancement, environmental considerations and cost factors
- Identify, evaluate and justify proposed development through technical, economic, and environmental investigation of concepts and alternatives
- Provide a graphic presentation of the development and anticipated land uses on the **Airport Layout Plan**
- Establish an implementation schedule and financial plan for the implementation of the development plan

Airport Master Plan Basics

- Required by FAA for Federally Funded Airports
- Airport Reference document
- Airport Planning document (Long range project planning)
- Normally Updated on 5 to 10 year cycle
- FAA reviews/approves 2 components:
 - Forecast
 - Airport Layout Plan

Typical Master Plan Components

- Stakeholder & Public Involvement Plan
- Vision, Goals & Objectives
- Inventory of Existing Facilities and Conditions
- Forecast of Aviation Activity & Demand
- Facility Requirements
- Alternatives Development & Evaluation
- Implementation Plan
- Environmental Review
- Airport Layout Plan (FAA)



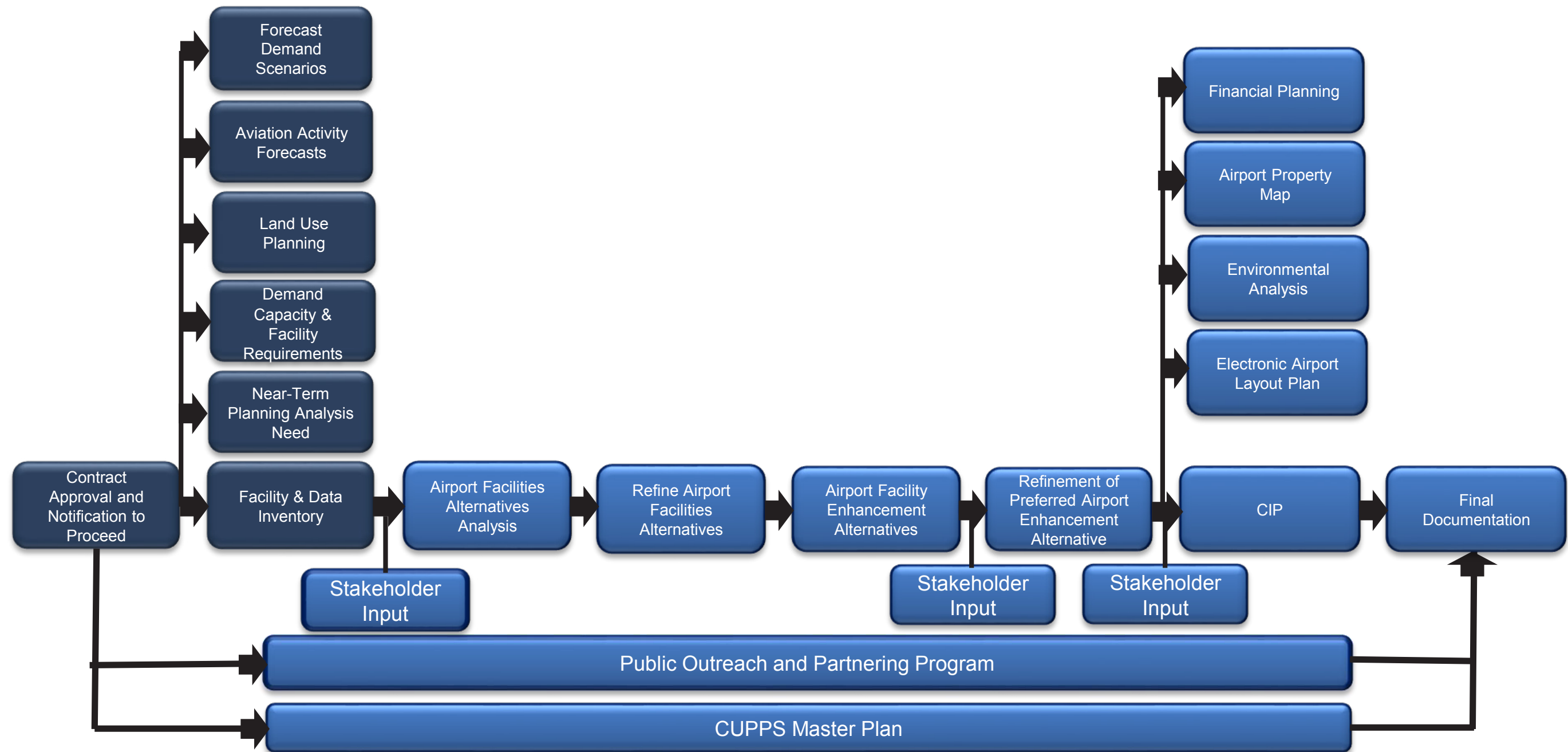
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TIA Master Plan Update Overview

Primary Objectives of TIA Master Plan Update (MPU)

- Establish new airport activity projections
- Evaluate facility capacity
 - Main Terminal
 - Airside Terminals
 - Rental Car Facilities
 - International Terminal Facilities
 - Common Use Passenger Processing (CUPPS)
- Evaluate highest and best aviation related use of real estate
 - South Entry Node
 - East Development Node
 - North Development Node
- Assess Airport intra-modal and Airport/Community multi-modal connectivity

TIA Master Plan Update Process



Master Plan Update Documents

Final document set published April 4, 2013. Four volumes:

- Volume 1 – Master Plan Document (Part 1)
 - Section 1 – Introduction and Airport Context
 - Section 2 – Aviation Activity Forecasts
 - Section 3 – Airfield Existing Conditions, Capacity and Requirements
 - Section 4 – Inventory and Facility requirements
- Volume 2 – Master Plan Document (Part 2)
 - Section 5 – Airport Facility Requirements
 - Section 6 – Capital Improvement Program
- Volumes 3A, 3B – Appendices

TIA 2012 Master Plan Update – Coordination Meetings

Aviation Authority Board:

- November 3, 2011: Board approves HNTB contract, Master Plan Commences
- April 5, 2012: Board presentation #1
 - Forecast, community outreach and status update on Rental Car and Land Use planning
- October 4, 2012: Board Presentation #2
 - Forecast approval, Parking, Curbside and Roadway requirements/deficiencies
 - Rental Car alternatives and recommendation for consolidated rental car facility with APM connection
 - South and east side development plans

TIA 2012 Master Plan Update – Coordination Meetings

Aviation Authority Board (cont.):

- December 6, 2012: Board Presentation #3
 - Facility Requirements, terminal area concepts, SUPPS and perimeter parcel review.
- February 4, 2013: Board Presentation #4
 - Perimeter parcel presentation including Land Use designations
- April 4, 2013: Board Presentation #5
 - Final recommendation which included the 3 phases, cost and business plan review
 - Board approved master plan

TIA 2012 Master Plan Update – Coordination Meetings

Public Meetings (Including internal and external stakeholders):

- Public Meeting 1 - April 11, 2012
- Public Meeting 2 - October 25, 2012
- Public Meeting 3 - December 12, 2012

Planning Commission

- July 10, 2013: Master plan documents are transmitted for review
- August 26, 2013: Planning Commission votes that the TPA master plan is consistent with the Hillsborough County and City of Tampa comprehensive plans

TIA 2012 Master Plan Update – Coordination Meetings

Federal Aviation Administration

- July 10, 2013: Master plan documents are transmitted to the FAA

Airlines

- October 18, 2012
- November 26, 2012
- December 5, 2012
- March 21, 2013

Rental Cars

- September 28, 2012
- November 9, 2012
- January 31, 2013
- March 18, 2013
- September 17, 2013



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Master Plan Update - Final Recommendation

April 4, 2013

Master Plan Update - Primary Objectives

- We must grow in an affordable and flexible way
- Understand cause of curbside and roadway congestion and explore solutions
- Create a more efficient and customer friendly rental car experience while allowing for growth
- Study opportunities for growth in the existing main terminal building
- How do we accommodate International growth over the next 20 years
- Do we have real estate parcels that can be used for non aviation commercial rentals, to diversify our revenue base
- How will this project accommodate community transit options.

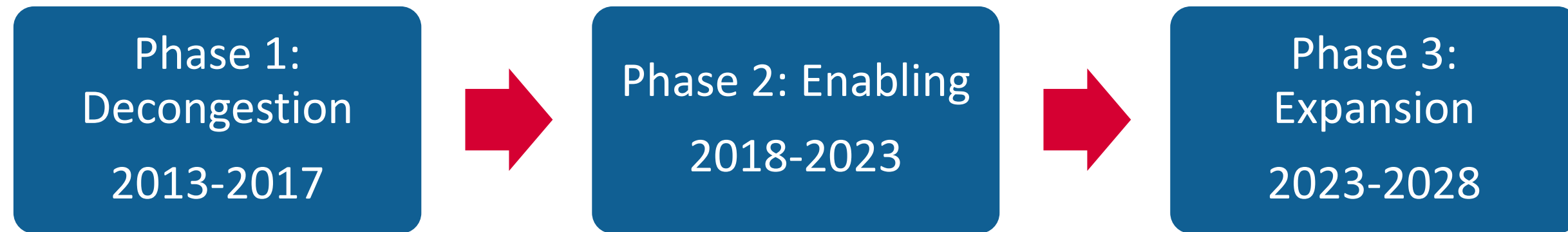
Master Plan Update – Findings

- Expansion is demand driven and scalable
- Cost effective with lower initial annual O&M expenses
- Decongest main terminal, curbside, roadways and rental car facilities
- Adhere to core aspects of the original terminal design:
 - Maintain passenger convenience and comfort
 - Keep walking distances under 700 ft
 - Modular Expansion
 - Maintain automated people mover concepts
- If all projects are implemented, current facilities are estimated to accommodate up to 34.7MAP (2041)
- Master plan 20 year CIP project cost \$2.5 billion
- Preserves North Terminal site for future generations

Master Plan Update – Findings (cont.)

- Main Terminal: Nearing maximum capacity
- Rental Cars: At capacity today with no ability to expand
- Curbside: Nearing maximum capacity
- Roadways: Nearing maximum capacity
- Long Term Parking: At maximum capacity

A measured approach to growth



The three phases double the capacity of TPA to 34 MAP.

Future Capacity

Gates	2011 Gates Available	2011 Occupied Gates	2031 Occupied Gates	2011 Peak Hour Originating Passengers	2031 Peak Hour Originating Passengers	2011 Annual Passengers	2031 Annual Passengers
Airside A	16	9	13	505	706	3,434,911	5,155,785
Airside C	16	15	16	842	1,473	6,718,340	11,076,457
Future Airside D	16	12	16	593	930	3,494,618	6,835,442
Airside E	13	9	12	577	923	3,084,182	5,636,380
Subtotal	61	45	57	2,250	3,458	16,732,051	28,704,064
Future Airside F	15				900		6,000,000
Total	76			2,250	4,223		34,704,064

- The above analysis was performed by HNTB as part of the 2012 master plan update
- Total capacity will change to approximately 33.9 MAP with 13 gates at Airside F



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2005 Master Plan Update - North Terminal

Master Plan Status Review – 2005 Plan

- North terminal required at 25 MAP with scheduled opening date of October 2015
- Initial north terminal investment of \$1 billion for one 14-gate airside, main terminal, parking and roadways
- Master Plan 20 year CIP in excess of \$2 billion (included North Terminal airside 1 and 2)
- If all projects were implemented, total capacity of the facility was estimated to be 37.8 MAP
- High risk of building too much capacity with no ability to downsize if needed
- Under this plan there would be two main terminals and three RAC locations
- Projected \$27M for first year O&M for North Terminal and one airside





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TIA Master Plan Update Forecasts

MPU FORECAST TASK

Purpose of Forecast

- Help determine what new facilities will be needed, how large they should be and when they will be needed.
- FAA-approved forecast required for Master Plan, ALP, AIP funding, and environmental approvals.

MPU FORECAST TASK

Consequences of Forecast:

If airport development is based on forecasts that are too low

- Demand outstrips facilities
- Low customer service, delay, congestion, gridlock, lost air service

If airport development is based on forecasts that are too high

- Funding shortfalls
- Increased rates and charges to airlines
- Stakeholders pay for facilities they don't need with money they don't have.

MPU FORECAST TASK

Elements of Forecast

- Review of Previous Studies
- Identification of Trends and Key Factors
- Passenger Forecast
- Cargo Forecast
- GA Based Aircraft Forecast
- Aircraft Operations Forecasts
- Design Day Flight Schedules
- Forecast Scenarios

MPU FORECAST TASK

Key Assumptions

- Finalized during conference call with HCAA on January 19, 2012
- Primary Airport Draw Areas
- Socioeconomic Projections
- Fuel Prices
- Average Air Fares
- International Passenger Growth (HCAA Forecast)
- Load Factor
- Future Fleet
- Operational Assumptions (for Design Day Flight Schedules)

MPU FORECAST TASK

Passenger Forecast Approach

- Domestic
 - Regression analysis – statistical method of relating passengers to forecast drivers
 - Key variables (U.S. Personal Income, U.S. Unemployment Rate, Average TPA Shares, Average MCO Shares, 9/11 Instrument Variable)
- International
 - Adopted HCAA International Forecast provided on January 10, 2012
 - Incorporated anticipated results from HCAA air service incentives and marketing efforts.

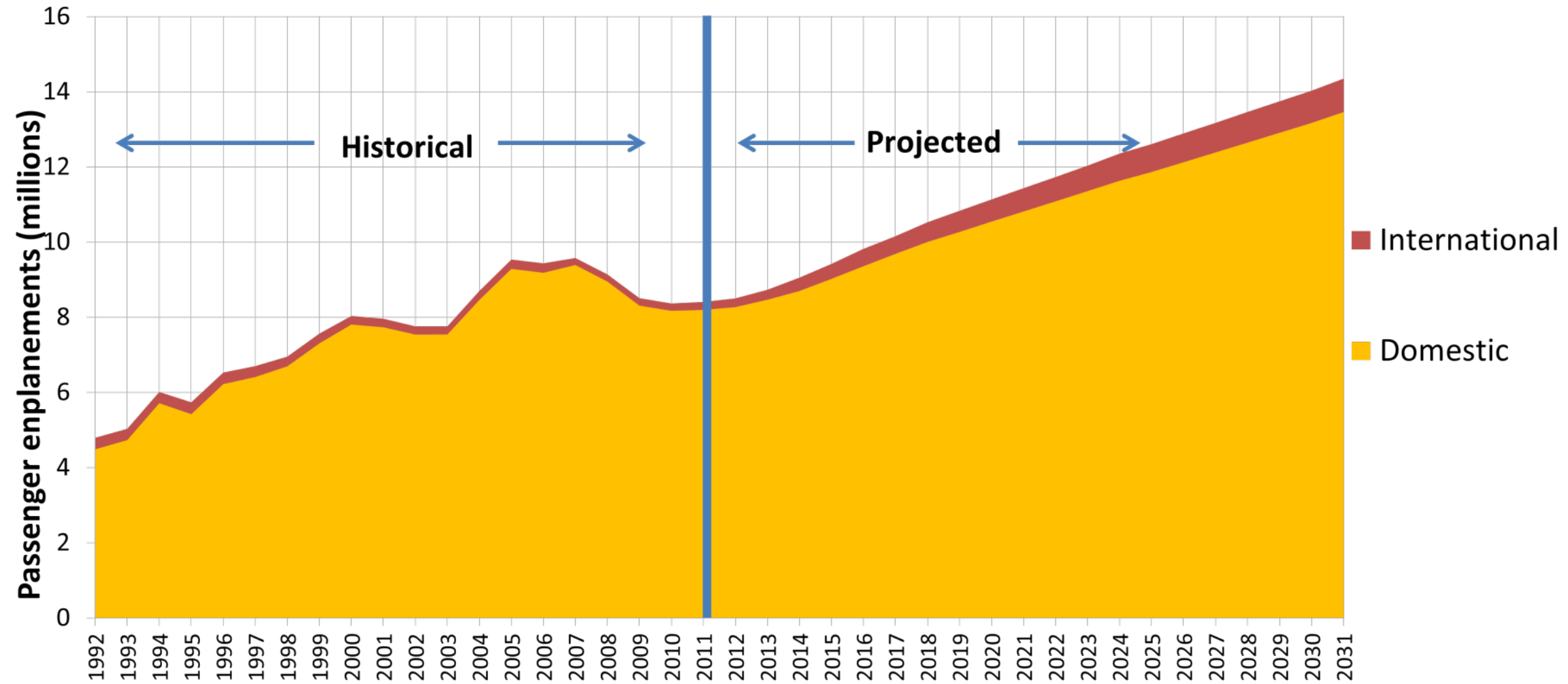
MPU FORECAST TASK

Non-Passenger Forecast Approaches

- Cargo Tonnage
 - Average of Bottom-Up Approach (regression analysis) and Top-Down Approach (share of FAA national cargo forecast)
- General Aviation Forecast
 - Average of share of U.S. fleet (from FAA national forecast) and regional share (from TAF)
- Military
 - Assumed to remain constant

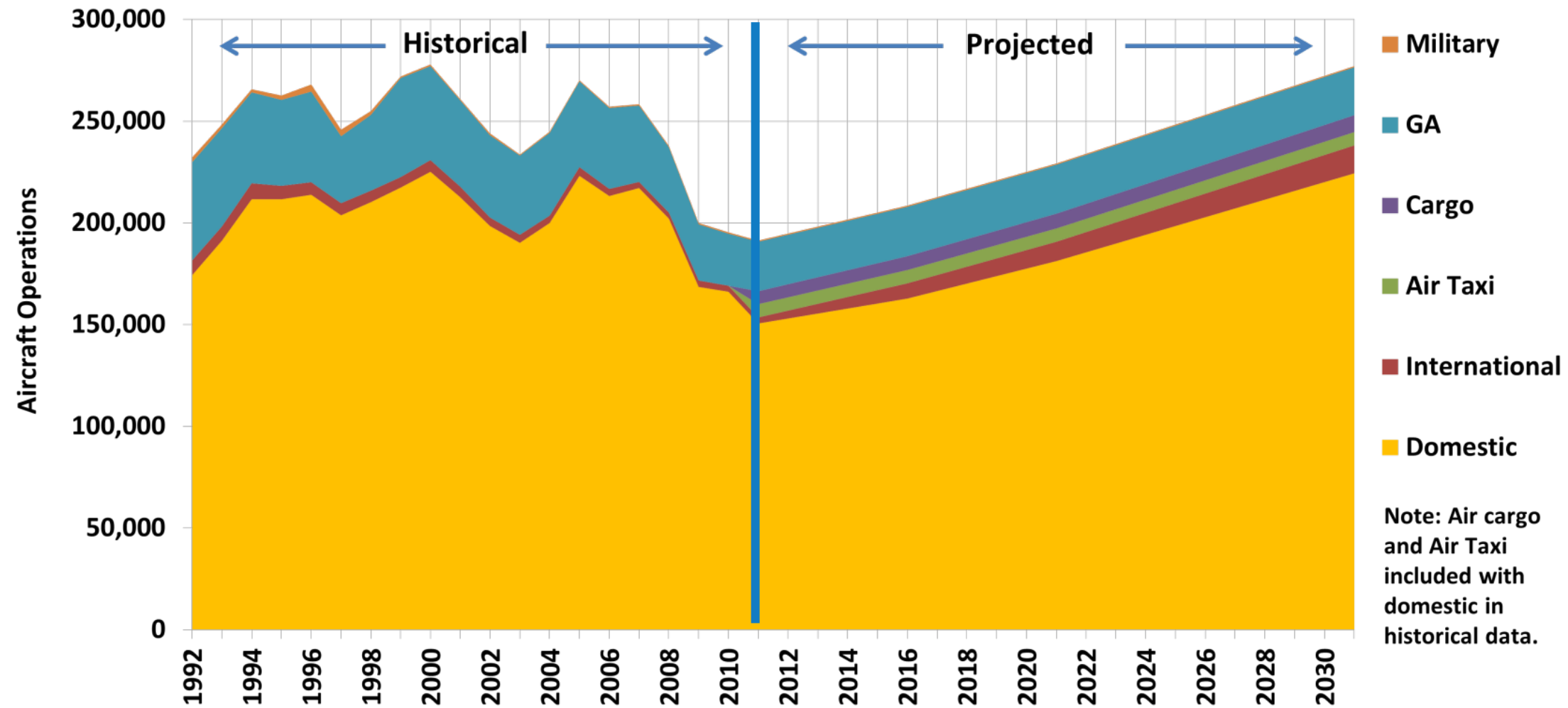
MPU FORECAST TASK

MPU Passenger Forecast (Enplanements)



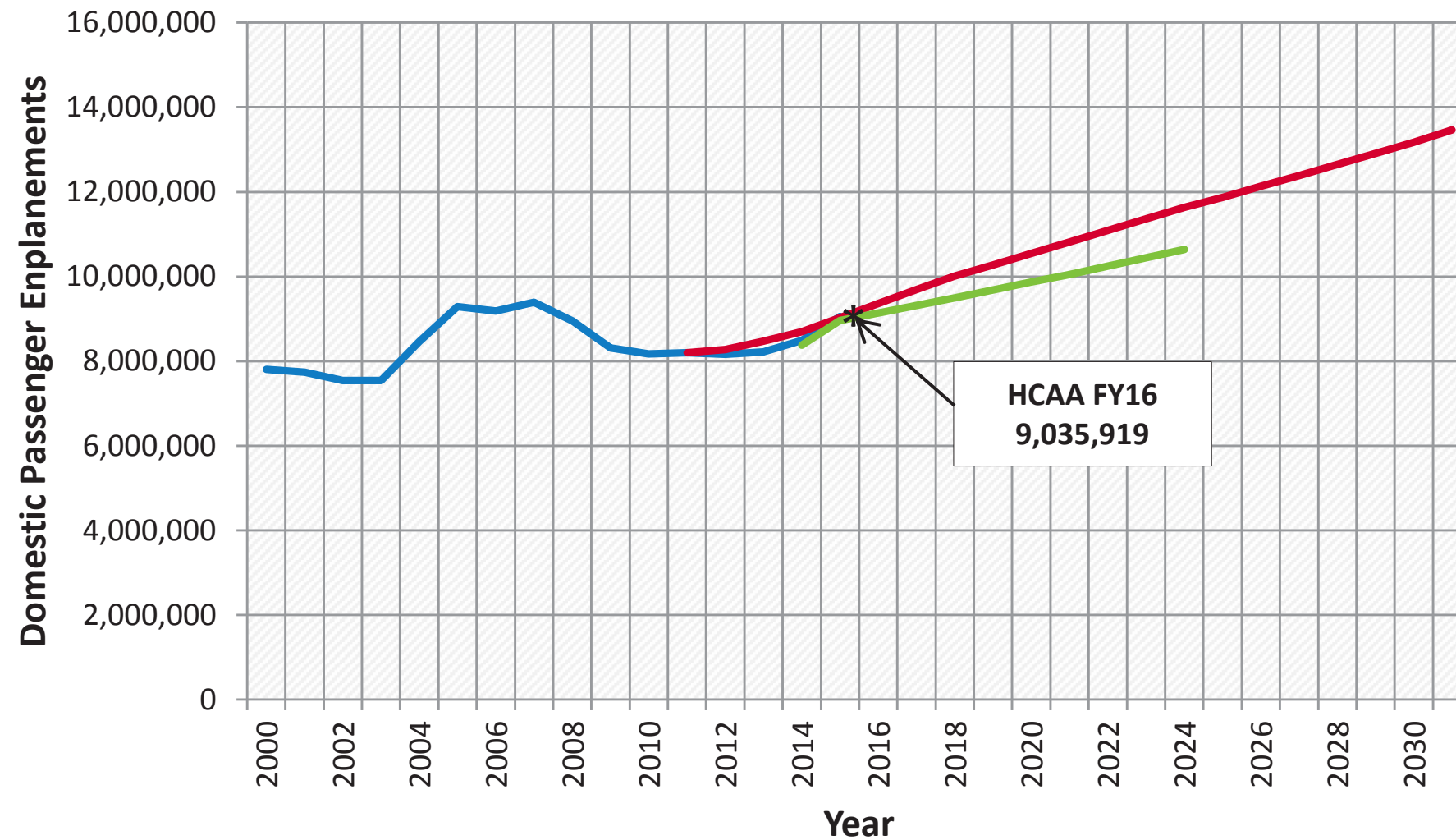
MPU FORECAST TASK

MPU Aircraft Operations Forecast



REVIEW OF FORECASTS VS. ACTUAL

Annual Domestic Passenger Enplanements



Year	Actual	HNTB	Ricondo ¹
2011	8,197,942	8,197,942	
2012	8,158,035	8,272,392	
2013	8,214,537	8,469,469	
2014	8,485,896	8,701,131	8,381,339
2015	9,049,839 ²	9,024,694	8,959,300

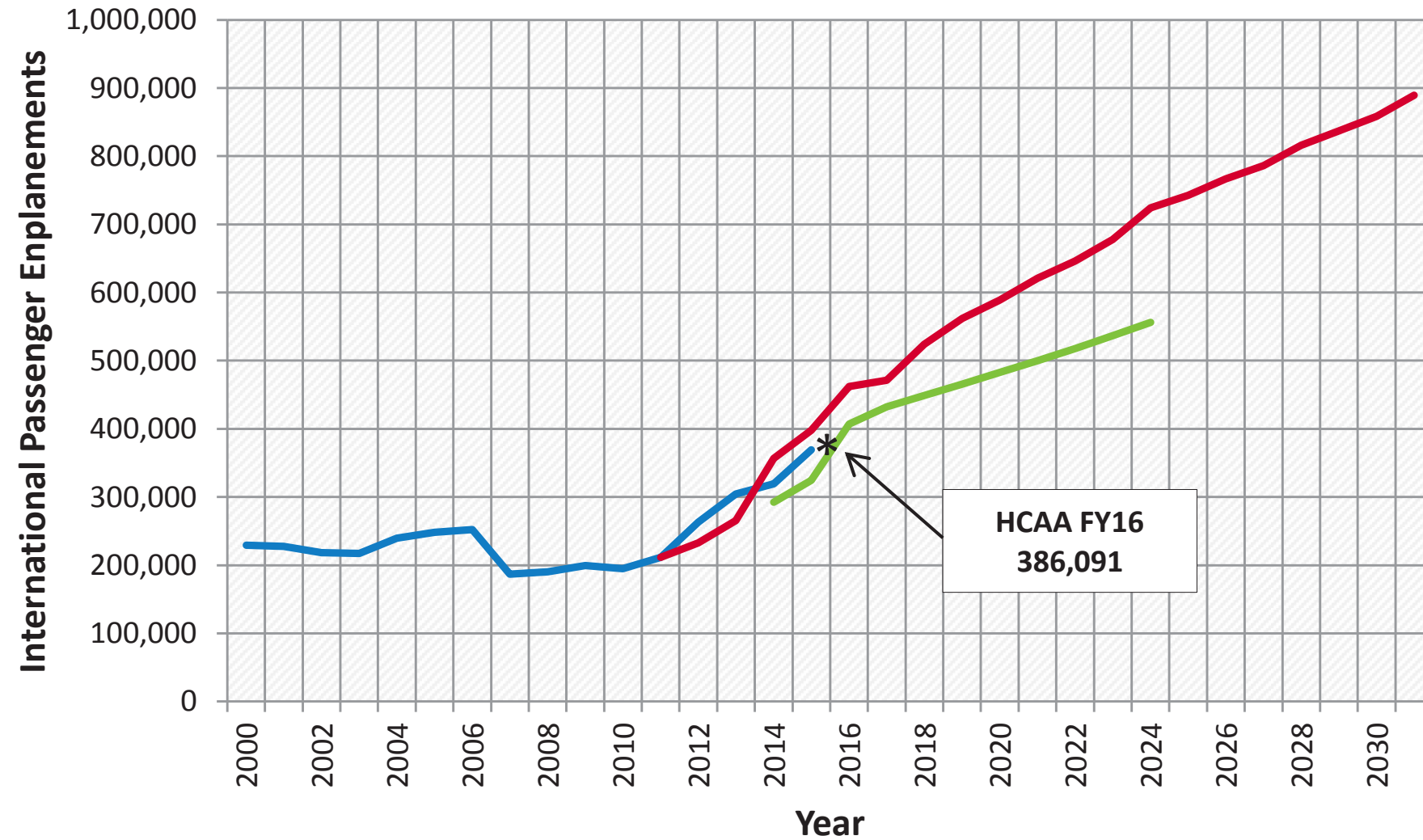
¹Fiscal Year

²12 months ending Nov. 2015

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual International Passenger Enplanements



Year	Actual	HNTB	Ricondo ¹
2011	211,705	211,705	
2012	263,309	232,987	
2013	304,526	265,138	
2014	319,105	356,608	292,408
2015	369,227 ²	397,839	324,400

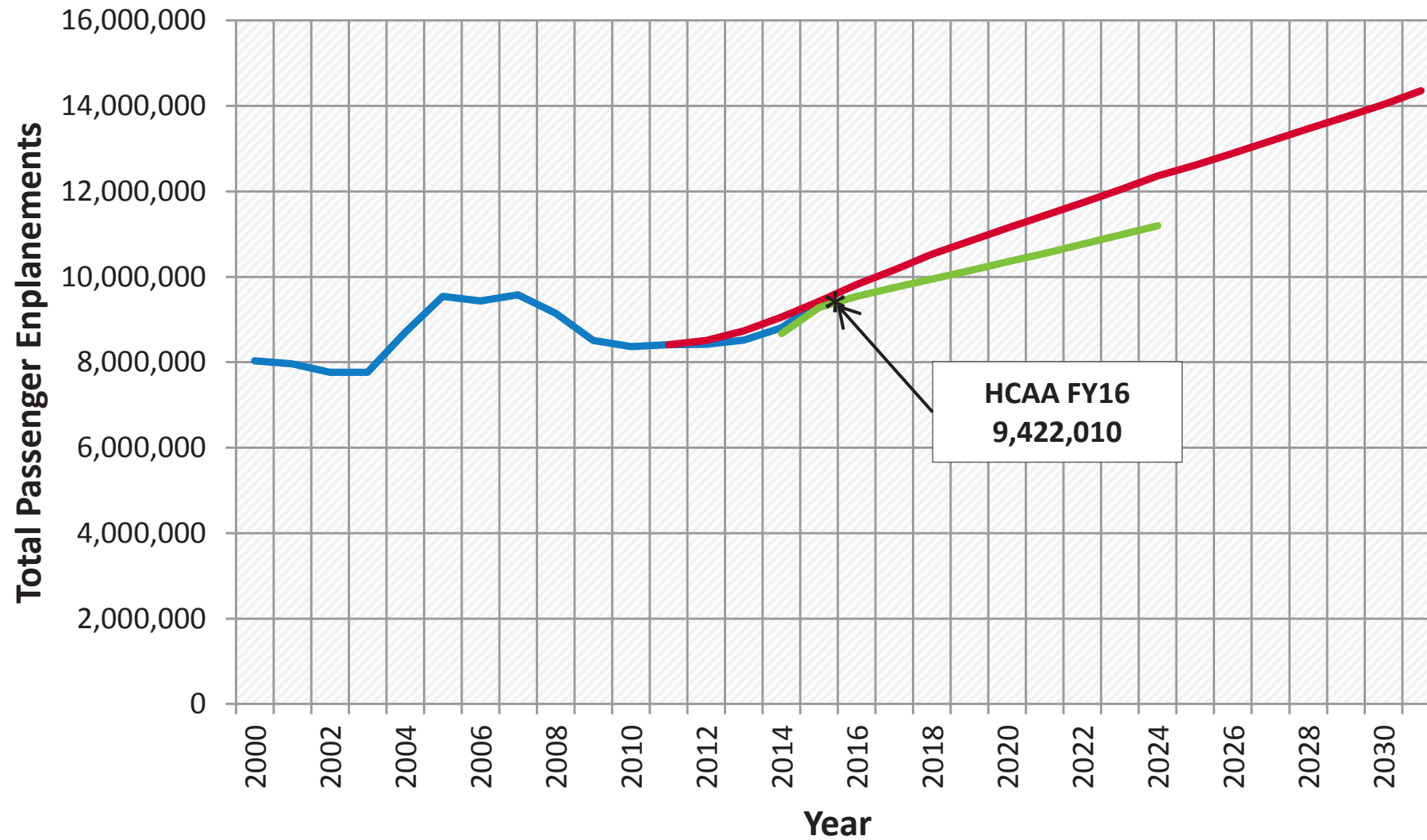
¹Fiscal Year

²12 months ending Nov. 2015

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual Total Passenger Enplanements



Year	Actual	HNTB	Ricondo ¹
2011	8,409,647	8,409,647	
2012	8,421,344	8,505,379	
2013	8,519,063	8,734,607	
2014	8,805,001	9,057,739	8,673,747
2015	9,419,066 ²	9,422,533	9,283,700

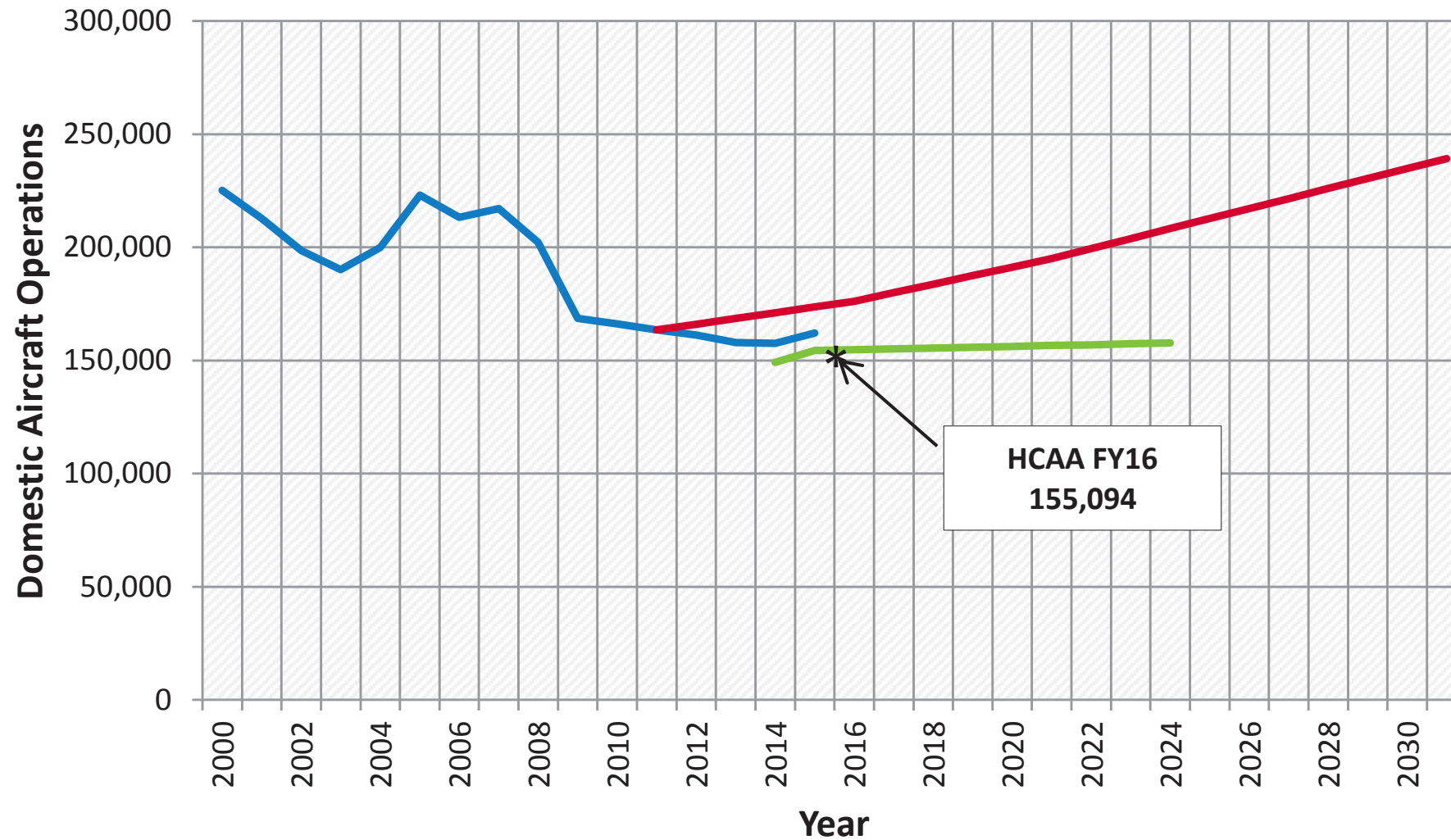
¹Fiscal Year

²12 months ending Nov. 2015

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual Domestic Aircraft Operations



Year	Actual	HNTB	Ricondo ¹
2011	163,431	163,431	
2012	161,275	165,971	
2013	157,899	168,511	
2014	157,503	171,051	149,160
2015	162,121 ²	173,591	154,360

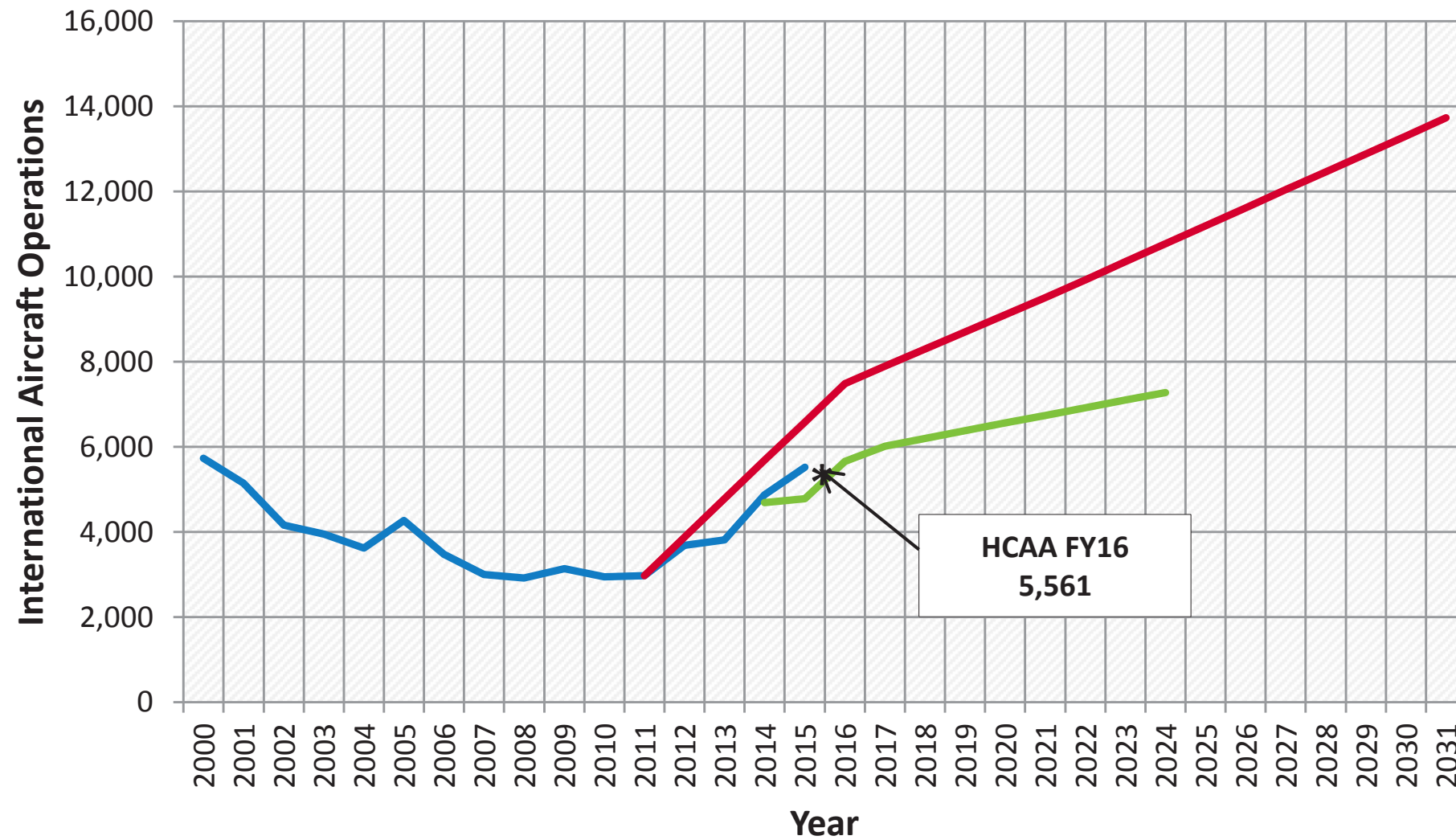
¹Fiscal Year. Does not include for hire air taxi operations.

²12 months ending November 2015.

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual International Aircraft Operations



Year	Actual	HNTB	Ricondo ¹
2011	2,976	2,976	
2012	3,690	3,879	
2013	3,818	4,782	
2014	4,874	5,684	4,690
2015	5,524 ²	6,587	4,780

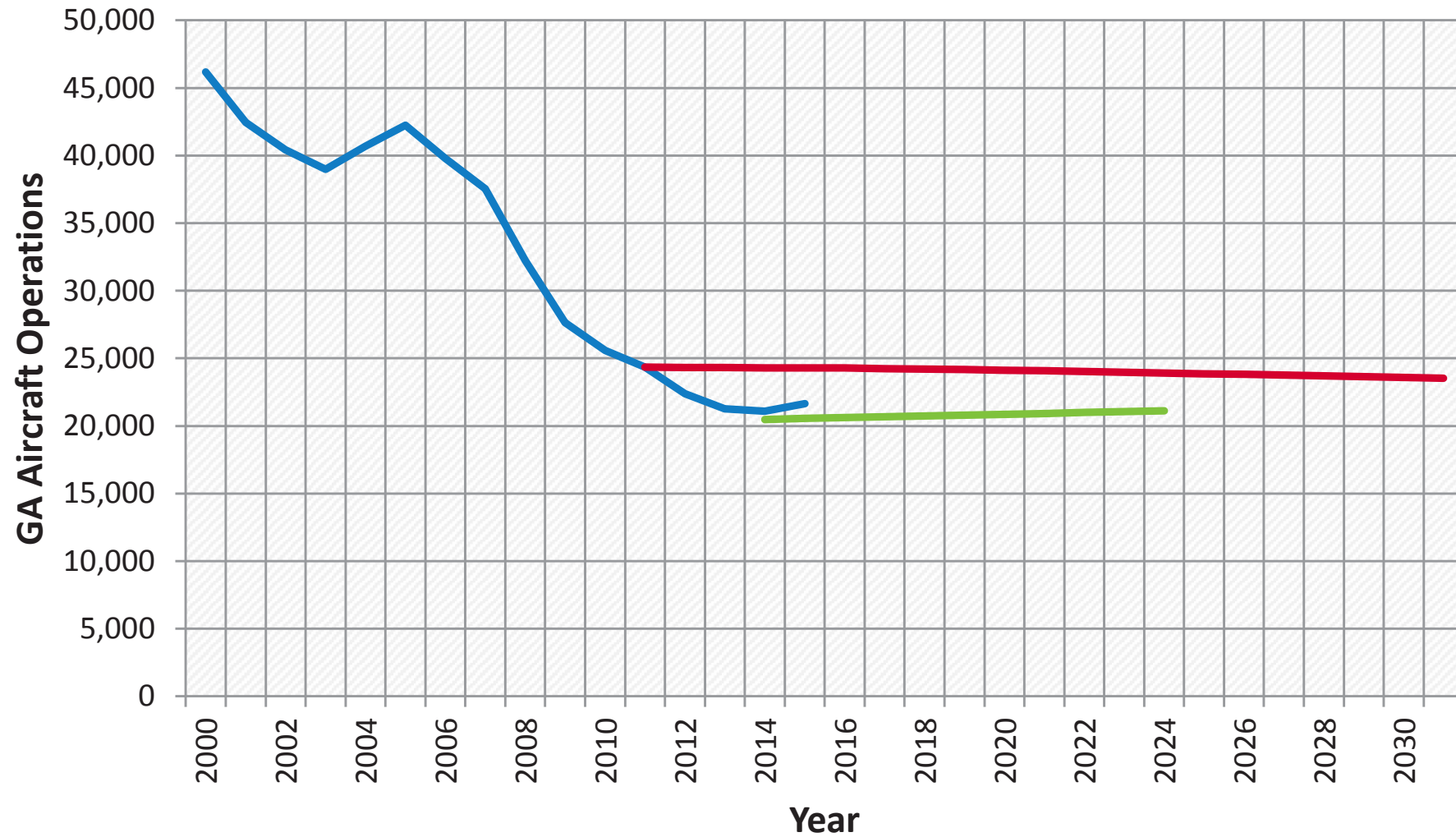
¹Fiscal Year.

² 12 months ending November 2015.

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual GA Aircraft Operations



Year	Actual	HNTB	Ricondo ¹
2011	24,337	24,337	
2012	22,380	24,326	
2013	21,278	24,315	
2014	21,078	24,305	20,482
2015	21,641 ²	24,294	20,560

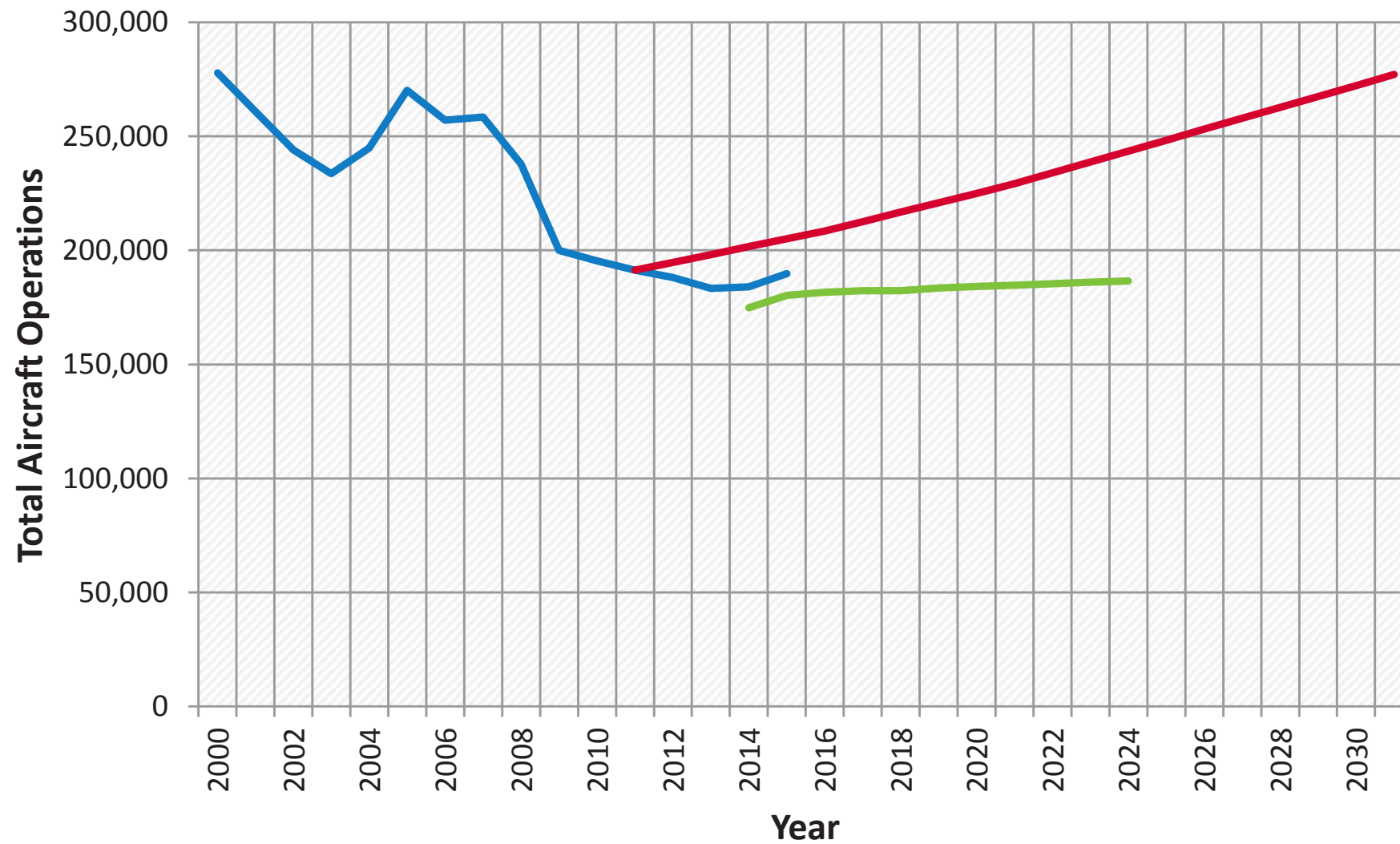
¹Fiscal Year.

²12 months ending November 2015.

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual Total Aircraft Operations



Year	Actual	HNTB	Ricondo ¹
2011	191,315	191,315	
2012	188,054	194,747	
2013	183,342	198,179	
2014	183,985	201,611	174,818
2015	189,716 ²	205,043	180,190

¹Fiscal Year. Does not include for hire air taxi operations.

²12 months ending November 2015.

— Actual — HNTB — Ricondo

FORECAST OBSERVATIONS

Potential Tailwinds:

- Low Fuel Costs
- Healthy Airline Industry
- Diverse Airline Service
- Growing ULCC Service
- Demonstrated Success of HCAA Efforts in Attracting New Air Service

FORECAST OBSERVATIONS

Potential Headwinds:

- Economic Uncertainty
- Reduced Competition among Legacy Carriers
- Airline Capacity Discipline
- Pilot Shortage
- Strong U.S. Dollar



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Discussion / Questions and Answers



TIA 2012 Master Plan Update Refresher

Workshop 2 – January 26, 2016



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

TIA 2012 Master Plan Update Refresher

Agenda:

1. Introductions, Objectives and Workshop Agendas
2. Demand / Capacity Analysis
3. Facility Requirements
4. South Development Area
5. East Development Area
6. Discussion / Questions & Answers

TIA 2012 Master Plan Update Refresher

Objective of Workshops:

- To provide the TIA leadership team a “refresher” on the 2012 Master Plan Update in order to:
 - Prepare for entering Phase 2 and 3 of the TIA development program
 - Perform a “reality check” on the program in light of potential significant changes in the marketplace and industry
 - Confirm that optimization of the existing terminal complex to focus on passenger functionality is a high priority

TIA 2012 Master Plan Update Refresher

Workshop Dates:

Workshop 1 – January 14 (COMPLETE)

- Airport Master Planning Process
- TIA Master Plan Update Overview and Final Recommendation
- TIA Master Plan Forecasts

Workshop 2 – January 26

- Demand / Capacity Analysis
- Facility Requirements
- Alternatives and preferred alternatives on south development areas

Workshop 3 – February 8

- Alternatives on terminal area
- Preferred Alternatives for terminal area
- Implementation Plan for terminal area
- Sequence of enabling projects for Phase 2 and 3 of the CIP



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Demand / Capacity Analysis

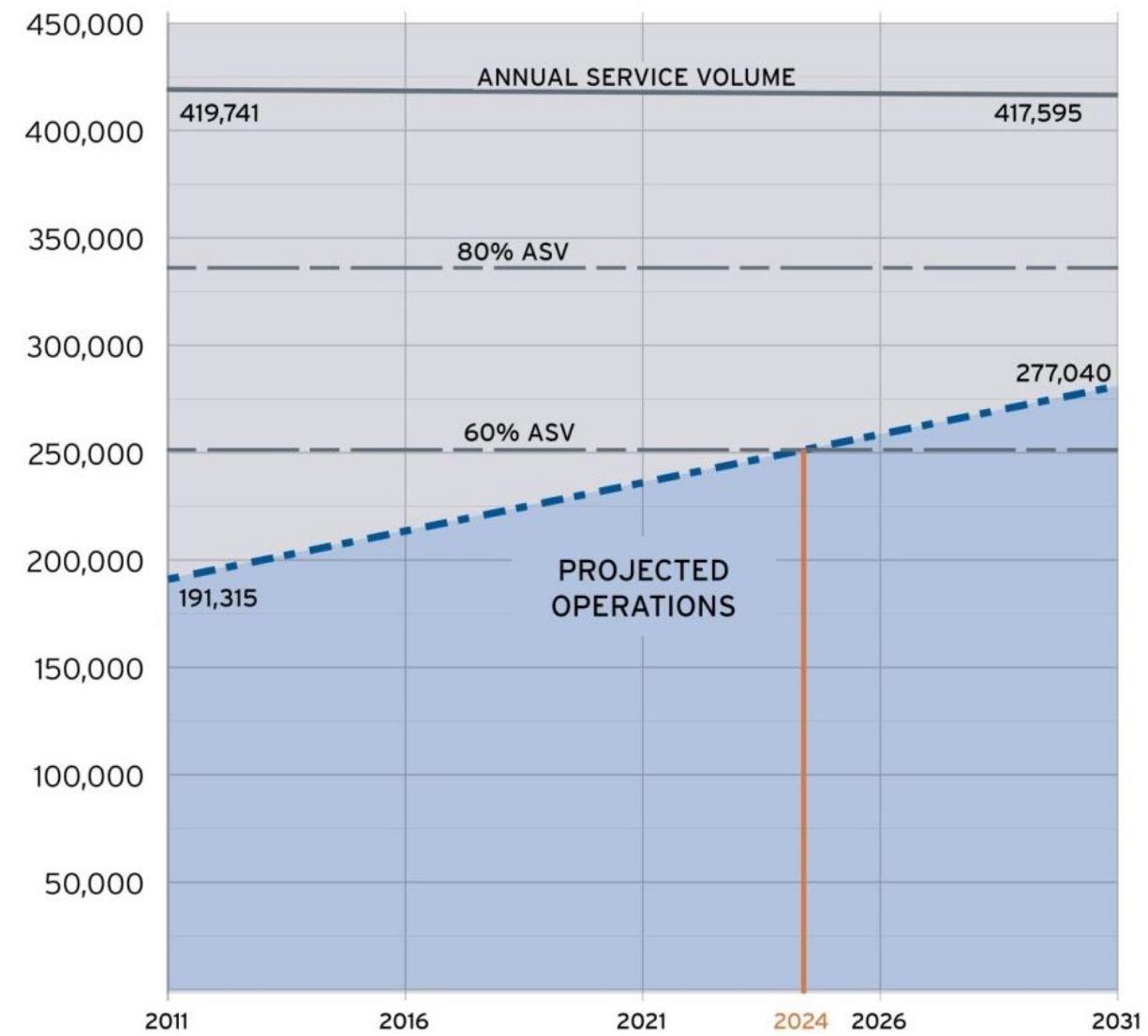
Existing Inventory- Airfield

Elements:

- 2012 Master Plan did not focus on a re-evaluation of existing airfield facilities (per HCAA direction) except the need for and capacity related to the proposed 1,200 foot long extension to **Runway 10-28 (Crosswind Runway)**
- 2012 Master Plan only included minor updates since the 2005 Master Plan:
 - Existing Runways
 - Approach Procedure and Minimums
 - Existing Taxiways and Aprons



Airfield Demand / Capacity



Projected Operations & Annual Service Volume

Airfield

Projects:

- **Construct Crossfield Taxiway M**
 - 27-29 million Annual Passengers
 - Prior to closing Taxilane A between Airsides C & D
- **Close & Remove Taxilane A between Airside C & D**
 - 27-29 million annual passenger and after completion of Crossfield Taxiway M



Airfield

Projects:

- **Extend Taxiway A to South End of Runway 1R/19L**
 - 370,000 operation per year, 37 peak hour arrivals, 34 peak hour departures
- **Runway 17/35 and Taxiway N Extension**
 - 340,000 to 345,000 operations per year
- **Taxiway E Relocation and Extension**
 - Based on tenant needs/demand



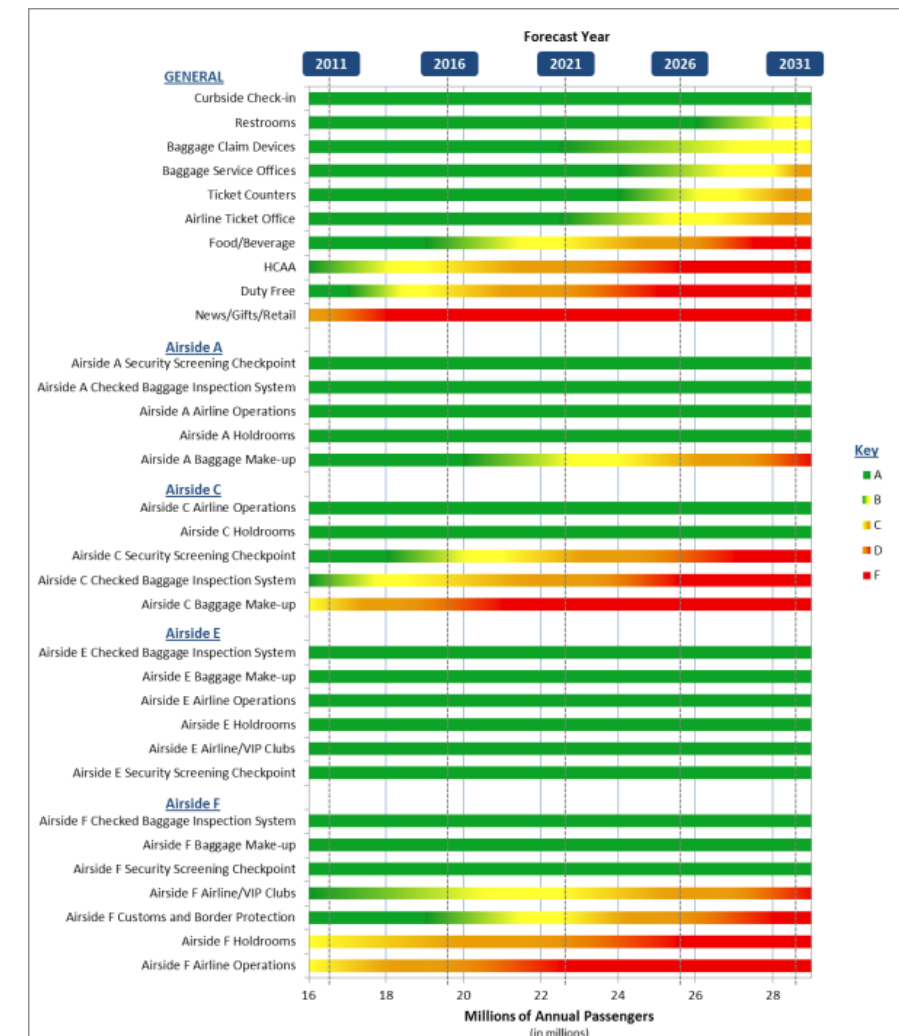
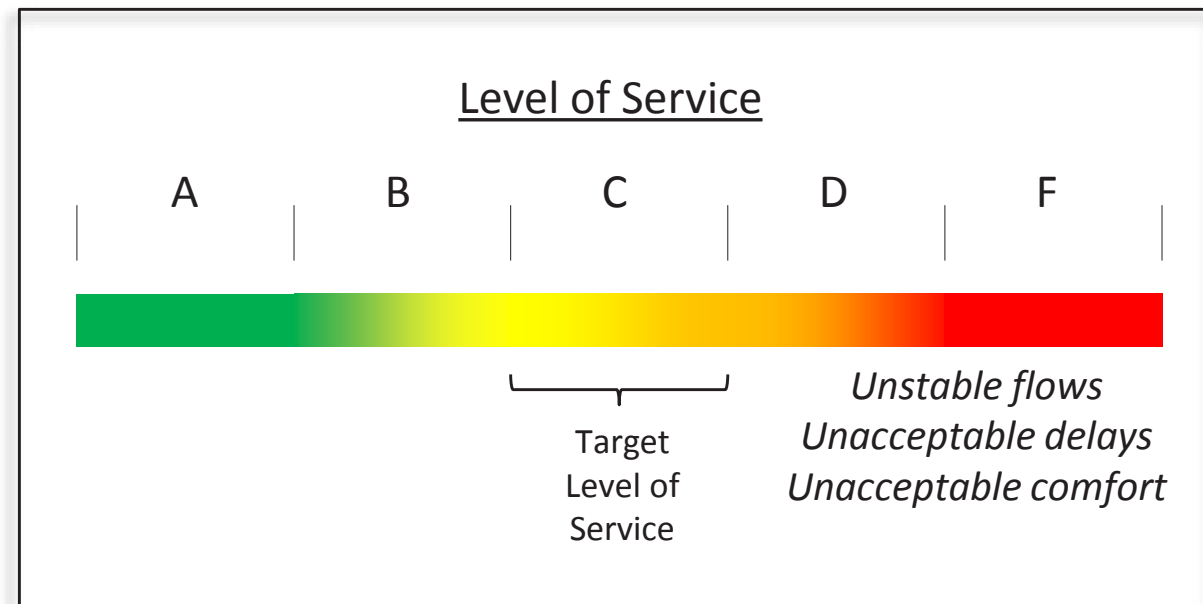


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Facility Requirements

Stoplight Chart

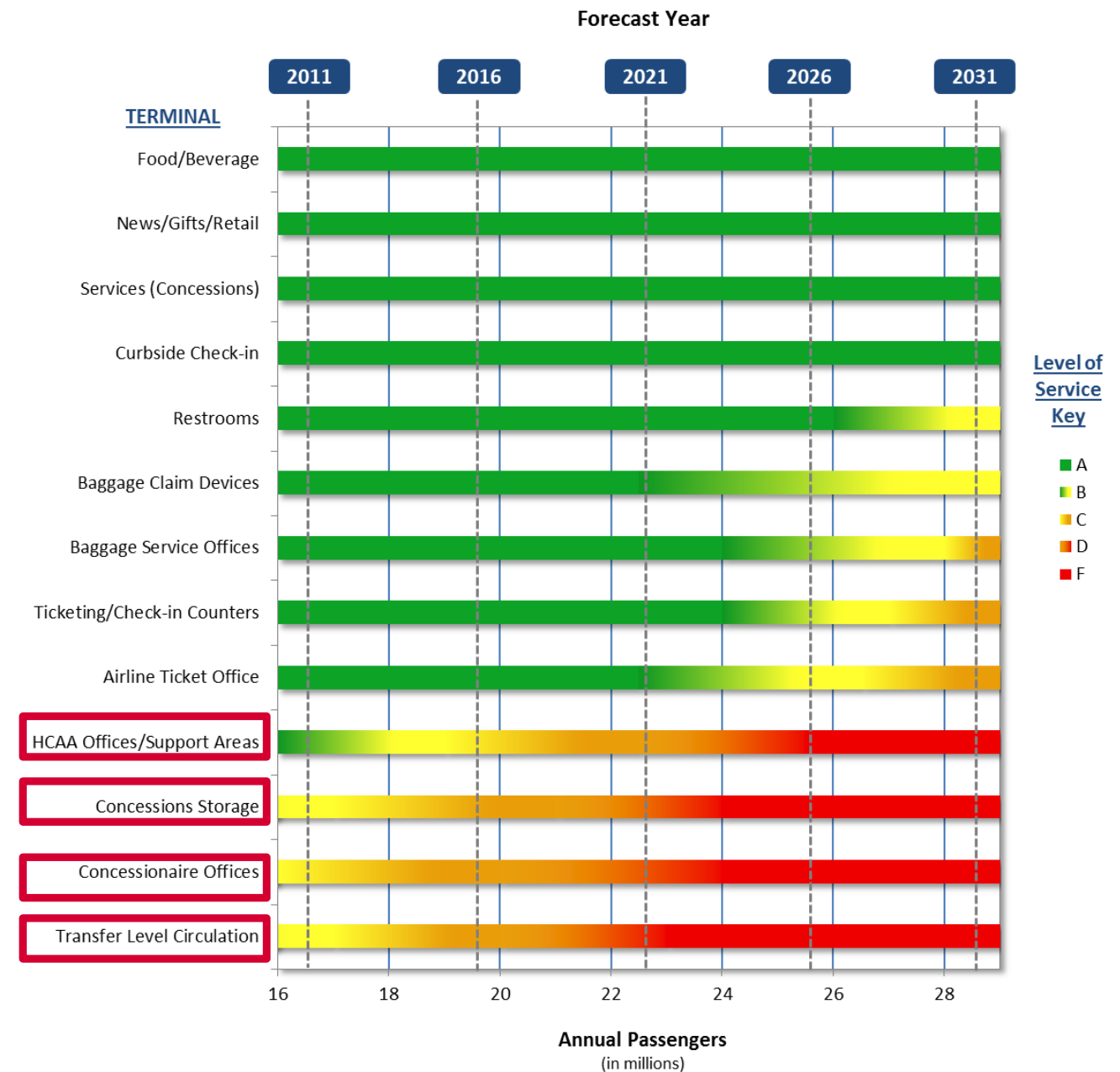
- The “Stoplight” chart illustrates each major terminal complex component and its associated level of service (LOS) throughout the planning horizon.



Main Terminal Facility Reqs.

Deficiencies:

- HCAA Administrative Offices - At capacity and will require expansion in the intermediate-term
- Concession Storage and Offices - Additional required in the short term
- Transfer Level circulation – will be in adequate by 2021 range

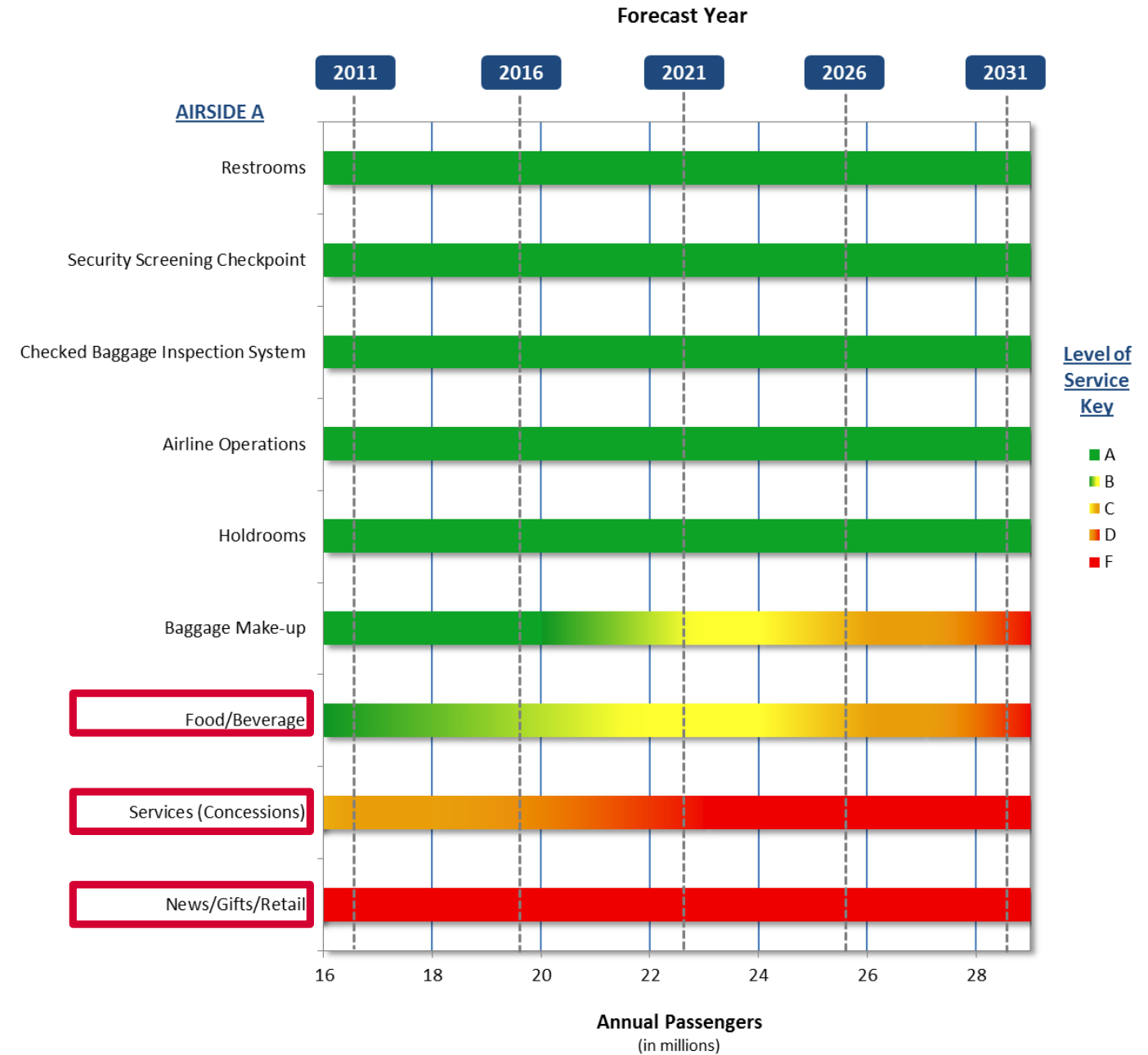


Airside A Facility Reqs. Deficiencies

- Airside A concessions should be expanded.

2031 Concession Deficiencies:

- Food & Beverage - 1,200 sf
- Services - 200 sf
- News/Gifts/Retail - 9,600 sf
- TOTAL 11,000 sf

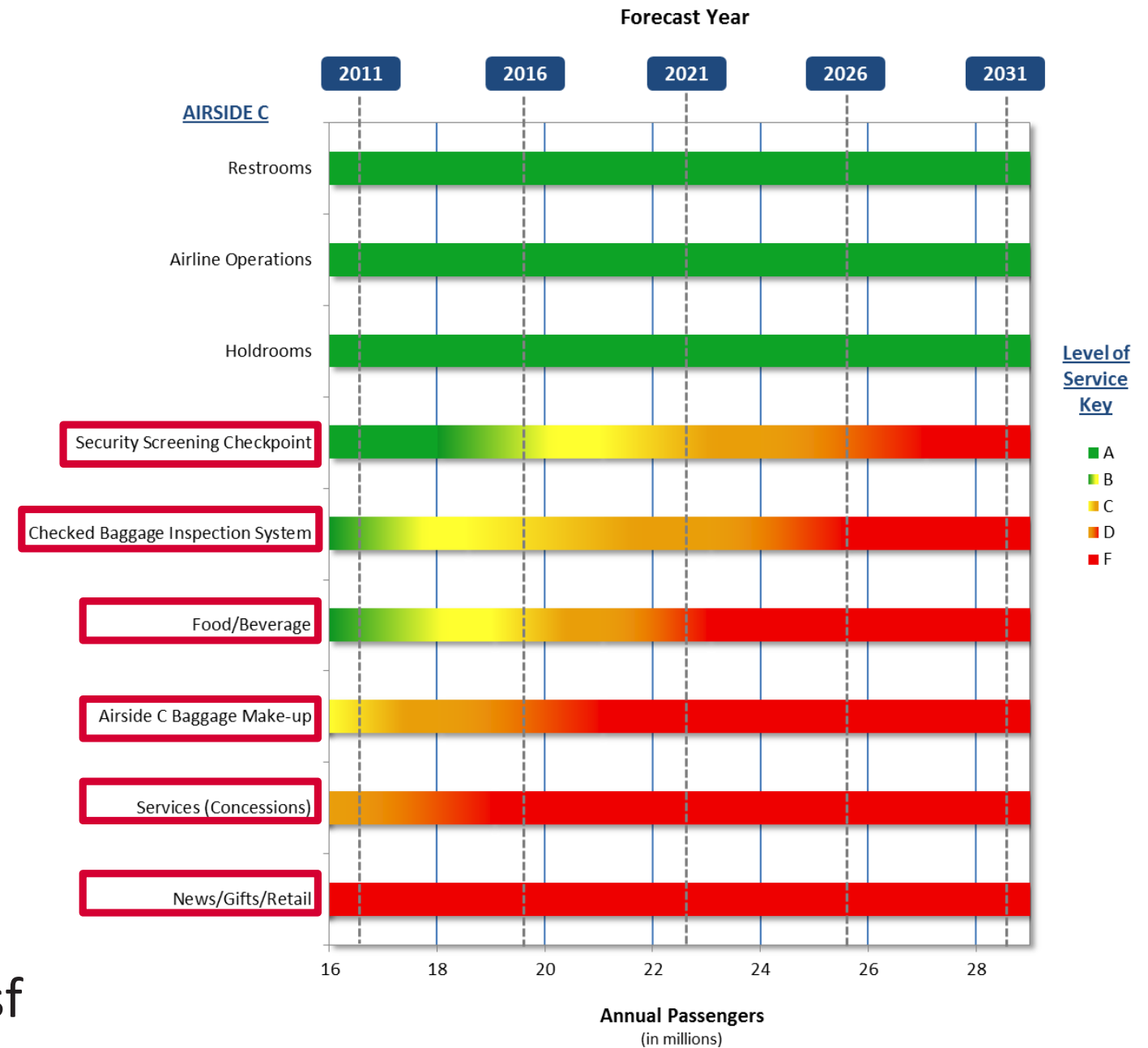


Airside C Facility Reqs.

Deficiencies:

- Security checkpoint should increase from 8 to 12 lanes to meet demand
- Baggage screening requires modifications to accommodate anticipated demand
- Baggage make-up was nearing capacity in 2011 and projected to require a carousel supporting 21 additional cart positions
- Concessions should be expanded

2031 Deficiencies = TOTAL 37,600 sf



Airside E Facility Reqs.

Deficiencies:

- Airside E concessions should be expanded

2031 Concession Deficiencies:

- Food & Beverage - 1,200 sf
- Services - 200 sf
- News/Gifts/Retail - 9,600 sf
- Duty Free - 700 sf
- TOTAL 11,700 sf



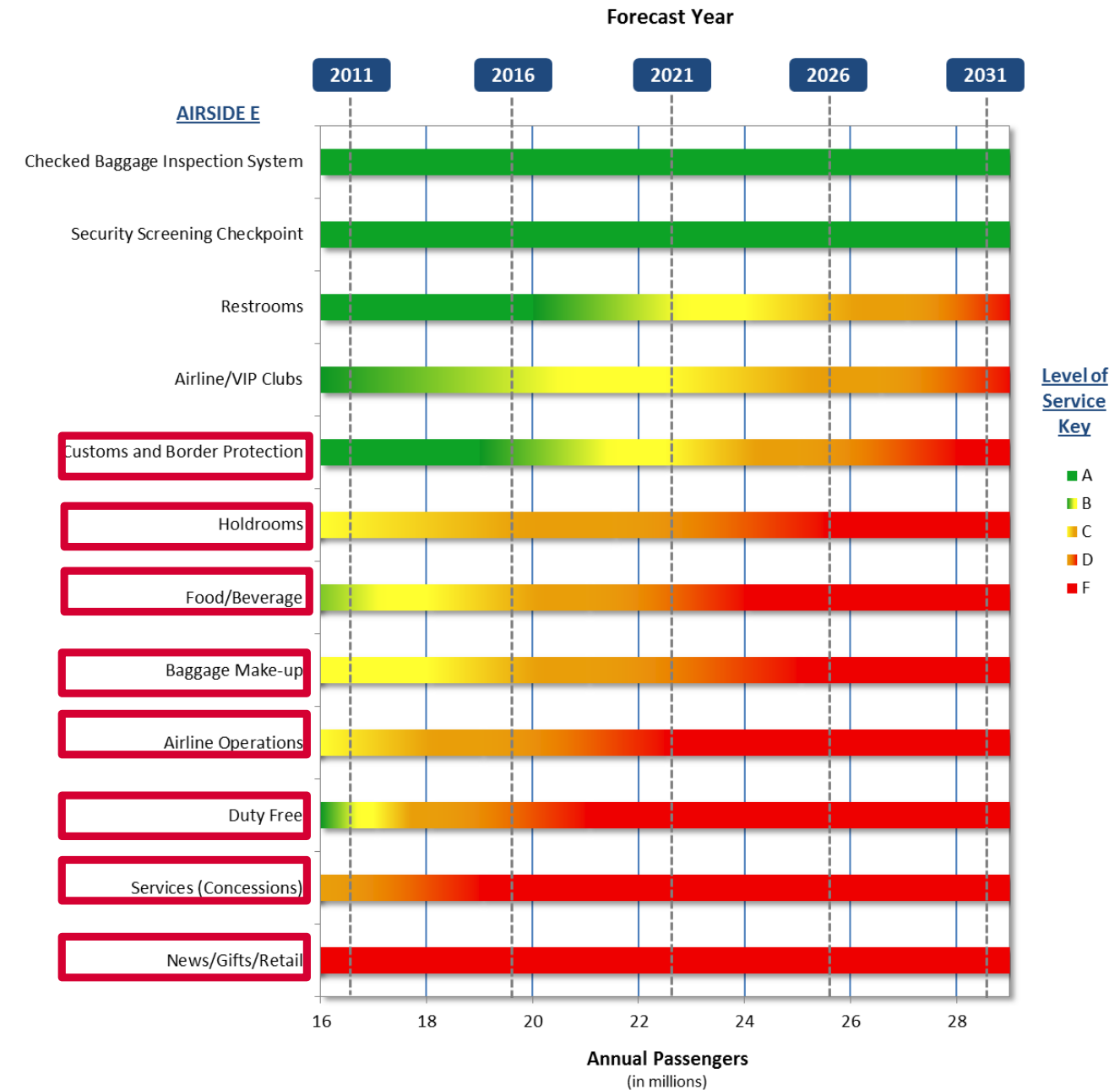
Airside F Facility Reqs.

Deficiencies:

- CBP reaches capacity
- Additional 4,600 sf of holdroom area is required
- Baggage make-up is at capacity, unless carousels are shared by international carriers
- No available airline operations space for new entrants
- Concessions should be expanded

2031 Concession Deficiencies:

TOTAL = 25,050 sf



Terminal Capacity

- **Ticket Counters** – Depends on future check-in technology and airline consolidation. Only 16 counter positions are assumed available after 2031
- **ATO Offices** – No additional capacity on ticketing level after 2031
- **Baggage Claim** – Some excess capacity exists in 2031, but depends on airline consolidation, number of carriers. Expansion of baggage claim area is difficult
- **Baggage Service Offices** – There is a surplus of BSO space in 2031
- **TSA Checkpoint** – Assume constructed at new Airside
- **TSA Checked Baggage Inspection System** – Inadequate capacity in existing system, may be able to construct at new Airside on ramp level
- **Transfer Level Circulation** – Appears to be adequate if all Airside shuttle stations are relocated one train length further from the circulation core

Concessions

- Greatest deficiencies in the Master Plan program were in regards to Concessions; News & Gifts/Retail and Services
- Concessions requirements were provided by Unison through the HCAA Concessions group.
- Concession storage requirements studied on ramp level at each airside.
- Analysis to potentially convert some surplus holdroom area to concessions.
- Phase I has addressed this issue.

Ticketing/Check-in

- Major advances in Airline Ticketing since 2012 Master Plan
- Airline Kiosk were not as widely used and the “Two Step” process was just starting to catch on
- More passengers utilize Smartphones for ticketing, reducing the SF requirements
- Baggage Drop, Self & Remote Bag Tag
- 2012 requirements included Standard Positions, Inline Kiosks, Standalone Kiosks and Curbside Positions
- **Ticketing assumptions from 2012 Master Plan update should be reviewed for current methodologies**

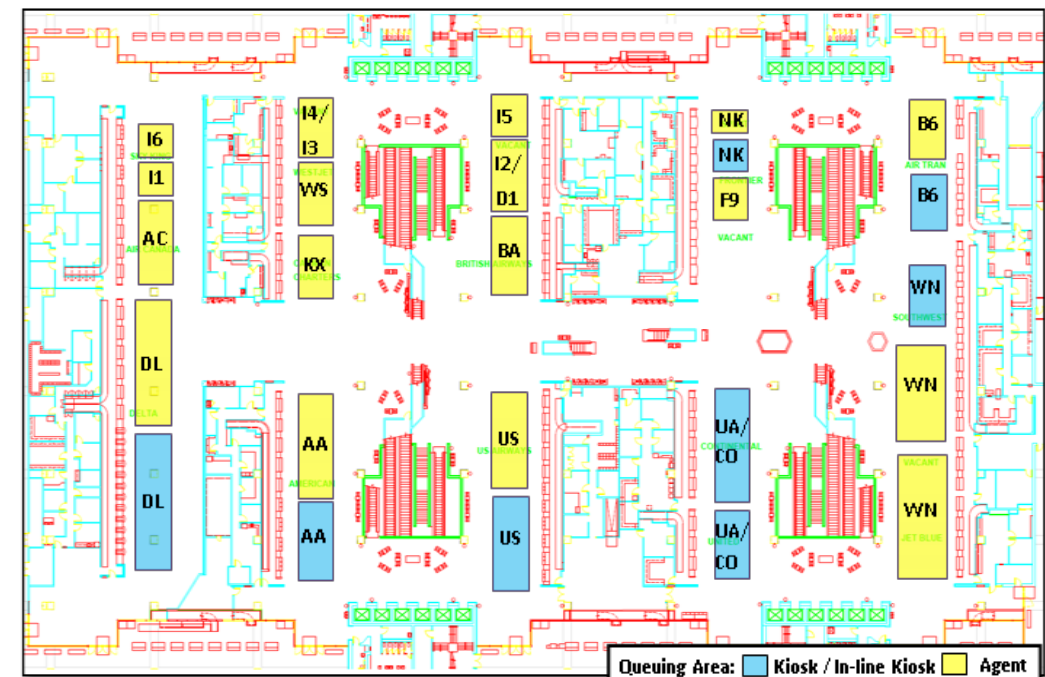
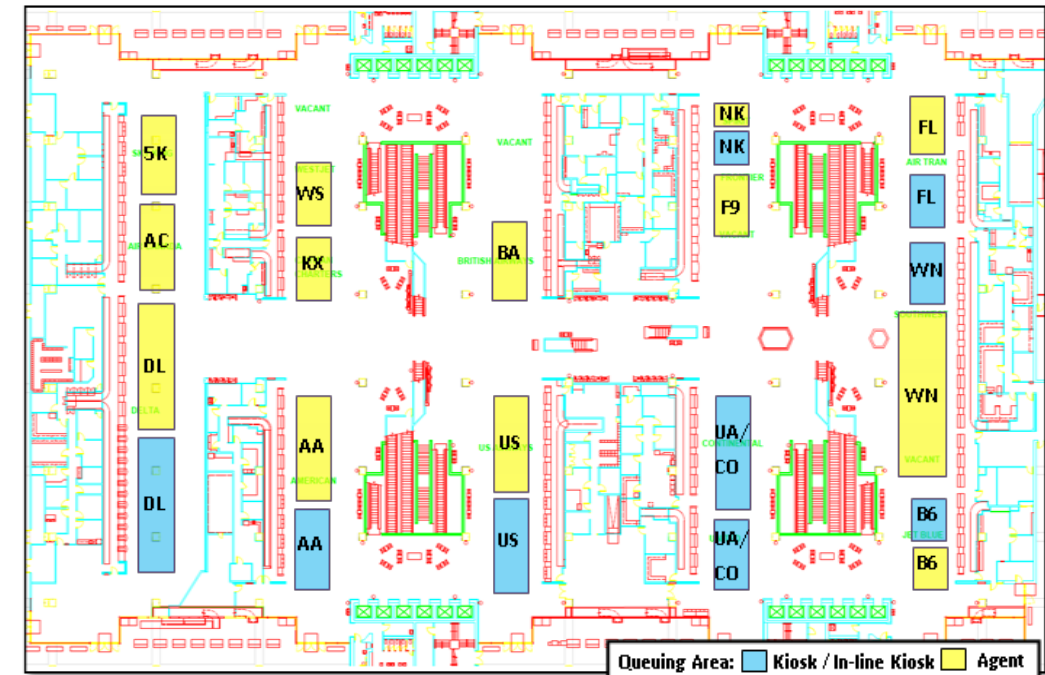
Ticketing / Check-in Master Plan Summary

2011

- All airlines serve pax at LOS A, except AirTran/Southwest, whose agent positions have queues with LOS C for short periods.

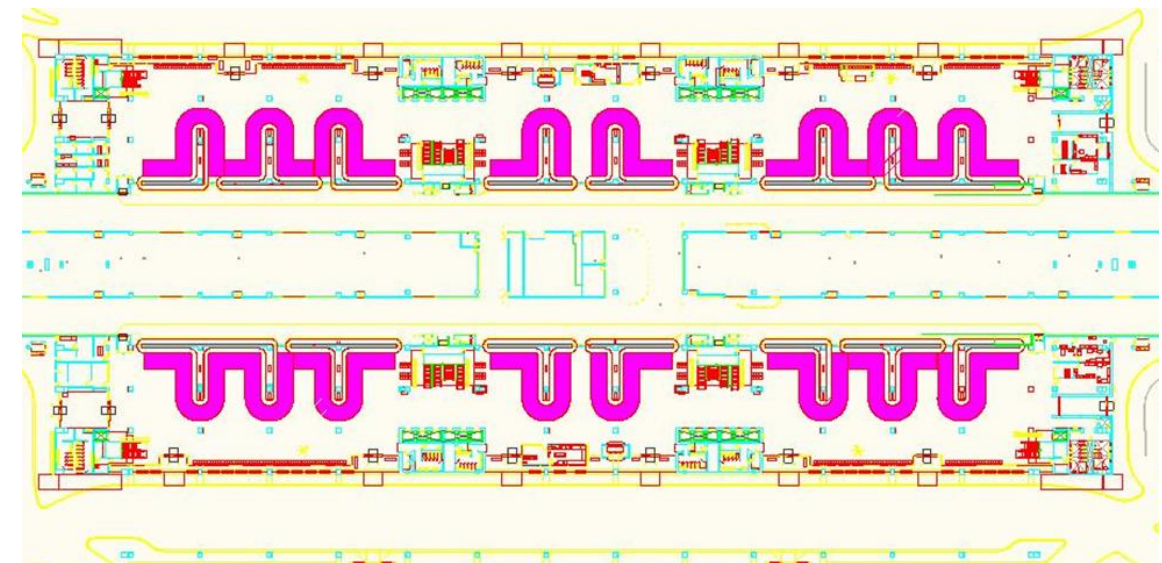
2031

- Most airlines serve pax at LOS A.
- AA, DL, NK, and International Entrant 4 have agent position queues with LOS B for short periods.
- B6, F9, WN, and International Entrant 5 have agent position queues with LOS C for short periods.



Baggage Claim

- The number of passengers waiting in the active claim area determines the level of service of each baggage claim carousel.
- The existing baggage claim carousels served passengers at LOS A or B in 2011 (Baggage Claims 1 and 3 each hit LOS B once a day).
- By 2031, 6 of the 14 baggage claim carousels will be operating at LOS B, typically only once per day. The remaining carousels maintain LOS A.
- **With higher checked baggage fees, the assumptions should be reviewed.**



Baggage Make-up Area - Carts

Airside	Existing Cart/ Dolly Capacity	2011 Cart Req't	2031 Cart Req't
• A	48	35	49
	<i>Surplus / (Deficiency)</i>	<i>13</i>	<i>(1)</i>
• C	46	47	67
	<i>Surplus / (Deficiency)</i>	<i>(1)</i>	<i>(21)</i>
• E	70	28	33
	<i>Surplus / (Deficiency)</i>	<i>42</i>	<i>37</i>
• F	66	35	49
	<i>Surplus / (Deficiency)</i>	<i>36</i>	<i>16</i>

- Airside A has sufficient space to add two additional carousels to serve up to 16 carts should demand or number of carriers served at Airside A require additional capacity.
- Airside C requires approximately 6,500 sf of additional baggage make-up area, plus tug circulation.

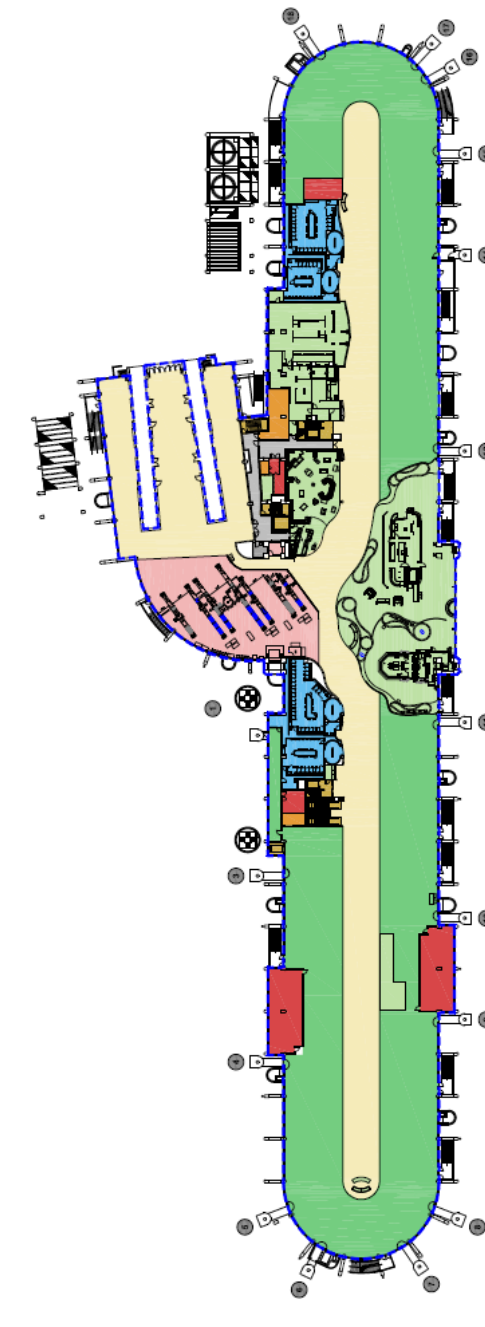
Holdrooms

Airside A

Area	Existing	2011	2031
North Holdrooms	18,185 sf	9,990 sf	11,960 sf
<i>Surplus / (Deficiency)</i>		<i>8,195 sf</i>	<i>6,225 sf</i>
South Holdrooms	28,704 sf	12,724 sf	19,100 sf
<i>Surplus / (Deficiency)</i>		<i>15,980 sf</i>	<i>9,604 sf</i>

Note:

Airside A has 7 unoccupied (spare) gates in 2011 and 3 unoccupied gates in 2031

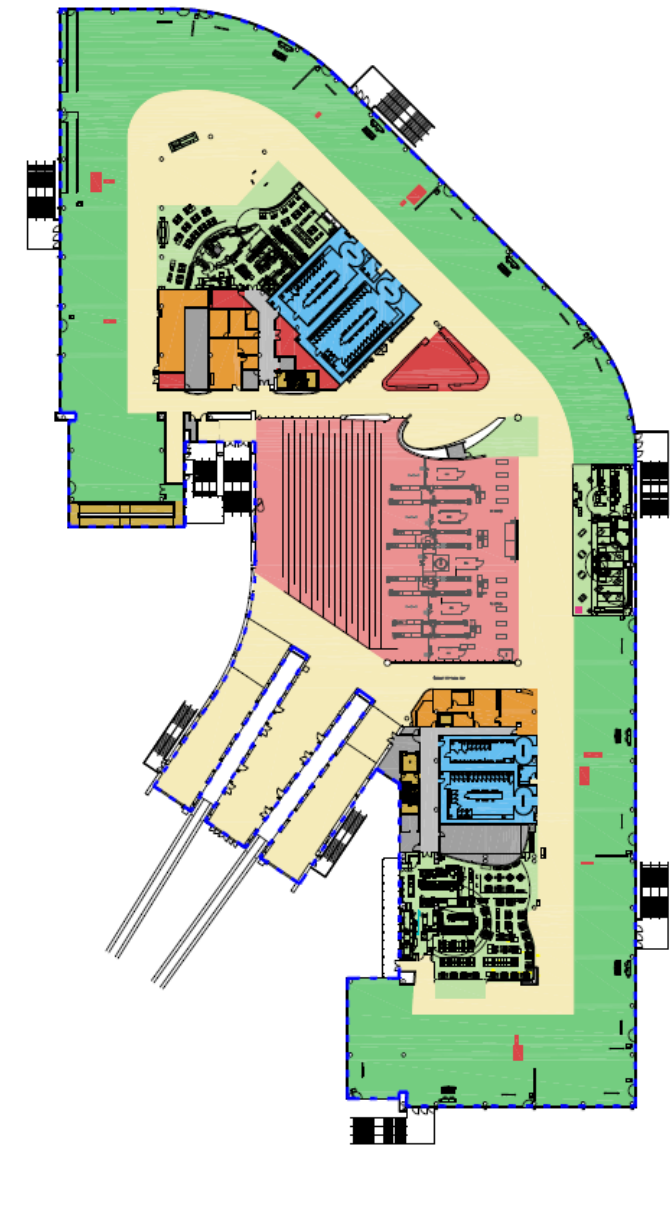


Holdrooms

Airside C

Area	Existing	2011	2031
North Holdrooms	30,751 sf	21,151 sf	24,106 sf
<i>Surplus / (Deficiency)</i>		<i>9,600 sf</i>	<i>6,645 sf</i>
South Holdrooms	19,871 sf	10,993 sf	12,769 sf
<i>Surplus / (Deficiency)</i>		<i>8,878 sf</i>	<i>7,102 sf</i>

Note:
Airside C has 1 unoccupied (spare) gate in 2011 and 0 unoccupied gates in 2031



Holdrooms

Airside E

Area	Existing	2011	2031
North Holdrooms	22,341 sf	15,200 sf	15,913 sf
<i>Surplus / (Deficiency)</i>		<i>7,141 sf</i>	<i>6,428 sf</i>
South Holdrooms	20,409 sf	9,117 sf	14,625 sf
<i>Surplus / (Deficiency)</i>		<i>11,292 sf</i>	<i>5,784 sf</i>

Note:

Airside E has 4 unoccupied (spare) gates in 2011 and 1 unoccupied gate in 2031



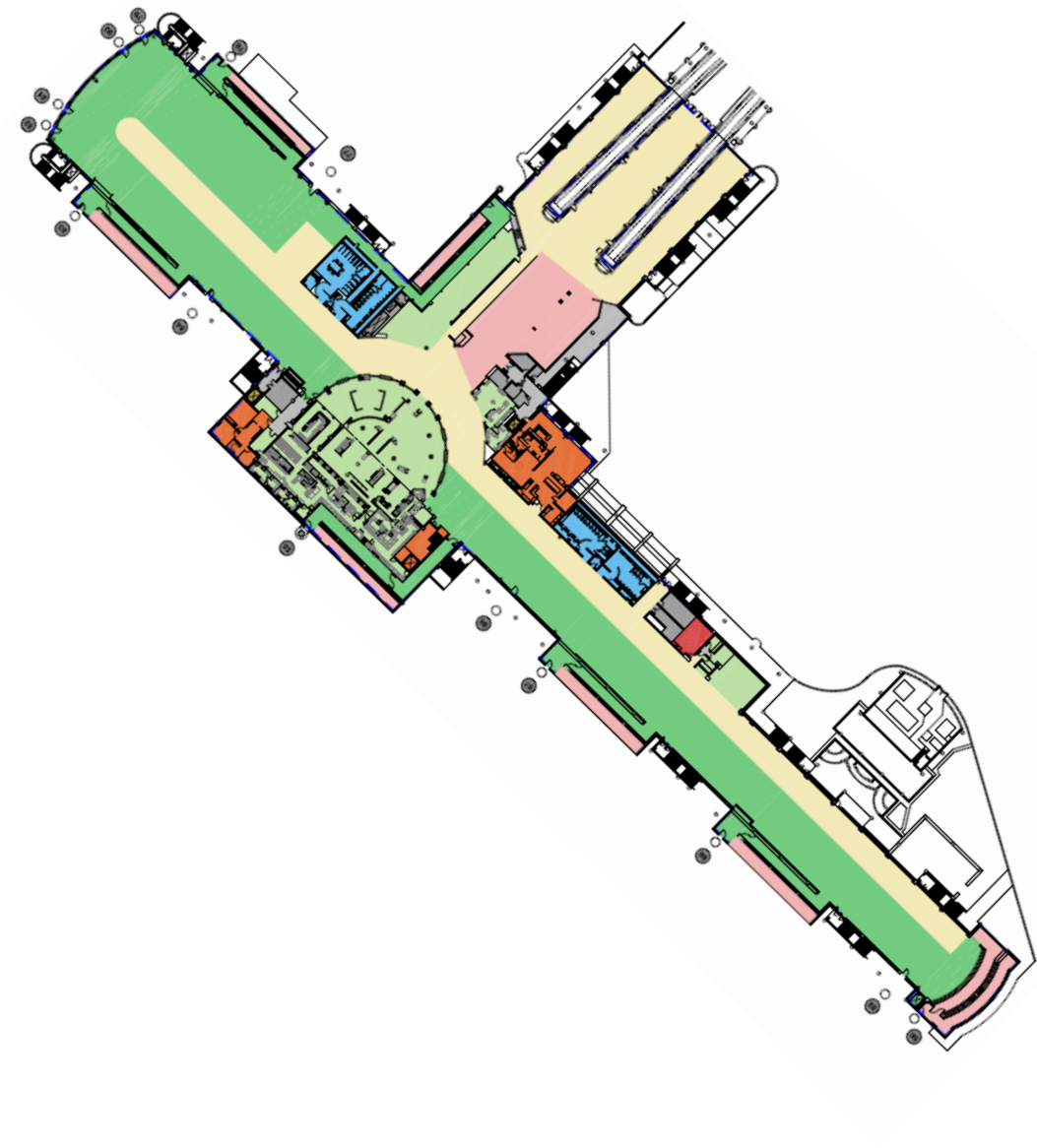
Holdrooms

Airside F

Area	Existing	2011	2031
North Holdrooms	18,017 sf	17,381 sf	19,610 sf
<i>Surplus / (Deficiency)</i>		<i>636 sf</i>	<i>(1,593) sf</i>
South Holdrooms	15,610 sf	13,885 sf	15,272 sf
<i>Surplus / (Deficiency)</i>		<i>1,725 sf</i>	<i>338 sf</i>

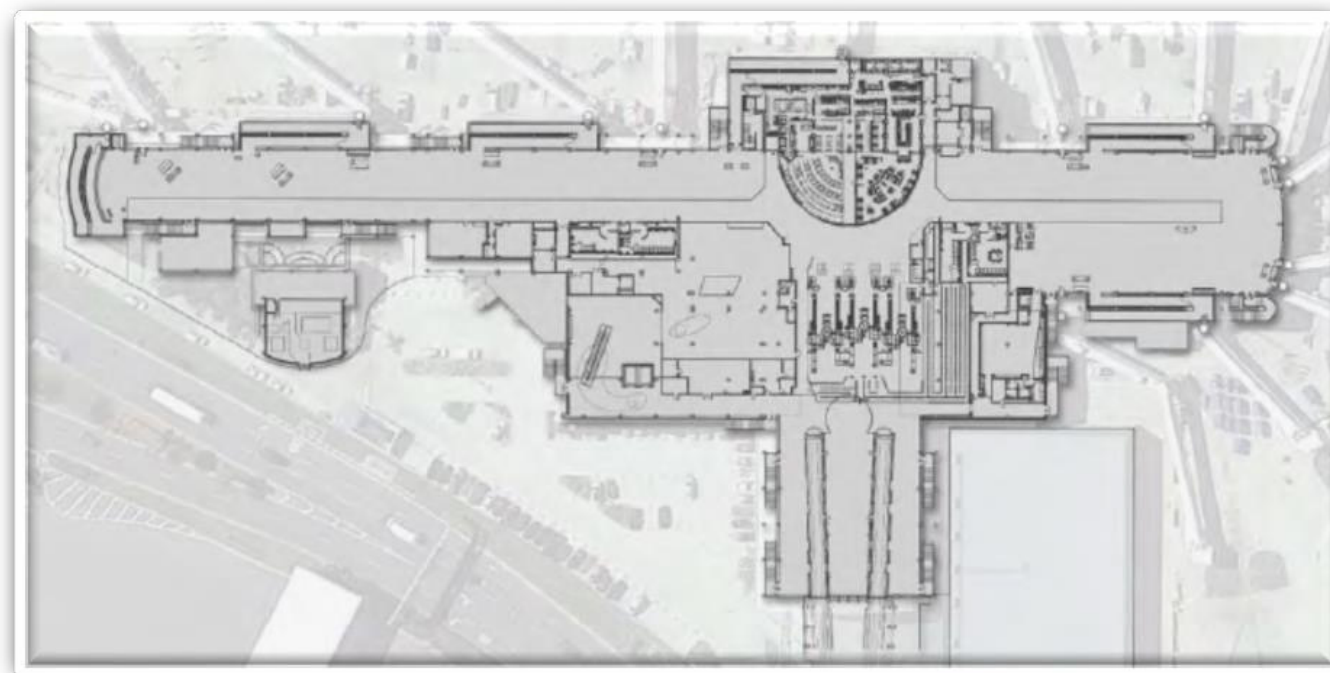
Note:

Airside F has 2 unoccupied (spare) gates in 2011 and 0 unoccupied gates in 2031

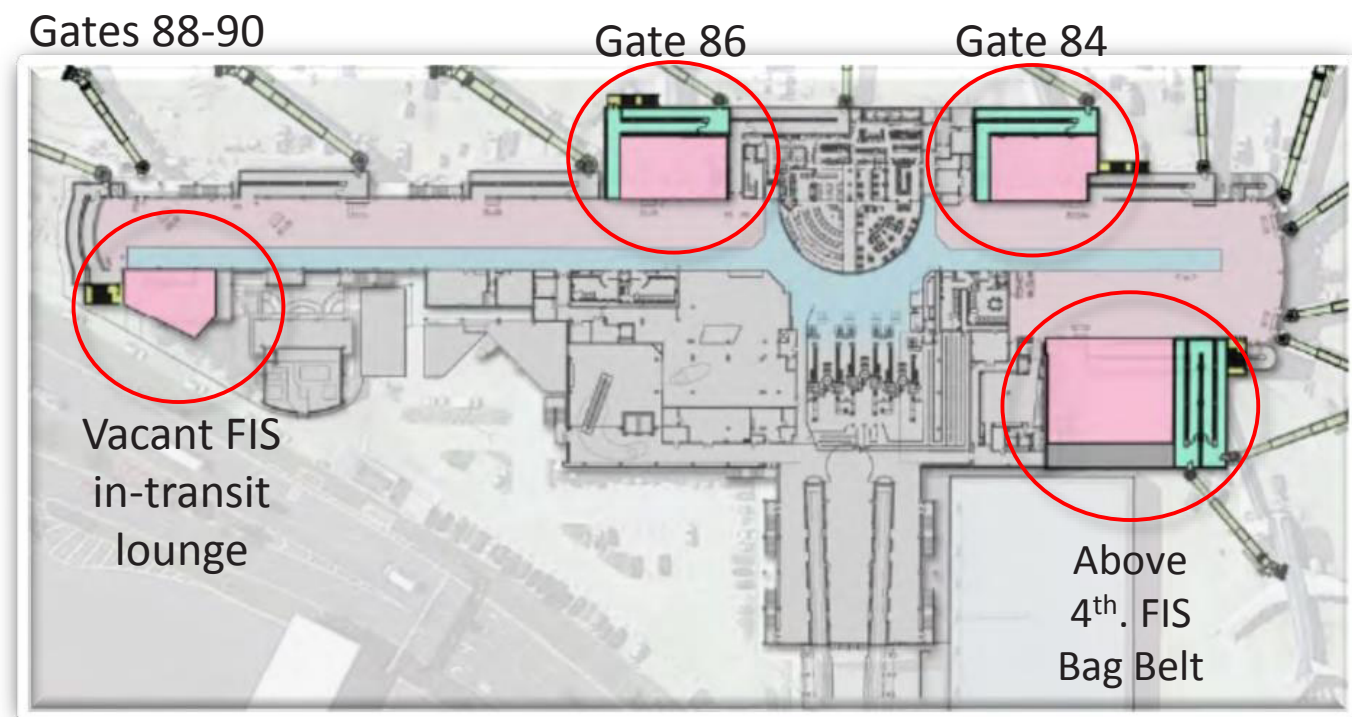


Airside F – Boarding Level

- Build out over vacant FIS in-transit lounge to provide new holdroom area for Gates 88, 89 & 90
- Expand Gate 86 area to provide new holdroom area
- Expand Gate 84 area to provide new holdroom area
- Build second level over new 4th bag claim device to provide new holdroom area



Existing Boarding Level



Proposed Boarding Level

Security Screening Checkpoints

Airside A	2011	2031
Rolling 60-minute Passengers:	532	716
Existing number of lanes:	7	
SSCP Lanes Required:	4	5
<i>Surplus / (Deficiency)</i>	<i>3</i>	<i>2</i>
Level of Service:	A	A

*Restudy of SSCP Analysis is needed for queue and lane capacity confirmation

Airside C	2011	2031
Rolling 60-minute Passengers:	1,015	1,747
Existing number of lanes:	8	
SSCP Lanes Required:	8	12
<i>Surplus / (Deficiency)</i>	<i>0</i>	<i>(4)</i>
Level of Service:	A	F
LOS with 4 additional SSCP lanes (12 total):		A

Security Screening Checkpoints

Airside E	2011	2031
Rolling 60-minute Passengers:	566	842
Existing number of lanes:	7	
SSCP Lanes Required:	5	6
<i>Surplus / (Deficiency)</i>	<i>2</i>	<i>1</i>
Level of Service:	A	B

*Restudy of SSCP Analysis is needed for queue and lane capacity confirmation

Airside F	2011	2031
Rolling 60-minute Passengers:	527	872
Existing number of lanes:	5	6
SSCP Lanes Required:	5	6
<i>Surplus / (Deficiency)</i>	<i>0</i>	<i>0</i>
Level of Service:	A	A

Customs and Border Protection

- CBP Requirements, technologies & processes have greatly changed since 2012 Master Plan
- CBP Airport Technical Design Standard – 2012 (current version)
 - Updated version expected within 2 years
- Automated Passport Control
- Mobile Passport Control



U.S. Customs and Border Protection

Customs and Border Protection

- To accommodate additional international entrants, the existing CBP was deemed undersized.
- During 2012 Master Plan, the CBP Primary Processing area was indicated to be the largest area of concern.
- With the new CBP requirements and technologies, the exit control queue is typically now an area that is undersized as people process thru Primary quicker than in the past.
- Further study and reconciliation with the current standards will assist with next steps.



U.S. Customs and Border Protection



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Landside Requirements

Terminal Curb Roadways Analysis

- Areas of Study:
 - Terminal curb roadways and quad courts
 - Public parking
 - Employee parking
 - Terminal area roadway requirements
 - Airport Support Facility Requirements
- Analyzed using spreadsheet analytical tool
- Requirements are for peak hour of the average day, peak month (PHADPM)
 - “Requirements” means the physical facilities which meet customer needs with targeted level of service under typical peaking, not peak of peak, conditions
 - Peak hours are when each curb peaks, not a uniform hour or day of week

Curb and Quad Lot Traffic Forecasts

- 2011 traffic factored to future levels based on growth of passenger activity
 - POVs, taxis, limos, rental cars, and shared ride vans all grow with passenger activity
 - Shuttles and transit do not grow, as they absorb increased passengers
- All analyses assume rental car facility in South Development area; traffic adjusted accordingly
 - No RAC shuttles
 - 5 percent of rentals/returns go to curb

Curb Analysis Result Summary

- Arrivals curbs experience extremely high dwell times, which lead to significant delay and congestion
- Demand greatly imbalanced between Blue (busy) and Red sides (not busy); airline re-allocation may or may not help and has likely changed since 2011 studies with airline mergers, etc...
- If no re-allocation of demand and if dwell times managed to national norms:
 - Blue Departures curb needs additional capacity after 2016
 - Red Departures curb needs additional capacity after 2026
 - Blue Arrivals curb needs additional capacity after 2016
 - Red Arrivals curb never needs more capacity

Curb Capacity – No ConRAC

Curb	2011			2016			2021			2026			2031		
	Vol	Cap	V/C	Vol	Cap	V/C	Vol	Cap	V/C	Vol	Cap	V/C	Vol	Cap	V/C
Current Dwell Times															
Blue Dep	692	1086	0.64	769	1082	0.71	881	1083	0.81	982	1084	0.91	1083	1084	1.00
Red Dep	587	1242	0.47	653	1257	0.52	746	1259	0.59	830	1260	0.66	914	1261	0.72
Blue Arr	595	660	0.90	565	594	0.95	650	594	1.09	727	594	1.22	804	594	1.35
Red Arr	380	464	0.82	395	432	0.91	454	432	1.05	508	432	1.18	561	432	1.30
Adjusted Dwell Times															
Blue Arr	595	997	0.60	565	917	0.62	650	917	0.71	727	917	0.79	804	917	0.88
Red Arr	380	966	0.39	395	916	0.43	454	917	0.50	508	917	0.55	561	917	0.61

Levels of service color code:
Green = acceptable level of service
Yellow = moderate congestion
Orange = significant congestion
Red = massive congestion

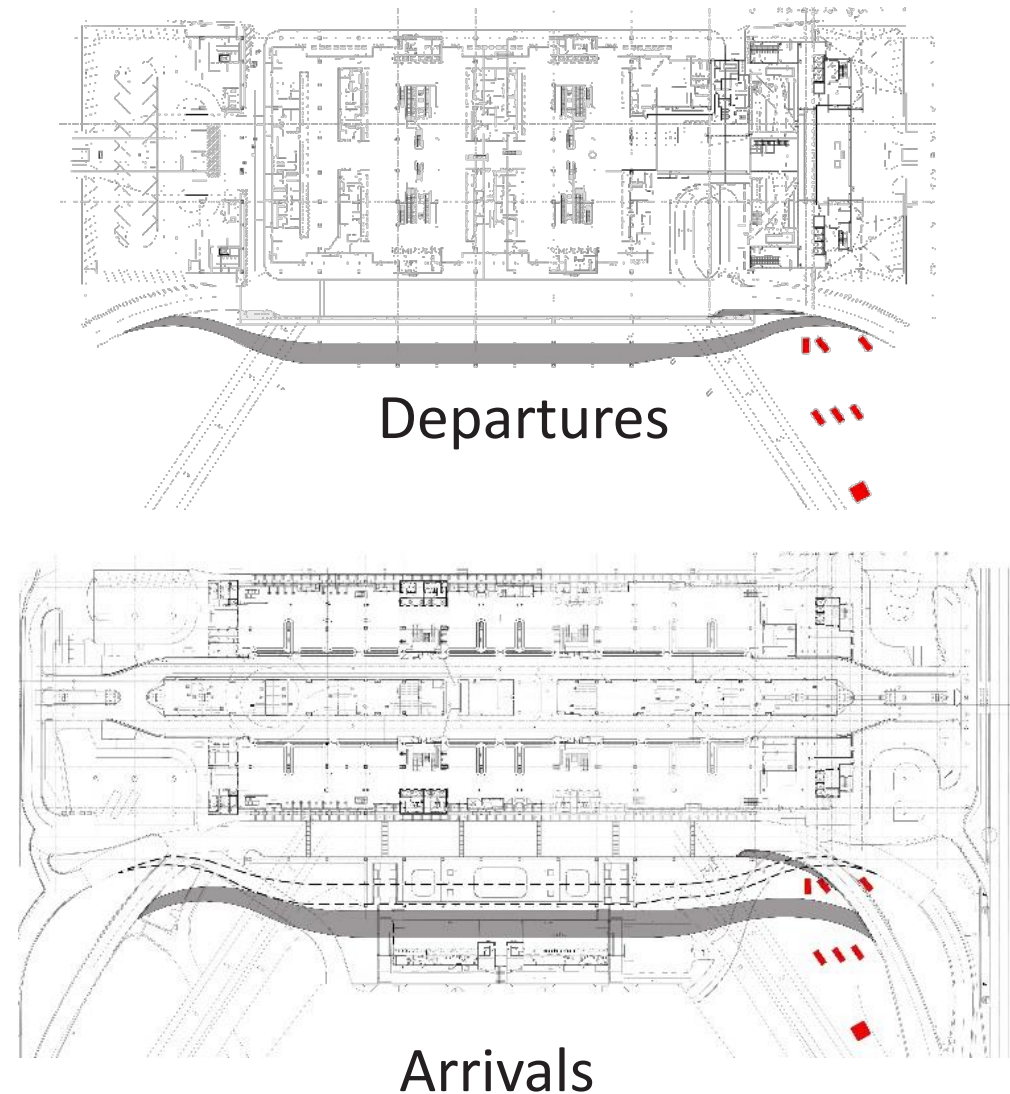
Benefits of Curb Improvements – including ConRAC

Curb	Baseline			2016			2021			2026			2031		
	Vol	Cap	V/C	Vol	Cap	V/C	Vol	Cap	V/C	Vol	Cap	V/C	Vol	Cap	V/C
Proposed Improvements to Capacity: Enforced “No Waiting”, Balance Blue and Red Demand, No Pedestrian Crossings Permitted, APM to SDA, Use of Crossover Lanes, Add 5 th Lane to Curb Roadway															
Blue Dep	692	1086	0.64	747	1116	0.67	802	1187	0.69	853	1188	0.72	953	1545	0.65
Red Dep	587	1242	0.47	701	1180	0.59	758	1184	0.64	807	1186	0.68	892	1543	0.58
Blue Arr	595	997	0.60	531	917	0.58	619	917	0.67	698	971	0.72	776	1131	0.69
Red Arr	380	966	0.39	460	916	0.50	535	916	0.58	602	917	0.66	671	1132	0.59
Changes Assumed	Enforced “no waiting” on arrivals			Baseline plus Balance Blue / Red Demand			2016 plus No Ped Crossings on Blue Departures & APM to SDA			2021 plus Use of Crossover Lanes, No Ped Crossings of Blue Arrivals			2026 plus Add 5 th Lane to all curbs		

Ideas for Additional Curb Capacity

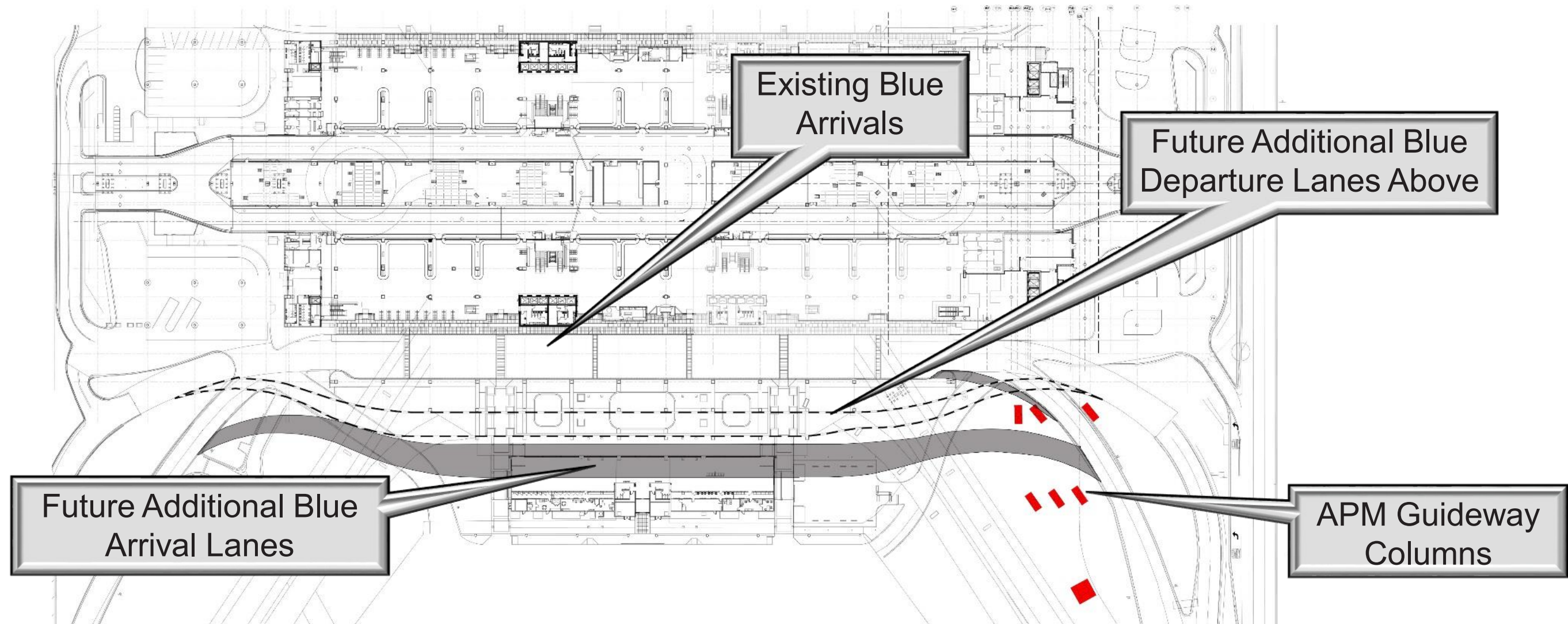
- Eliminate pedestrian crossings of Blue side curbs: adds approximately 10 percent to capacity
- Reallocate certain commercial modes to drop off on cross-over roadways for departure relief (East Side crossover has been eliminated since MP)
- Add one lane to Blue side arrivals curb – two options:
 - Narrow lanes in current roadway
 - Add outer curb on far side of south column line
 - Which is better will require more study; each has advantages and disadvantages
- Better utilize the quad lot areas ??
- Key message: reducing POV arrivals dwell times to ≤ 2.5 minutes is vital to the future of the safe operation and good customer service level of the curbs

Blue Side – Future Curbside Configurations

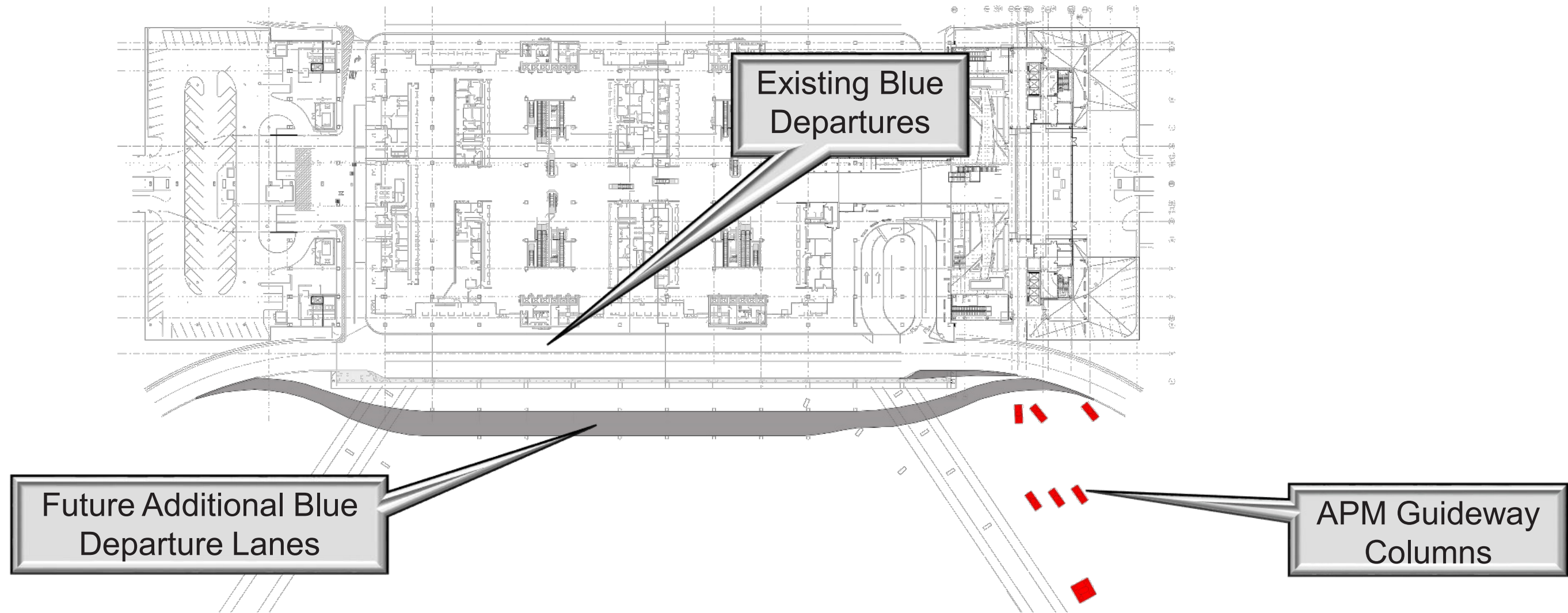


- The Master Plan calls for future additional Departures and Arrivals lanes on the Blue and Red sides of the Main Terminal
- On the Blue side, the current APM project is building columns to support the overhead APM guideway
- The design team has confirmed that the current APM columns will not preclude future drive lane(s) expansion on the Blue side of the terminal

Blue Side – Future Curbside Configurations



Blue Side – Future Curbside Configurations



Quad Lot Analysis & Requirements

- Quad lots analyzed using same analytical tool
- Future quad lot volumes are reduced due to no off-airport rental car shuttles
- Other shuttle volumes do not grow with passenger activity
- Level of service remains high through 2031, no physical expansion needed
- Quad lots are safety valve for additional curbside demand

Location	Volume / Capacity Ratio				
	2011	2016	2021	2026	2031
Blue SE Quad	0.26	0.20	0.22	0.24	0.25
Blue SW Quad	0.23	0.16	0.17	0.19	0.20
Red NE Quad	0.36	0.32	0.34	0.37	0.39
Red NW Quad	0.29	0.23	0.26	0.27	0.29

Parking Methodology

- Methodology is to determine the number of spaces required in historical (2011) peak month, and factor up in proportion to growth in originating passengers
 - Assumption is that airport access behavior will be constant over time
 - October is peak month for all on-airport parking except economy
 - July is peak month for economy parking
 - December holiday data includes off-airport parking demand
- Data Sources:
 - Parking reports are the basis for transaction data
 - Duration Summary Reports are the basis for the percentage distribution by duration and average duration
- Duration Summary Reports do not include SunPass data
 - Analysis assumes SunPass durations mimic distribution of non-SunPass durations

Parking Requirements / Analysis

Deficiencies:

- Valet and Long Term Parking
- Off-Airport

Public Parking Element	Current Supply	Public Parking Requirements				
		2011	2016	2021	2026	2031
Short-term						
Hourly	n/a	677	721	780	833	889
Daily	n/a	1657	1871	2163	2425	2692
Total	3392	2335	2593	2943	3258	3581
Valet	150	139	157	182	204	226
Long-Term	6854	6386	7211	8333	9345	10372
Remote						
Economy (airport)	12571	4753	5366	6202	6955	7719
Off-Airport	3750	2900	3274	3784	4243	4710
Total	16321	7653	8641	9986	11198	12428
GRAND TOTAL	26717	16513	18602	21444	24005	26607

Employee Parking Requirements

- As can be seen through the occupancy rates, most of the airside employee lots and cargo lot are at capacity currently.
- The main employee parking lot (capacity = 2470) would need additional capacity after 2021.
- Similar to the main employee lot, the red-side RAC (Level 7) would need additional capacity after 2021.

Terminal Roadway Analysis

- Terminal Roadway Analysis performed for peak hour of average day of the peak month (PHADPM)
- Targeted LOS for terminal roads for PHADPM is LOS C
- Once the LOS slips into D, another lane required to add capacity
- Adding a lane creates step increase in capacity

Future Terminal Roadway Analysis - Assumptions

- Existing (2011) traffic volumes factored to future levels based on growth of passenger activity
 - Same process as for Curb and Quad court analyses
 - POVs, taxis, limos, rental cars, and shared ride vans all grow with passenger activity
 - Shuttles and transit do not grow, as they absorb increased passengers
- All CONRAC analyses assume rental car facility in South Development area and all the traffic was adjusted accordingly.
 - No RAC shuttles
 - 5 percent of rentals/returns go to curb

2016 Bean Parkway Terminal Segment LOS

Roadway Segments	Number of Lanes	Free-Flow Speed (mph)	Existing Location		CONRAC	
			PHADPM Volume	Level of Service	PHADPM Volume	Level of Service
Airport Entrance to Taxiway J	3	45	2830	D	2114	C
Taxiway J to Parking Off-Ramp	3	35	2830	D	2114	C
Parking Off-Ramp to Recirculating Roadway On-Ramp	3	35	1793	C	1715	C
Recirculating Roadway On-Ramp to Red Curbside On-Ramp	3	35	937	A	953	A
Red Curbside On-Ramp to Hoover Boulevard	4	35	1789	B	1823	B
Red Curbside Off-Ramp to Blue Curbside On-Ramp	2	35	1121	C	920	B
Recirculating Roadway Off-Ramp to Terminal Parking On-Ramp	2	35	2071	E	1182	C
Terminal Parking On-Ramp to Taxiway J	3	35	2562	D	1708	C
Terminal Parking On-Ramp to Airport Exit	3	45	2562	C	1708	B

Levels of service color code: Green = acceptable level of service

Yellow = moderate congestion

Red = Heavy congestion

Future (2021) Bean Parkway Terminal Segment LOS

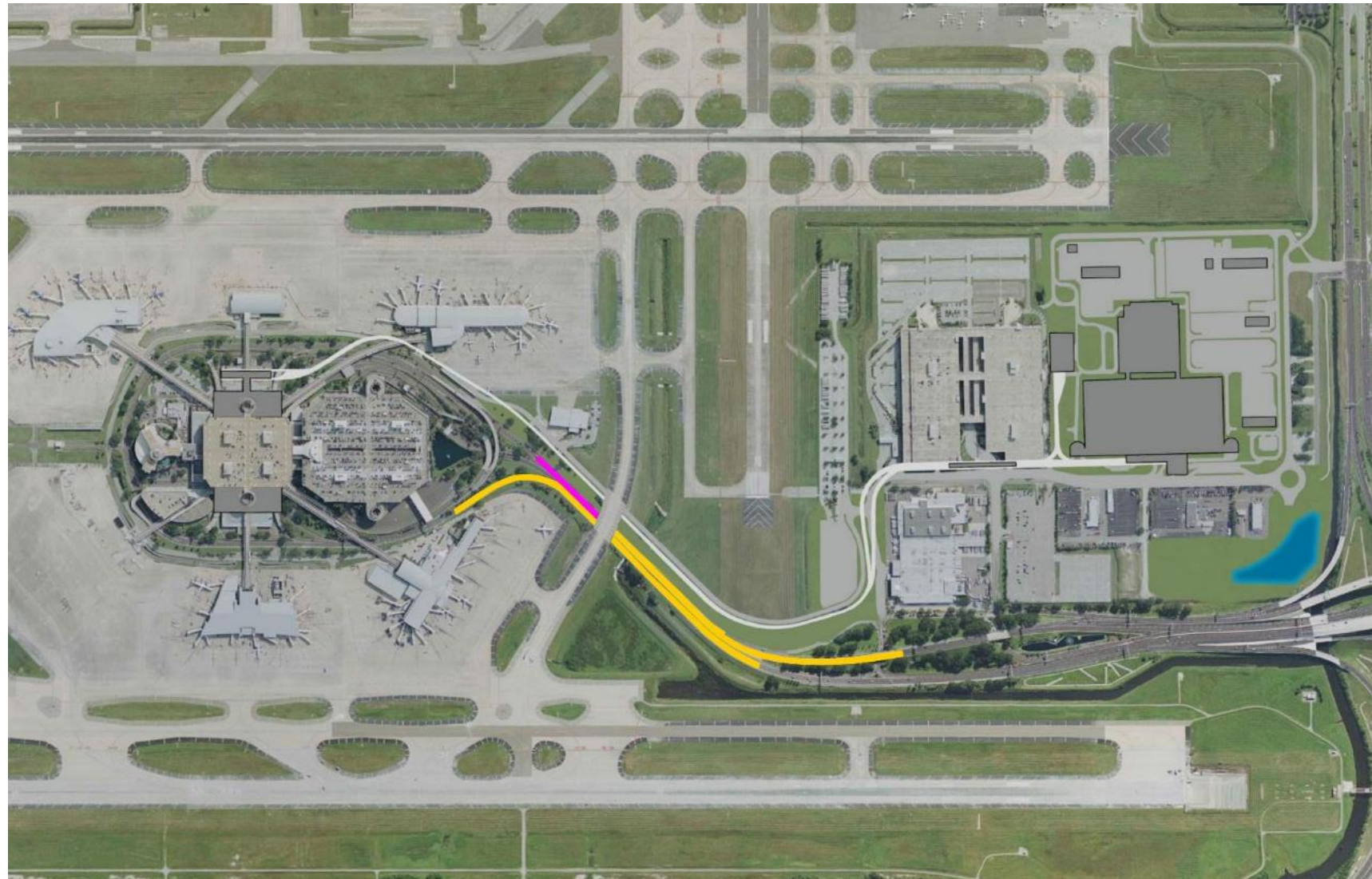
Roadway Segments	Number of Lanes	Free-Flow Speed (mph)	CONRAC	
			PHADPM Volume	Level of Service
Airport Entrance to Taxiway J	3	45	2462	C
Taxiway J to Parking Off-Ramp	3	35	2462	D
Parking Off-Ramp to Recirculating Roadway On-Ramp	3	35	1997	C
Recirculating Roadway On-Ramp to Red Curbside On-Ramp	3	35	1109	B
Red Curbside On-Ramp to Hoover Boulevard	4	35	2122	B
Red Curbside Off-Ramp to Blue Curbside On-Ramp	2	35	1071	B
Recirculating Roadway Off-Ramp to Terminal Parking On-Ramp	2	35	1377	C
Terminal Parking On-Ramp to Taxiway J	3	35	1988	C
Terminal Parking On-Ramp to Airport Exit	3	45	1988	C

Levels of service color code: Green = acceptable level of service

Yellow = moderate congestion

Red = Heavy congestion

Future Parkway Widening



- Widen from 3 to 4 lanes by 2021 or 23 MAP
- Widen from 3 to 4 lanes by 2031 or 28.7 MAP

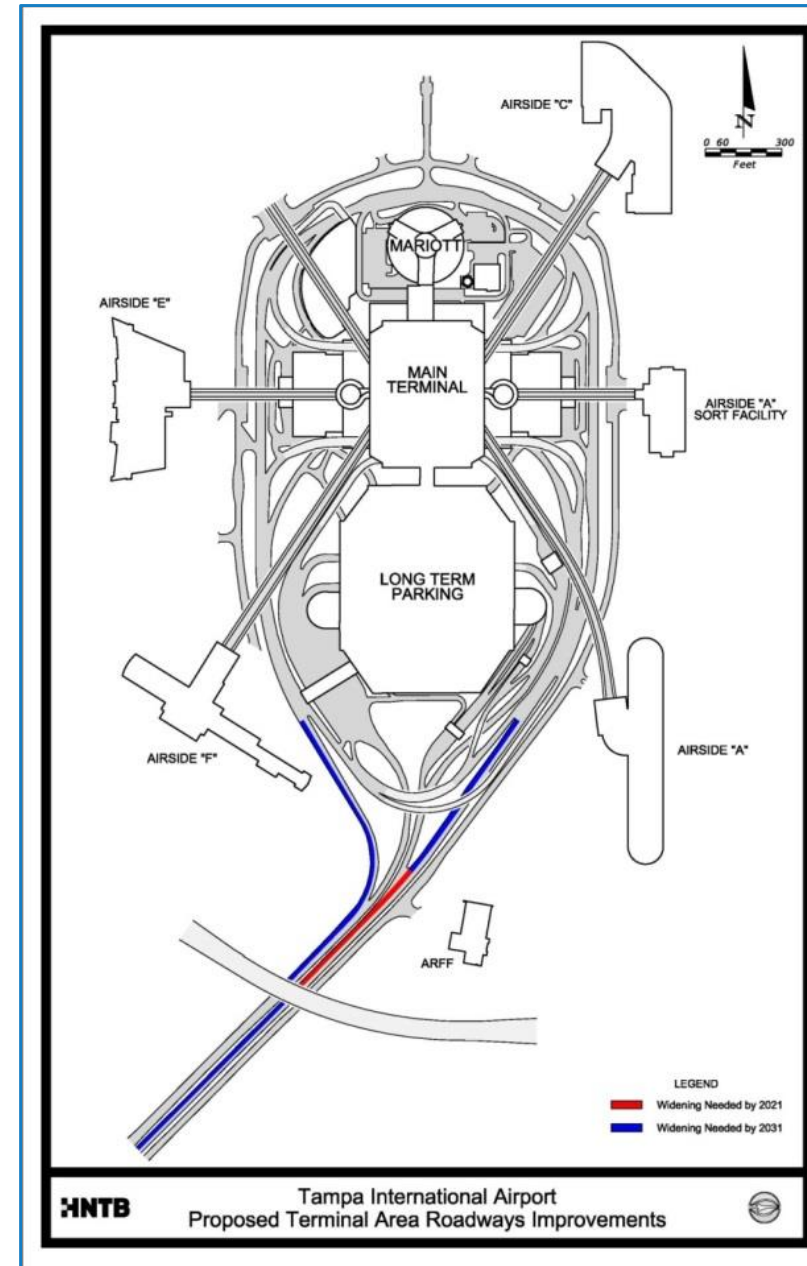
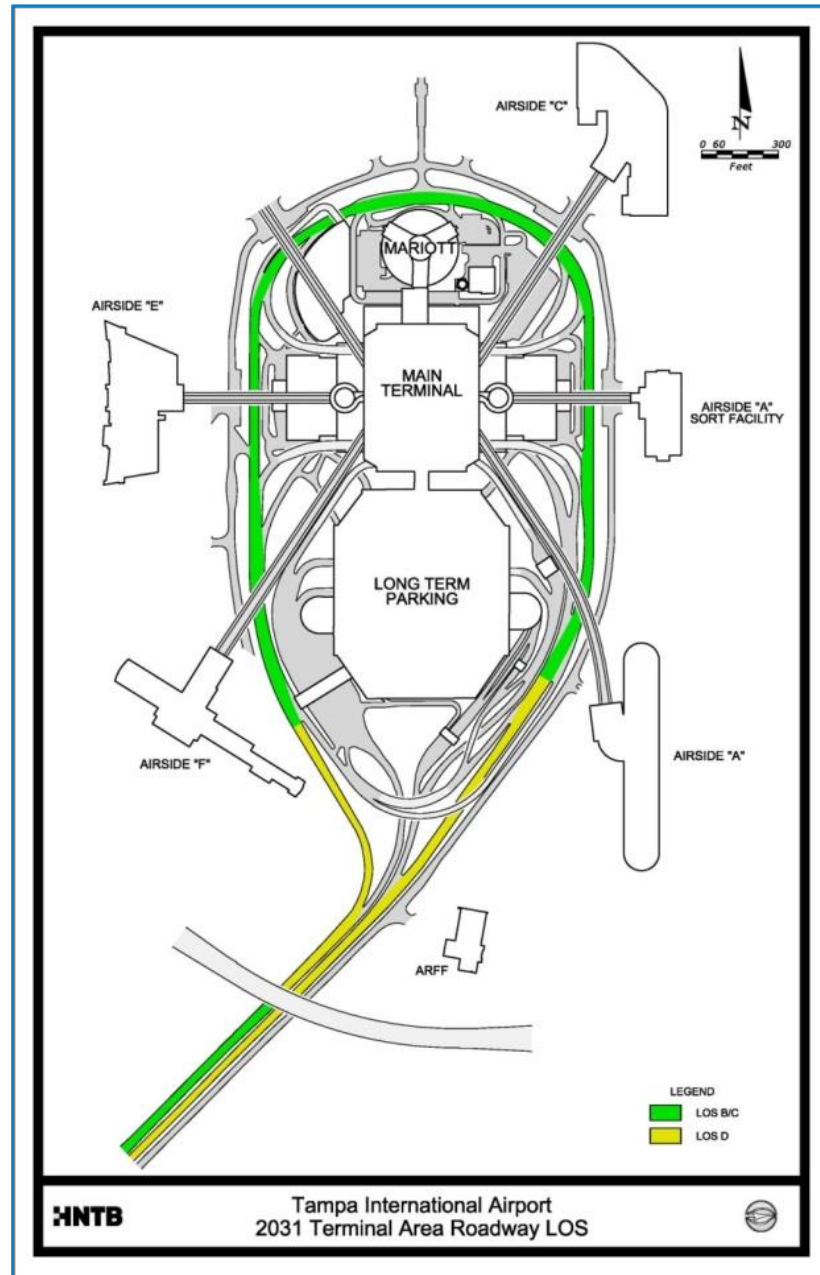
Future (2031) Bean Parkway Terminal Segment LOS

Roadway Segments	Number of Lanes	Free-Flow Speed (mph)	CONRAC		CONRAC with Improvements	
			PHADPM Volume	Level of Service	PHADPM Volume	Level of Service
Airport Entrance to Taxiway J	3/4*	45	3090	D	3090	C
Taxiway J to Parking Off-Ramp	3/4*	35	3090	D	3090	C
Parking Off-Ramp to Recirculating Roadway On-Ramp	3/4*	35	2507	D	2507	C
Recirculating Roadway On-Ramp to Red Curbside On-Ramp	3	35	1392	B	1392	B
Red Curbside On-Ramp to Hoover Boulevard	4	35	2663	C	2663	C
Red Curbside Off-Ramp to Blue Curbside On-Ramp	2	35	1345	C	1345	C
Recirculating Roadway Off-Ramp to Terminal Parking On-Ramp	2/3*	35	1728	D	1728	C
Terminal Parking On-Ramp to Taxiway J	3/4*	35	2495	D	2495	C
Terminal Parking On-Ramp to Airport Exit	3	45	2495	C	2495	C

Levels of service color code: Green = acceptable level of service

Yellow = moderate congestion

Red = Heavy congestion





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South Development Area

South Development

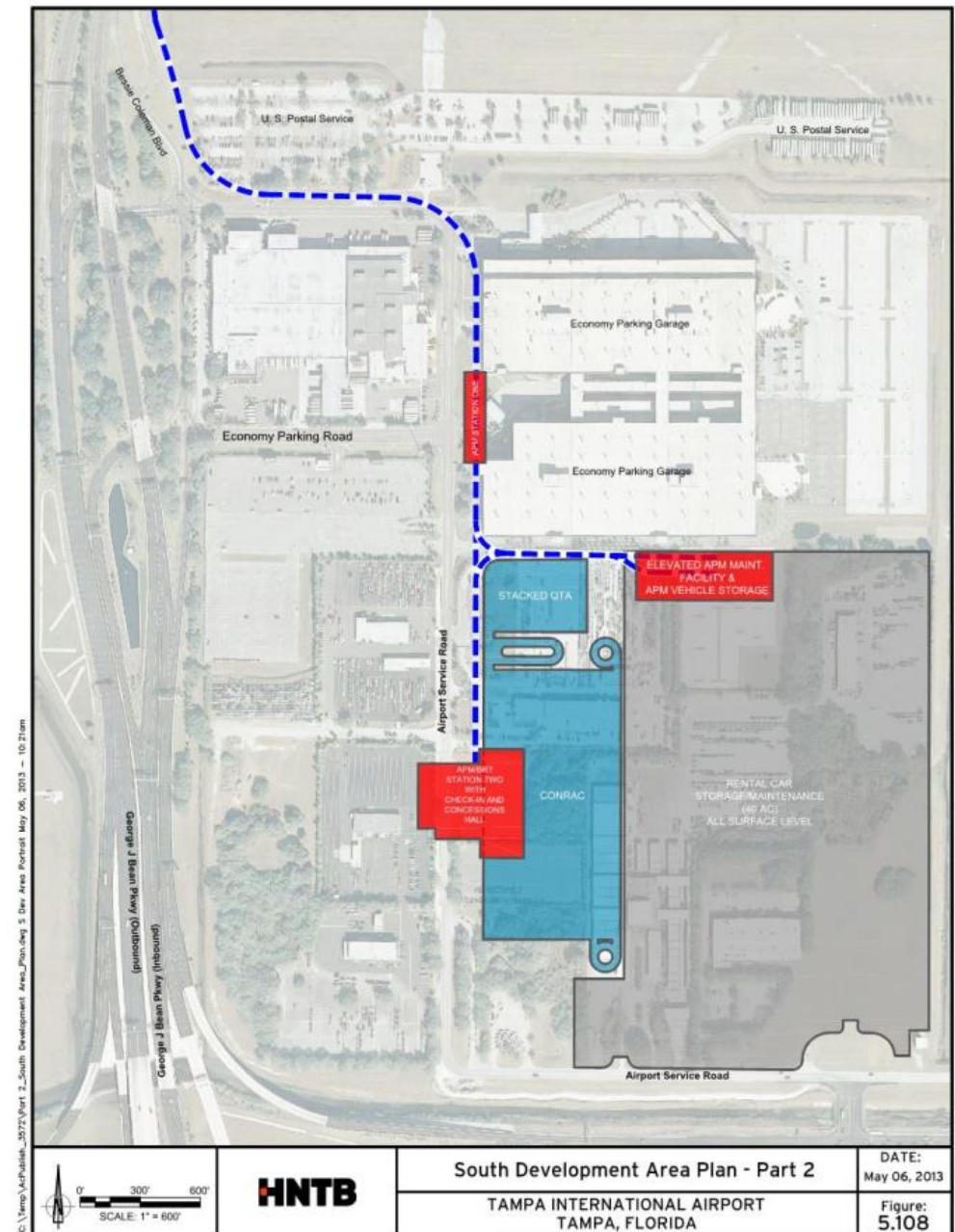
- Goals:
 - Decongestion (Phase I)
 - CONRAC
 - APM
 - Allow for Relocation (Enabling Projects – Phase 2)
 - Hotel
 - Airport / Tenant Offices
 - Maximize non-aeronautical revenue



South Development

CONRAC & APM Completion (Phase 1)

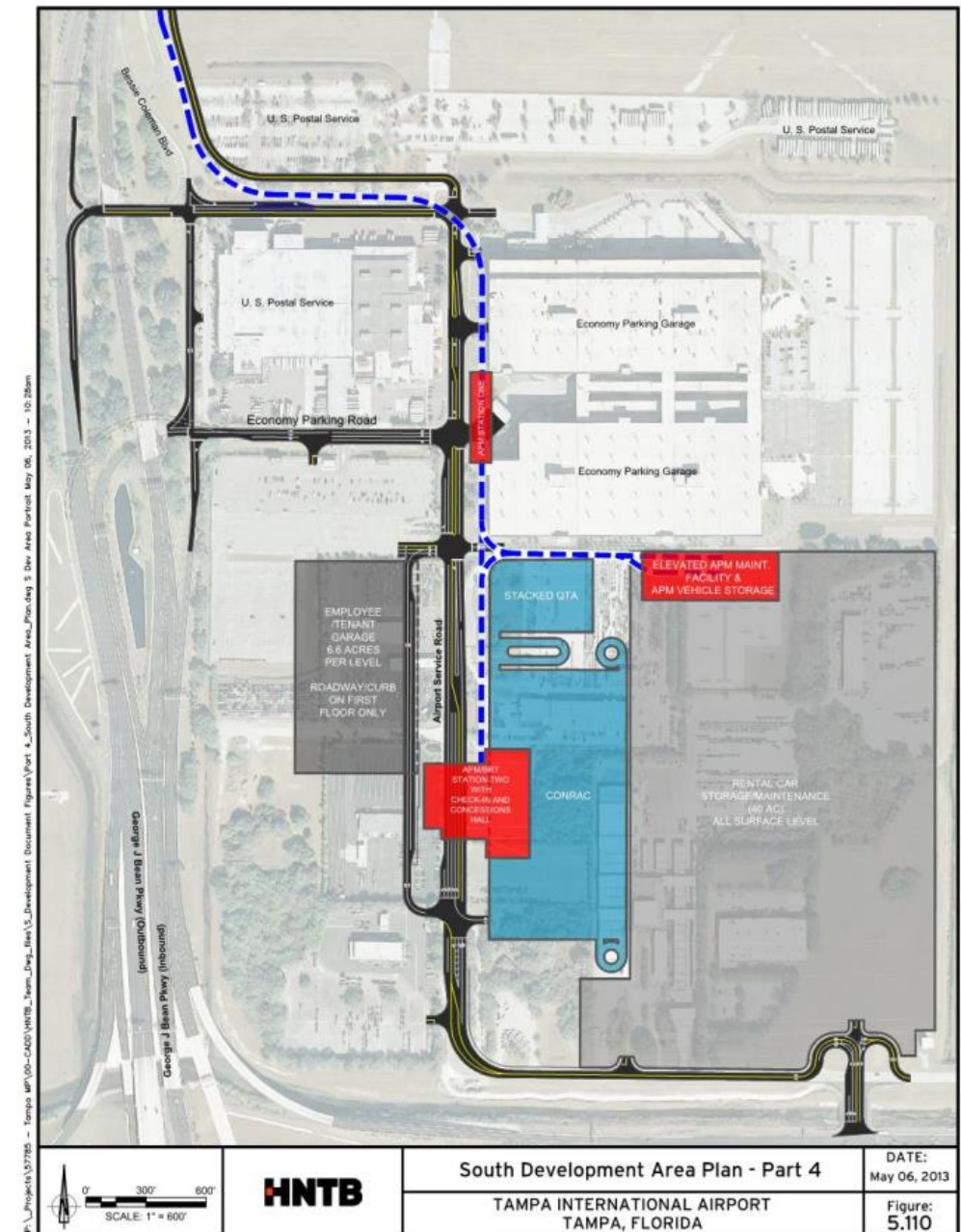
- Goals
 - Reduces road congestion on George Bean Parkway
 - Eliminate bussing operations from the economy garage
 - Increases capacity of the curbside drive lanes
 - Since MP completion, 240 LF additional commercial curb at south development area



South Development

Relocated Employee Parking

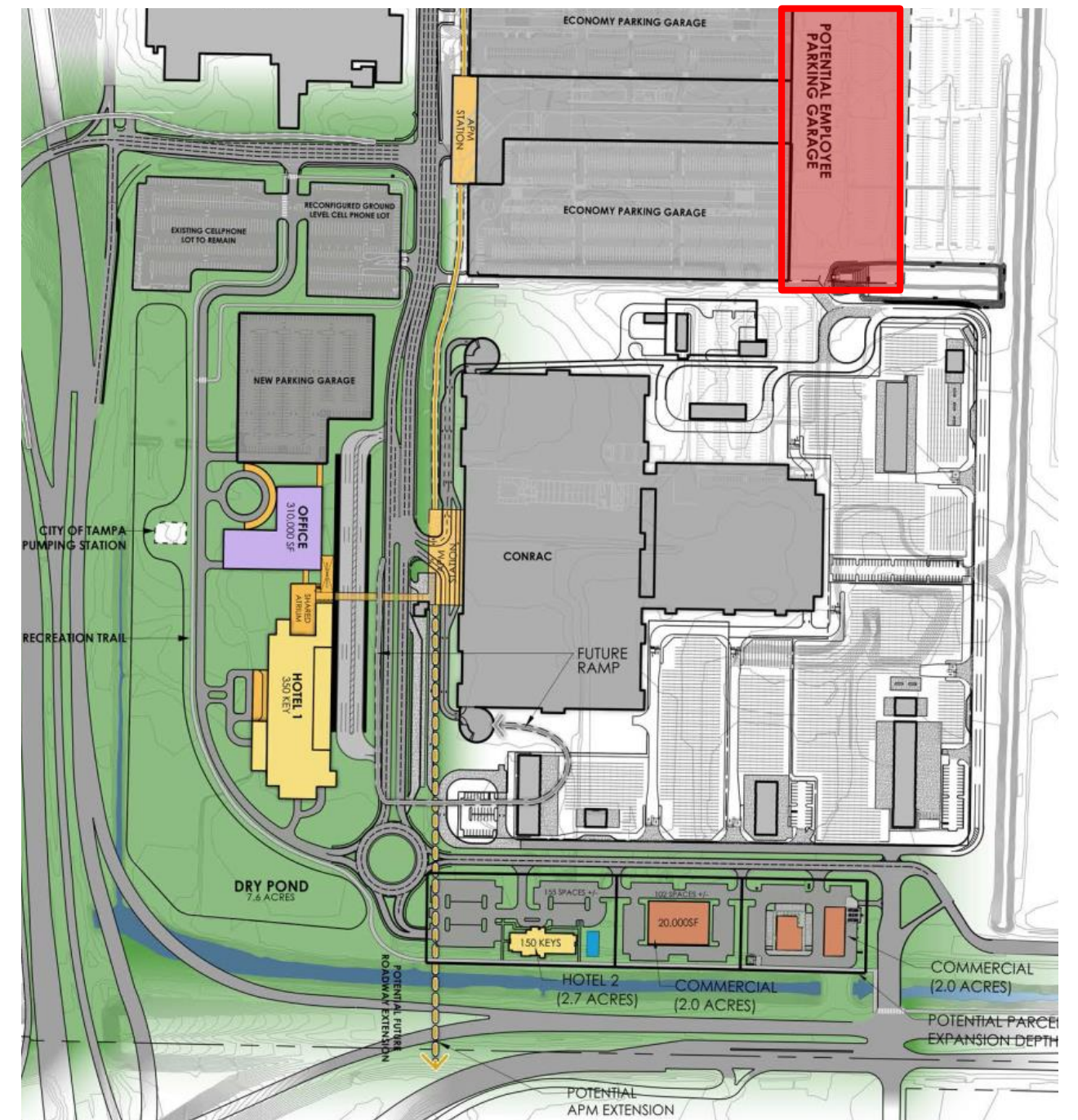
- Goals
 - Provides parking garage to consolidate the employee parking away from the Central Terminal Area
 - APM provides transportation to/from Terminal
 - Allows for less congestion on George Bean Parkway



South Development

Relocated Employee Parking

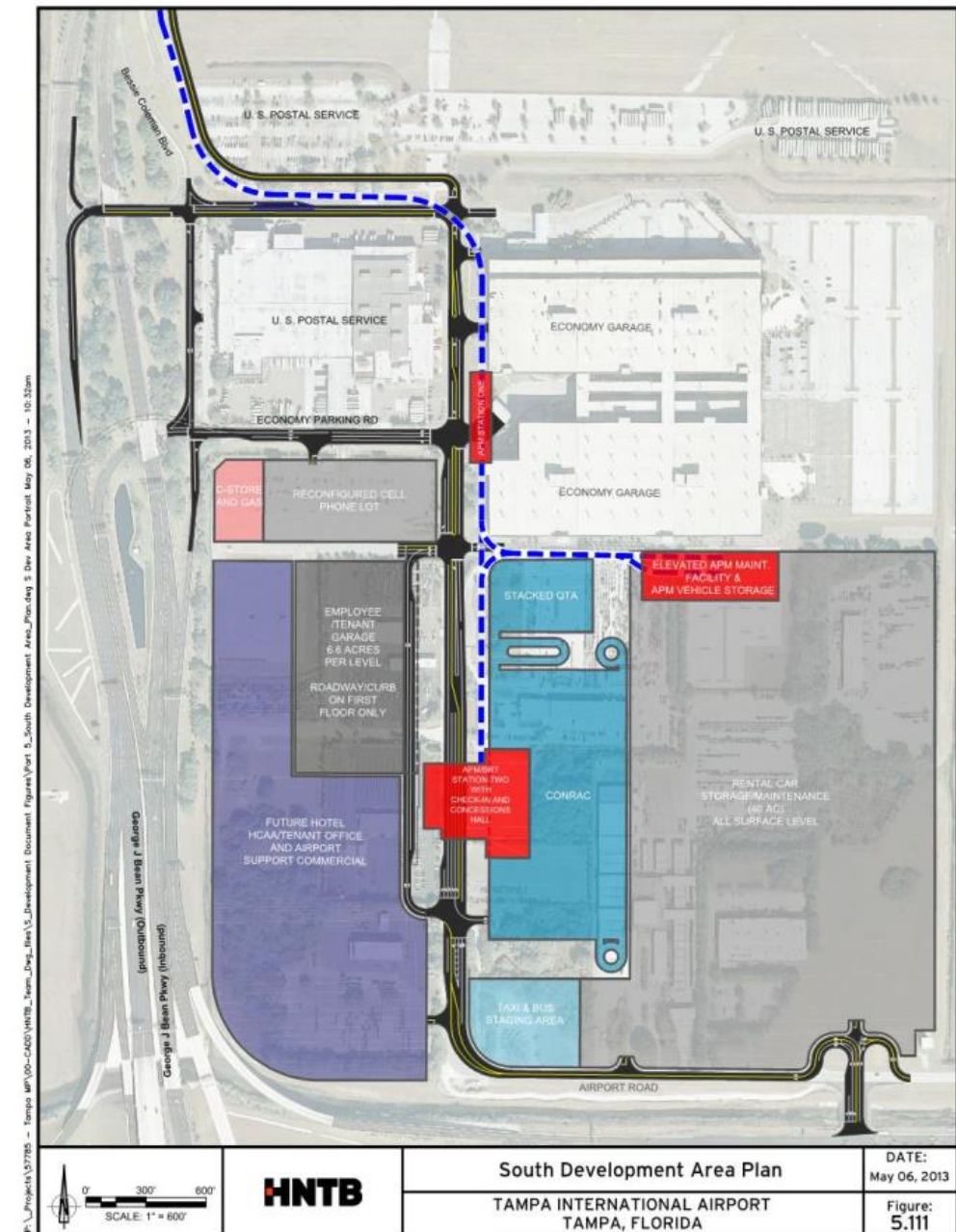
- Updated plan since Masterplan



South Development

Airport/Tenant Offices

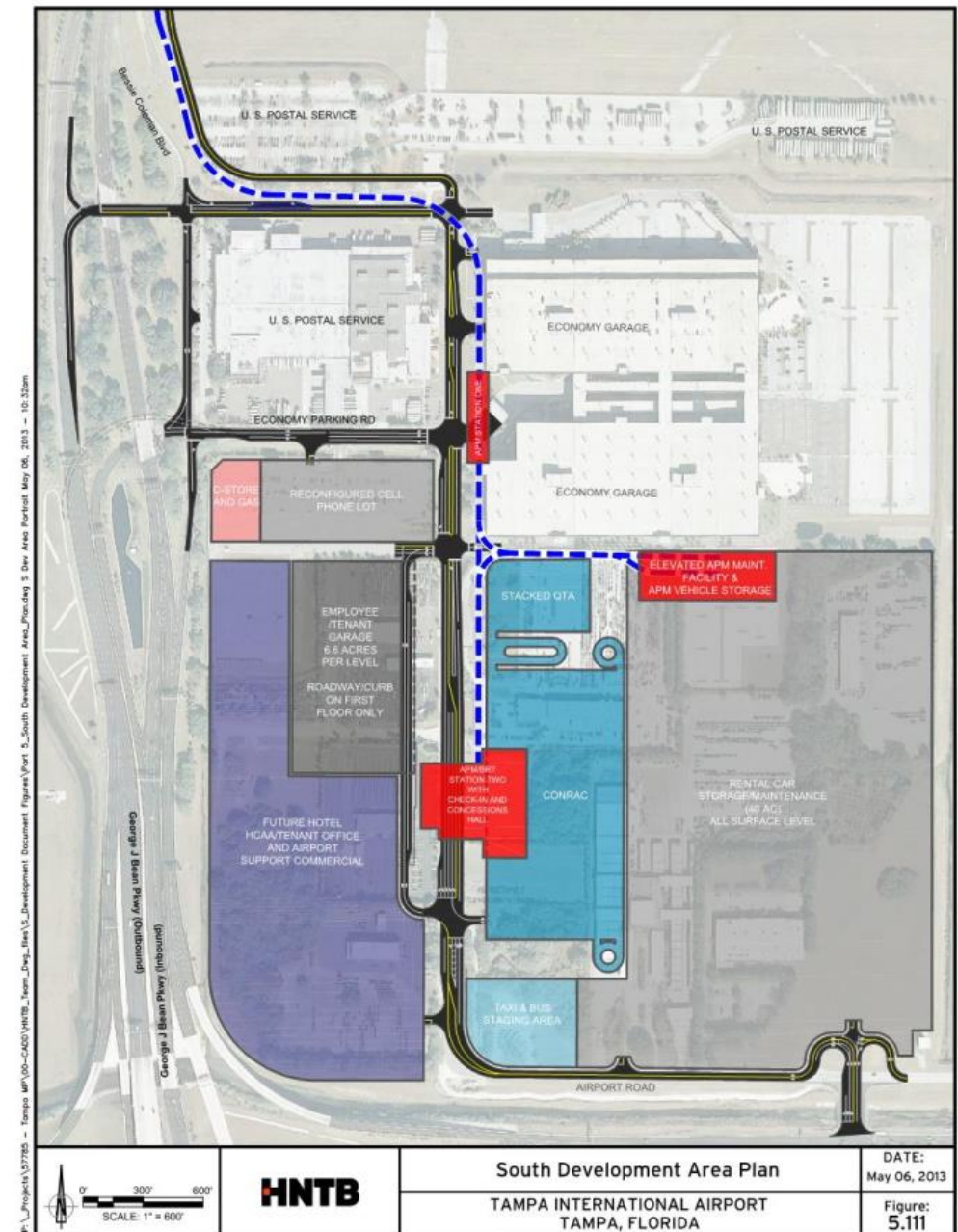
- Enabling Project to Terminal Phase 2
 - To allow for the Terminal Transfer Level Expansions, the existing Airport Offices need to relocate
 - South Development location preferred
 - Pros:
 - Easy access to Terminal via APM
 - Allows for other office tenants (depending on building(s) size)



South Development

Hotel

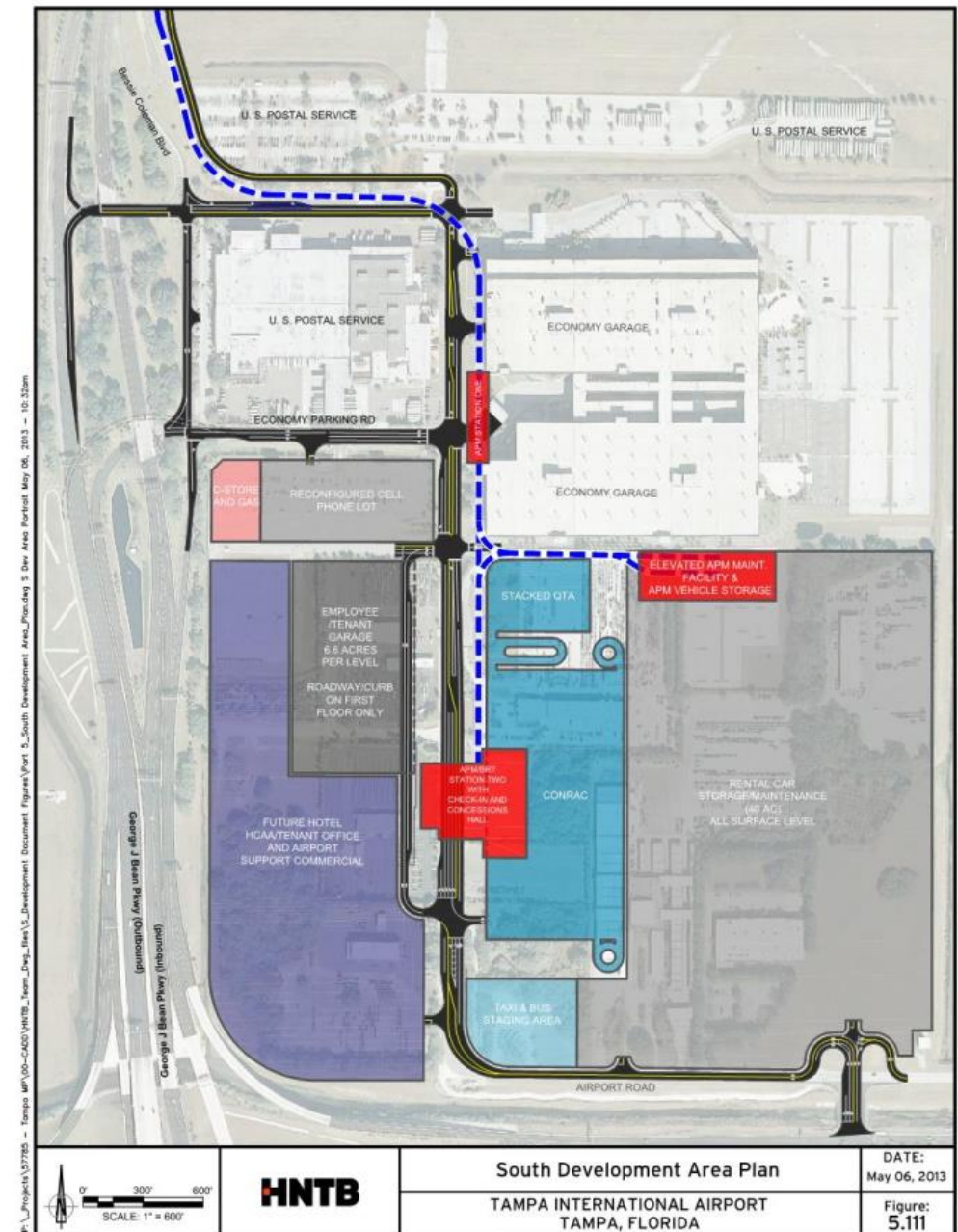
- Enabling Project to Terminal Phase 2
 - To allow for the new Terminal expansions, the existing Marriott will be demolished
 - Pros:
 - Easy access to Terminal via APM
 - Potential for integration with other hotels, offices, retail, restaurants (MIXED USE)
 - Upscale hotel was also discussed, which will require a smaller footprint than the Marriott



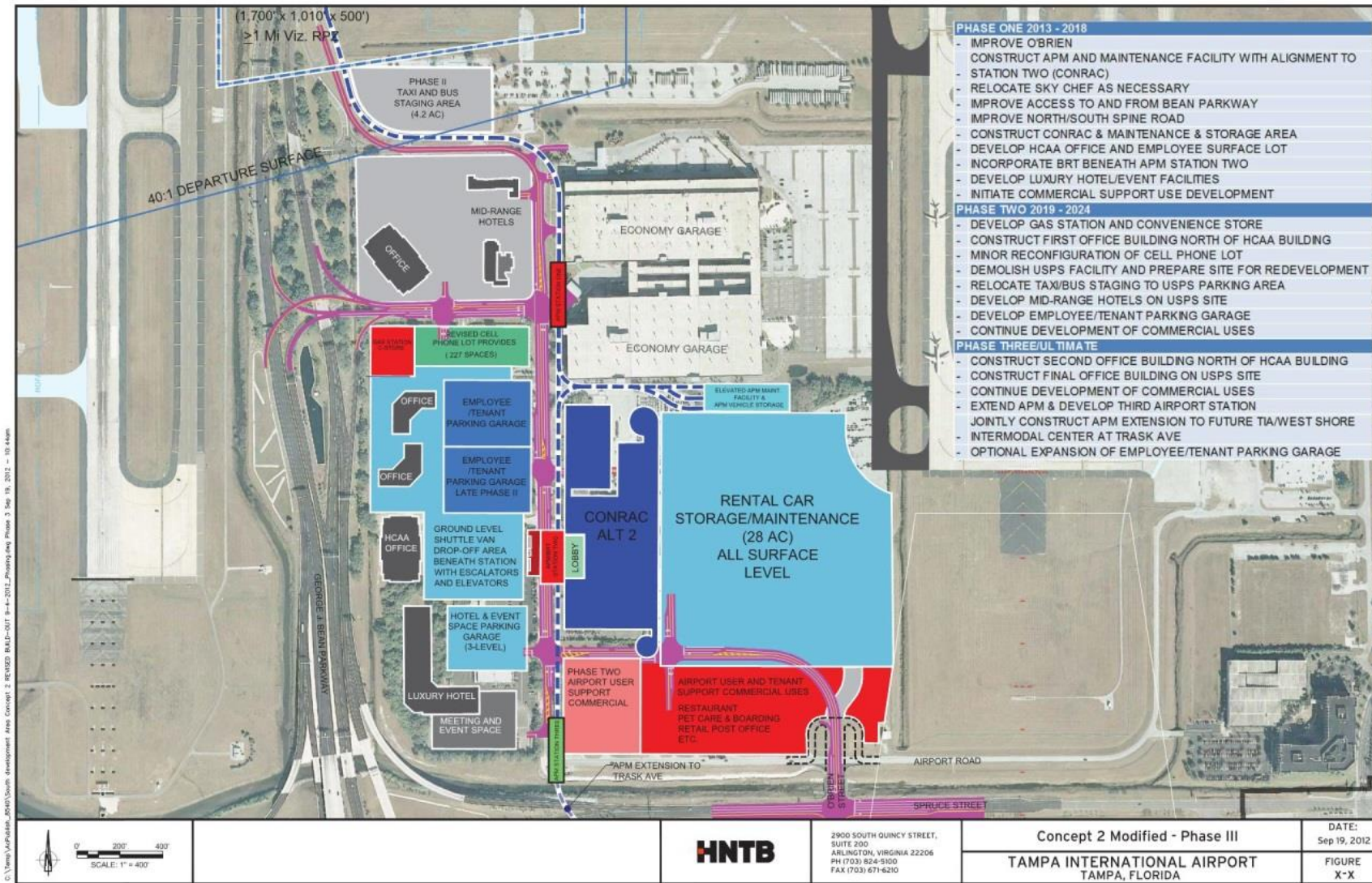
South Development

Other

- Gas Station / Convenience Store
 - Close proximity to new CONRAC
 - Provides on-airport refueling for rental car customers, employees, airport users
- Commercial Development
 - Mixed Use development possible including restaurants, retail, banks to provide options to the airport employees and hotel guests
- Cell Phone Lot
 - Allows for remote location near the entry to the airport complex.
 - Adjacent location to the Gas Station is preferred



South Development - FINAL



TIA 2012 Master Plan Update Refresher
Workshop 2 – January 26, 2016



South Development - FINAL



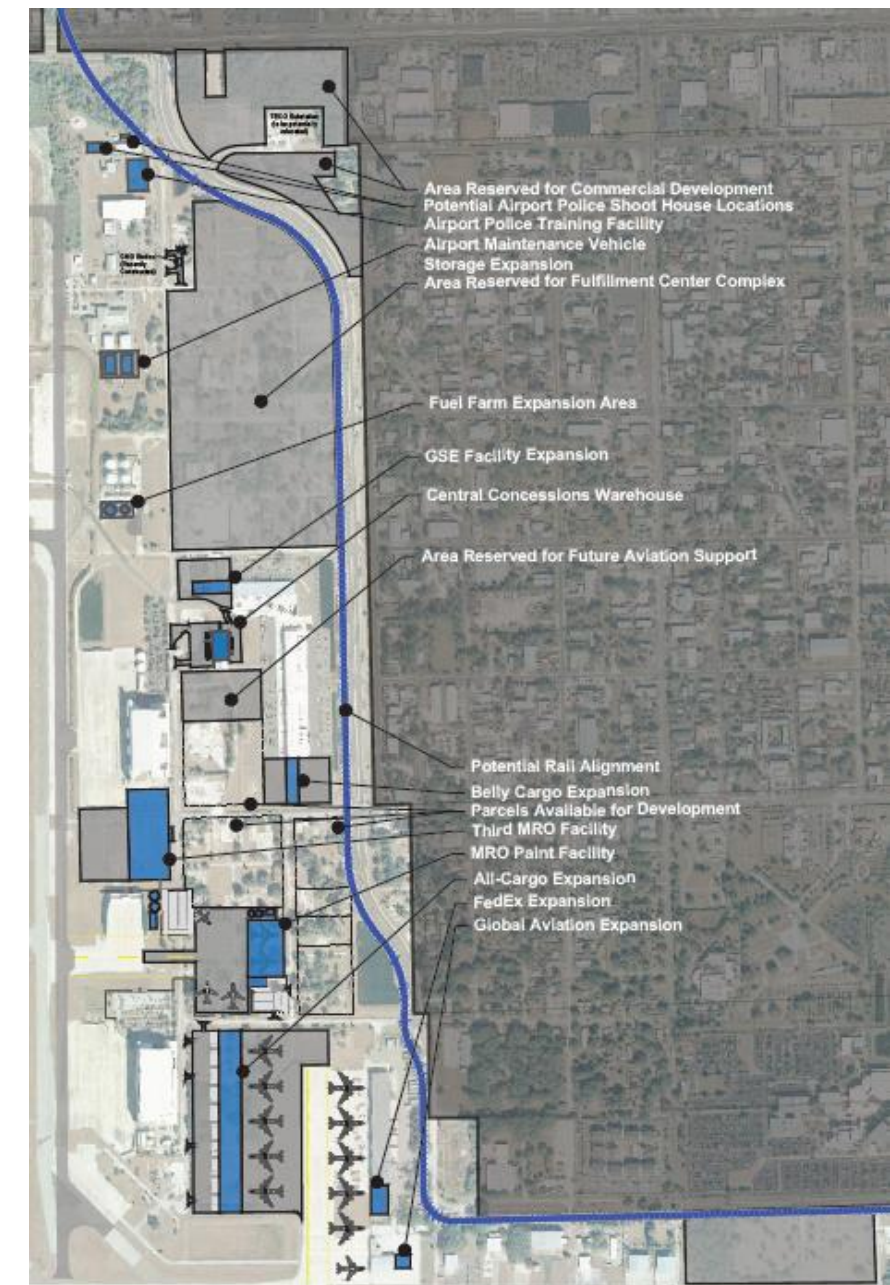


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East Development Area / Support Facilities

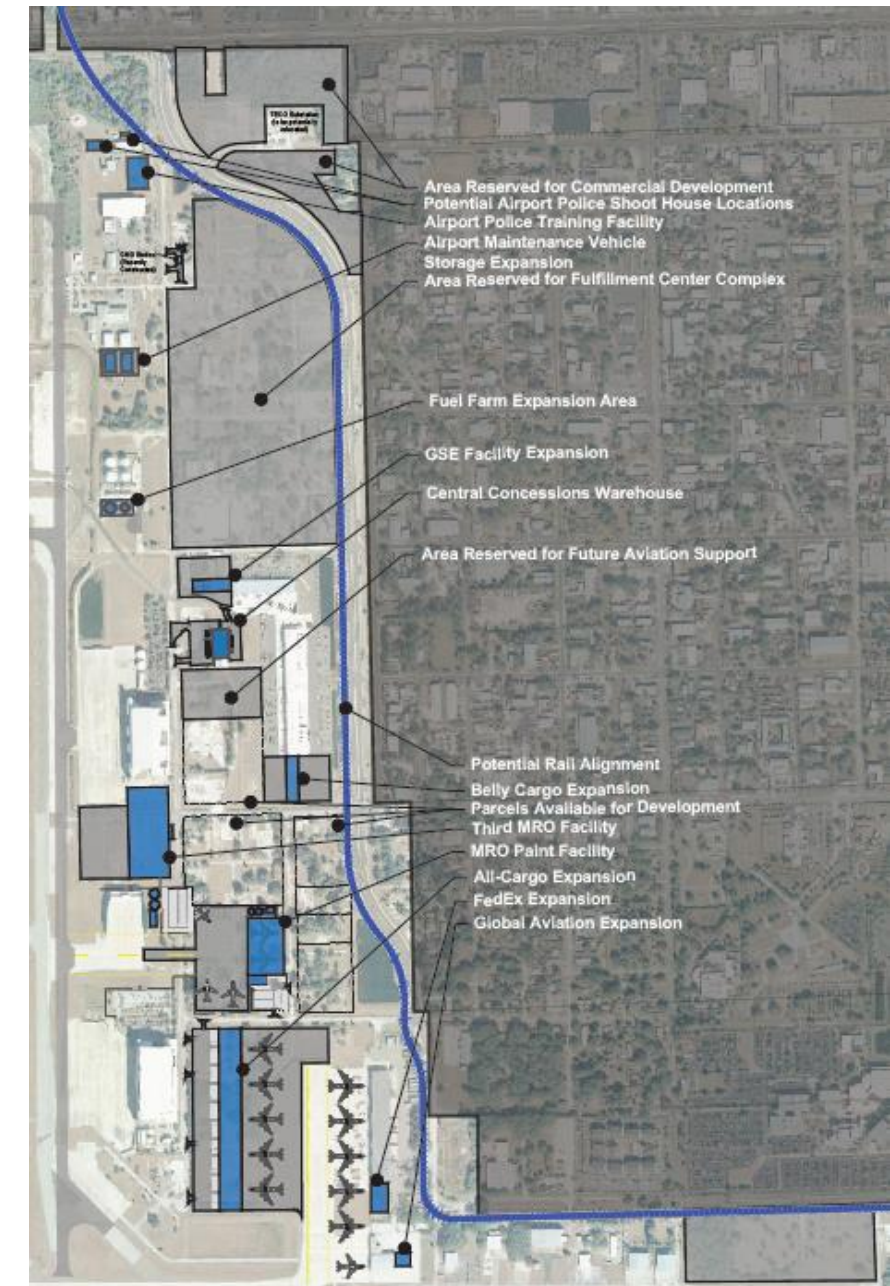
East Development

- Goals:
 - Allows for flexible plan to support:
 - Airport Support Functions
 - Cargo
 - MRO
 - Commercial Development
 - Plans also allows ROW for future rail alignment
 - Maximize non-aeronautical revenue
 - Ability to double all-cargo capacity



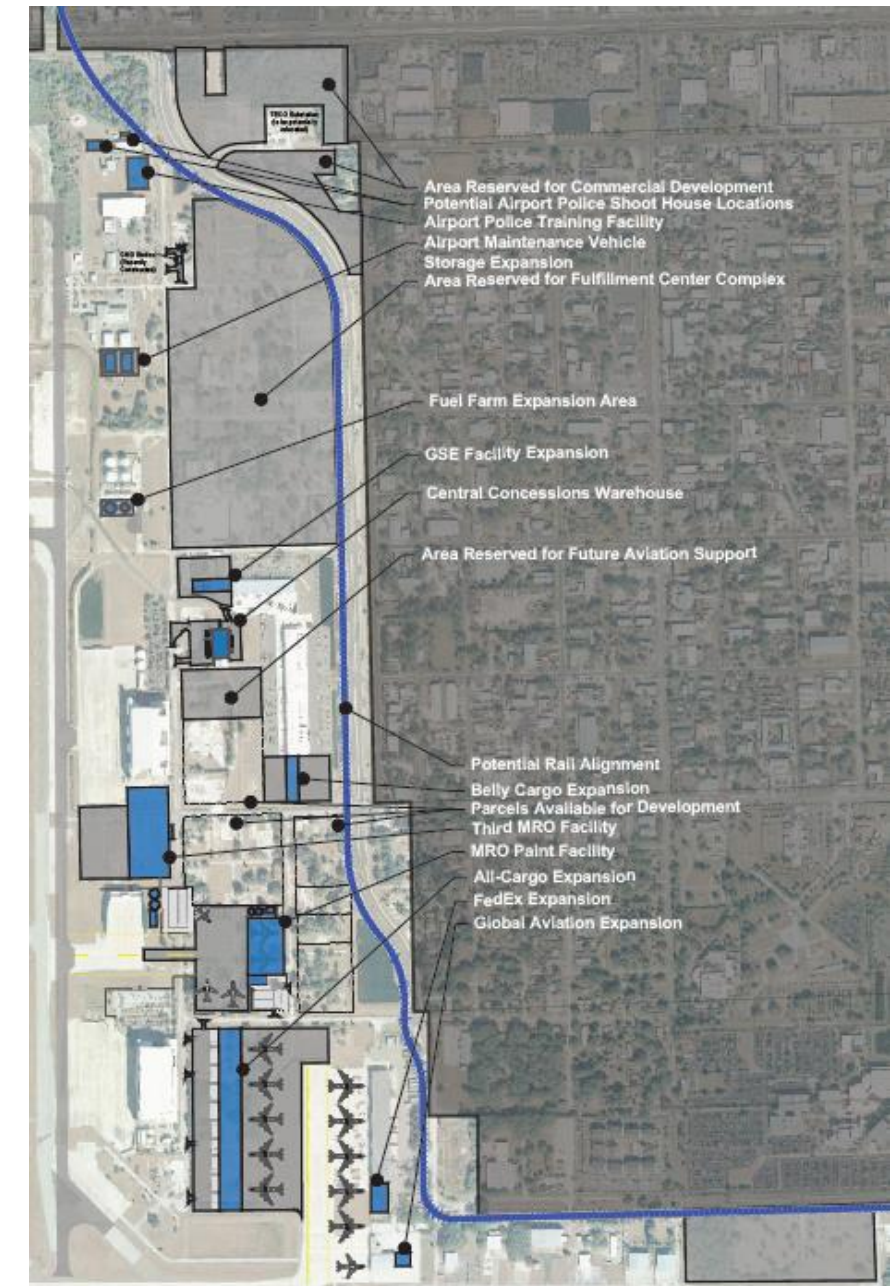
East Development

- **Cargo:**
 - Cargo Facility Expansion (with ramp); accomodates 5 additional 747 positions (required at 110,000 annual tons)
 - Expansion of FedEx Cargo (based on need/demand)
 - Expansion of Global Aviation warehouse (based on need/demand)
- **Maintenance, Repair and Overhaul (MRO)**
 - All based upon need/demand:
 - Third MRO hangar facility
 - Fourth Airline Maint/Paint Facility
 - Additional “flex” development parcels



East Development

- **New Central Concessions Warehouse:**
 - Required at 16-18 million annual passengers
- **Airport Support**
 - 2016-2018 Timeframe:
 - Expanded Airport Maintenance Equipment Storage
 - Dependent on Tenant Needs/Demand:
 - GSE facility expansion (with apron)
 - Expanded Airport Police Training facility
 - Site for relocated ARFF (if needed in the future)
 - Airport Fuel Farm expansion (future)
 - Expansion of existing Belly Cargo facility





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Alternative Selection Process

Alternative Process

- All components of the Master Plan went thru a comprehensive selection process
- Multi-tier review process included regular meetings with TIA staff and all stakeholders, including (but not limited to):
 - FAA
 - Airlines
 - Rental Cars
- Multiple options were discussed for each major study area to ensure the most functional and cost effective solution.
- Powerpoints depicting the various alternatives are included in the Appendix of the Master Plan document

TIA 2012 Master Plan Update – Coordination Meetings

Federal Aviation Administration

- July 10, 2013: Master plan documents are transmitted to the FAA

Airlines

- October 18, 2012
- November 26, 2012
- December 5, 2012
- March 21, 2013

Rental Cars

- September 28, 2012
- November 9, 2012
- January 31, 2013
- March 18, 2013
- September 17, 2013

Next Steps:

Workshop 3 will focus on the various alternative for the Terminal area, process of selection and the preferred concepts.

Workshop 3 – February 8

- Alternatives on terminal area
- Preferred Alternatives for terminal area
- Implementation Plan for terminal area
- Sequence of enabling projects for Phase 2 and 3 of the CIP



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Discussion / Questions and Answers



TIA 2012 Master Plan Update Refresher

Workshop 3 – February 8, 2016



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TIA 2012 Master Plan Update Refresher

Agenda:

1. Introductions, Objectives and Workshop Agendas
2. Concept & Preferred Alternatives
 - Airside C+D (incl. Tracon Integration)
 - FIS
 - Terminal - Transfer Level
 - Airside E
 - Airside F
 - East APM
3. Implementation & Sequence Plan for Phase 2 & 3 of the CIP
4. Next Steps / Discussion / Questions & Answers

TIA 2012 Master Plan Update Refresher

Objective of Workshops:

- To provide the TIA leadership team a “refresher” on the 2012 Master Plan Update in order to:
 - Prepare for entering Phase 2 and 3 of the TIA development program
 - Perform a “reality check” on the program in light of potential significant changes in the marketplace and industry
 - Confirm that optimization of the existing terminal complex to focus on passenger functionality is a high priority

TIA 2012 Master Plan Update Refresher

Workshop Dates:

Workshop 1 – January 14 (COMPLETE)

- Airport Master Planning Process
- TIA Master Plan Update Overview and Final Recommendation
- TIA Master Plan Forecasts

Workshop 2 – January 26

- Demand / Capacity Analysis
- Facility Requirements
- Alternatives and preferred alternatives on south development areas

Workshop 3 – February 8

- Concept & Preferred Alternatives – Terminal Area
- Implementation Plan & Sequence for Phase 2 and 3 of the CIP
- Phase 2 cost update

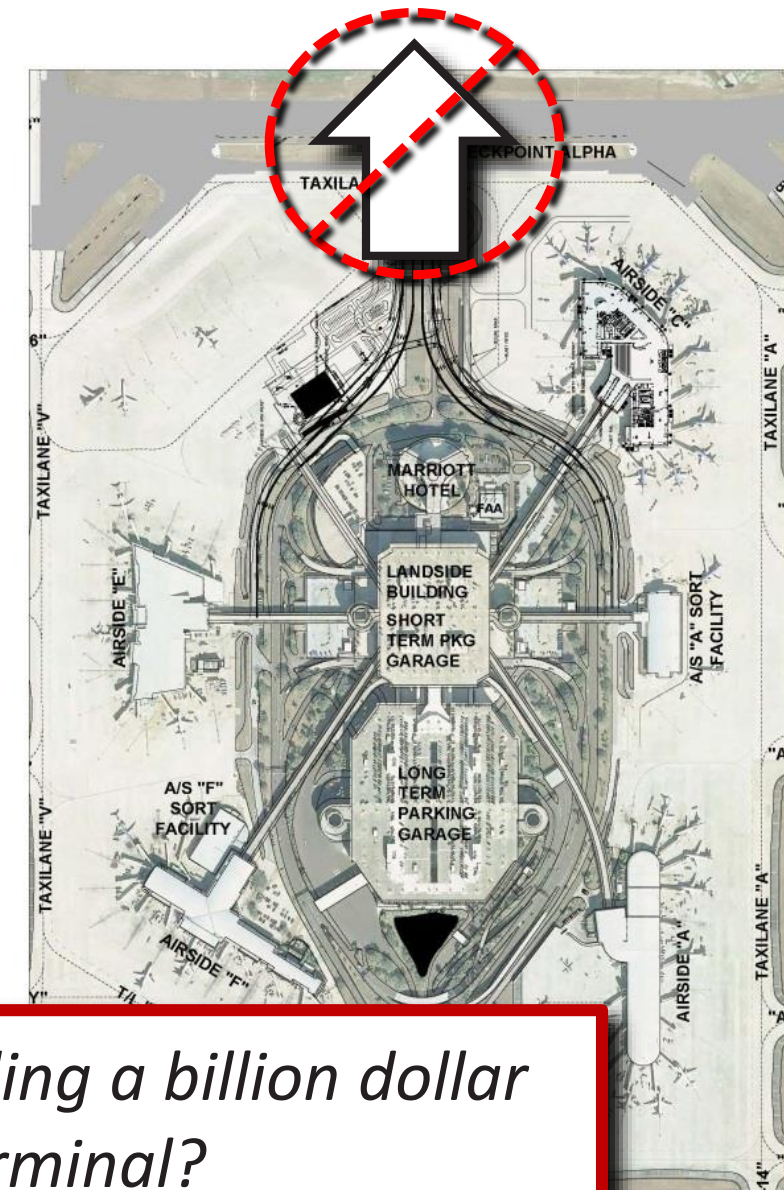


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Alternative Process

Alternative Process & Goals

- Alternatives were developed in a “Charette” style format
- Goal was to identify alternatives that defer building the North Terminal Complex.
- What is a CHARRETTE?
 - *A Charrette is a collaborative session in which a group quickly generates ideas to solve a design challenge. The structure varies depending on the design problem and the individuals in the group.*

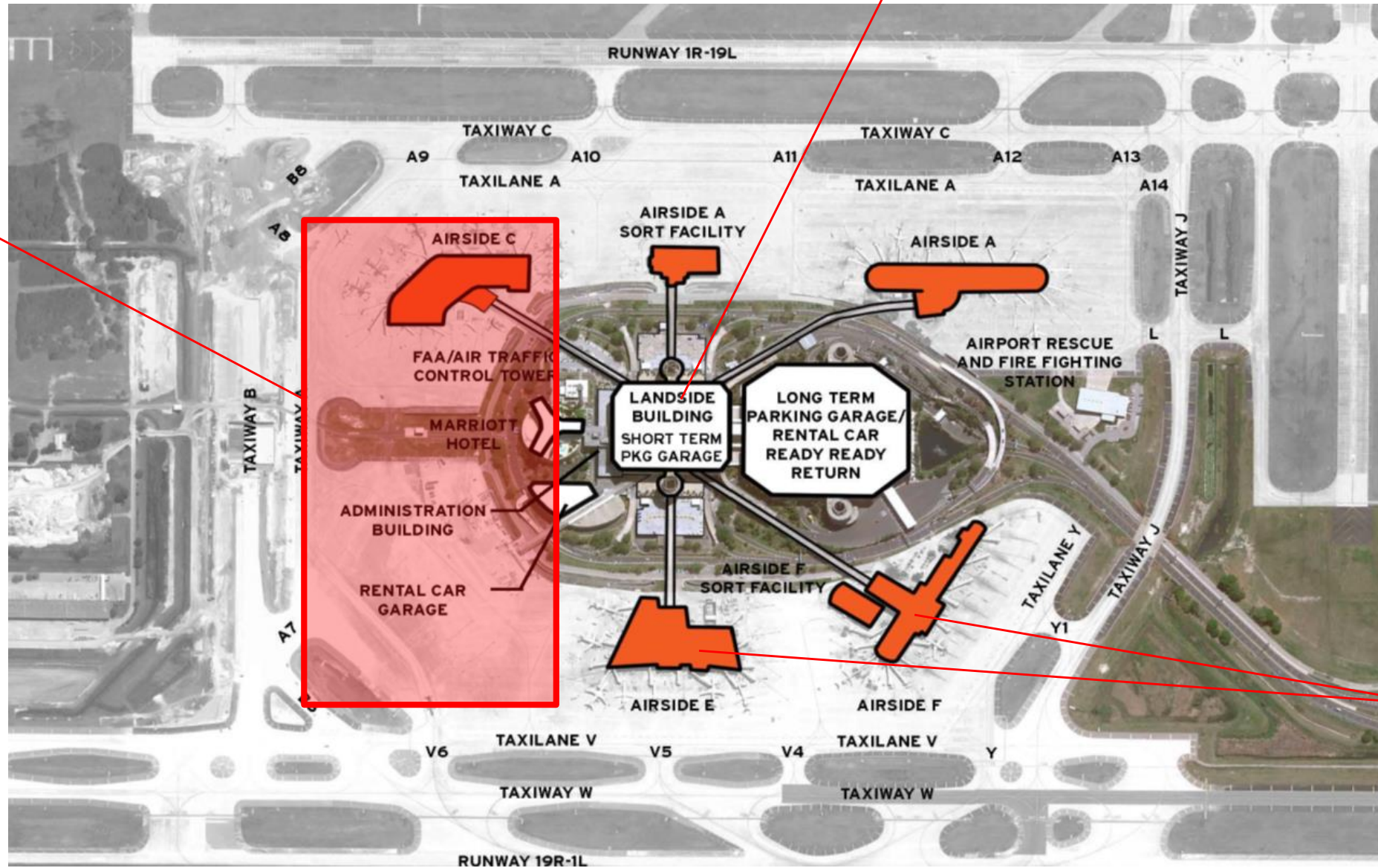


✓ Does it defer building a billion dollar North Terminal?

Overview

APM, TRANSFER, TICKETING, CBP

AIRSIDE
C+D



AIRSIDE
E+F



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Airside C & D Improvements

Airside C & D Options

Process:

- Criteria/Program
- Integration with Airside C (WN)
- FIS
- Integration with ATCT/TRACON

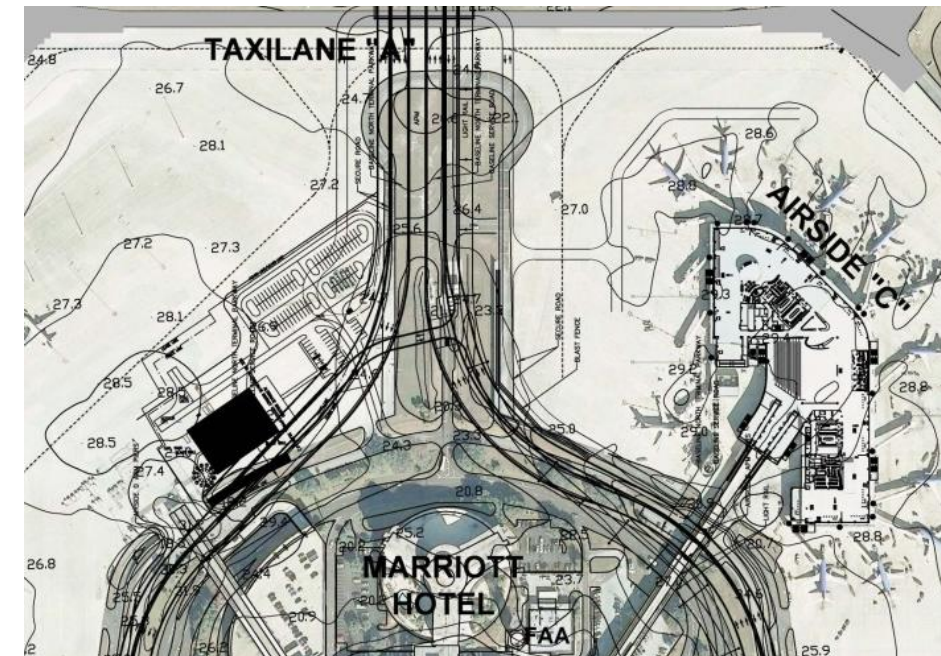
		<u>C</u>	<u>D</u>
<u>III</u>	737-800w	14	10
<u>IV</u>	757-200w/300	2	3
<u>V</u>	787-900	0	2
<u>V</u>	747-400	<u>0</u>	<u>1</u>
		16	16

Airside D Options

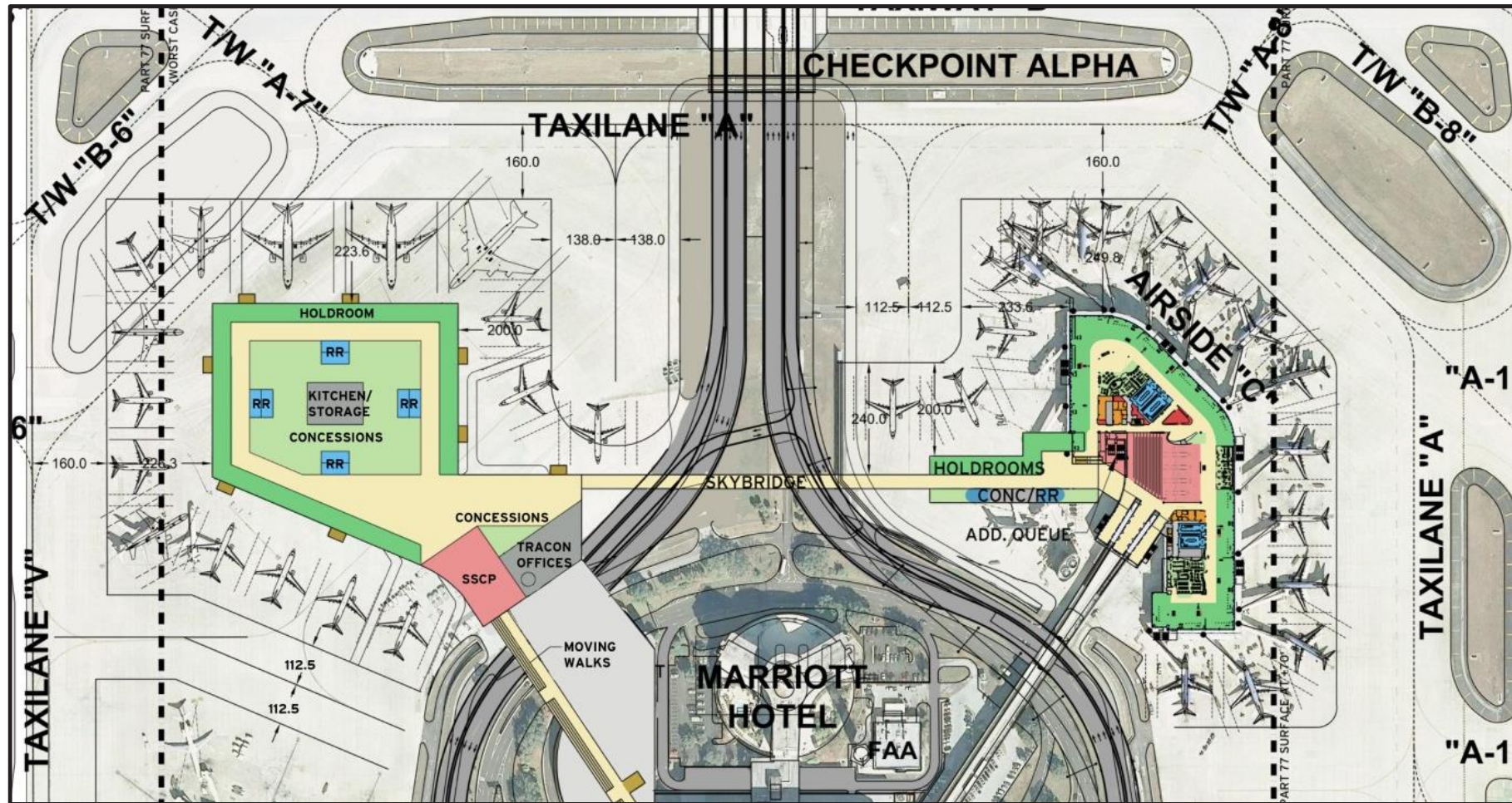
Integrated TRACON/ATCT

CONSOLIDATED FOOTPRINT

- Land Efficiency for Future
- ### COMPONENTS
- TRACON Offices
- ATCT
- Parking
 - Surface vs. Parking Garage
- Phasing



Airside D - Option 1

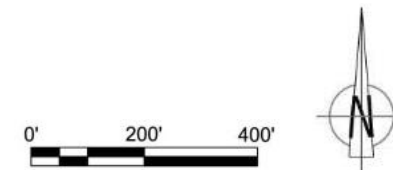


D = 16 AIRCRAFT

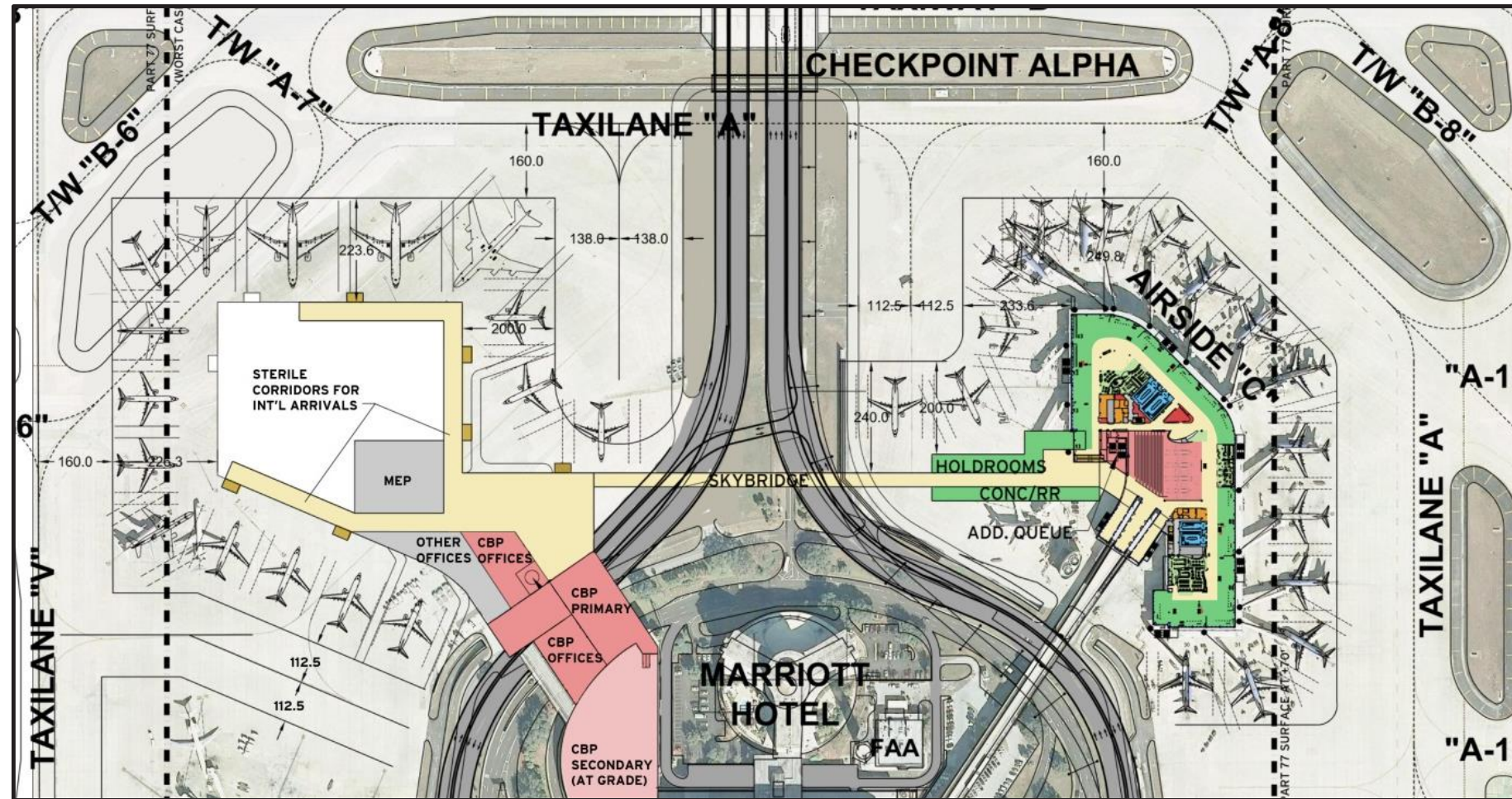
OPTION 1

C = 16 AIRCRAFT

DEPARTURE LEVEL



Airside D - Option 1

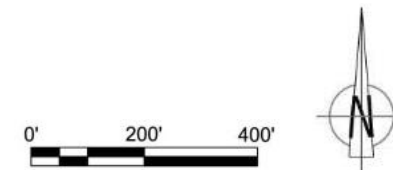


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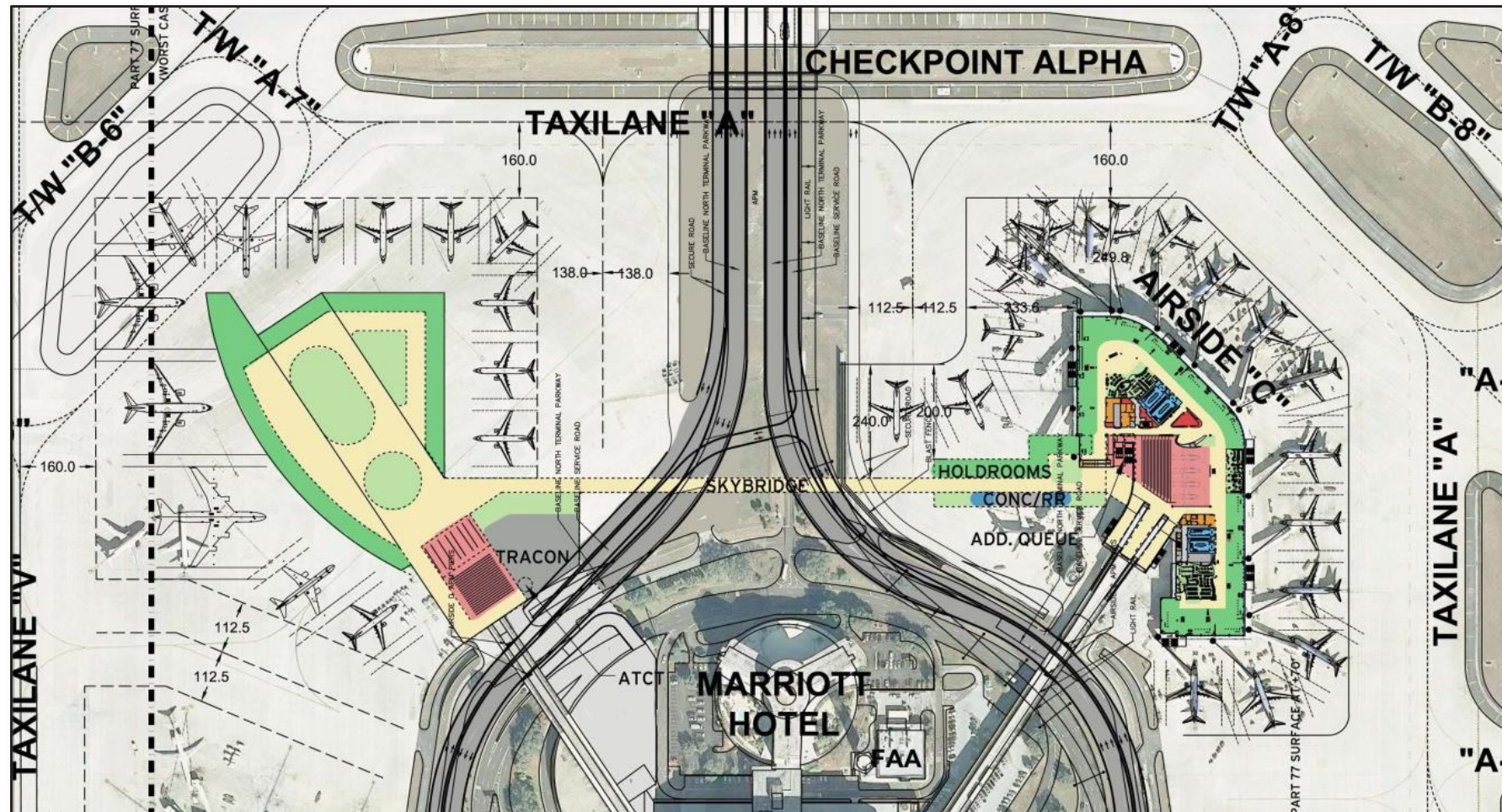
OPTION 1

C = 16 AIRCRAFT

STERILE LEVEL



Airside D – Option 2

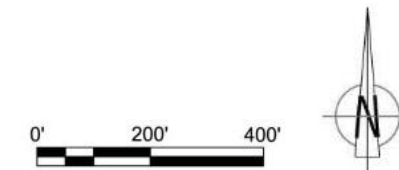


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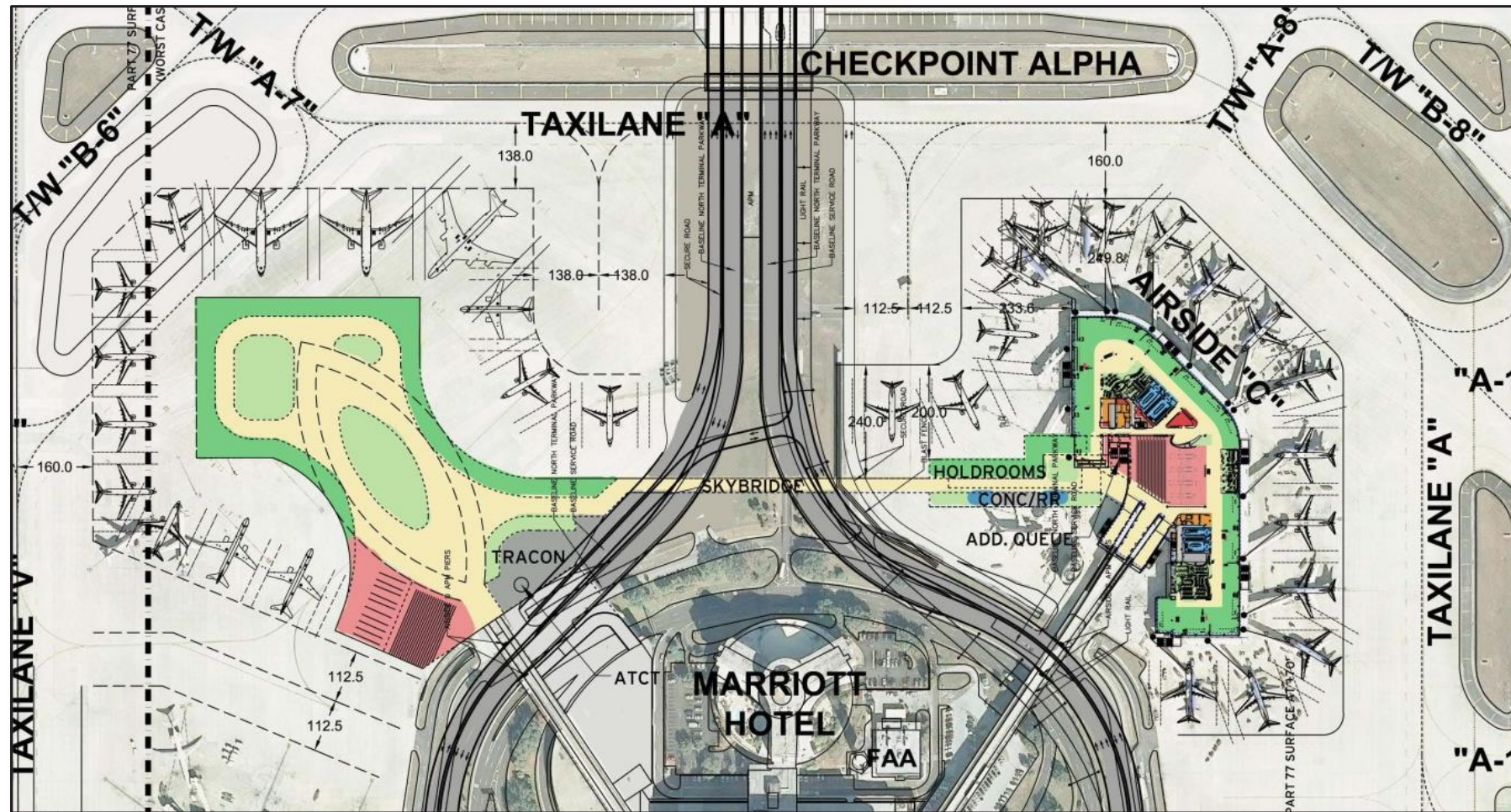
OPTION 2

C = 16 AIRCRAFT

DEPARTURE LEVEL



Airside D - Option 3

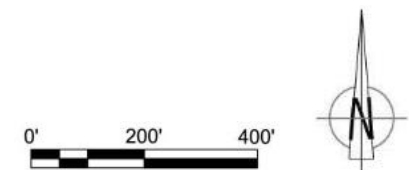


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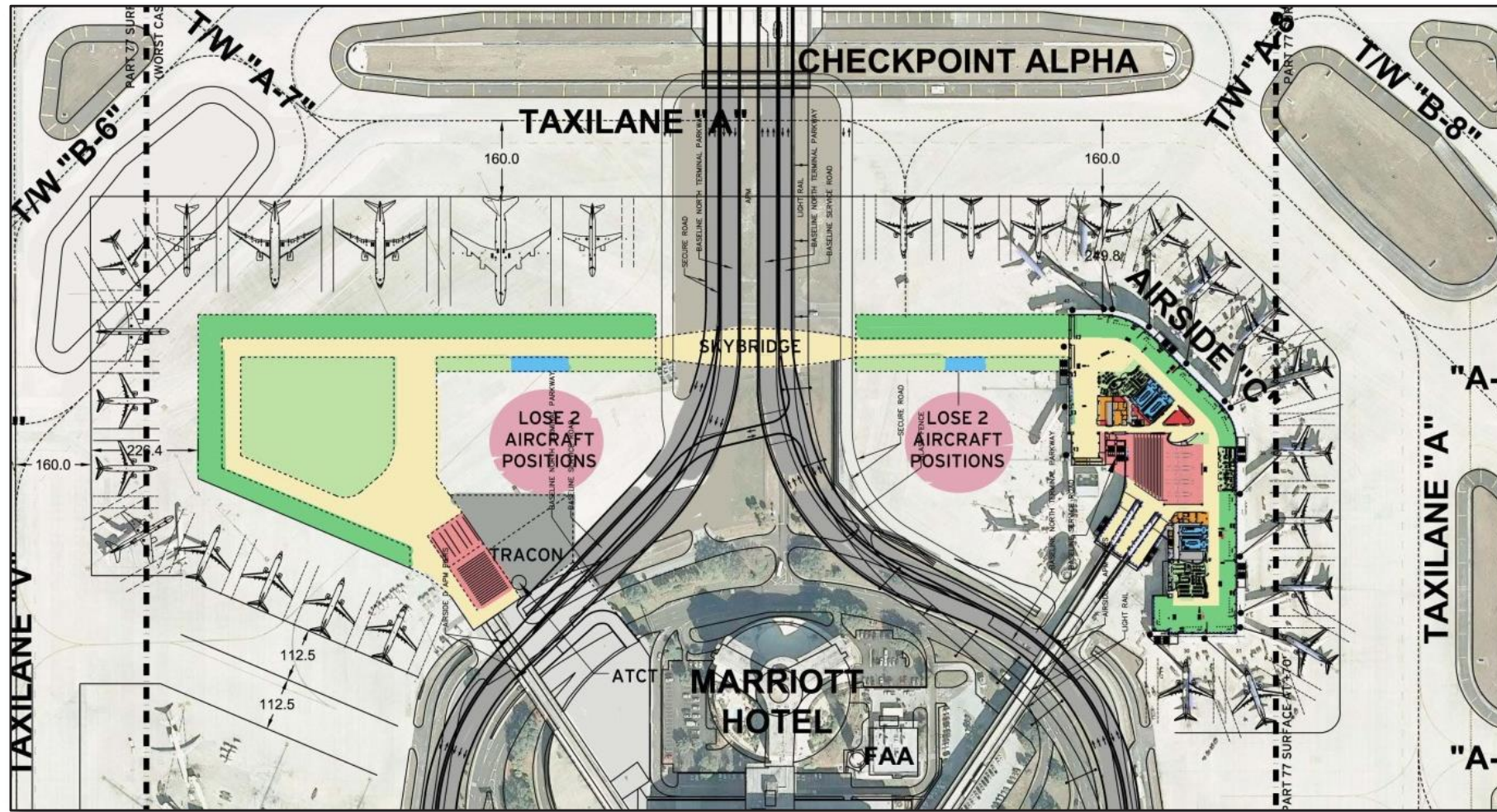
OPTION 3

C = 16 AIRCRAFT

DEPARTURE LEVEL



Airside D - Option 4

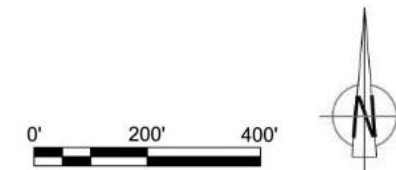


D = 14 AIRCRAFT

OPTION 4

C = 14 AIRCRAFT

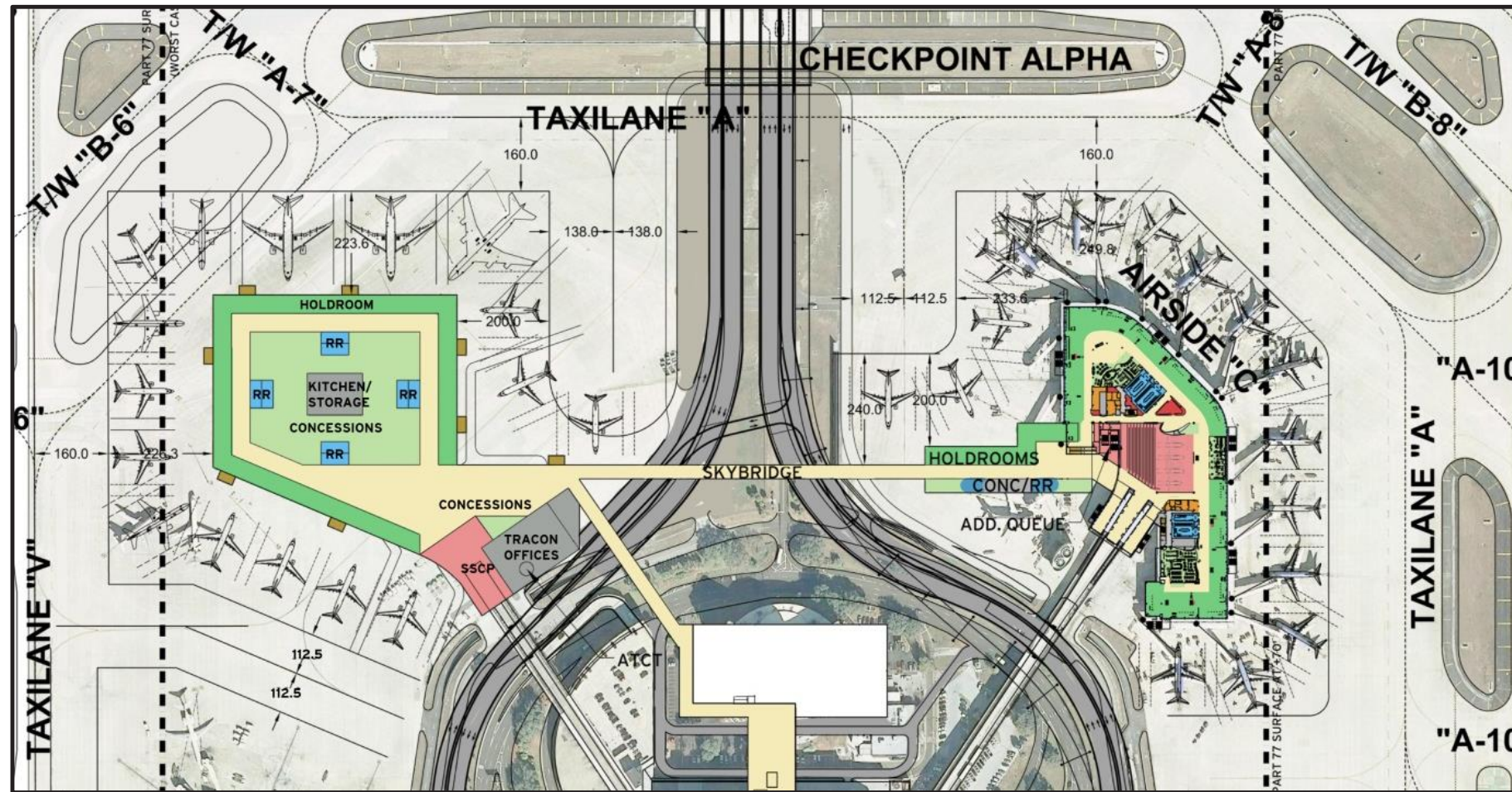
DEPARTURE LEVEL



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Workshop 3 – February 8, 2016



Airside D – Option 5



D = 16 AIRCRAFT

OPTION 5

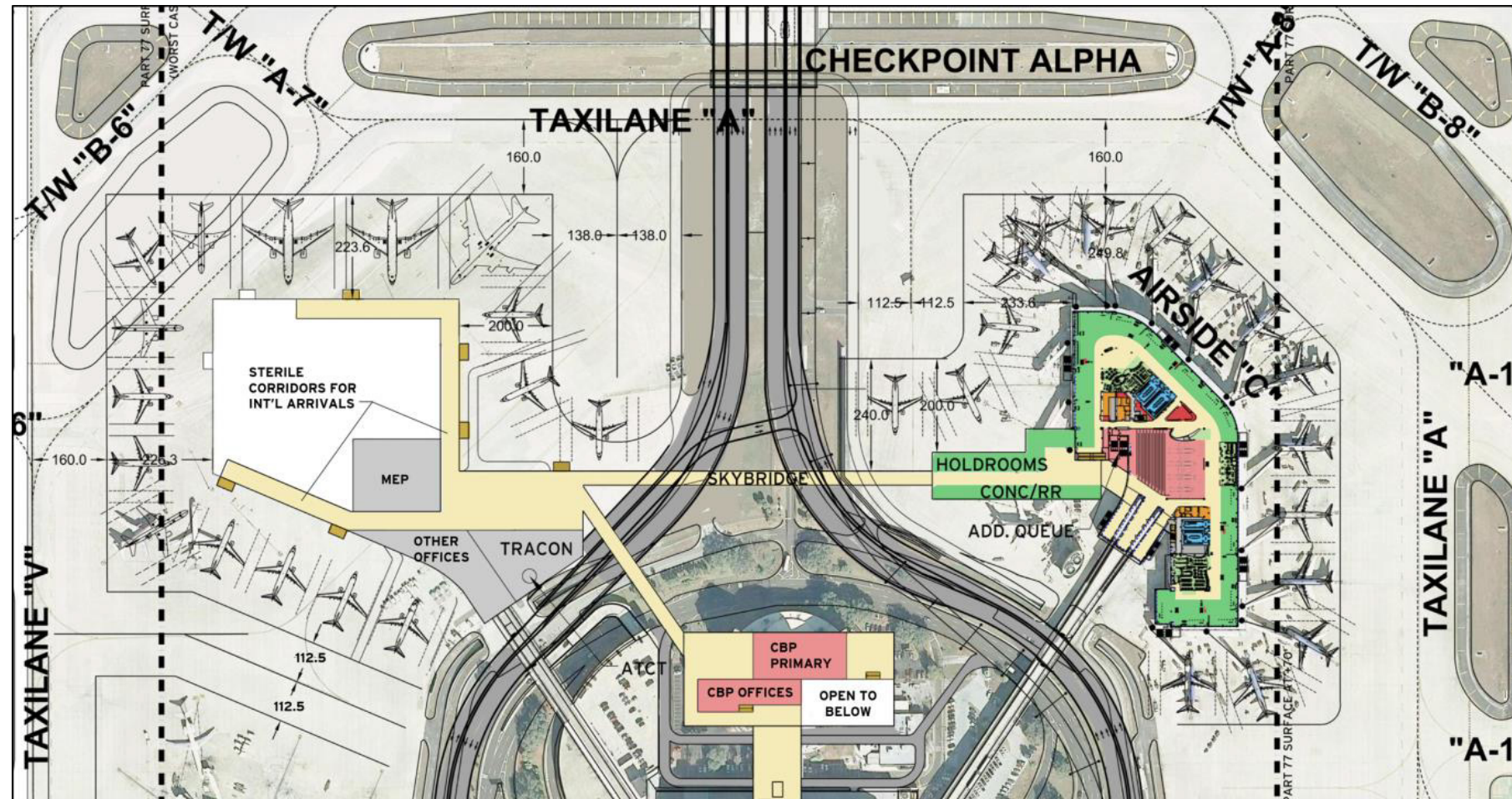
C = 16 AIRCRAFT

DEPARTURE LEVEL

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Airside D – Option 5

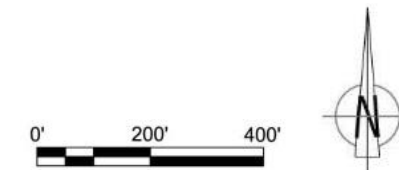


D = 16 AIRCRAFT

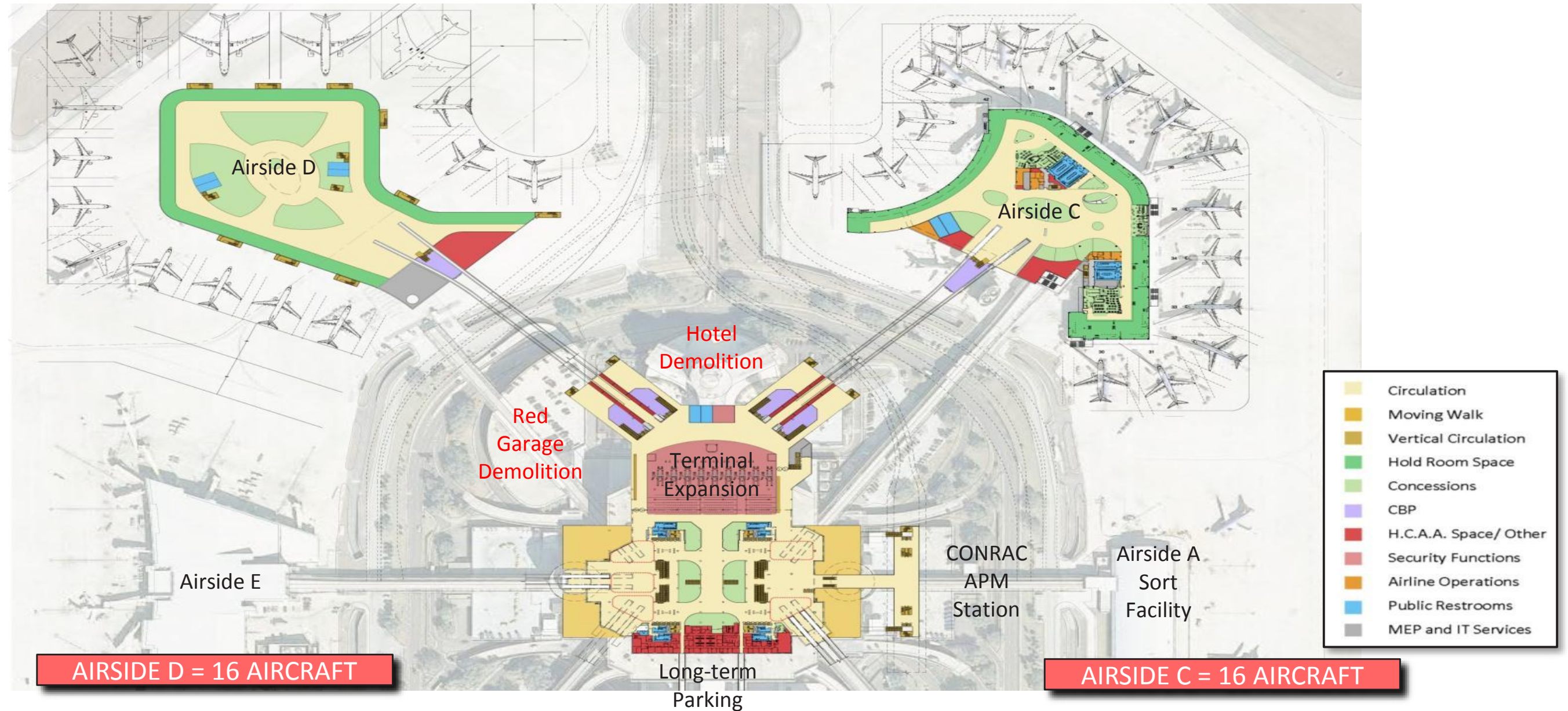
OPTION 5

C = 16 AIRCRAFT

STERILE LEVEL

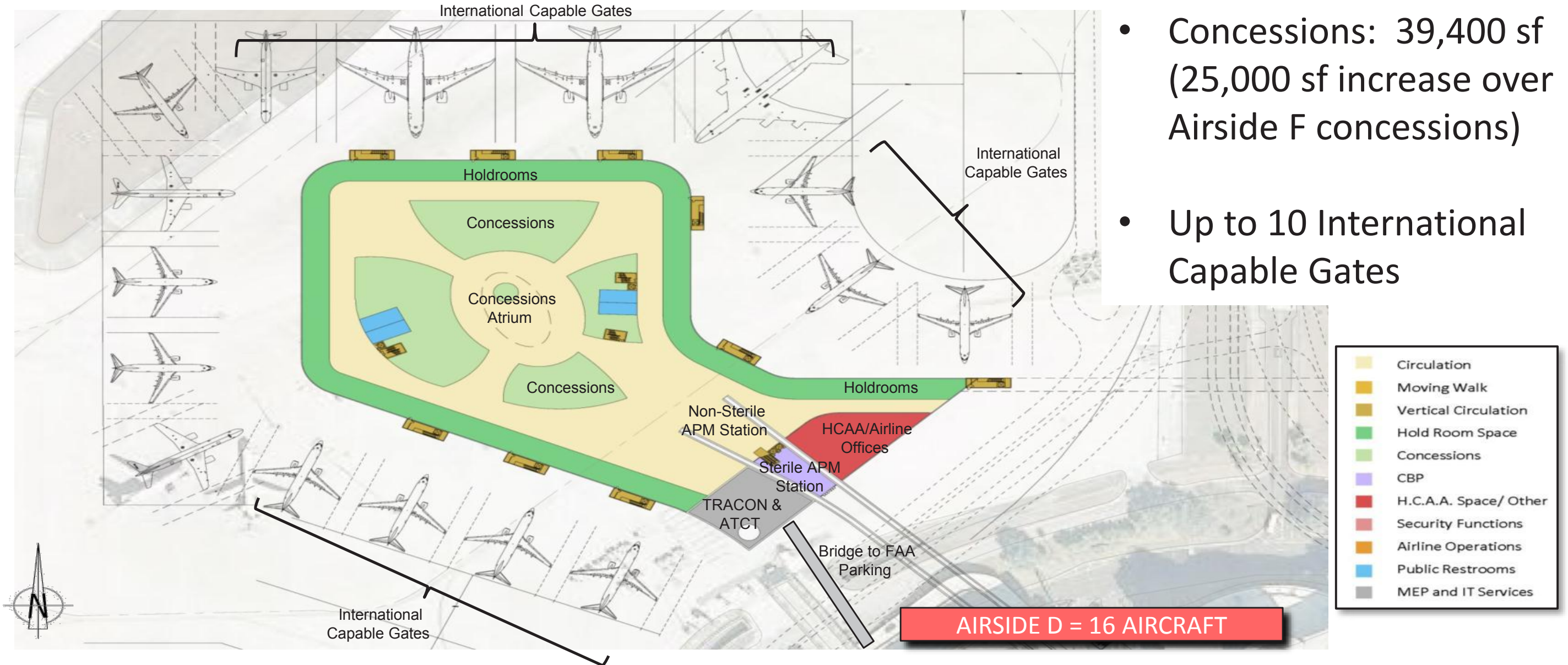


Preferred Alternative

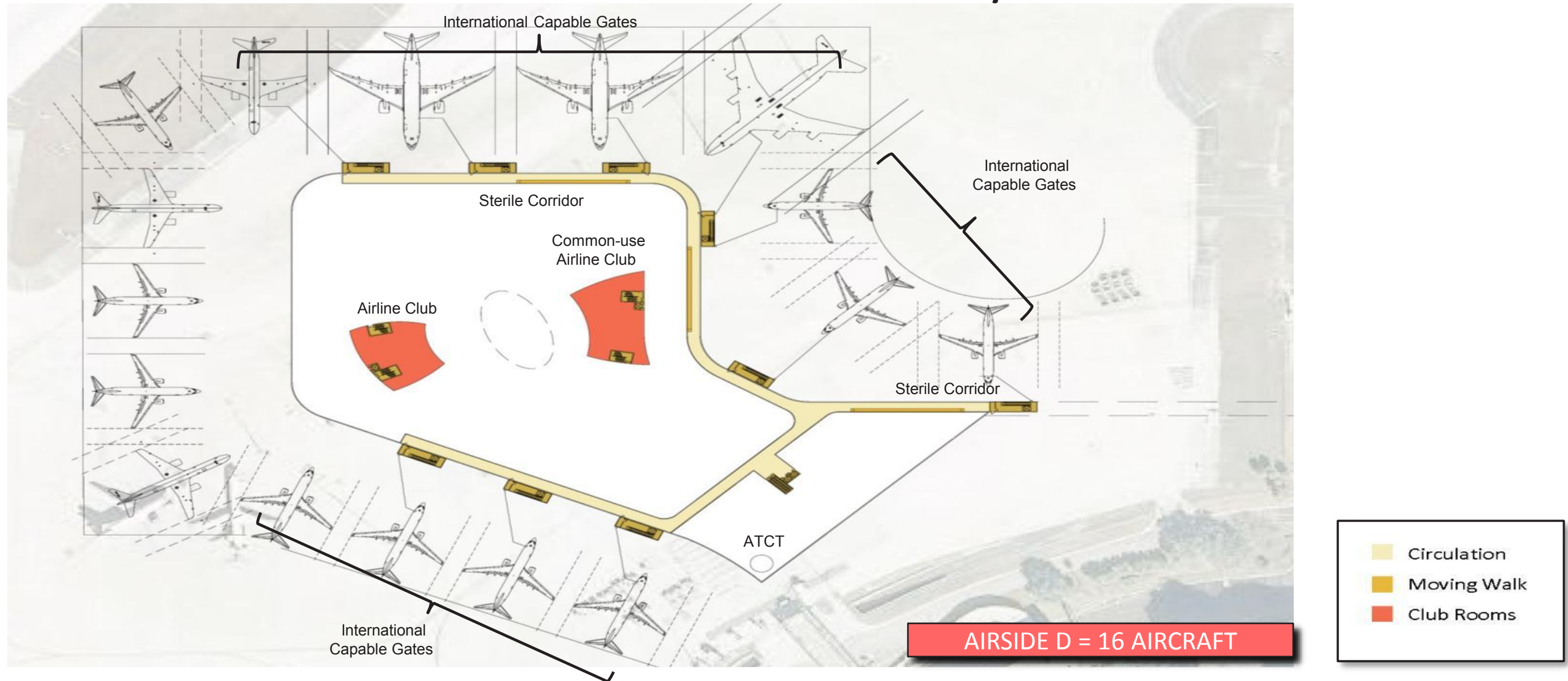


Preferred Alternative – Airside D Boarding

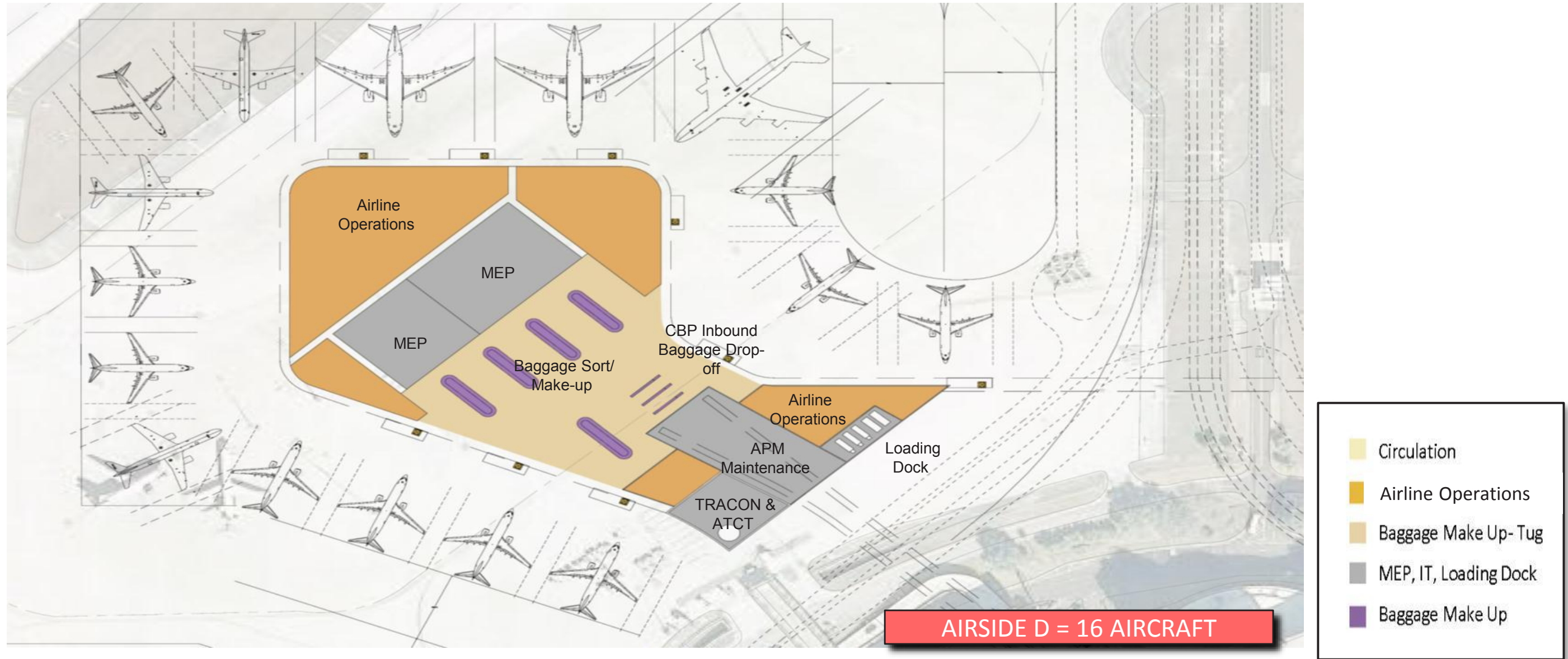
- Concessions: 39,400 sf (25,000 sf increase over Airside F concessions)
- Up to 10 International Capable Gates



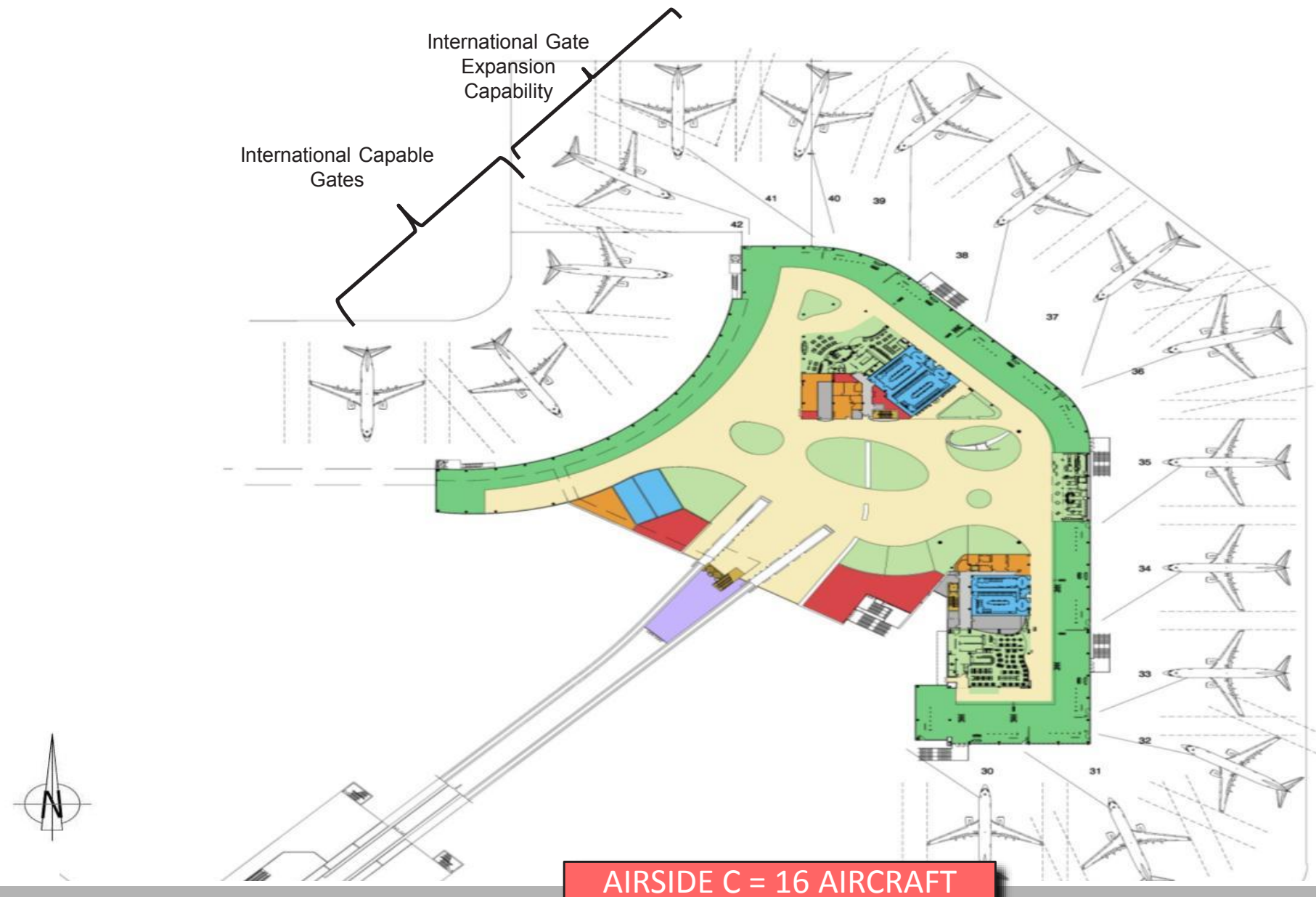
Preferred Alternative – Airside D Sterile/Club



Preferred Alternative – Airside D Ramp Level



Preferred Alternative – Airside C



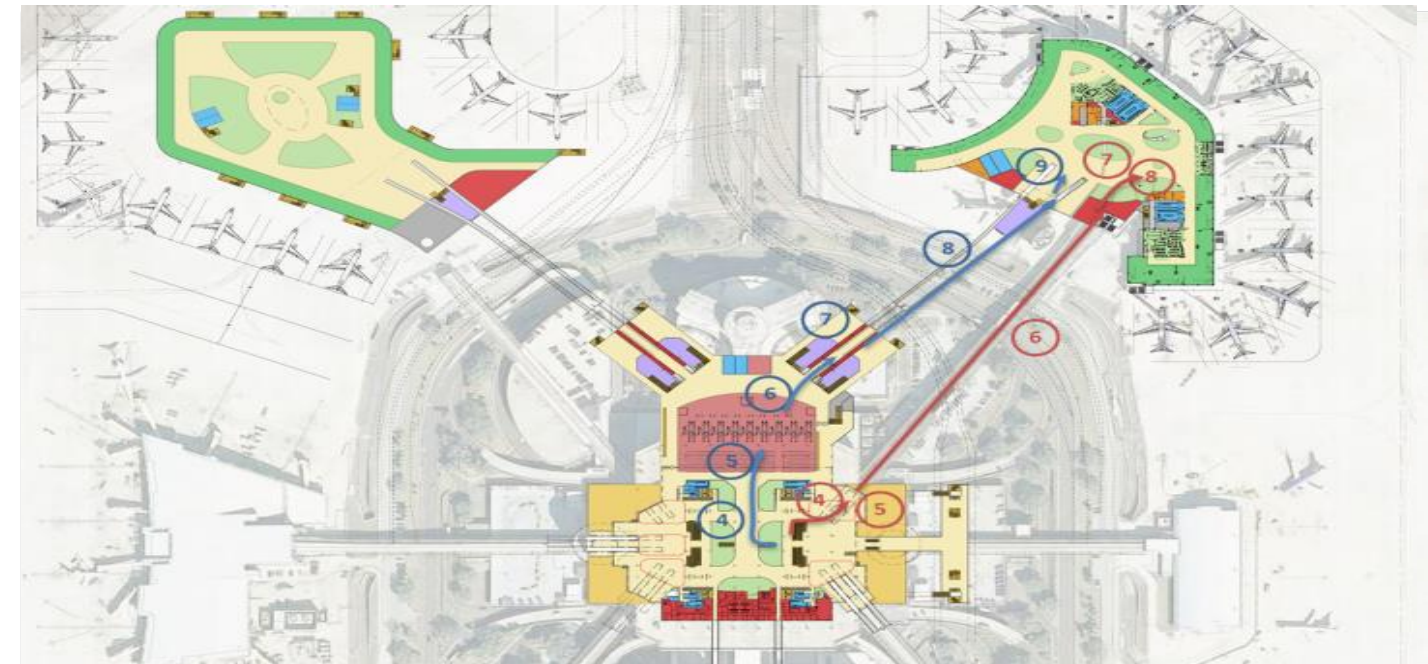
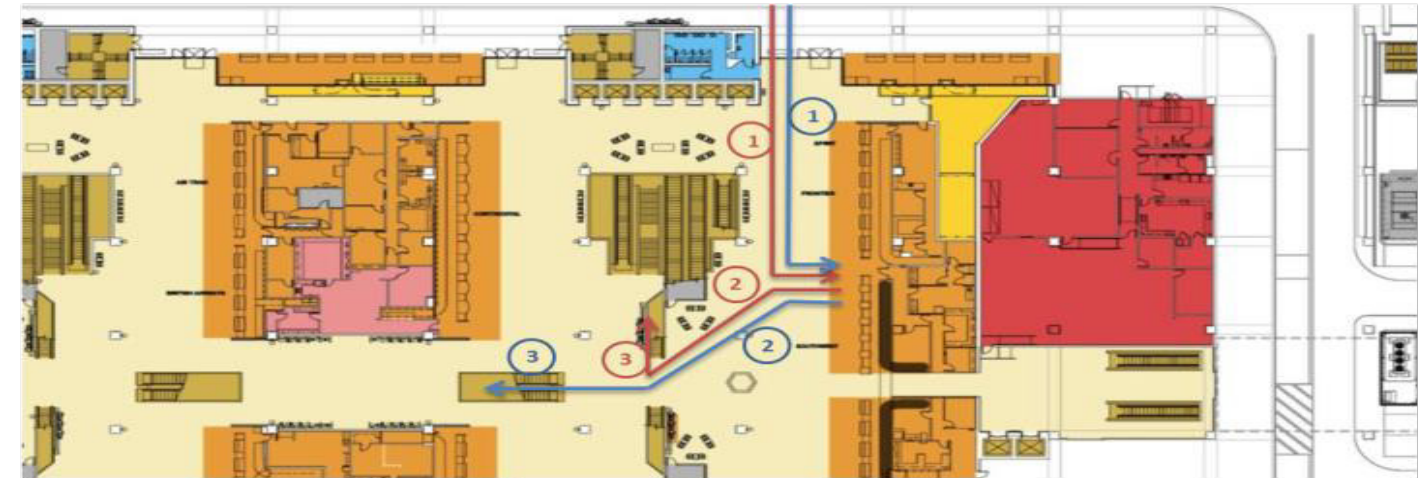
- New APM Station
- Concessions: 58,400 sf (37,600 sf increase)
- 3 International Capable Gates (expandable to 5)
- Additional Baggage Makeup Carousel at Ramp Level

Other Alternatives:

- Retrofit existing building for easier sterile corridor connection?

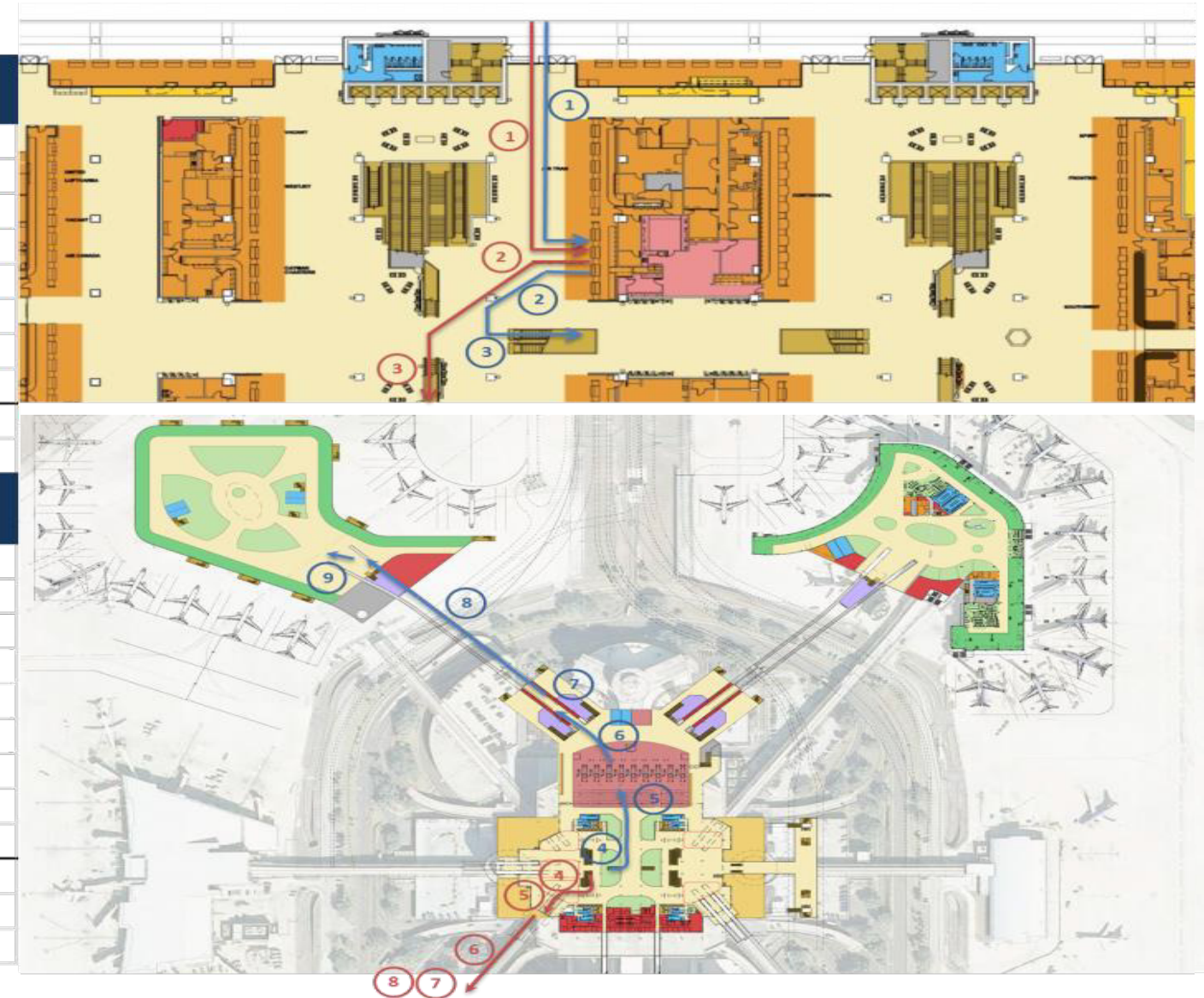
Airside C Walking Distance Analysis

Southwest Airlines		Existing Terminal to Airside C	
		Distance (ft)	Time (min)
1	Curb to Ticket Counter	130	0.54
2	Ticket Counter to Escalator	95	0.40
3	Escalator Ride		0.33
4	Escalator to APM	140	0.58
5	Waiting for APM		1.68
6	APM ride to Airside C		1.06
7	Airside C to Checkpoint	120	0.50
8	Checkpoint Processing Time		10
Totals		485	15.09
No wait at APM Station			13.41
Southwest Airlines		Proposed Terminal to Airside C	
		Distance (ft)	Time (min)
1	Curb to Ticket Counter	130	0.54
2	Ticket Counter to Escalator	140	0.58
3	Escalator Ride		0.33
4	Escalator to SSCP	200	0.83
5	Checkpoint Processing Time		10
6	SSCP to APM	150	0.63
7	Waiting for APM		1.05
8	APM ride to Airside C		0.67
9	APM to edge of APM station	30	0.13
Totals		650	14.76
No wait at APM Station			13.71
Average Walking Speed = 240 Feet per minute, or 4 feet per second			



Airside D Walking Distance Analysis

British Airways		Existing Terminal to Airside F	
		Distance (ft)	Time (min)
1	Curb to Ticket Counter	120	0.50
2	Ticket Counter to Escalator	90	0.38
3	Escalator Ride		0.33
4	Escalator to APM	160	0.67
5	Waiting for APM		1.54
6	APM ride to Airside F		0.93
7	Airside F to Checkpoint	90	0.38
8	Checkpoint Processing Time		10
Totals		460	14.72
No wait at APM Station			13.18
British Airways		Proposed Terminal to Proposed Airside D	
		Distance (ft)	Time (min)
1	Curb to Ticket Counter	120	0.50
2	Ticket Counter to Escalator	70	0.29
3	Escalator Ride		0.33
4	Escalator to SSCP	200	0.83
5	Checkpoint Processing Time		10
6	SSCP to APM	150	0.63
7	Waiting for APM		1.14
8	APM ride to Airside C		0.73
9	APM to edge of APM station	30	0.13
Totals		570	14.57
No wait at APM Station			13.43
Average Walking Speed = 240 Feet per minute, or 4 feet per second			





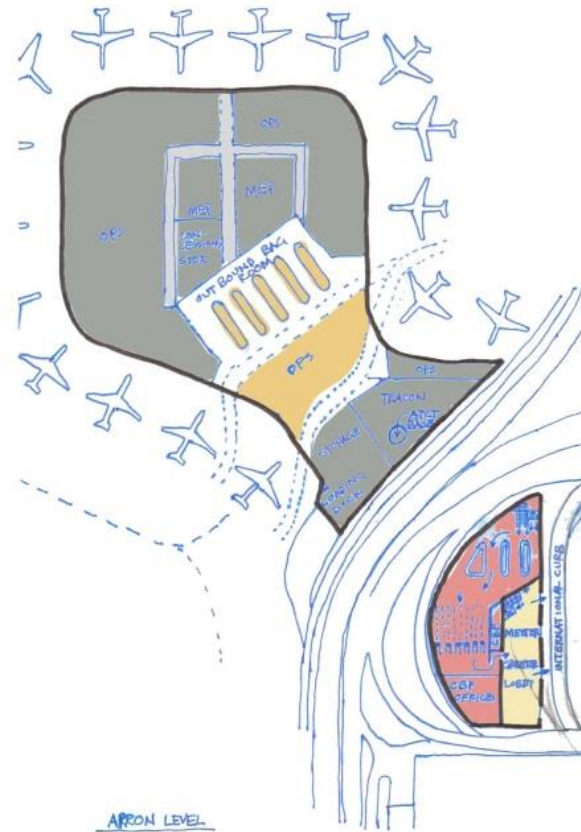
Hillsborough County Aviation Authority
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CBP Concept Alternatives

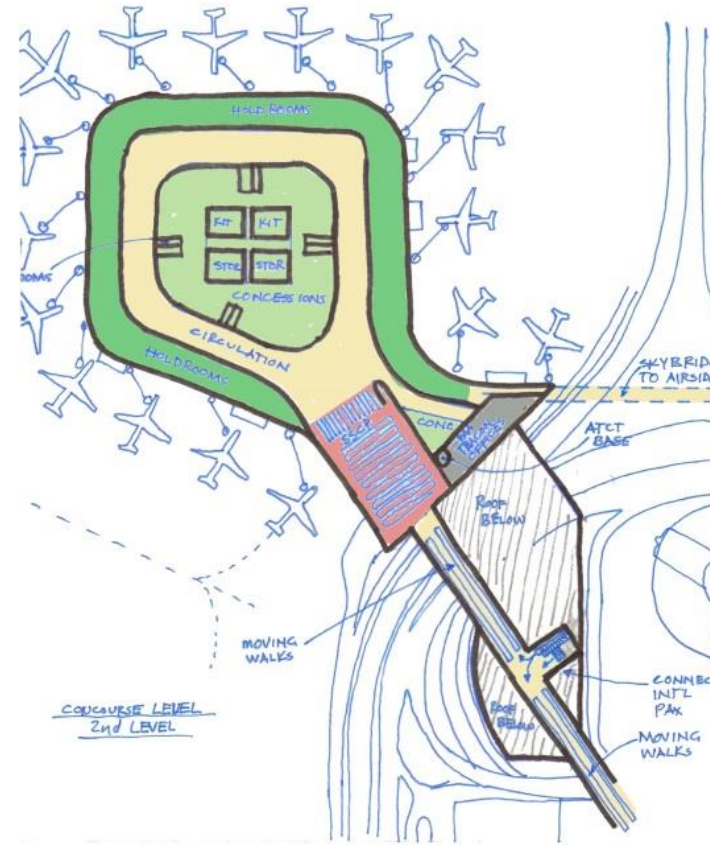
FIS Alternatives

Red Garage Option

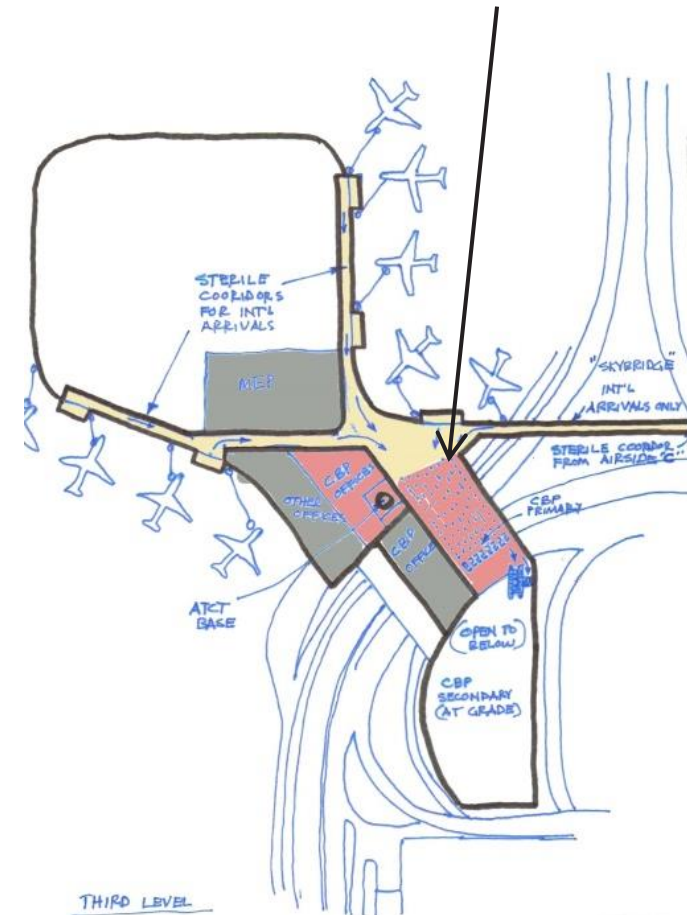
Primary located over roadways



Apron Level



Departure Level



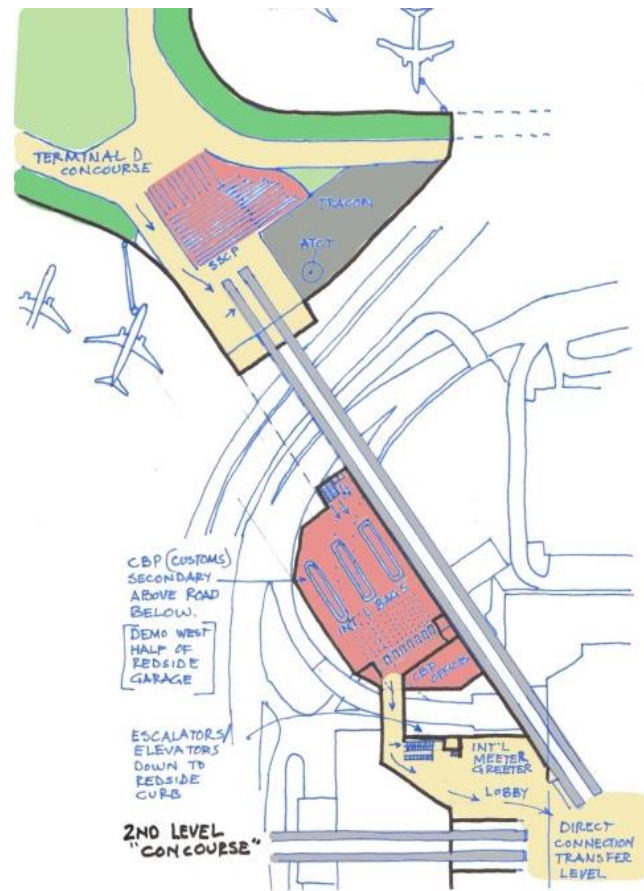
Sterile Level



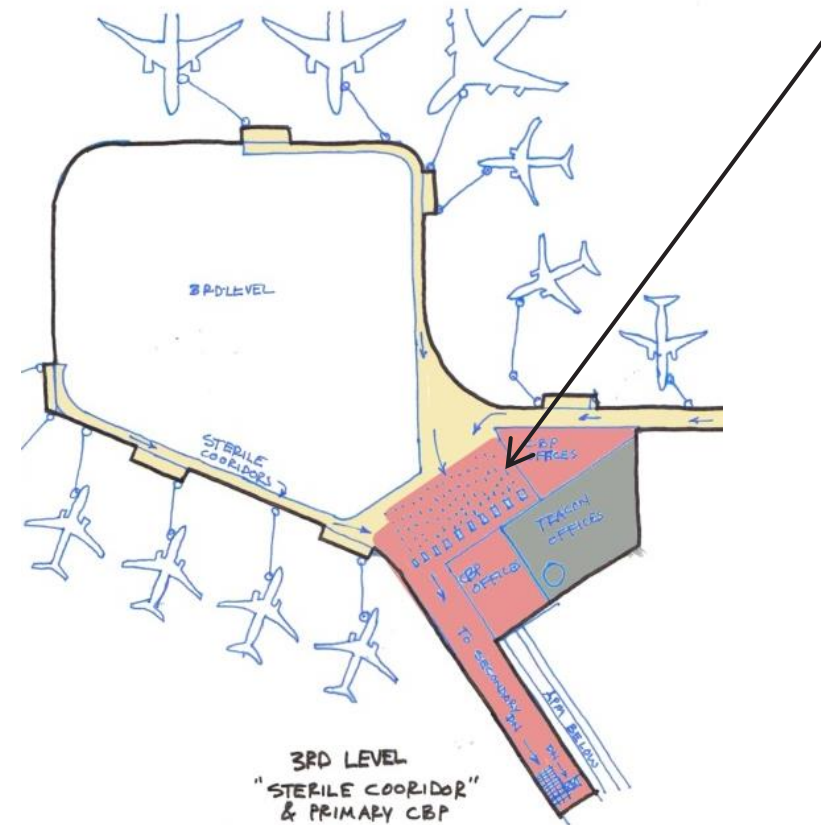
FIS Alternatives

Transfer Level Connection

New bridge over roadways;
primary in Airside D



Departure Level

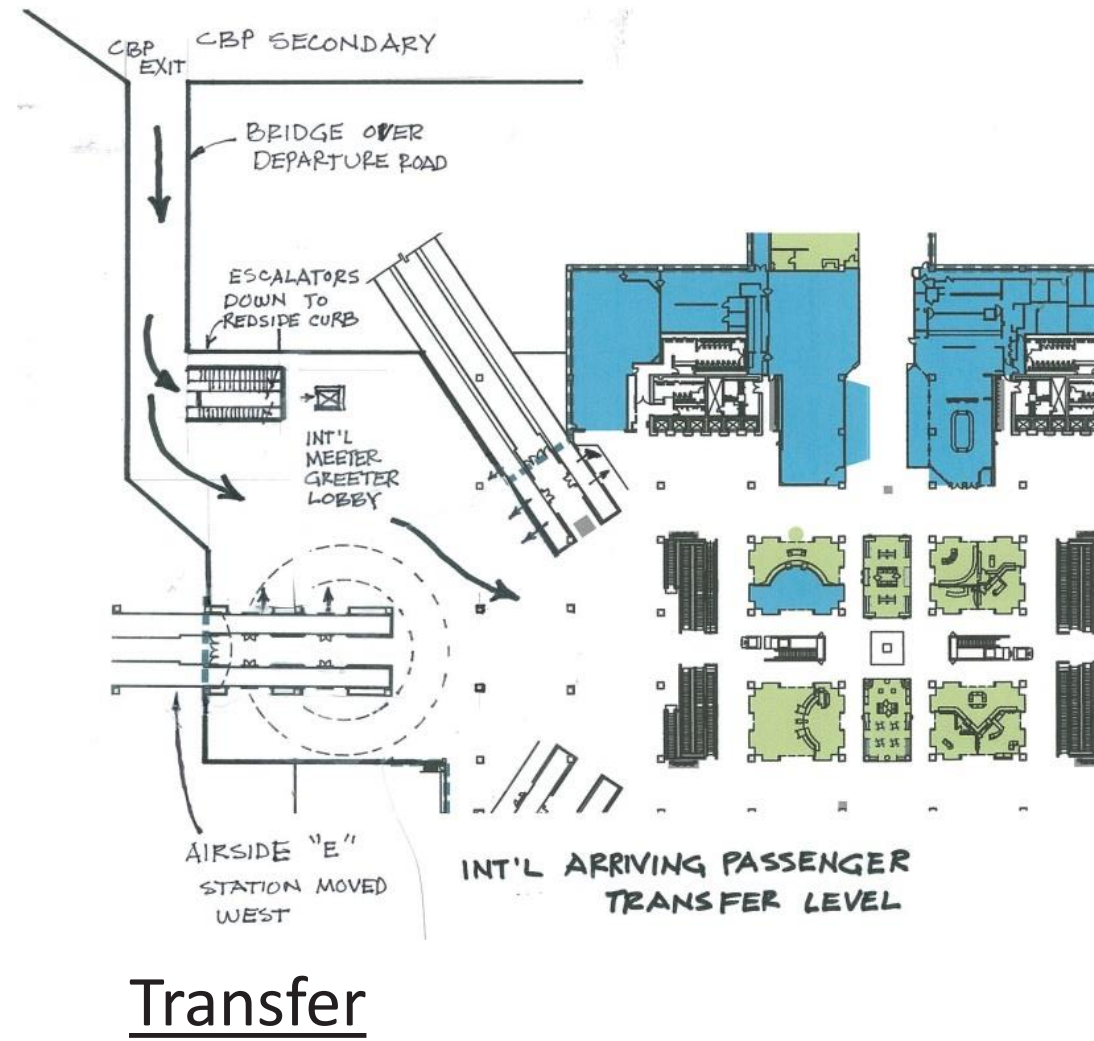
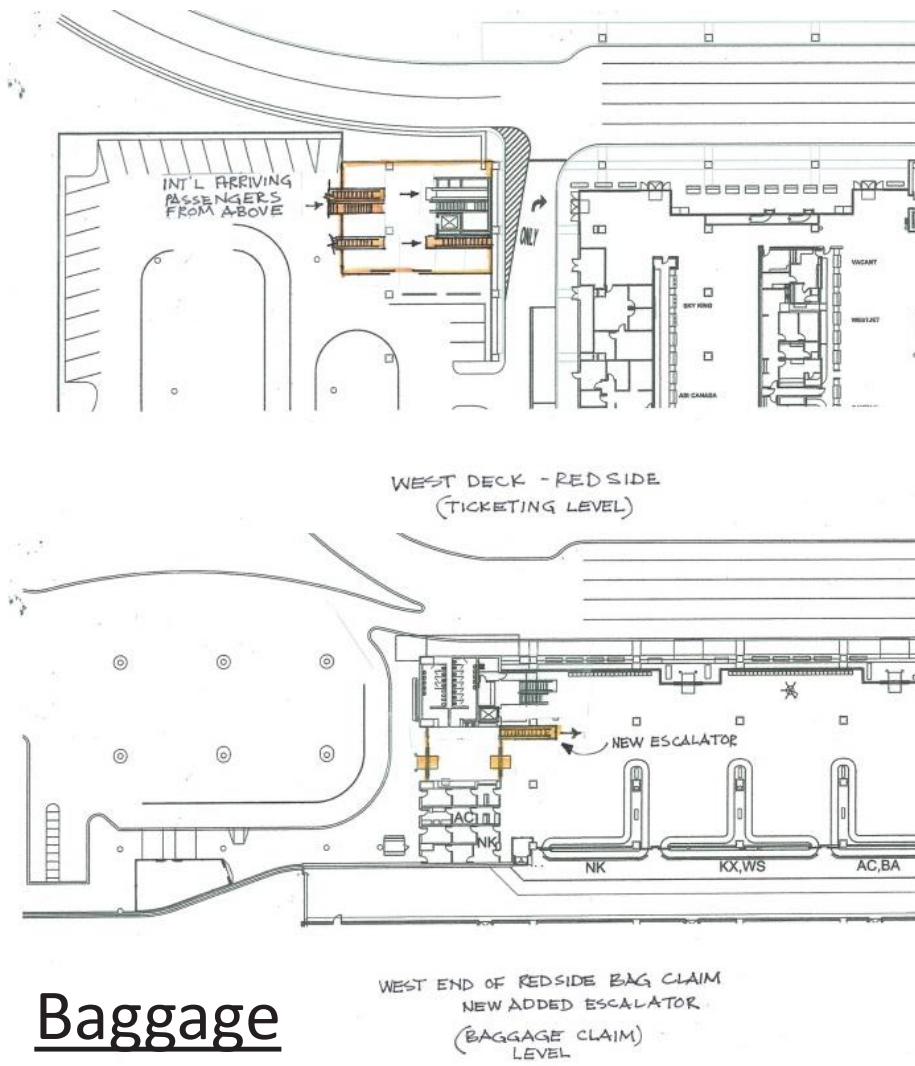


Sterile Level

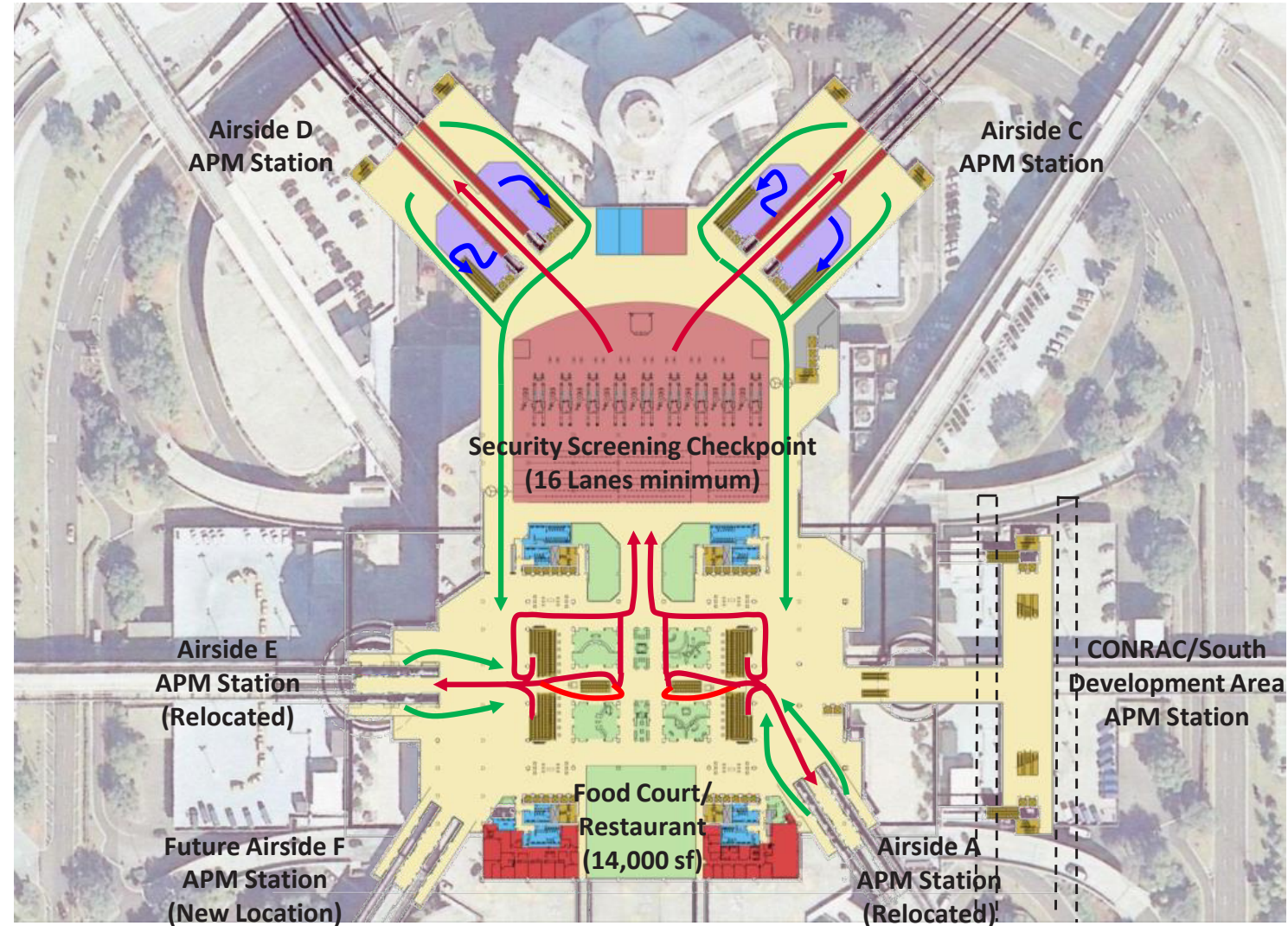


FIS Alternatives

Transfer Level Connection



FIS Concept with APM



TRANSFER LEVEL

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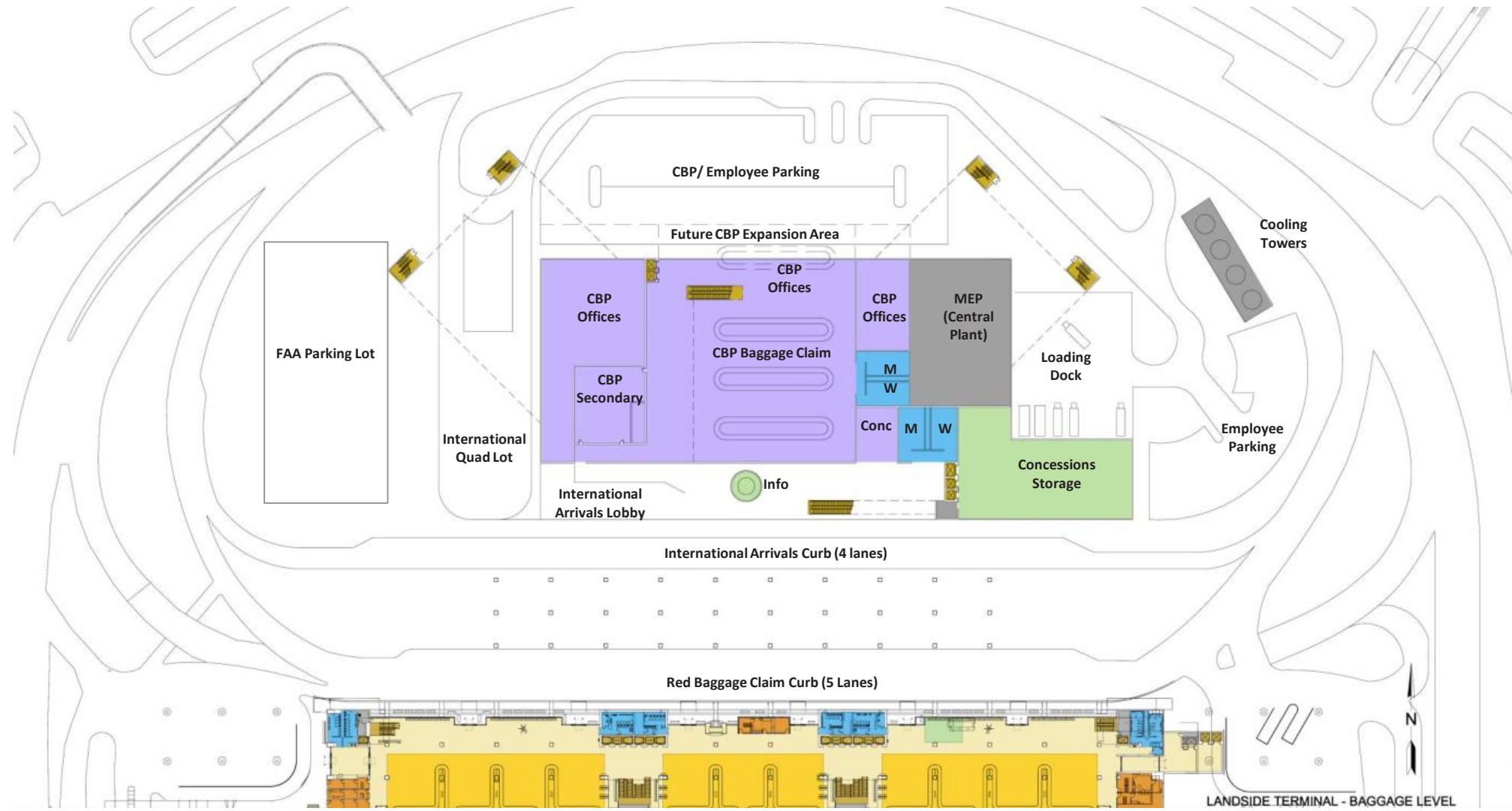
FIS Concept with APM



TICKETING LEVEL



FIS Concept with APM



CBP / BAGGAGE LEVEL

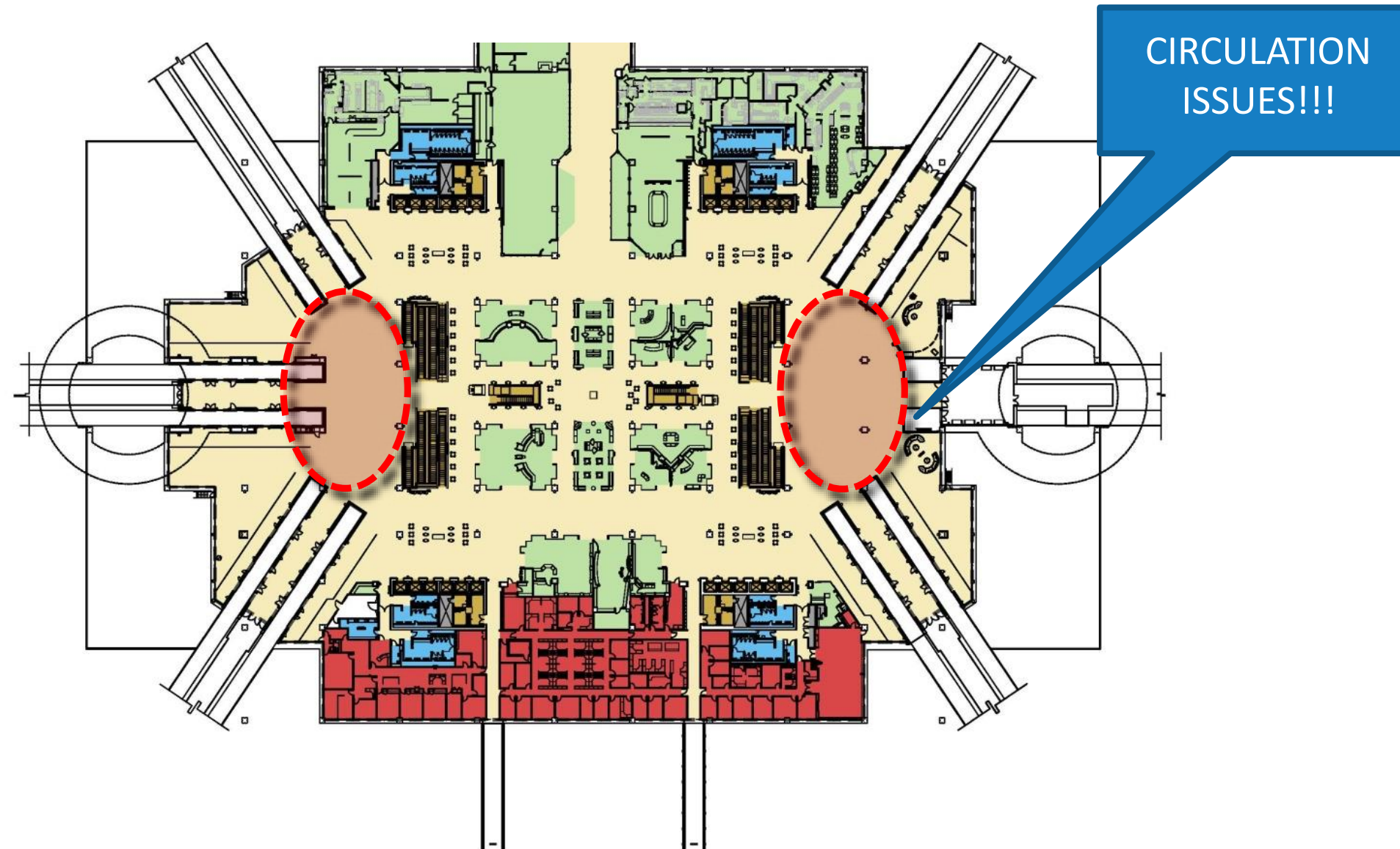




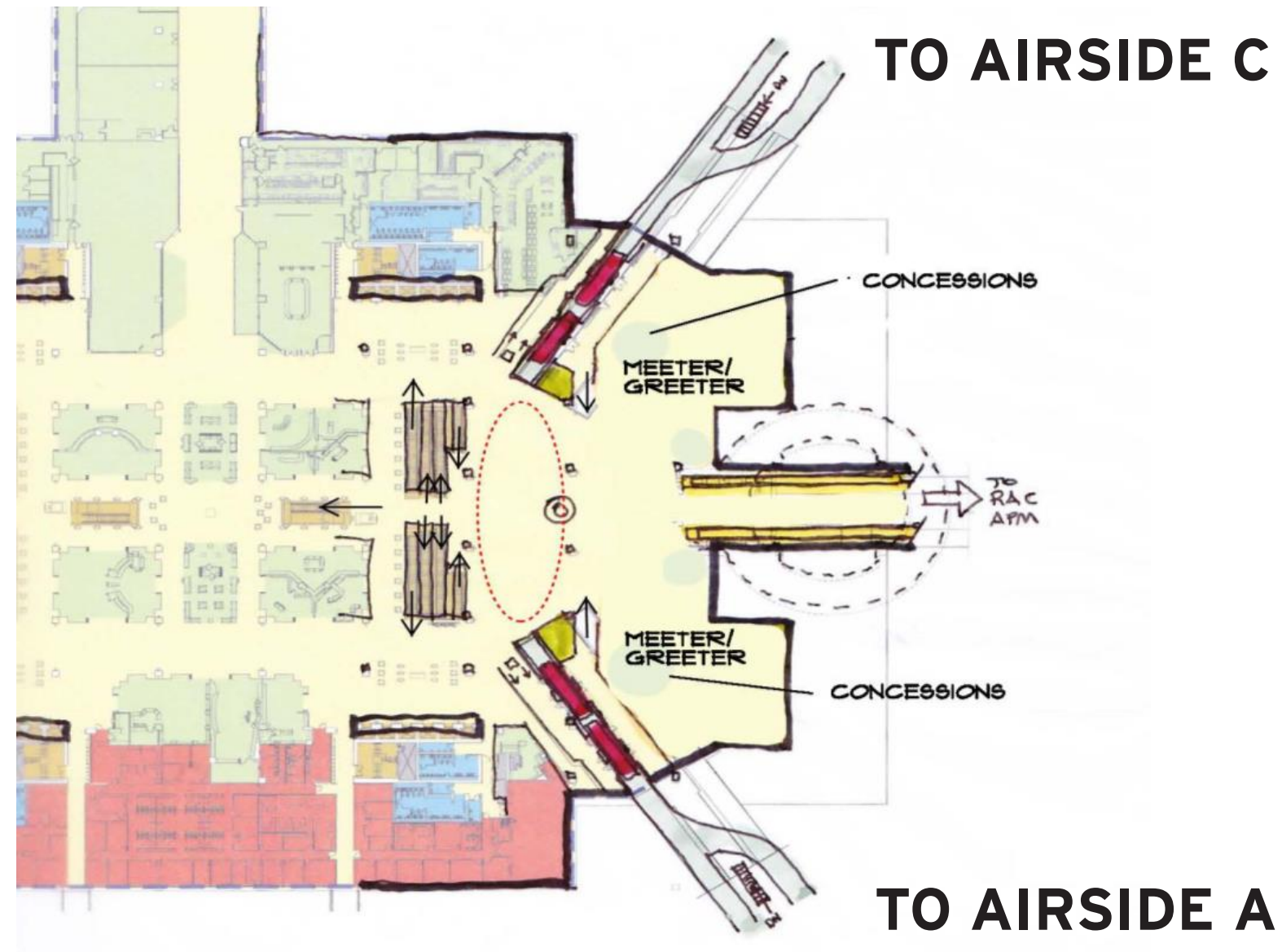
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Transfer Level Concept Alternatives

Transfer Level - Existing



Transfer Level



Transfer Level – “Slide Out Option 1”

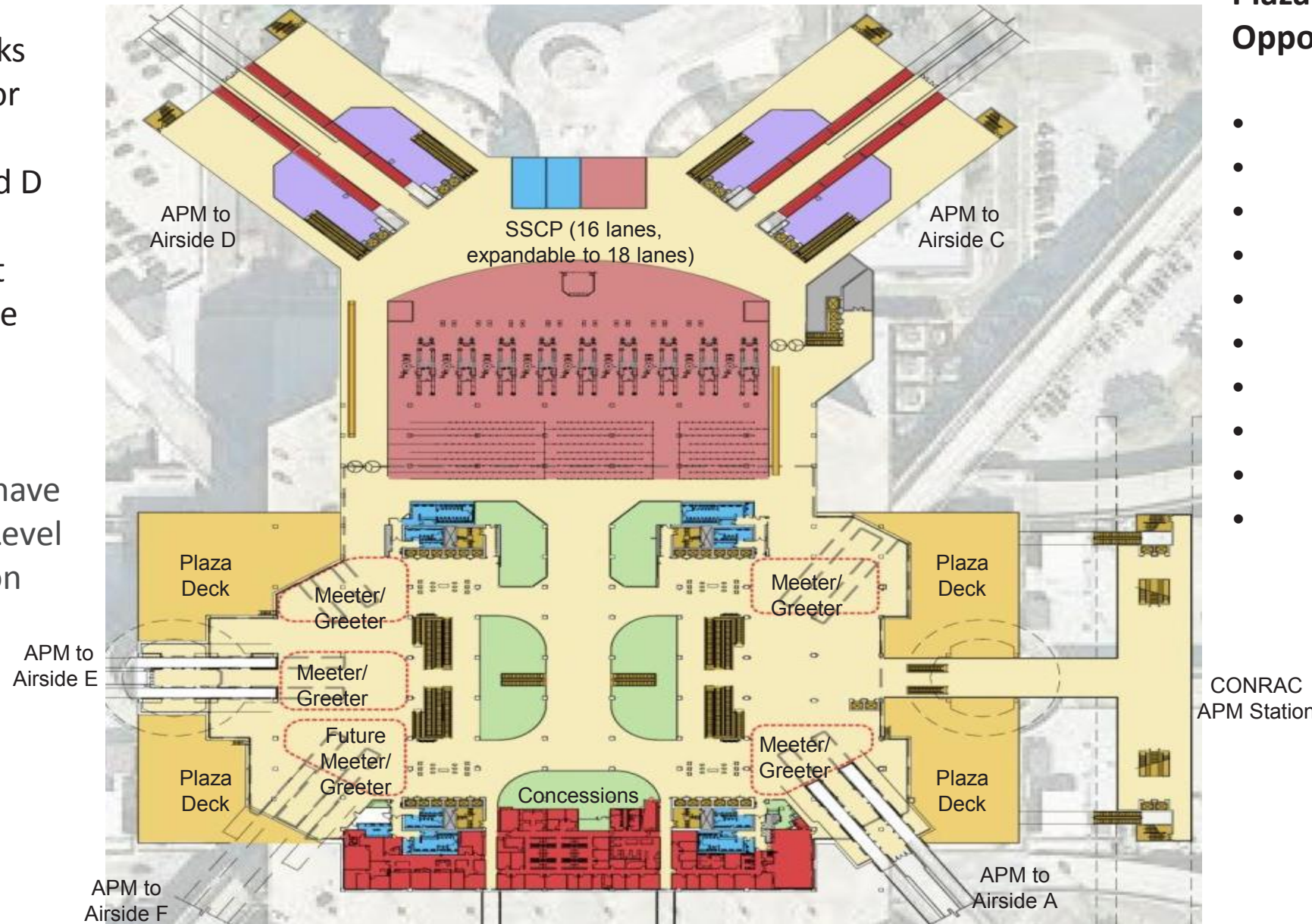


Transfer Level – “Slide Out Option 2”



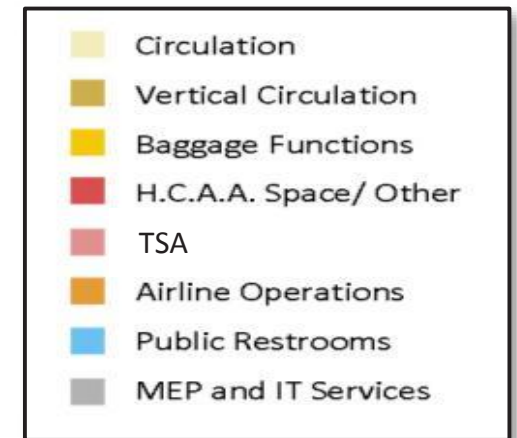
Preferred Alternative - Transfer Level

- Expansion over Plaza Decks
- Increases opportunities for expanded concessions
- Consolidates Airside C and D security checkpoints
- Relocates APM stations at Airsides A and E to provide more room for passenger circulation and greeters
- Rental car customers and economy garage parkers have direct access to Transfer Level from CONRAC APM Station
- Increases meeter/greeter areas

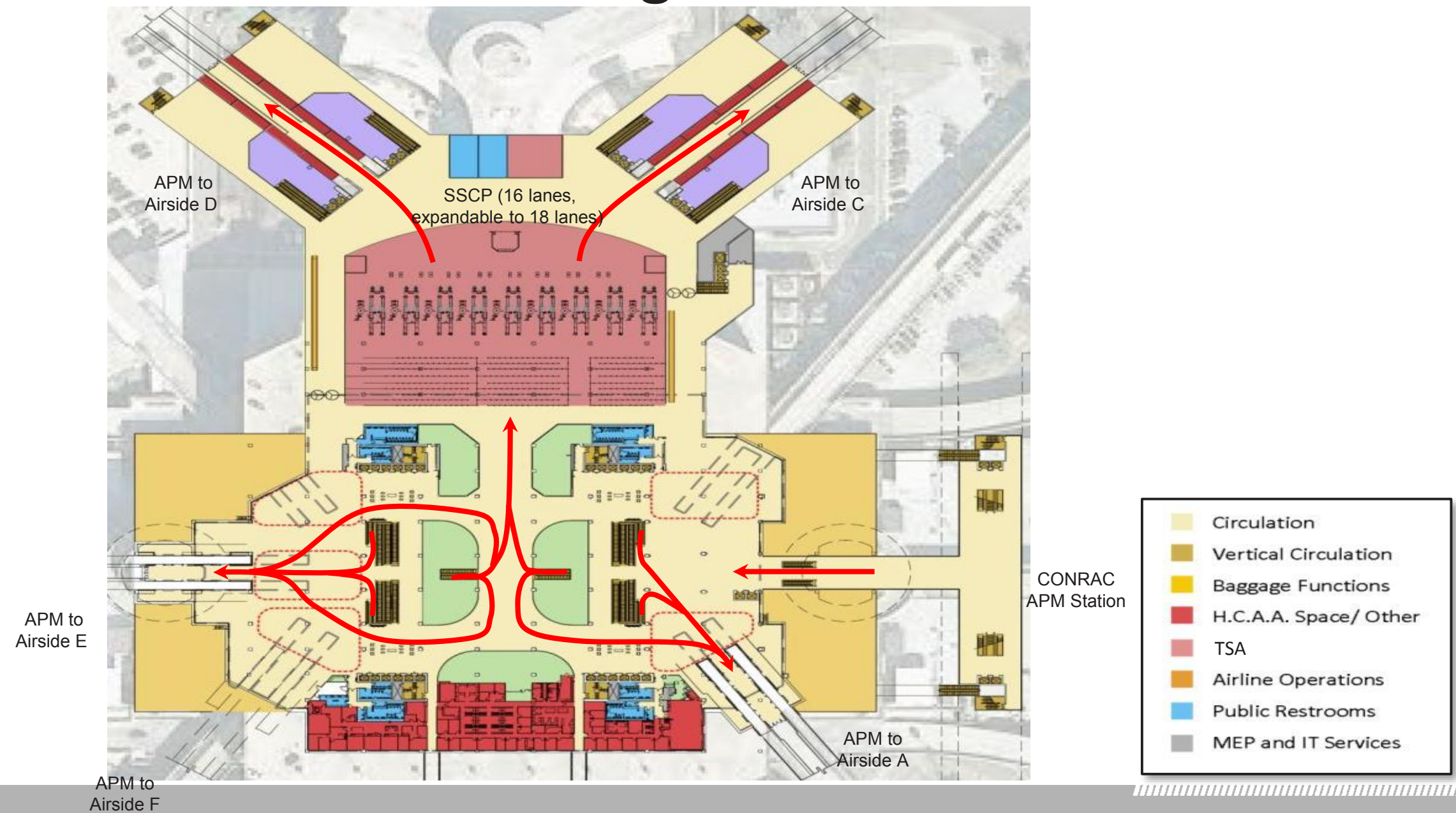


Plaza Deck Expansion Opportunities

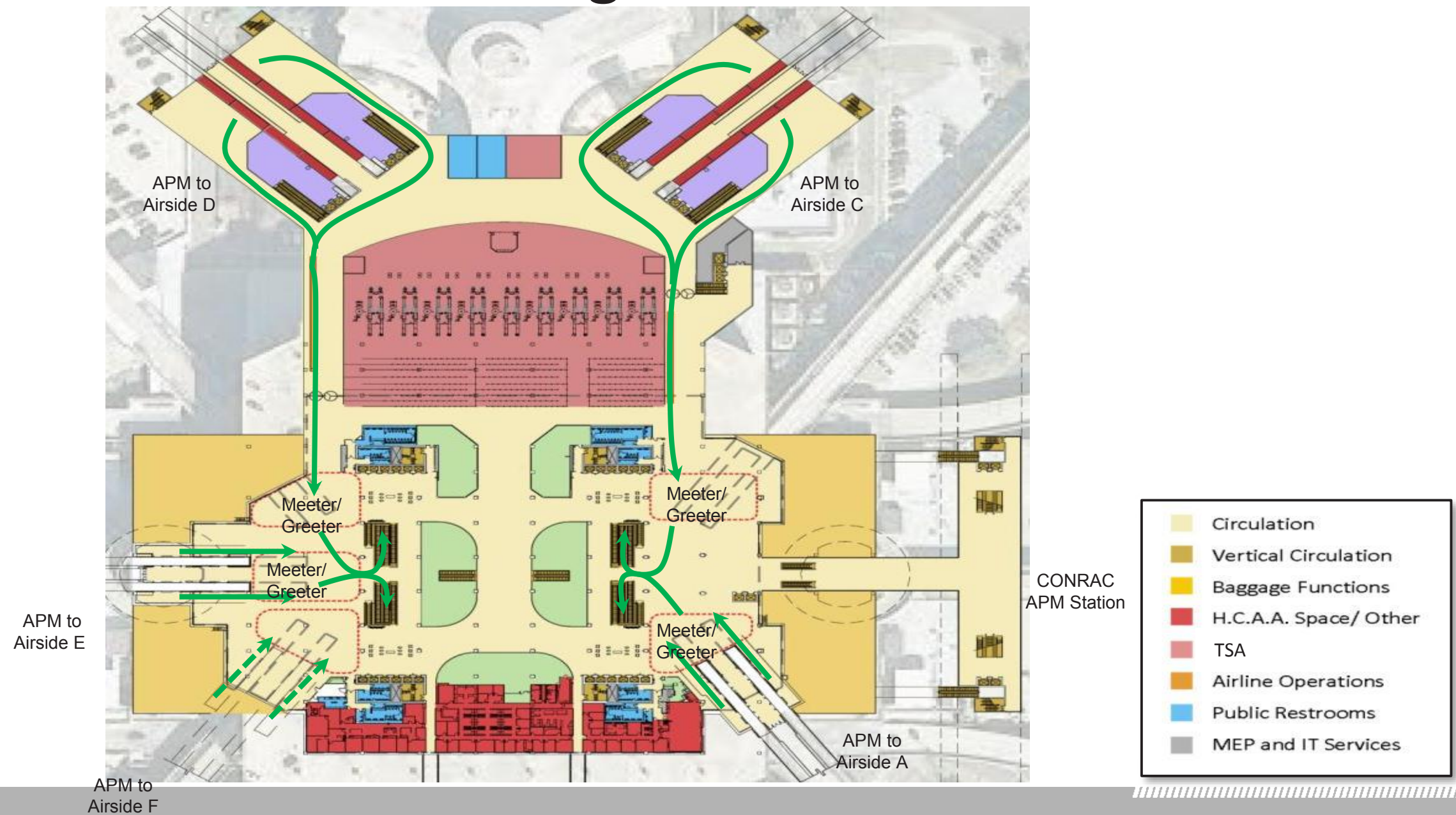
- Roof Garden
- Business Center
- Play Areas
- Spa
- Airport Lounge
- Conference Center
- Seating Areas
- Sit-down Restaurant
- Food Court
- Other Concessions



Transfer Level – Outbound Passenger Flow



Transfer Level – Inbound Passenger Flow

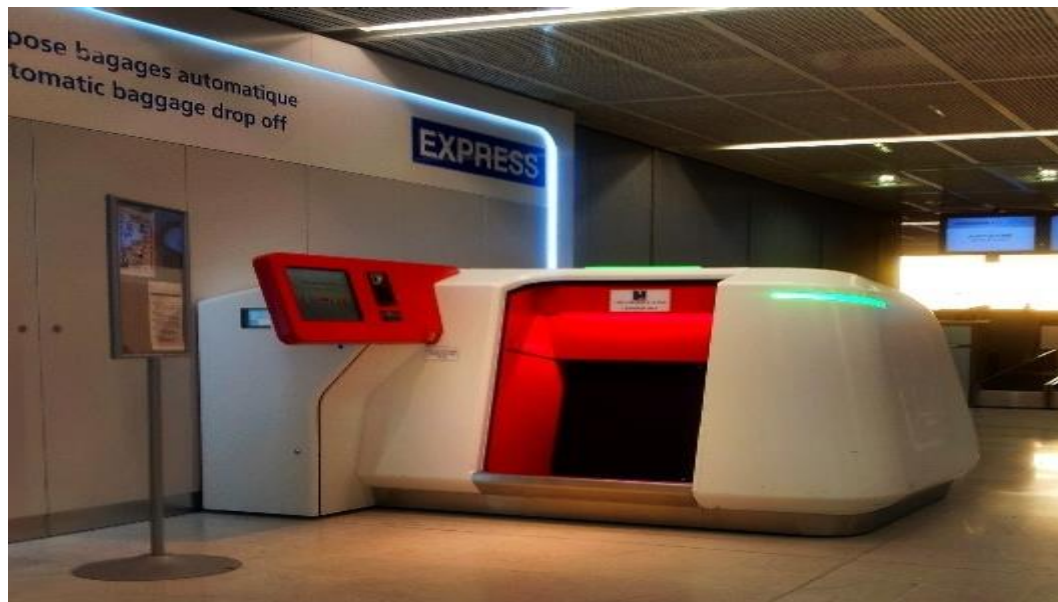
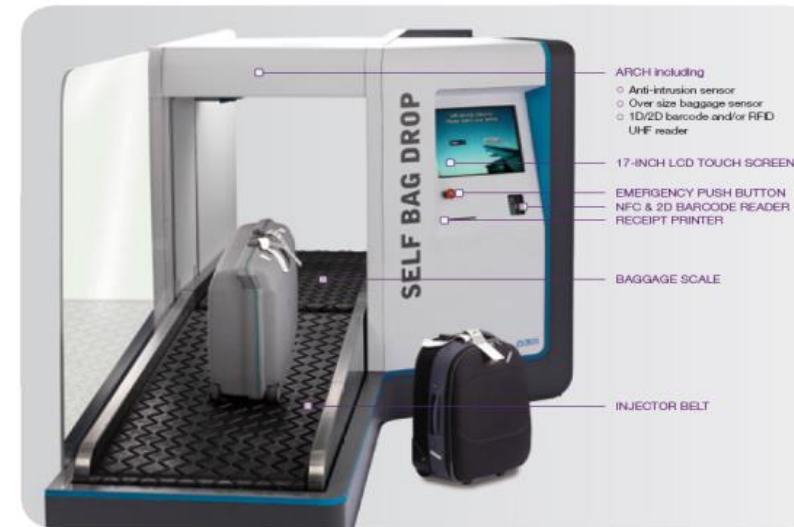




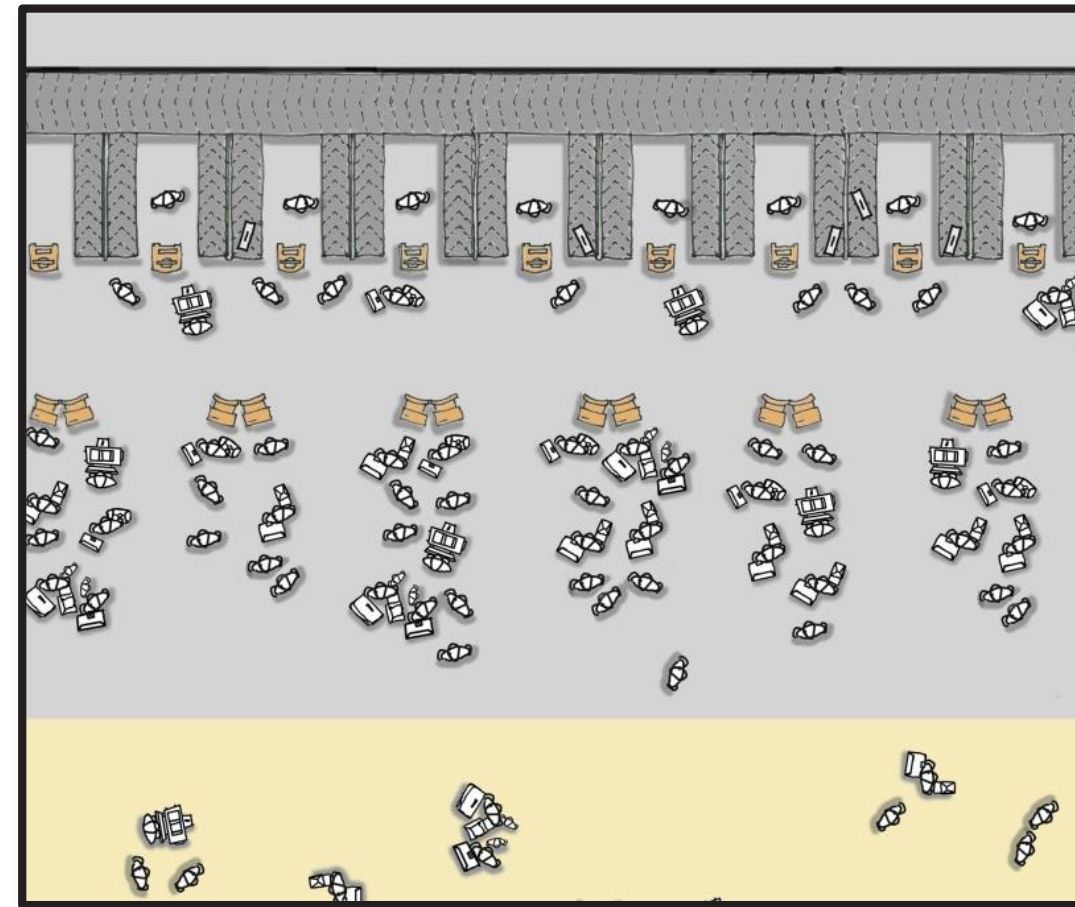
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Ticketing / Check-In

Ticketing & Check-In

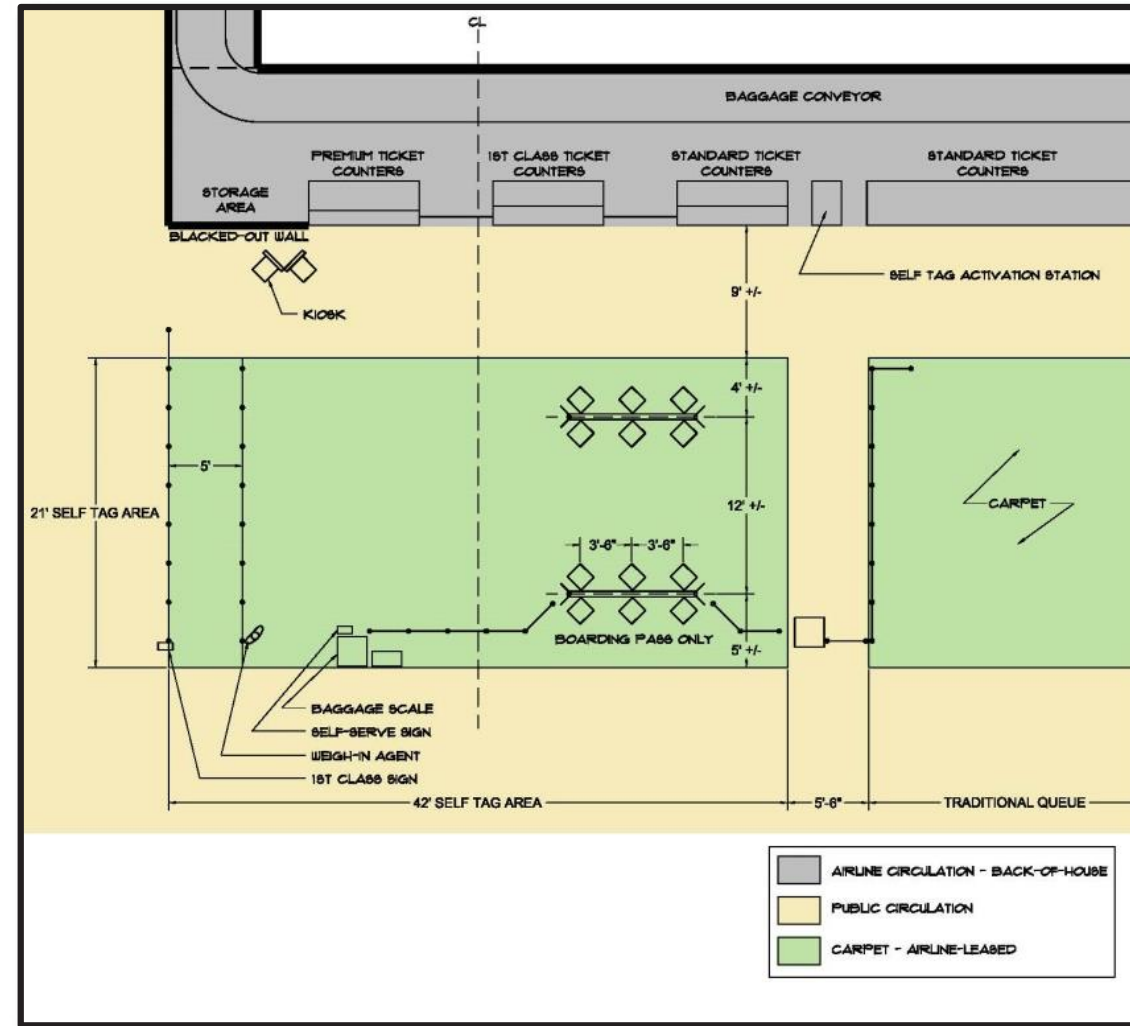
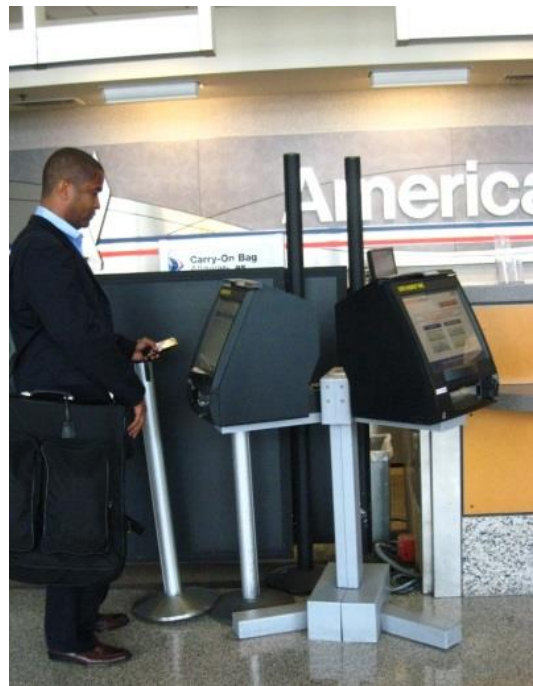
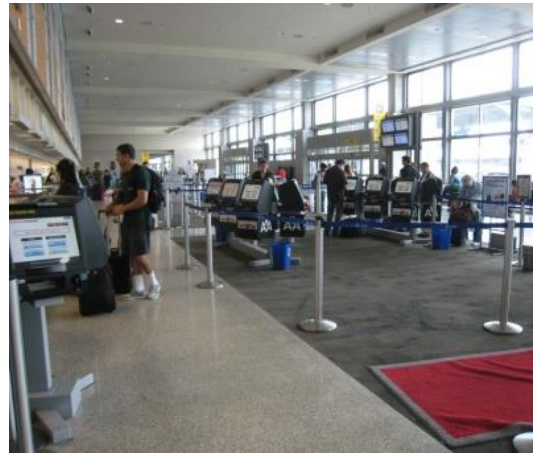


Ticketing & Check-In – ALASKA “2-STEP”



Self Check / Bag Tag - Alaska Airlines

Ticketing & Check-In – AUSTIN CHECK-IN



Self Check - American Airlines

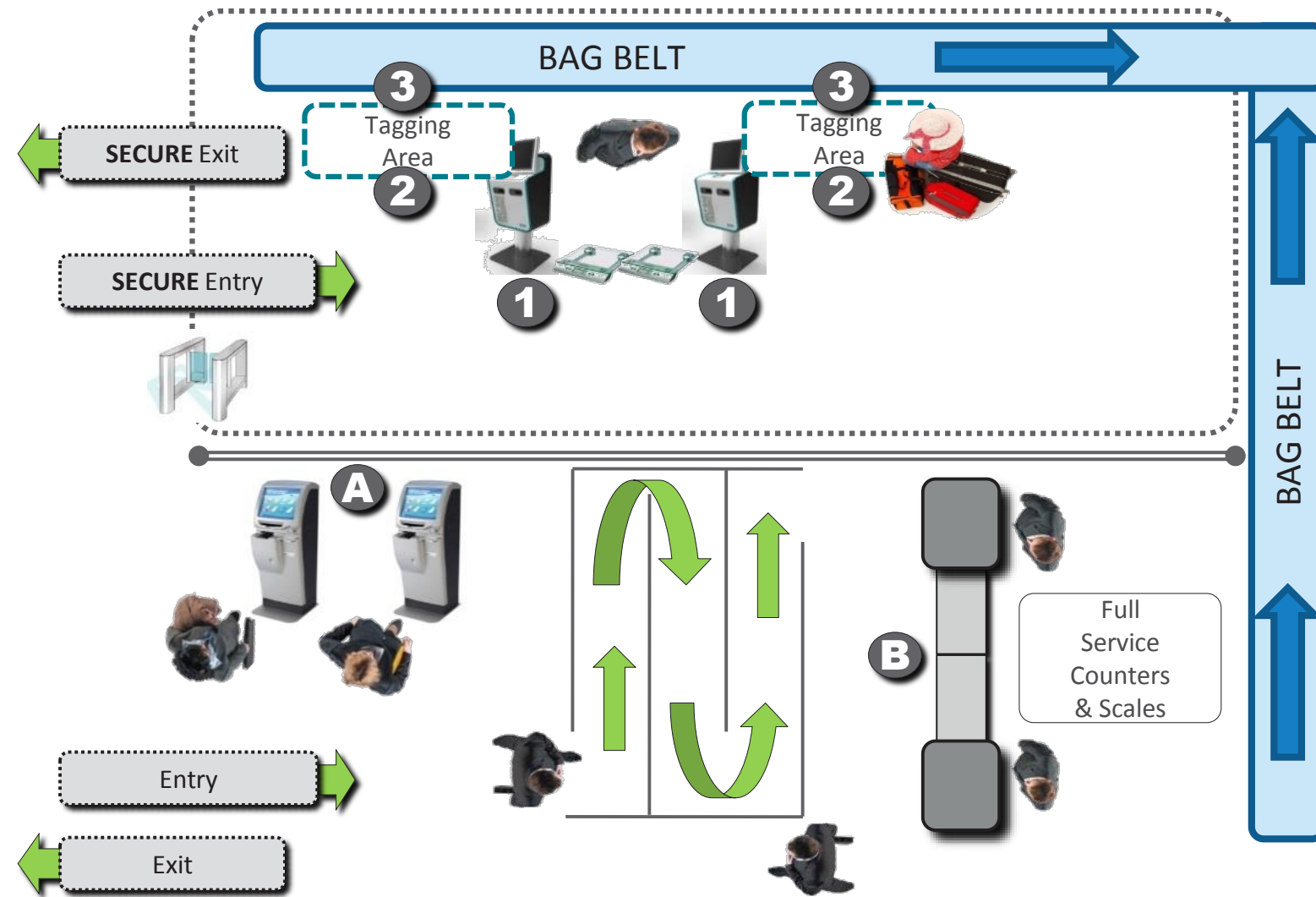
Ticketing & Check-In

SELF Tag and Drop

- 1** **SCAN IT**
TSA Confirm ID
Scan ID/ Boarding Pass
Weigh Bag
Printer Tag
TSA Agent
- 2** **TAG IT**
Adhere Bag Tag
TSA Monitor
- 3** **DROP IT**
Place Bag on Belt

Standard Operations

- A** **KIOSK**
Check-In
Print Boarding Pass
- B** **FULL SERVICE**
Check-In
Print Boarding Pass
Baggage Check



Ticketing & Check-In



EXISTING – TICKETING LEVEL



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Airside E

Airside E



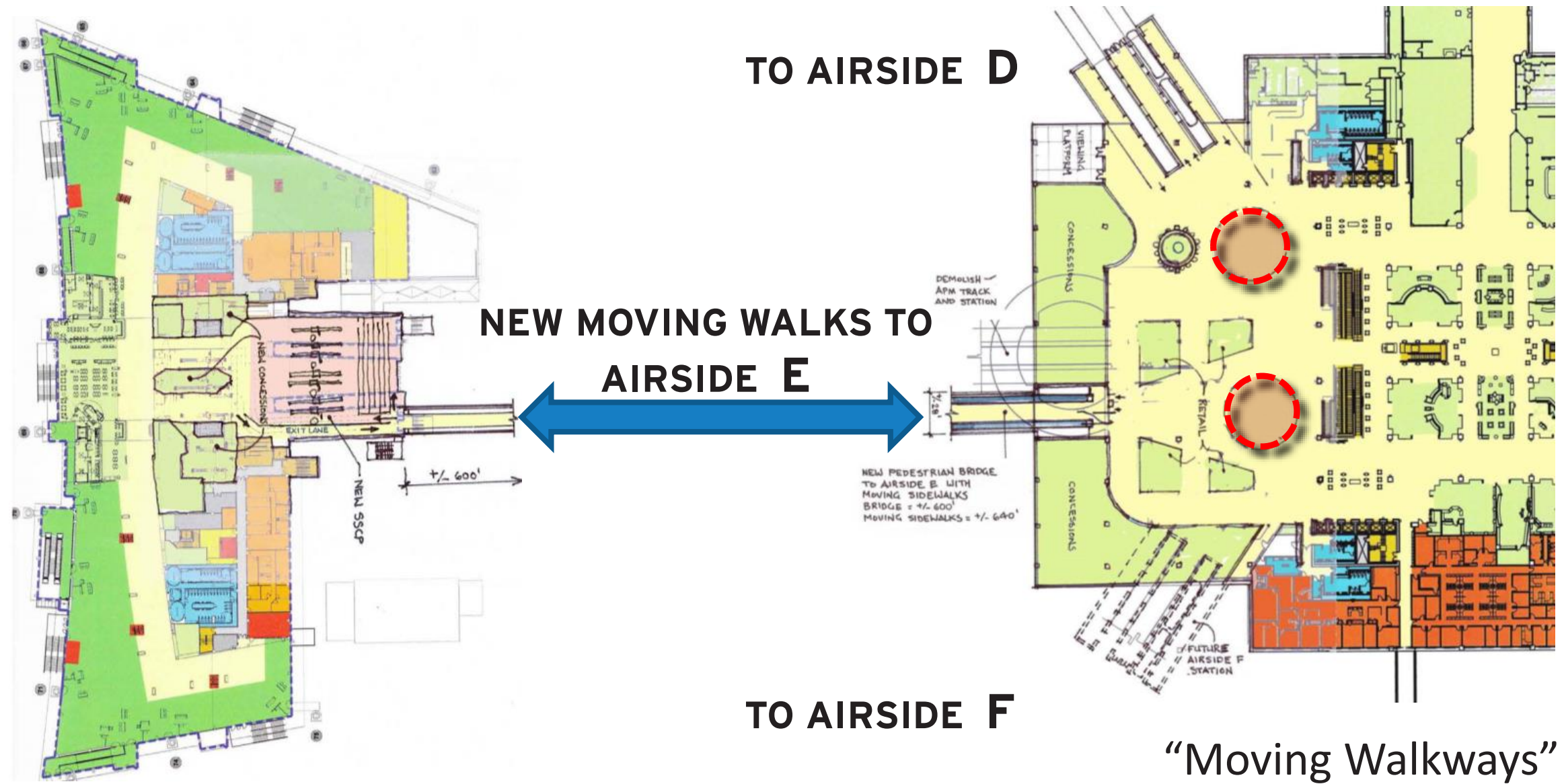
APM TRACK ELEVATION CHANGE



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Transfer Level



Airside E



BOARDING LEVEL

Concessions Requirement:
30,400 sf
Current Concessions:
12,934 sf
Recommended Plan
Concessions:
+/- 25,000*

* Includes current additions proposed by Unison

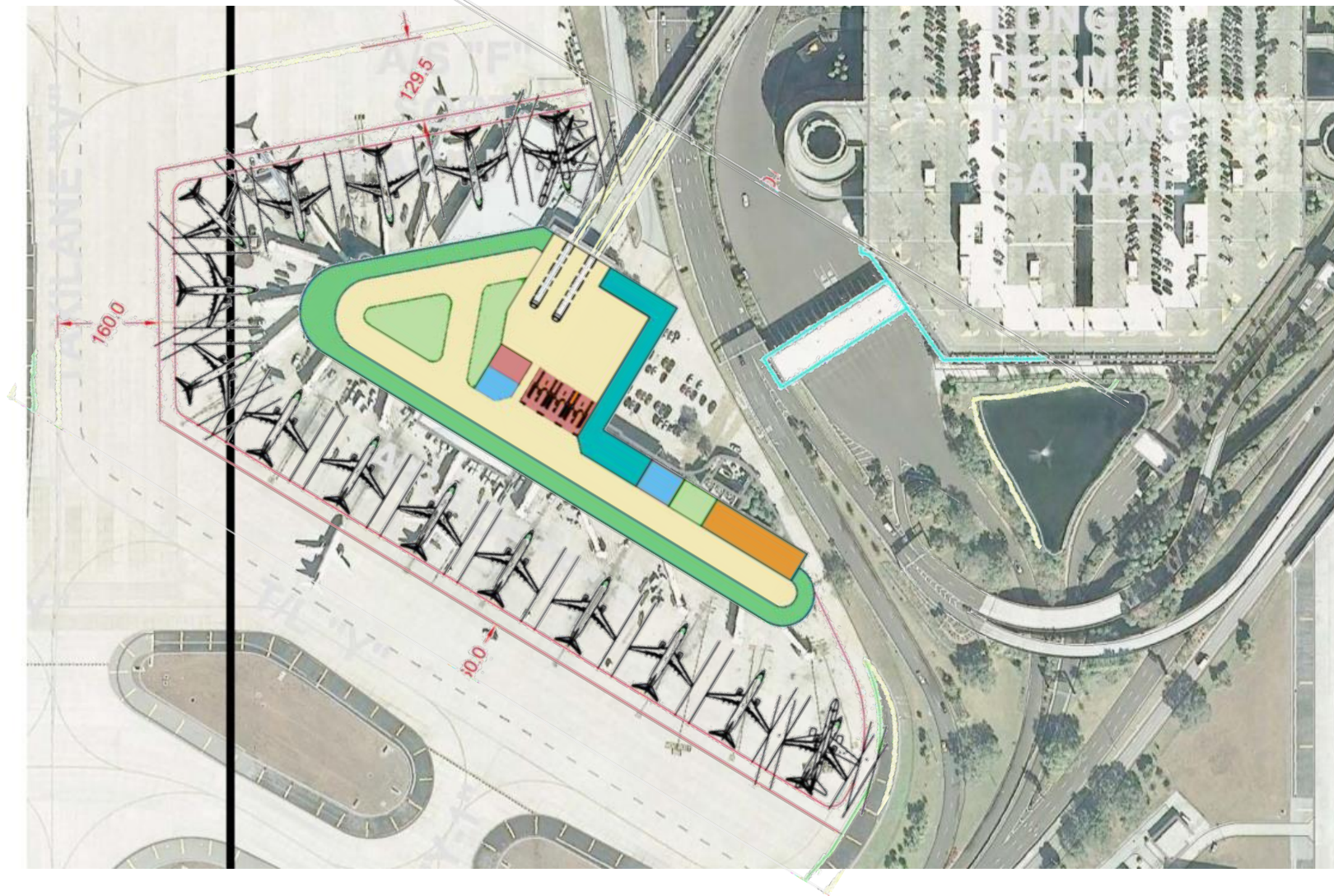




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Airside F

Future Airside F



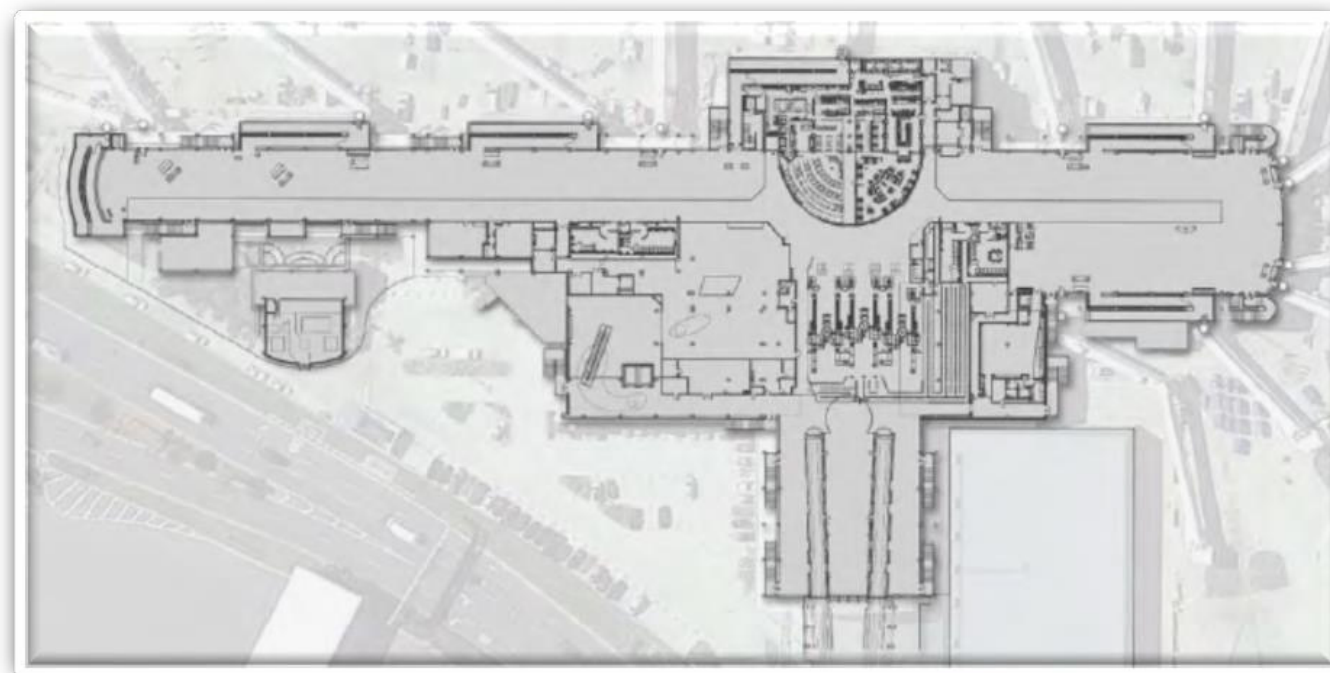
BOARDING LEVEL

C = 15 AIRCRAFT

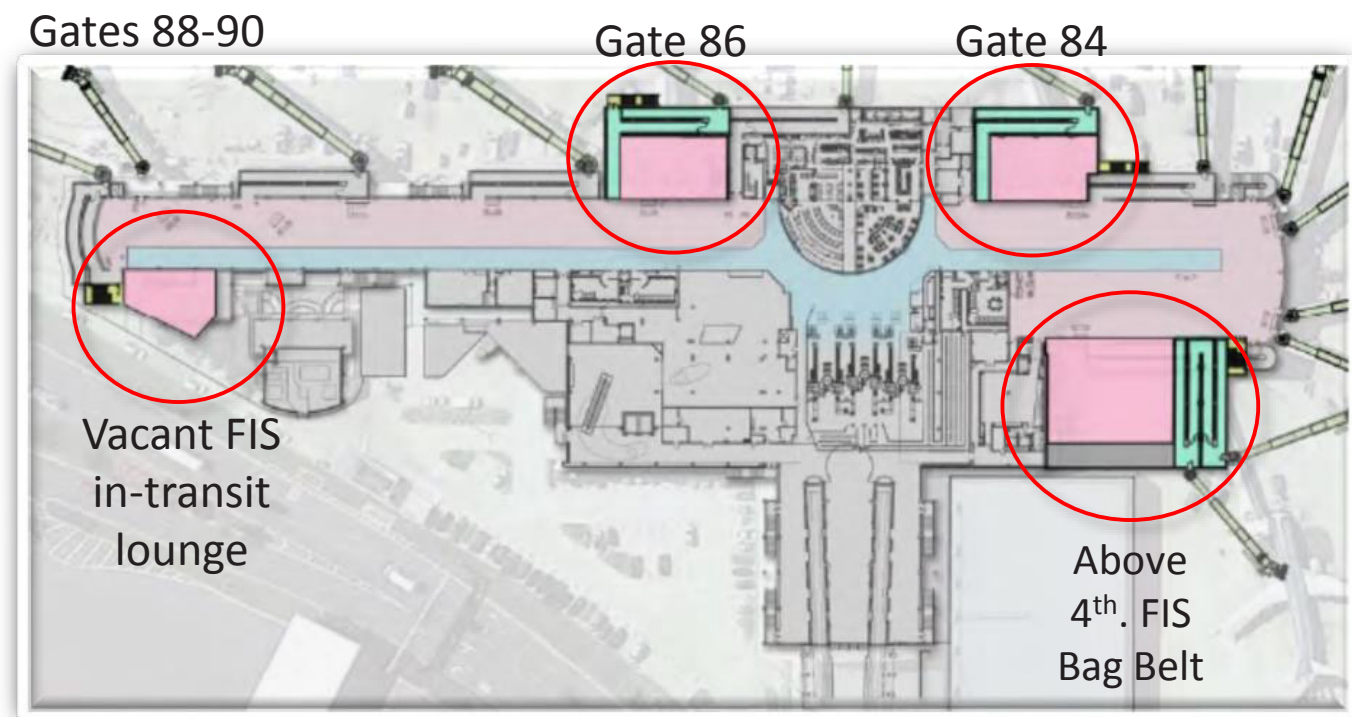


Airside F – Boarding Level

- Build out over vacant FIS in-transit lounge to provide new holdroom area for Gates 88, 89 & 90
- Expand Gate 86 area to provide new holdroom area
- Expand Gate 84 area to provide new holdroom area
- Build second level over new 4th bag claim device to provide new holdroom area



Existing Boarding Level



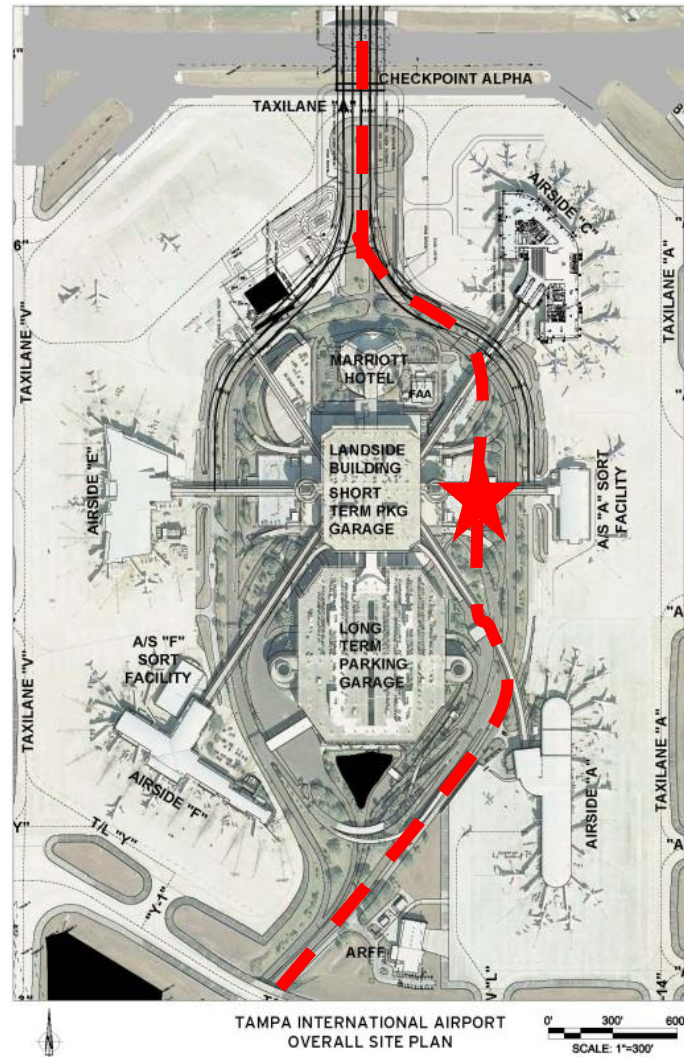
Proposed Boarding Level



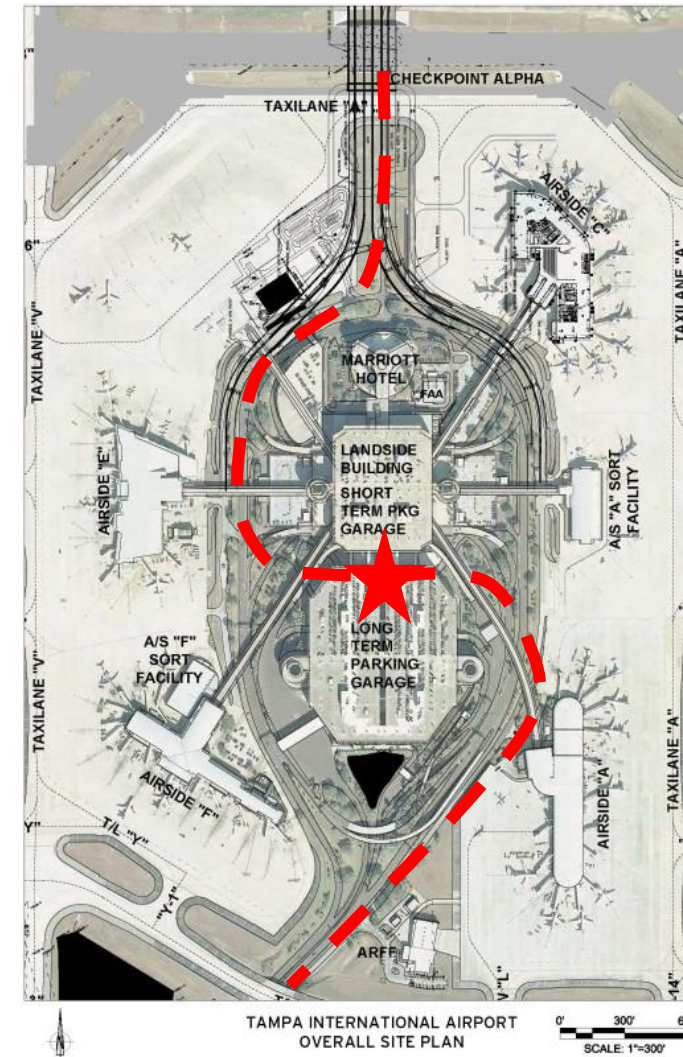
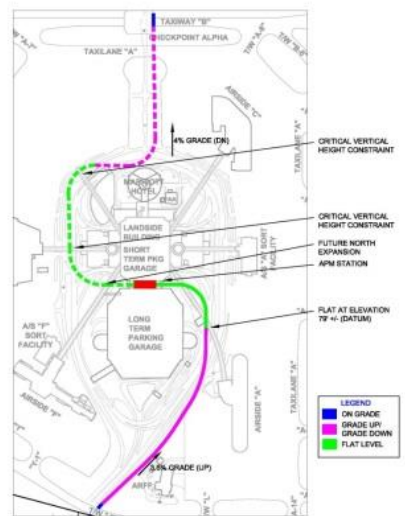
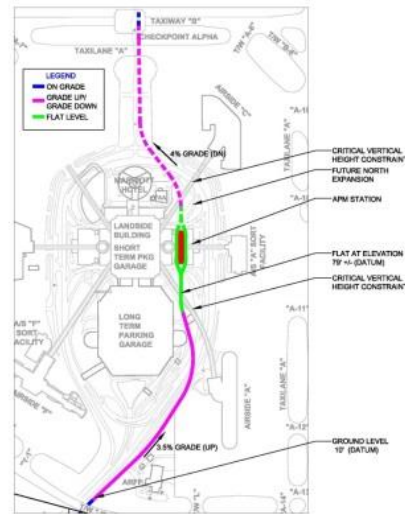
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East APM

Future APM (East vs. South)



EAST APM



SOUTH APM

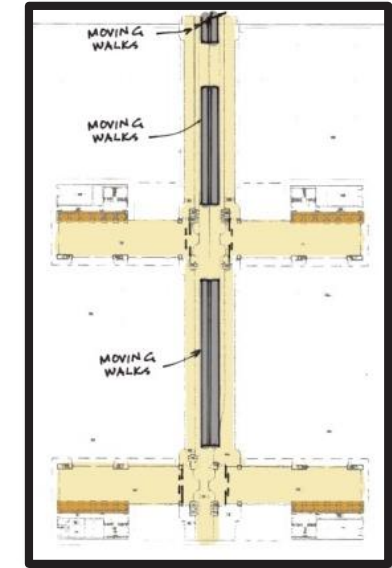
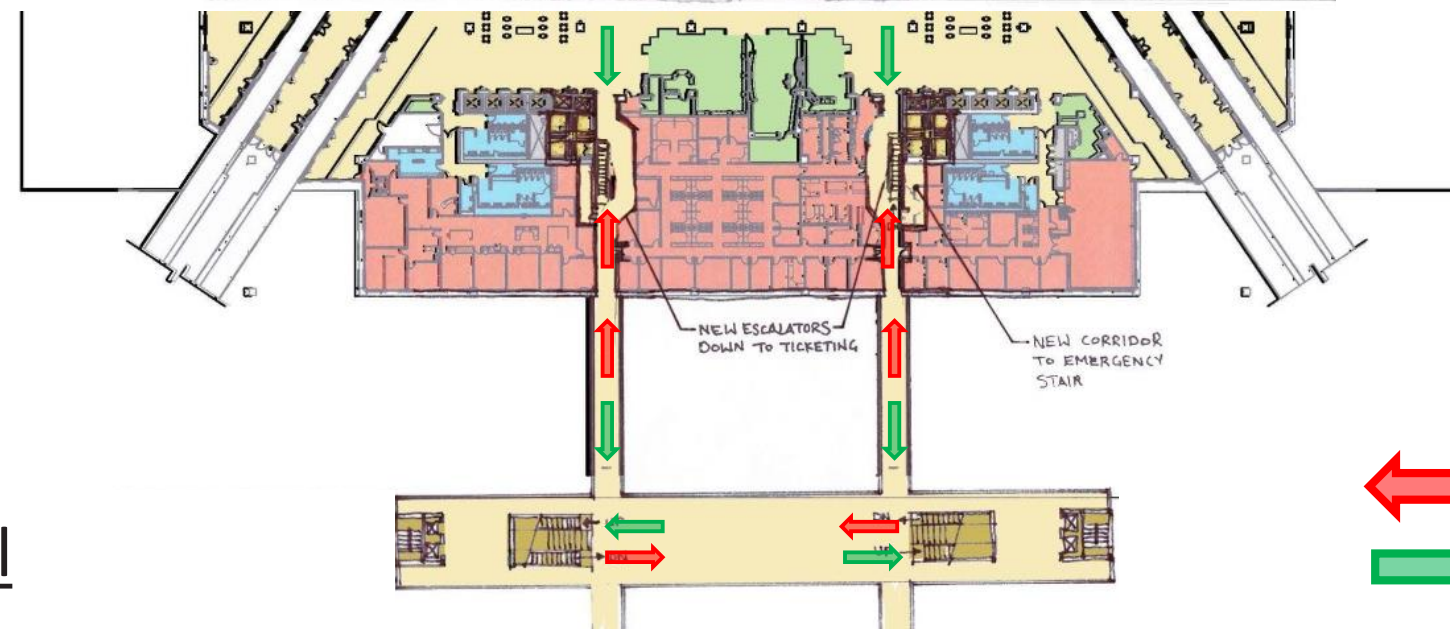


Future APM - SOUTH

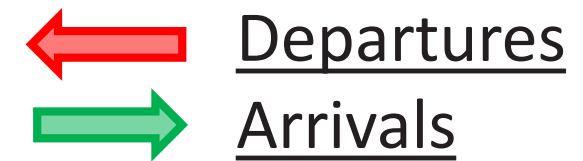
APM Level



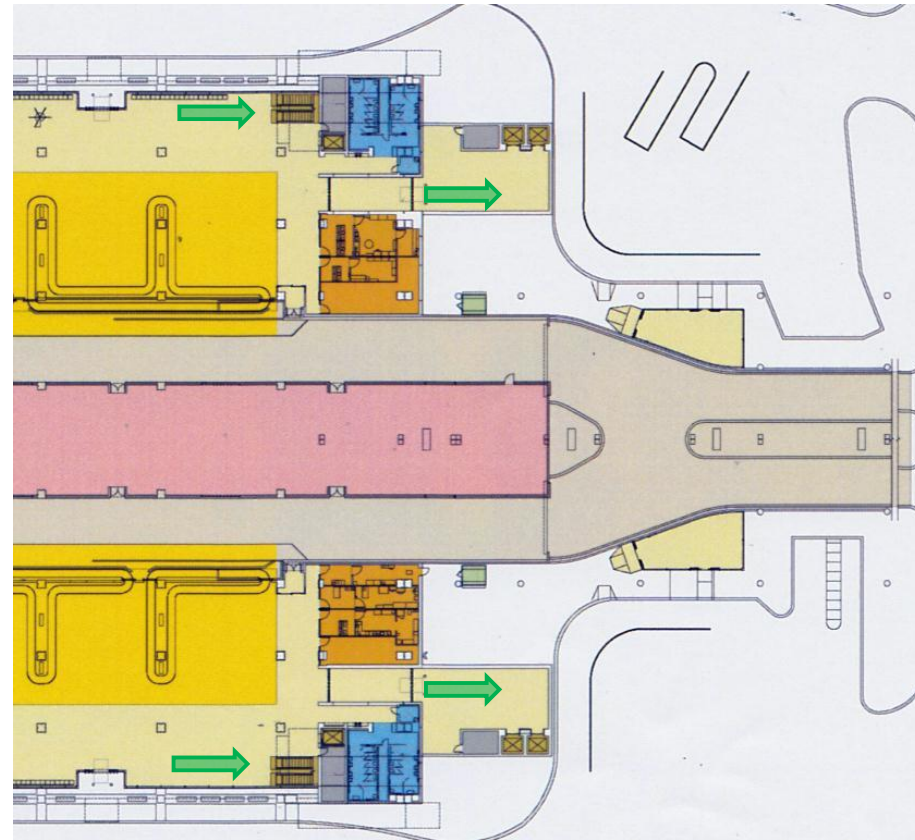
Transfer Level



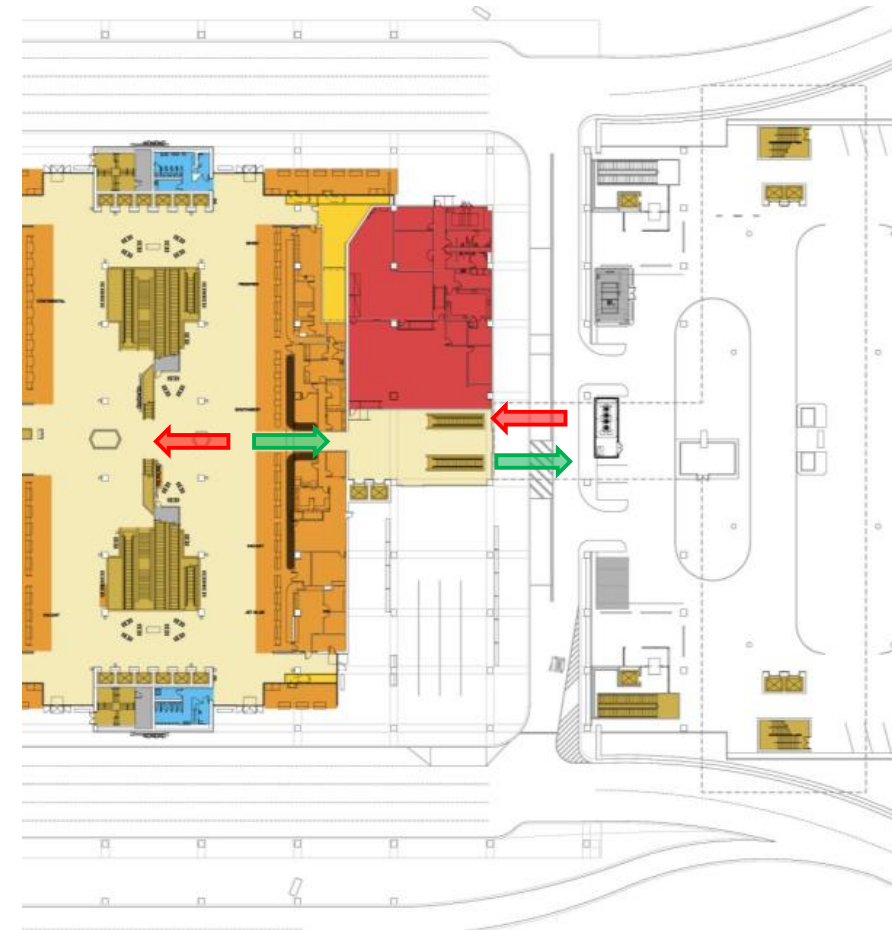
Level 5 Garage



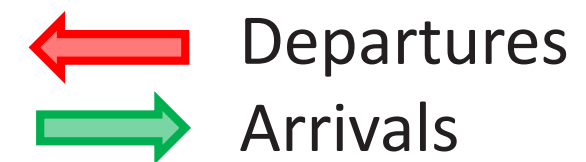
Future APM - EAST



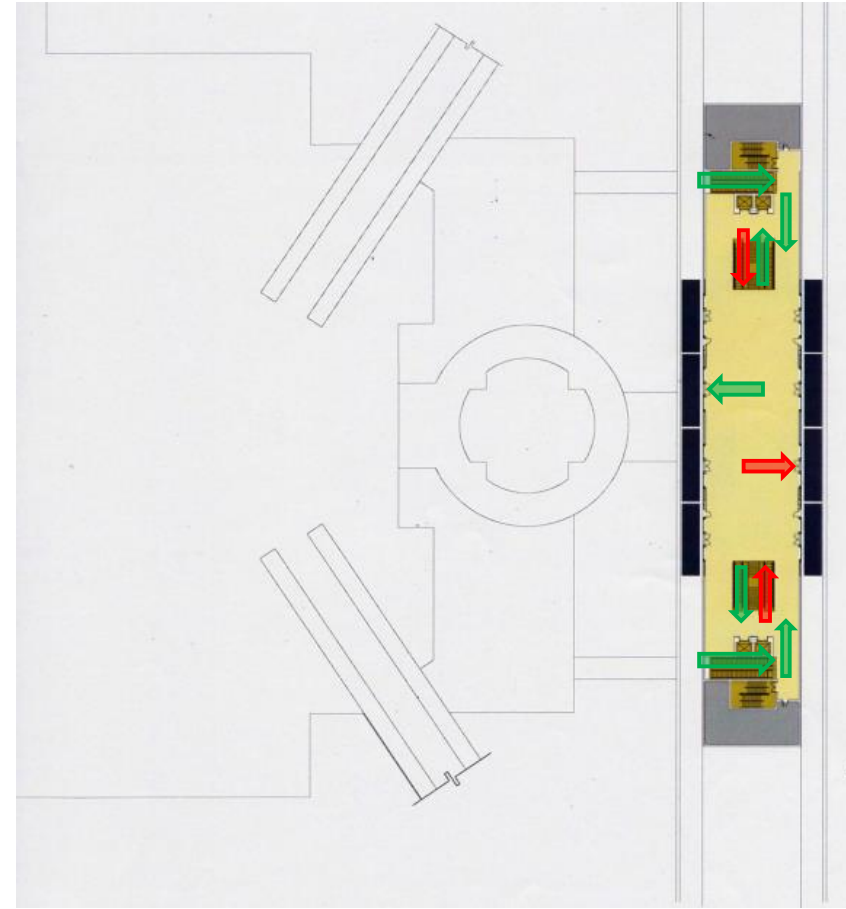
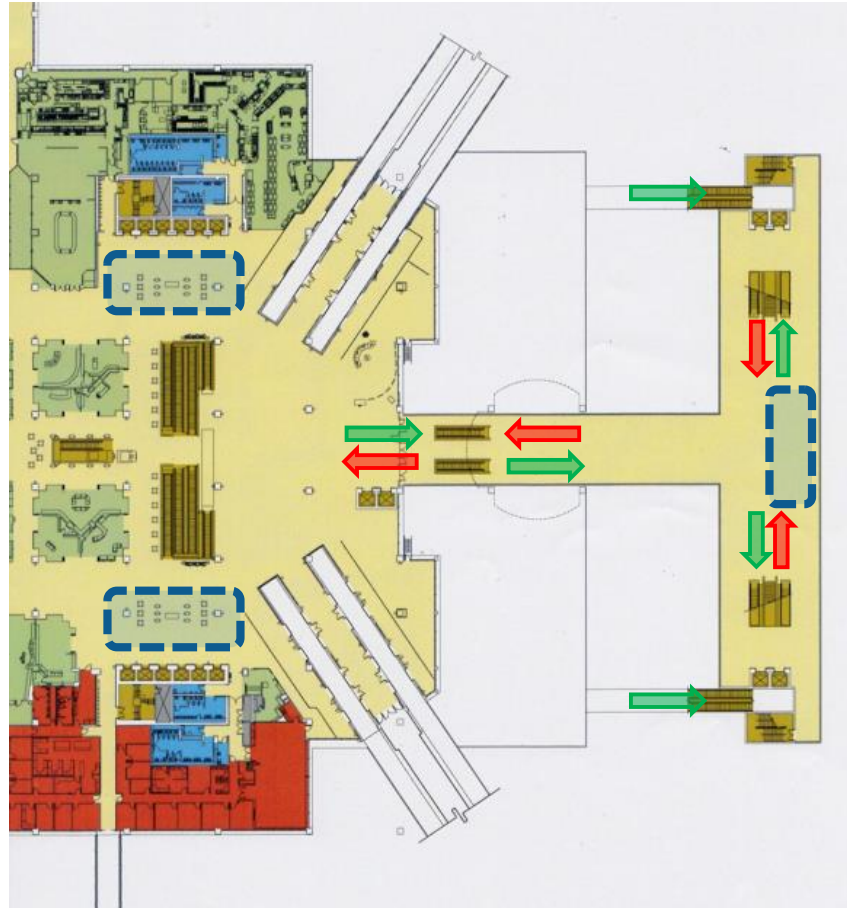
BAGGAGE



TICKETING





Future APM - EAST



TRANSFER

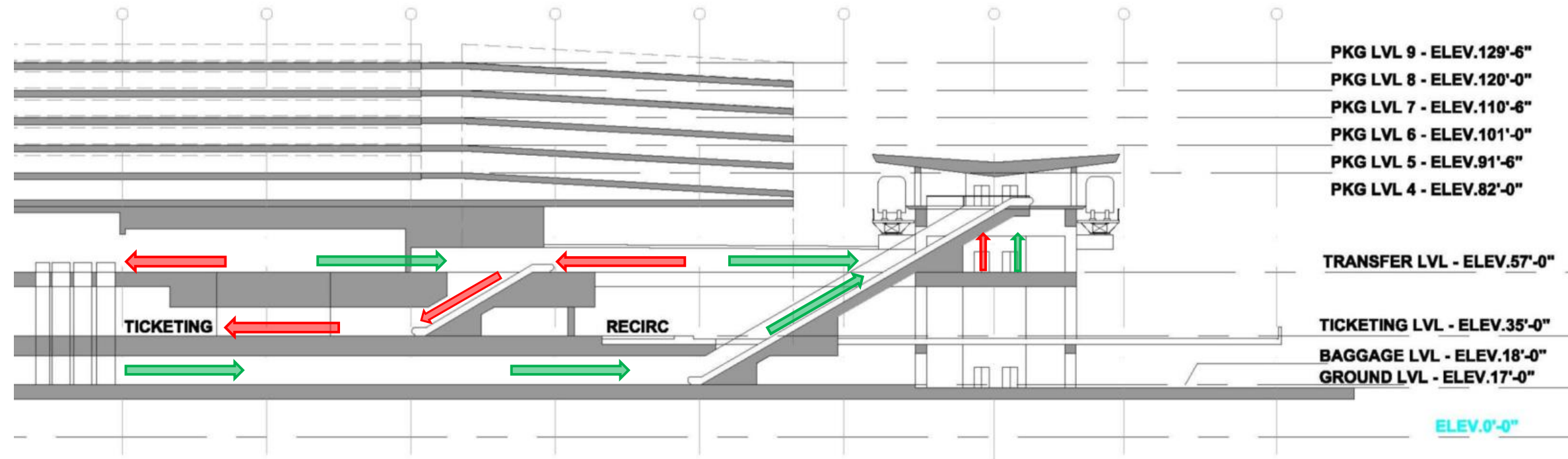
 = Potential Kiosk Location

APM

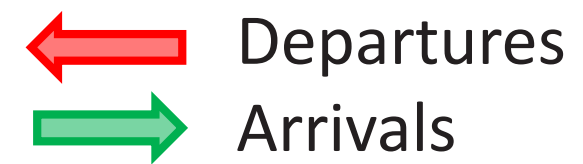
 Departures
 Arrivals



Future APM - EAST



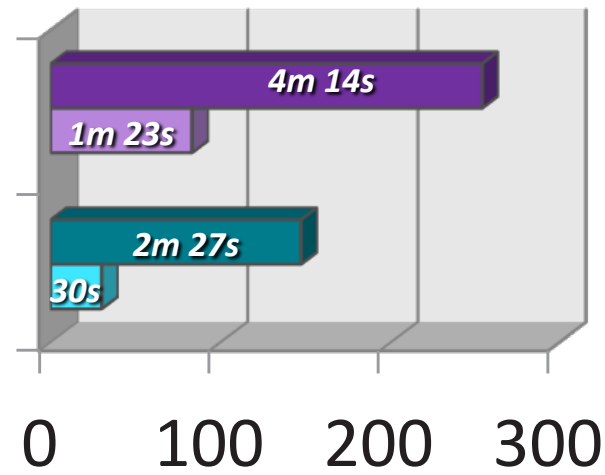
EAST – WEST SECTION



Future EAST APM – WALKING DISTANCES

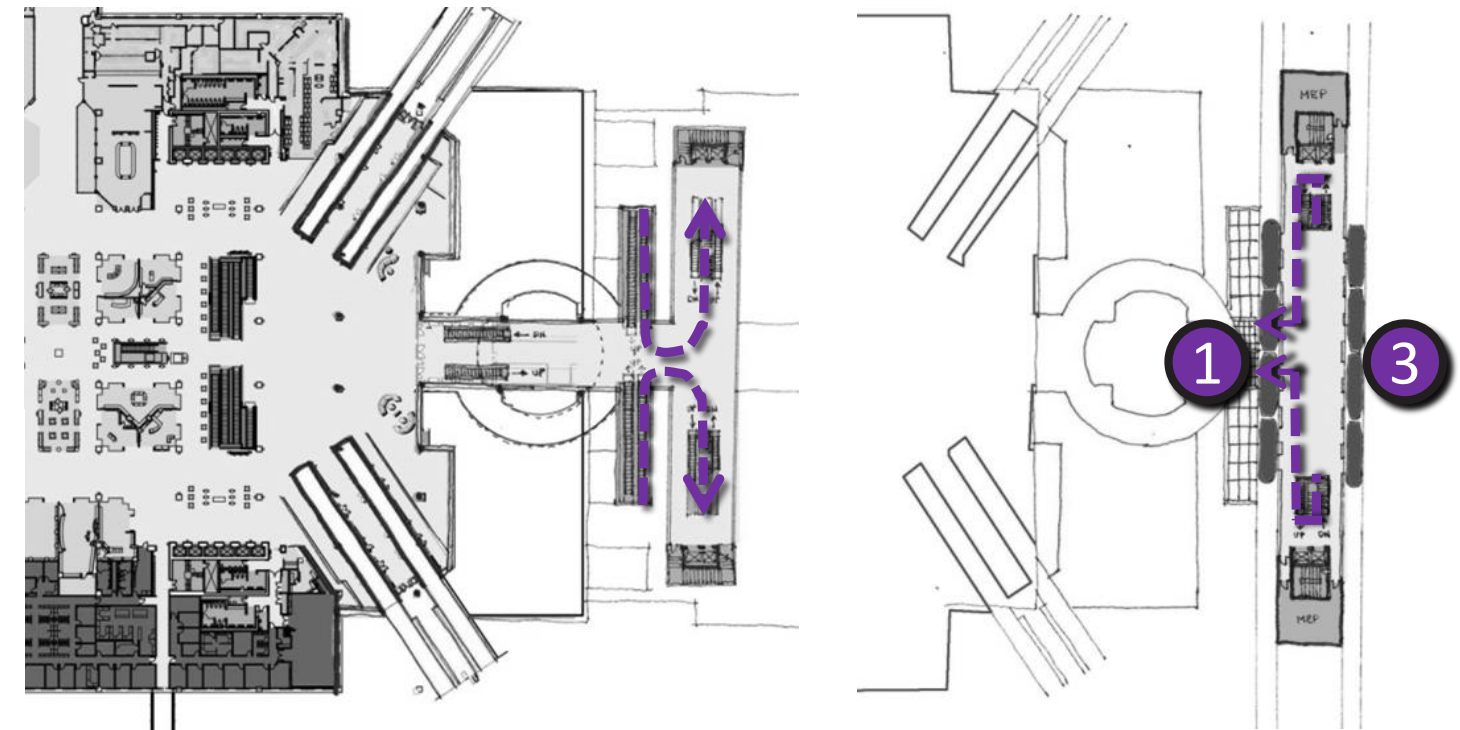
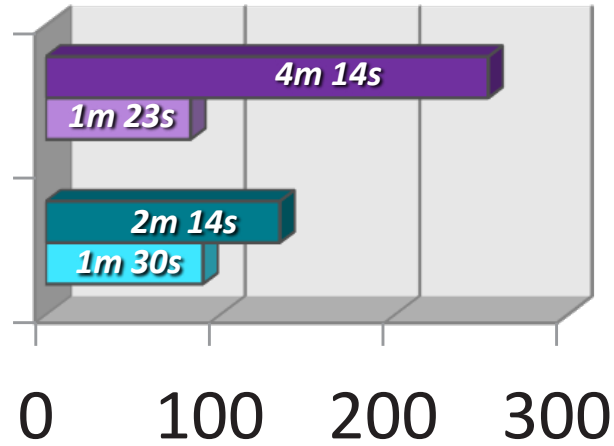
RED Side Walking times

- 1
Bag Claim - APM
 Max: $\sim 735' + 280' = 1015'$
 Min: $\sim 50' + 280' = 330'$
- 2
Bag Claim - RAC
 Max: $\sim 585'$
 Min: $\sim 120'$



Blue Side Walking times

- 1
Bag Claim - APM
 Max: $\sim 735' + 280' = 1015'$
 Min: $\sim 50' + 280' = 330'$
- 2
Bag Claim - RAC
 Max: $\sim 535'$
 Min: $\sim 360'$

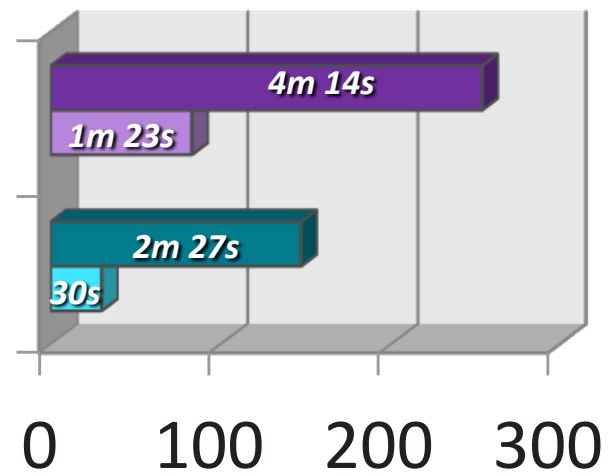


● Existing RAC
 ● Future East APM

Future EAST APM – WALKING DISTANCES

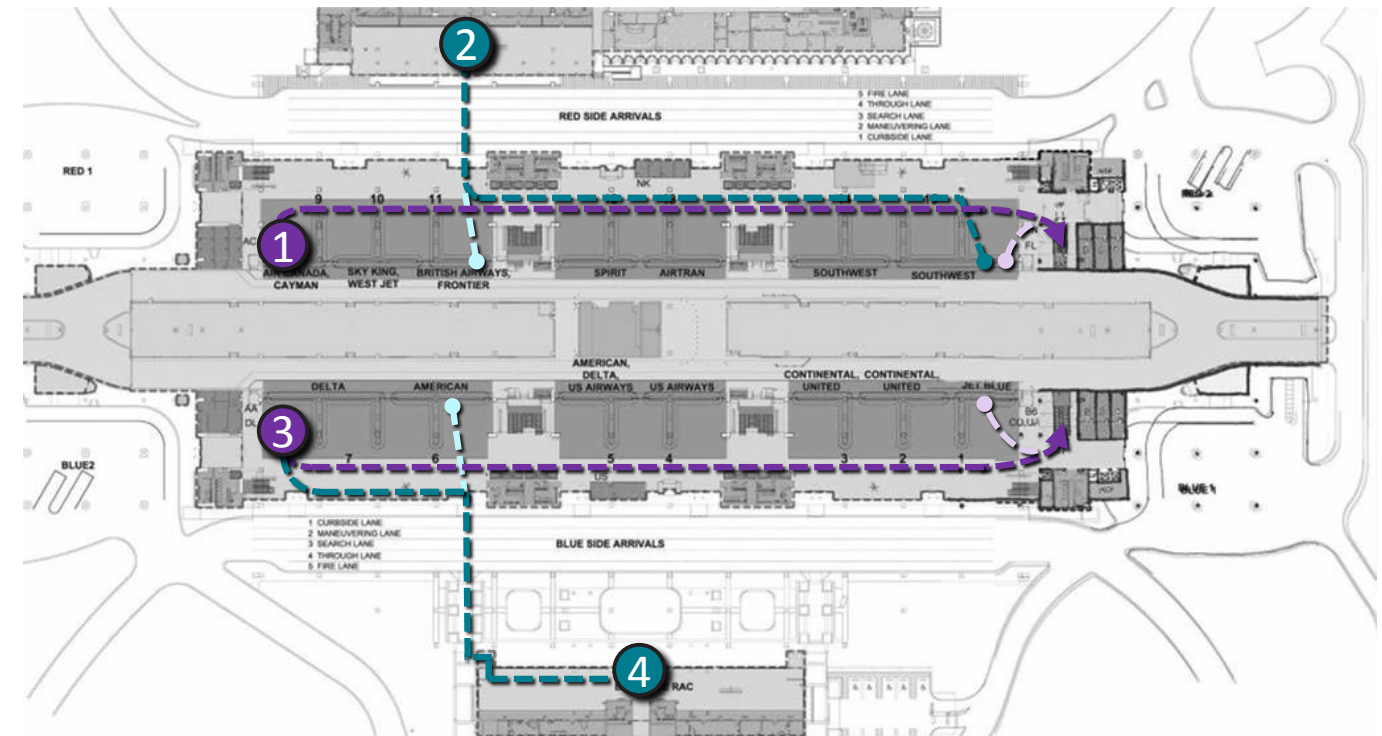
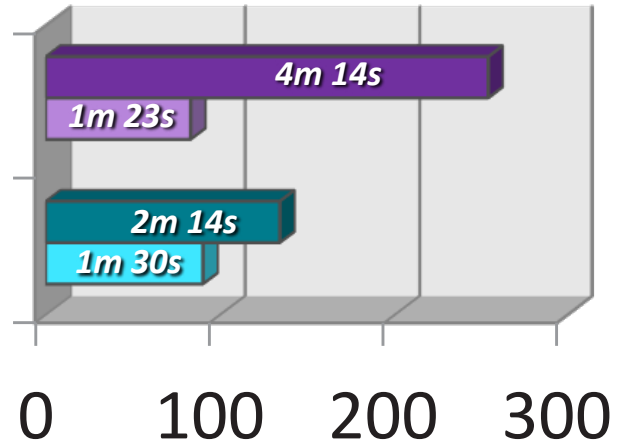
RED Side Walking times

- 1** Bag Claim - APM
Max: $\sim 735' + 280' = 1015'$
Min: $\sim 50' + 280' = 330'$
- 2** Bag Claim - RAC
Max: $\sim 585'$
Min: $\sim 120'$



Blue Side Walking times

- 3** Bag Claim - APM
Max: $\sim 735' + 280' = 1015'$
Min: $\sim 50' + 280' = 330'$
- 4** Bag Claim - RAC
Max: $\sim 535'$
Min: $\sim 360'$



 Existing RAC  Future East APM



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Implementation – CIP Sequence

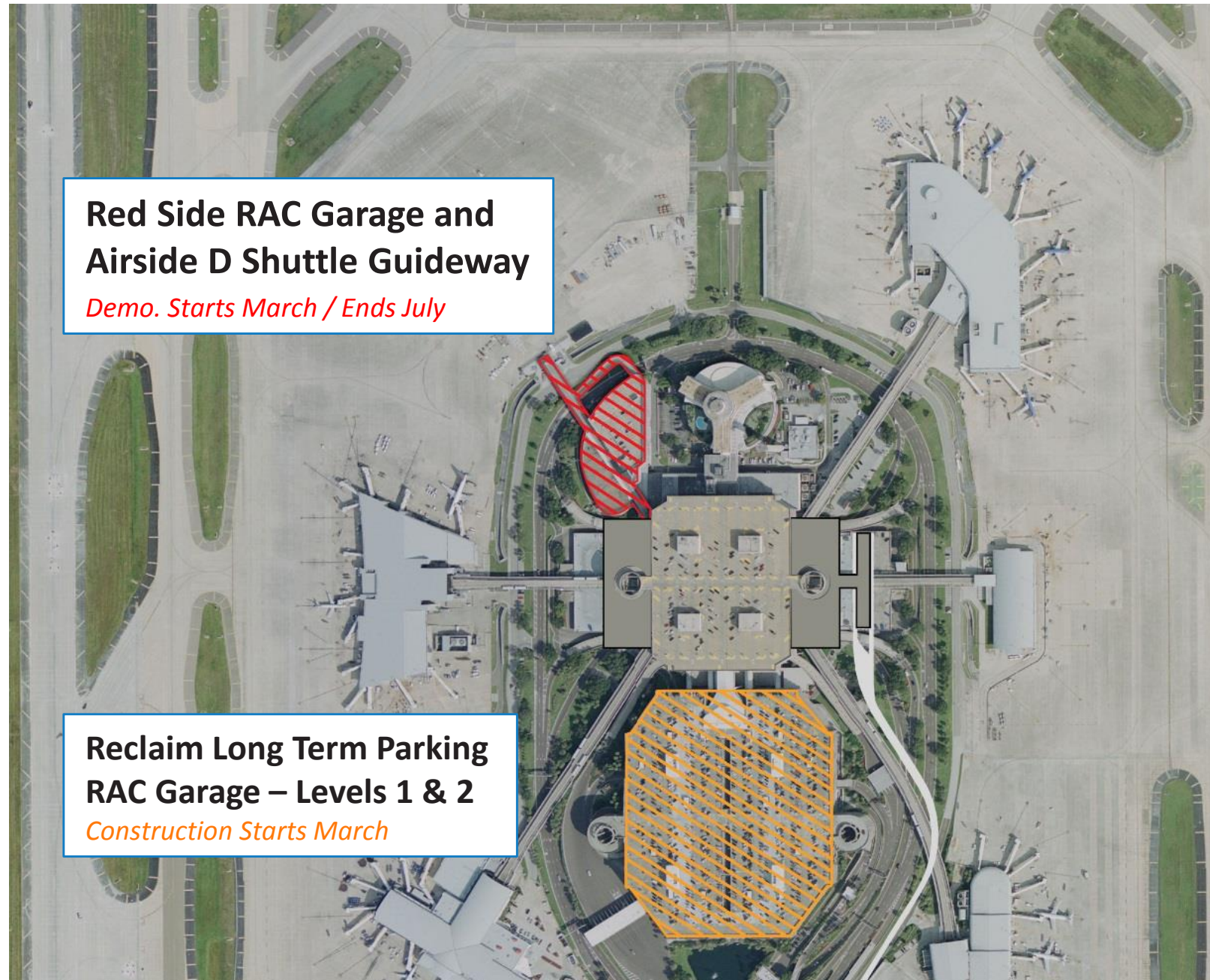


Main Terminal Improvements
Construction Complete October



CONRAC
Construction Complete October

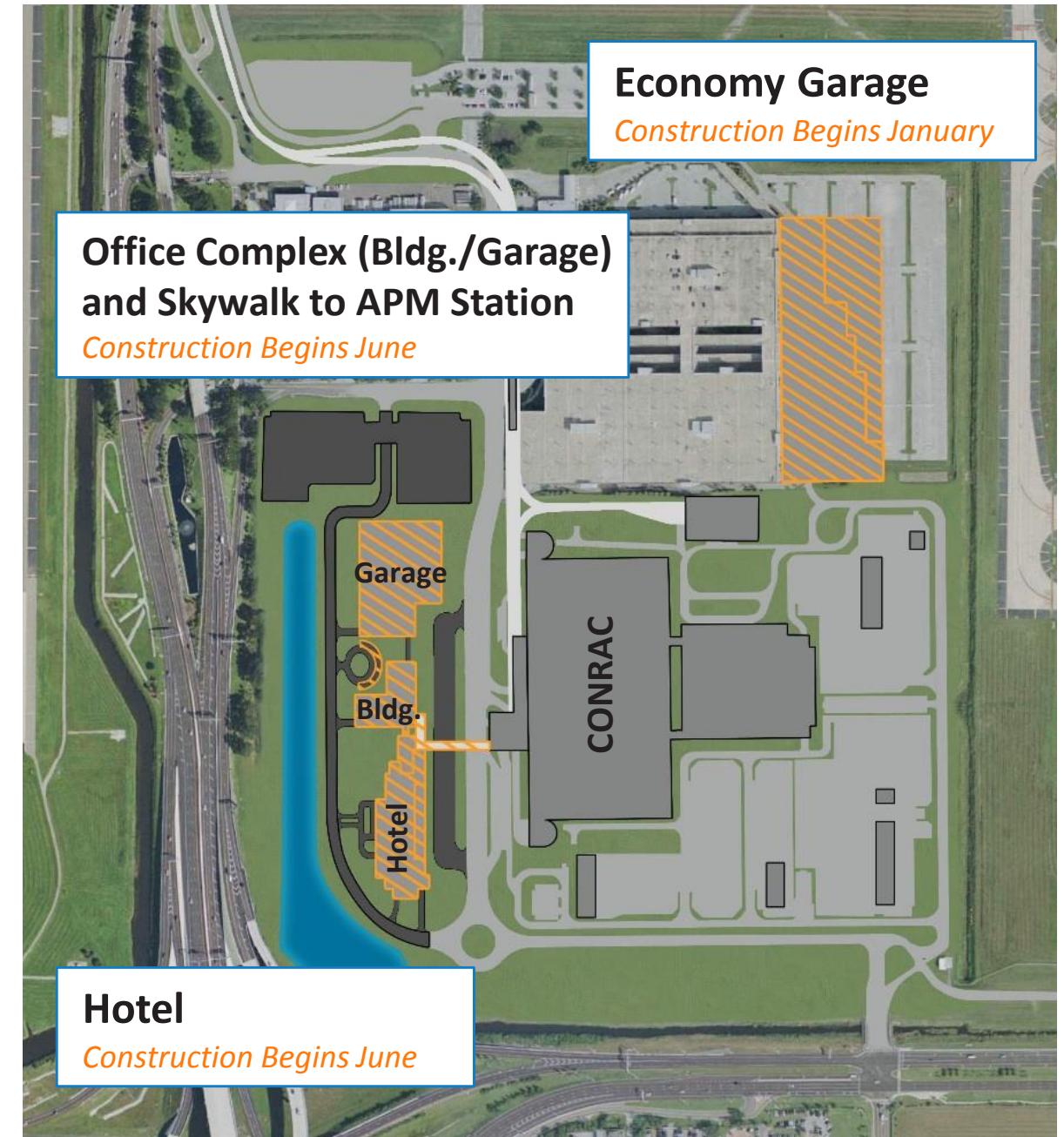


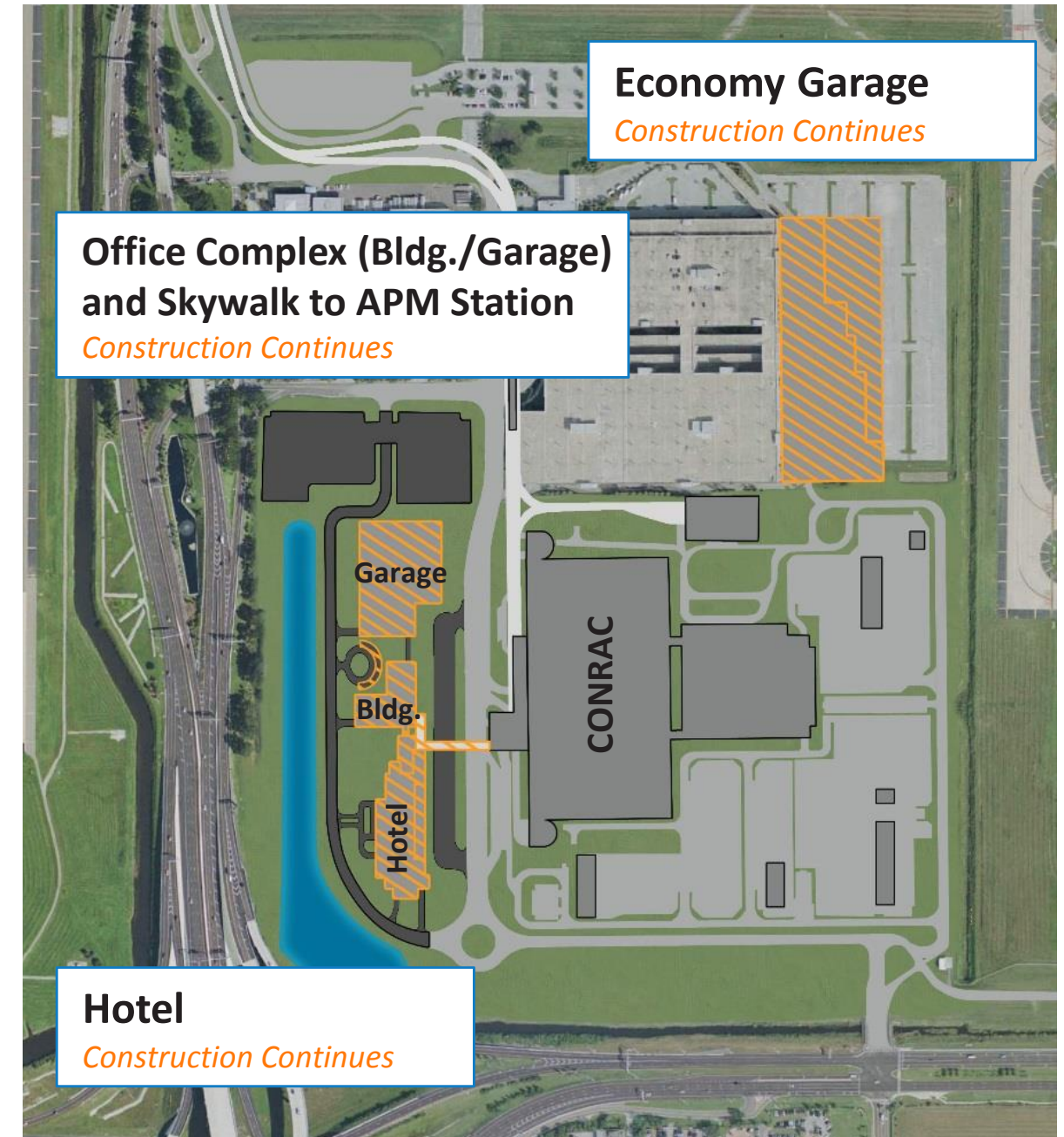


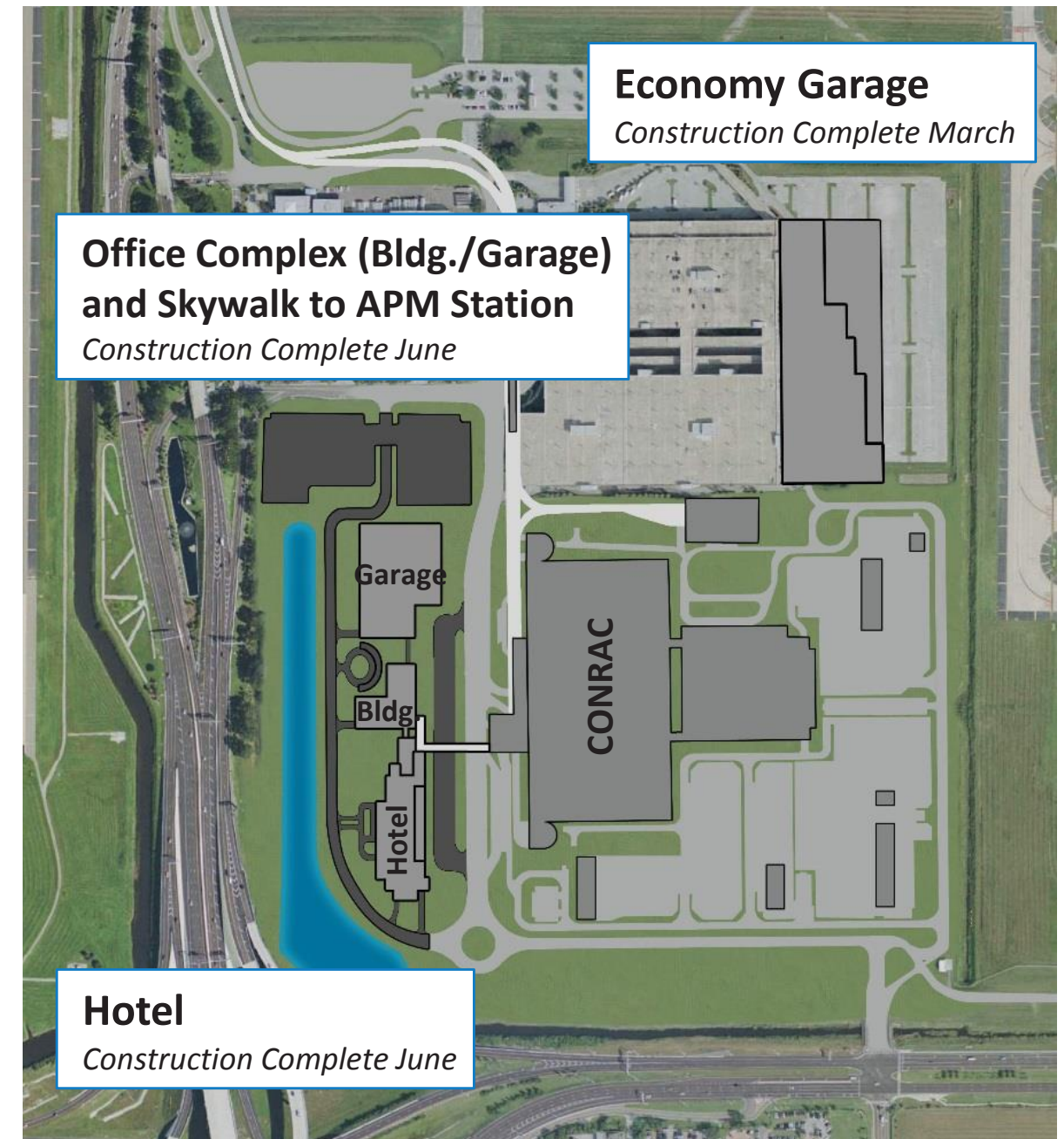
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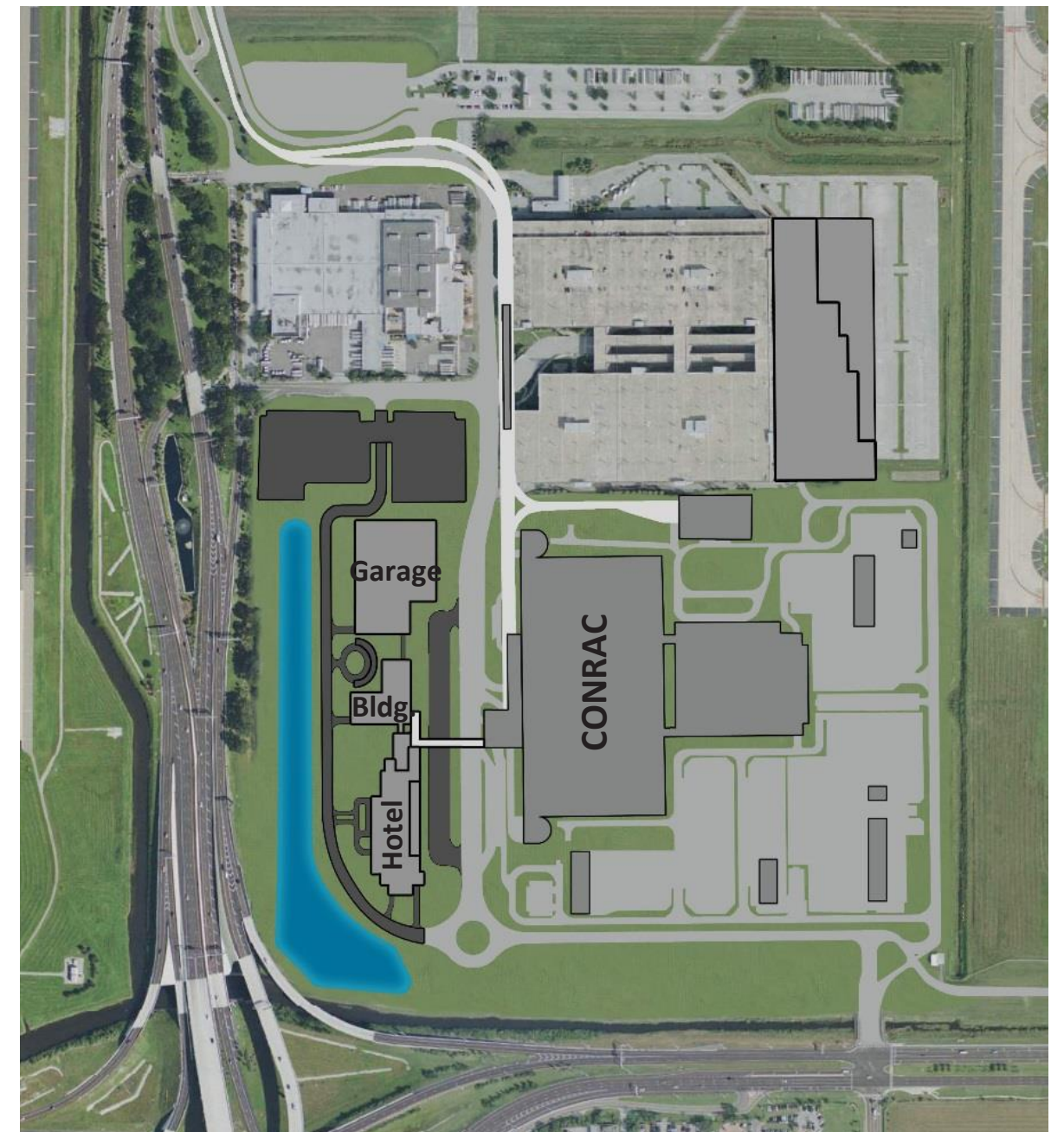
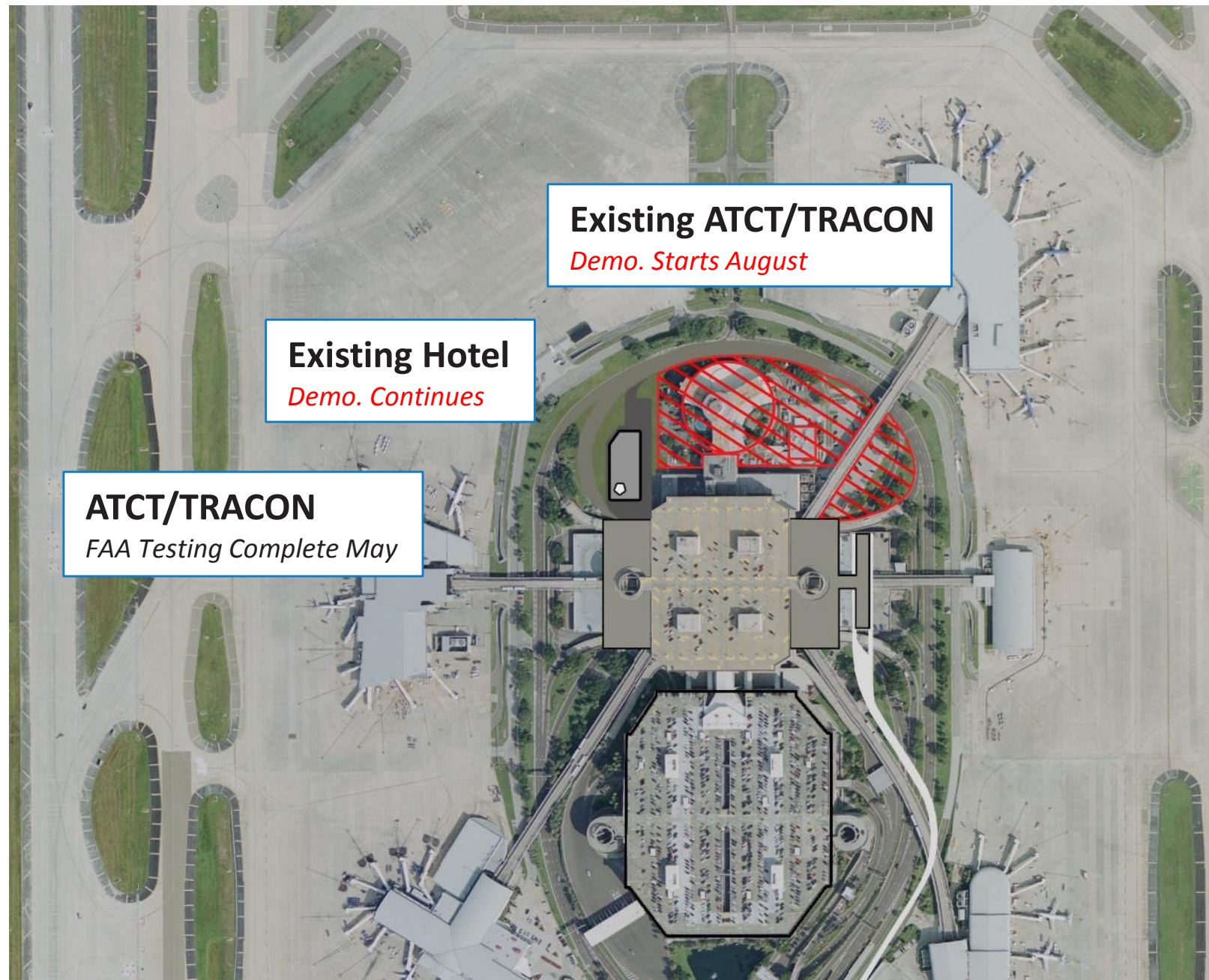




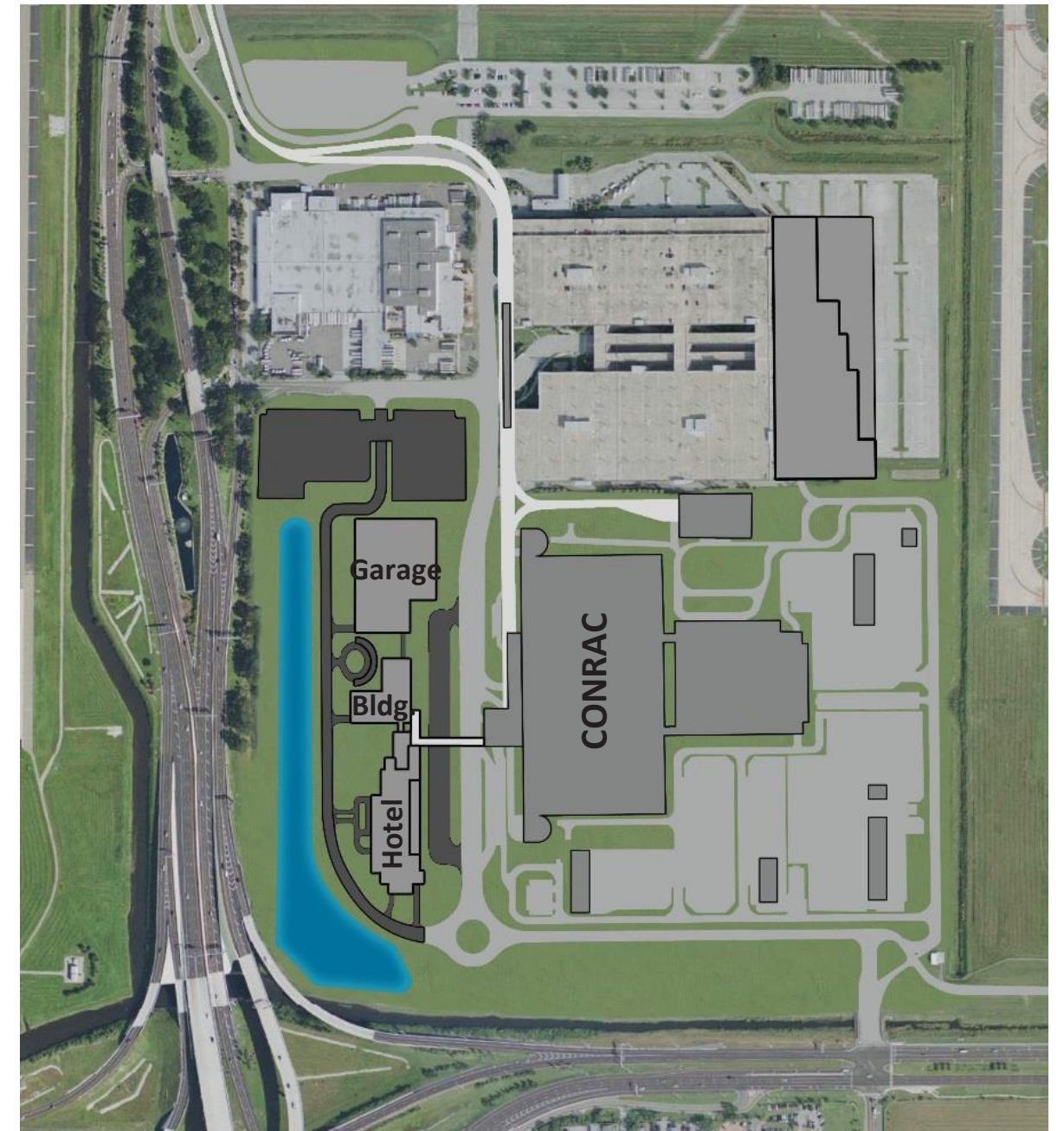








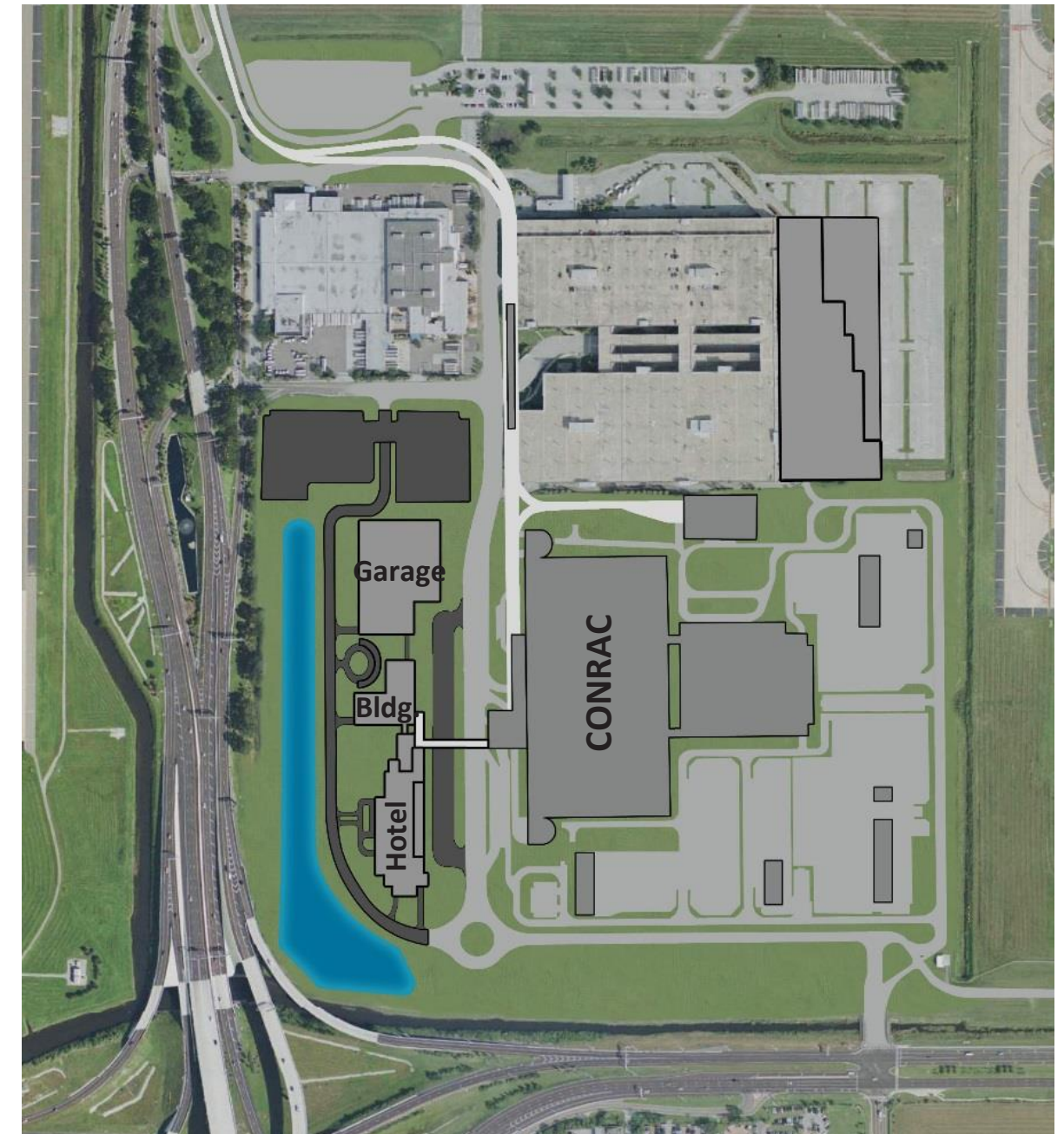
2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026



2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026

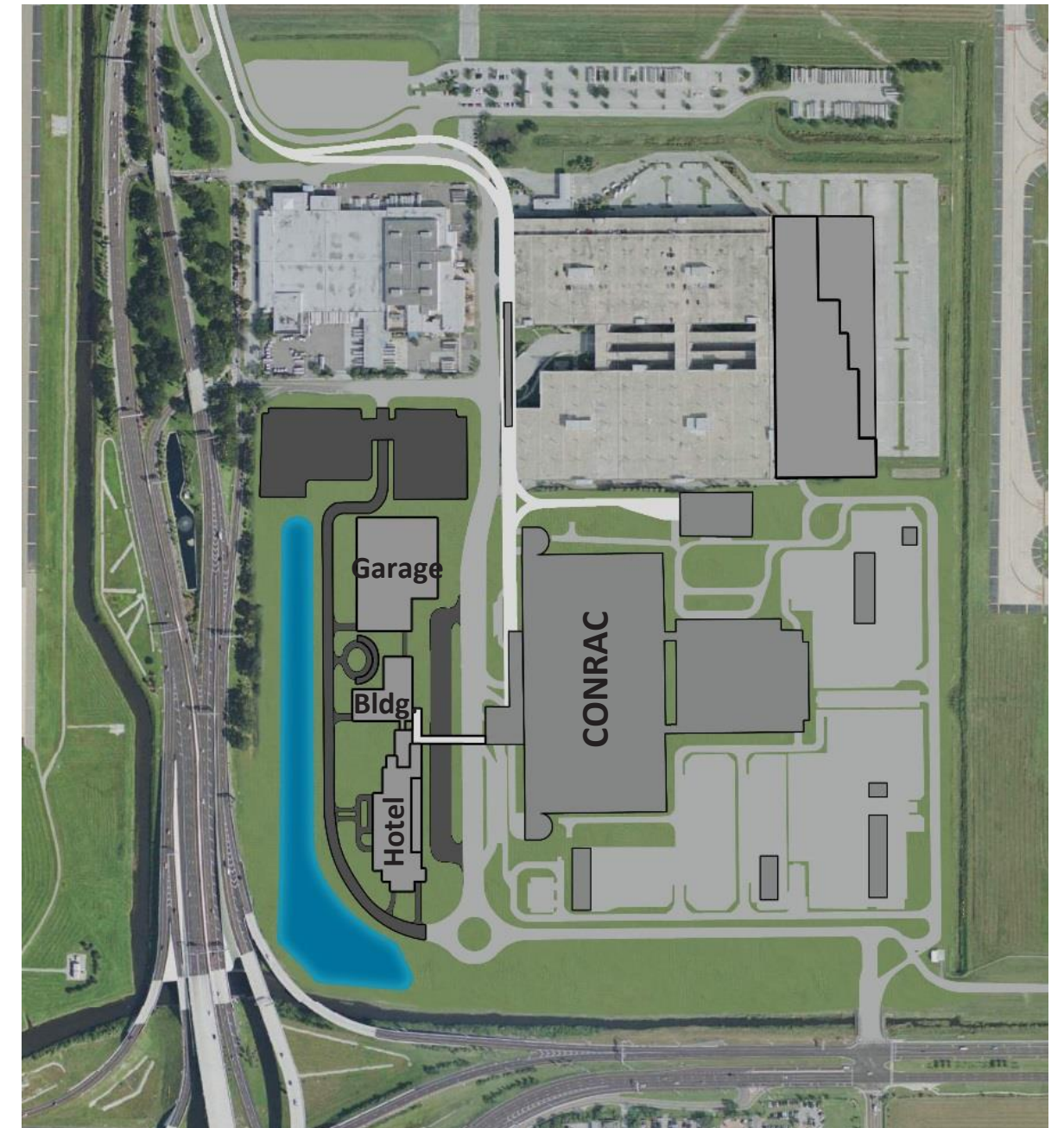
TIA 2012 Master Plan Update Refresher
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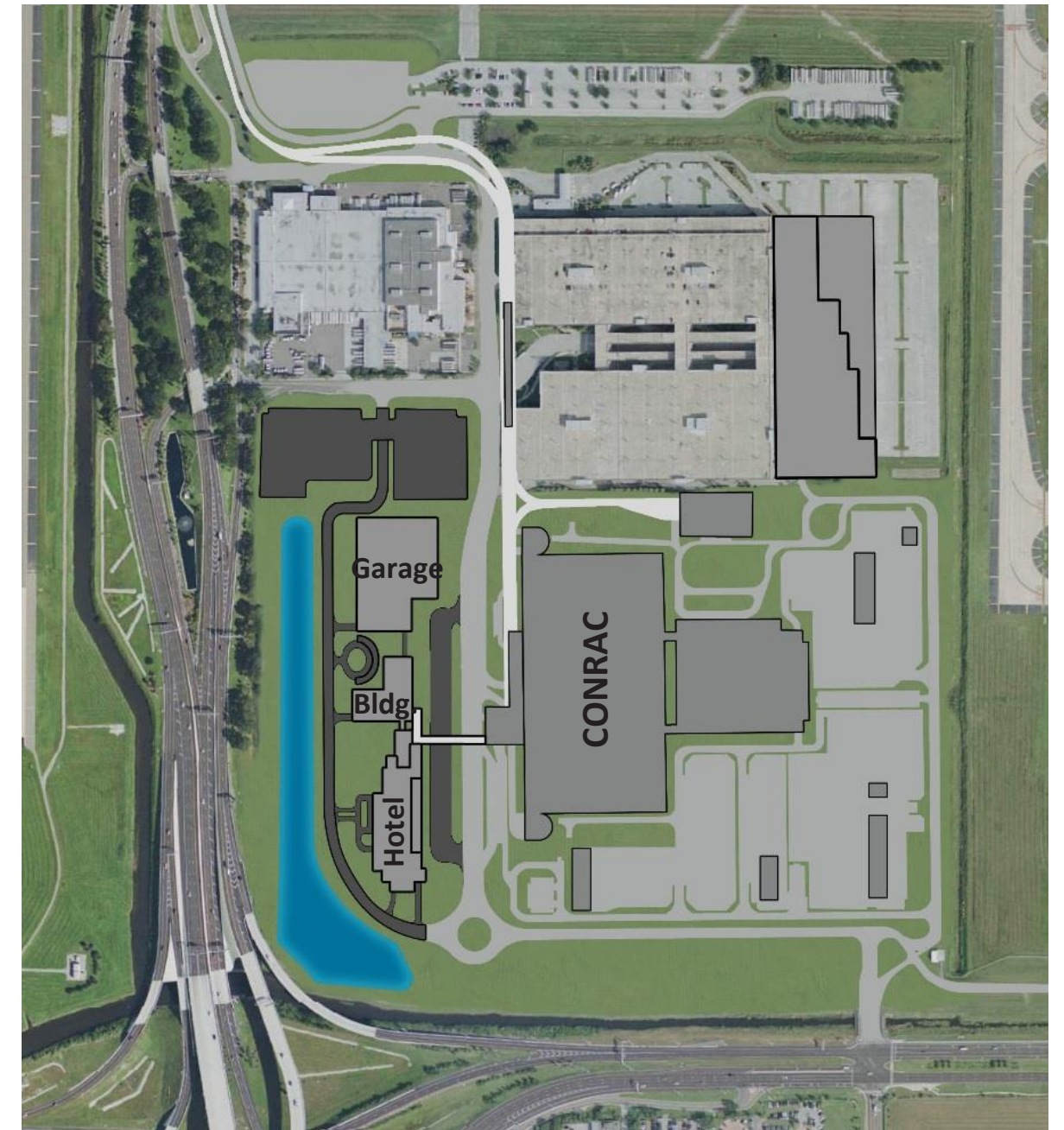
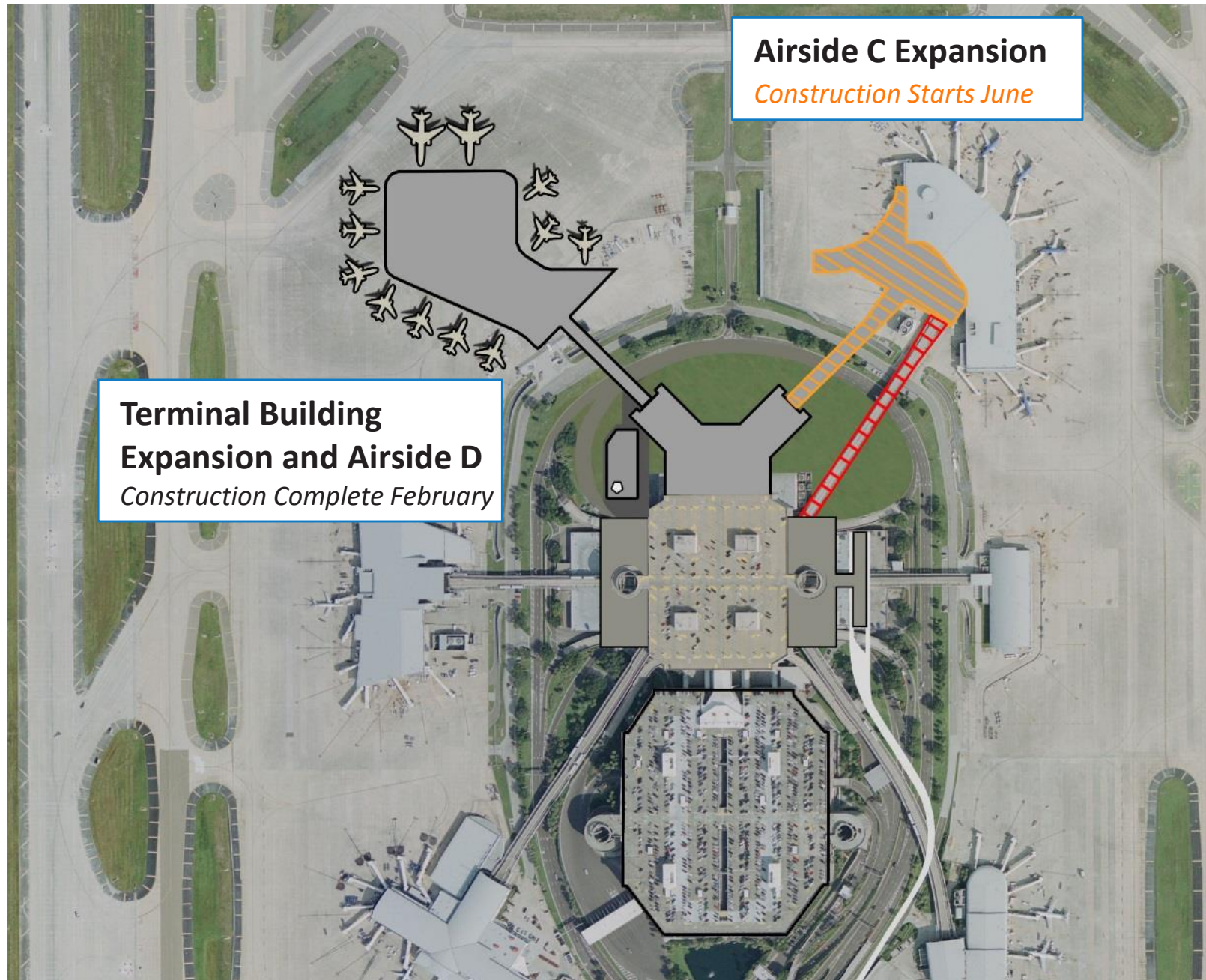
TIA 2012 Master Plan Update Refresher
Workshop 3 – February 8, 2016

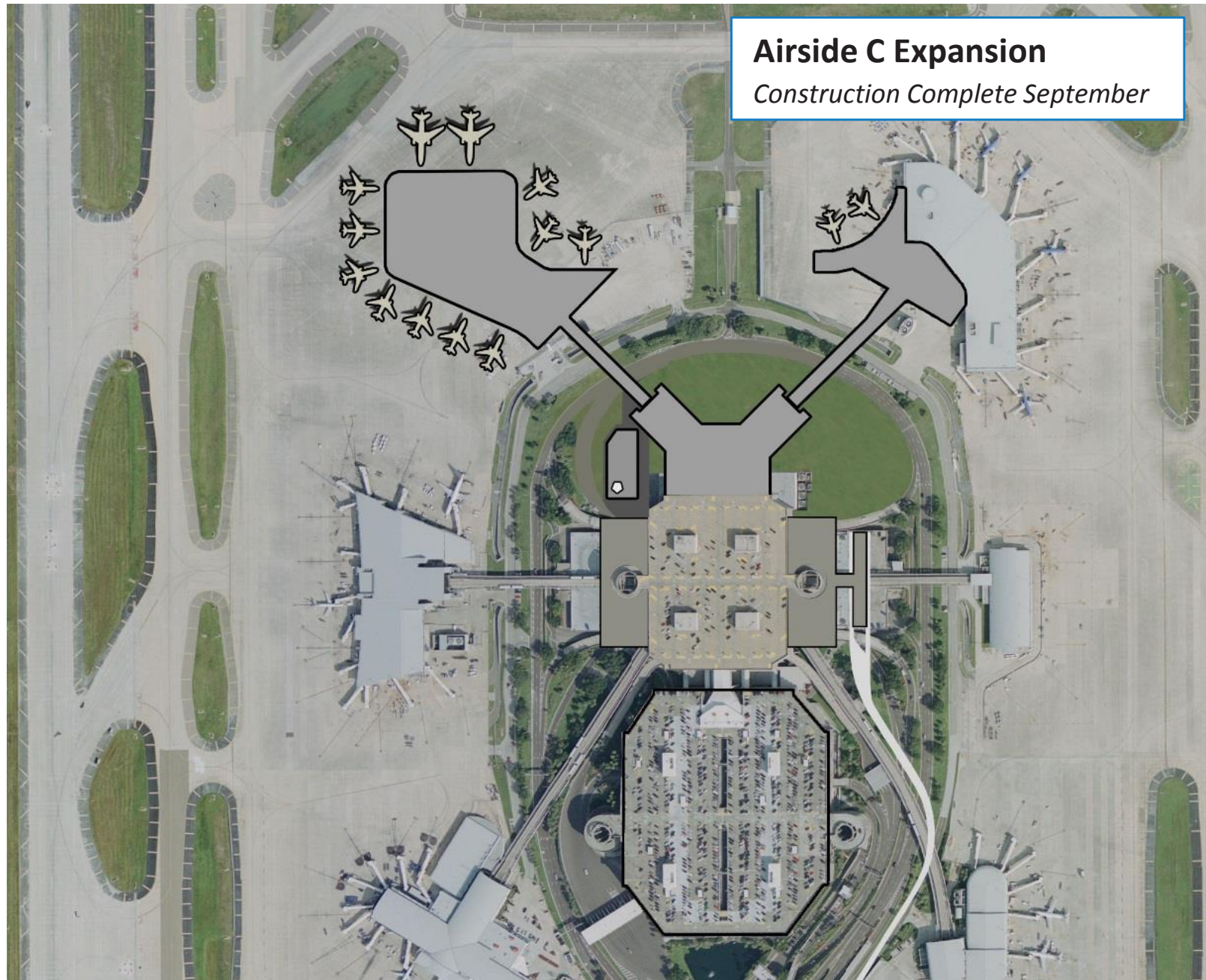




TIA 2012 Master Plan Update Refresher
Workshop 3 – February 8, 2016









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Master Plan Phase 2 Costs

TIA 2012 Master Plan Update Refresher

Phase 2 Cost Summary

Project	2012 MPU Cost	Current Estimate	Variance
Reclaim LTPG Levels HV and BC	\$ 6,960,000	\$ 15,269,976	(\$8,309,976)
Reclaim LTPG Environmental	\$ -	\$ 2,931,532	(\$2,931,532)
Demolish Red side Garage, A/S D Guideway and Red Arrivals Drive and Utilities Relocation	\$ 8,050,000	\$ 13,789,498	(\$5,739,498)
Construct ATCT/TRACON & FAA Utilitys	\$ 61,380,000	\$ 109,961,906	(\$48,581,906)
Construct STSA Site Preperation	\$ 5,000,000	\$ 11,764,910	(\$6,764,910)
Construct STSA Admin Building	\$ 38,900,000	\$ 99,779,537	(\$60,879,537)
Construct STSA Admin Building - NOC	\$ -	\$ 9,495,561	(\$9,495,561)

TIA 2012 Master Plan Update Refresher

Phase 2 Cost Summary (cont.)

Project	2012 MPU Cost	Current Estimate	Variance
Construct STSA Admin Building Garage	\$ 112,500,000	\$ 46,511,775	\$65,988,225
Construct STSA Pedestrian Walkway	\$ -	\$ 18,856,955	(\$18,856,955)
Construct STSA Atrium	\$ -	\$ 27,246,218	(\$27,246,218)
Construct STSA Commerical Curb	\$ -	\$ 10,642,036	(\$10,642,036)
Demolish Existing Marriott Hotel (incl. Environmental Cleanup)	\$ 8,620,000	\$ 10,620,000	(\$2,000,000)
ATC Demo	\$ 2,520,000	\$ 2,520,000	\$0
TOTAL PHASE 2 PROGRAM	\$ 243,930,000	\$ 379,389,904	(\$135,459,904)

Next Steps:

- Forecast Analysis Update
- Conceptual Refinement of Various Components



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Discussion / Questions and Answers



TIA 2012 Master Plan Update Refresher

Forecast Review and Update – February 23, 2016



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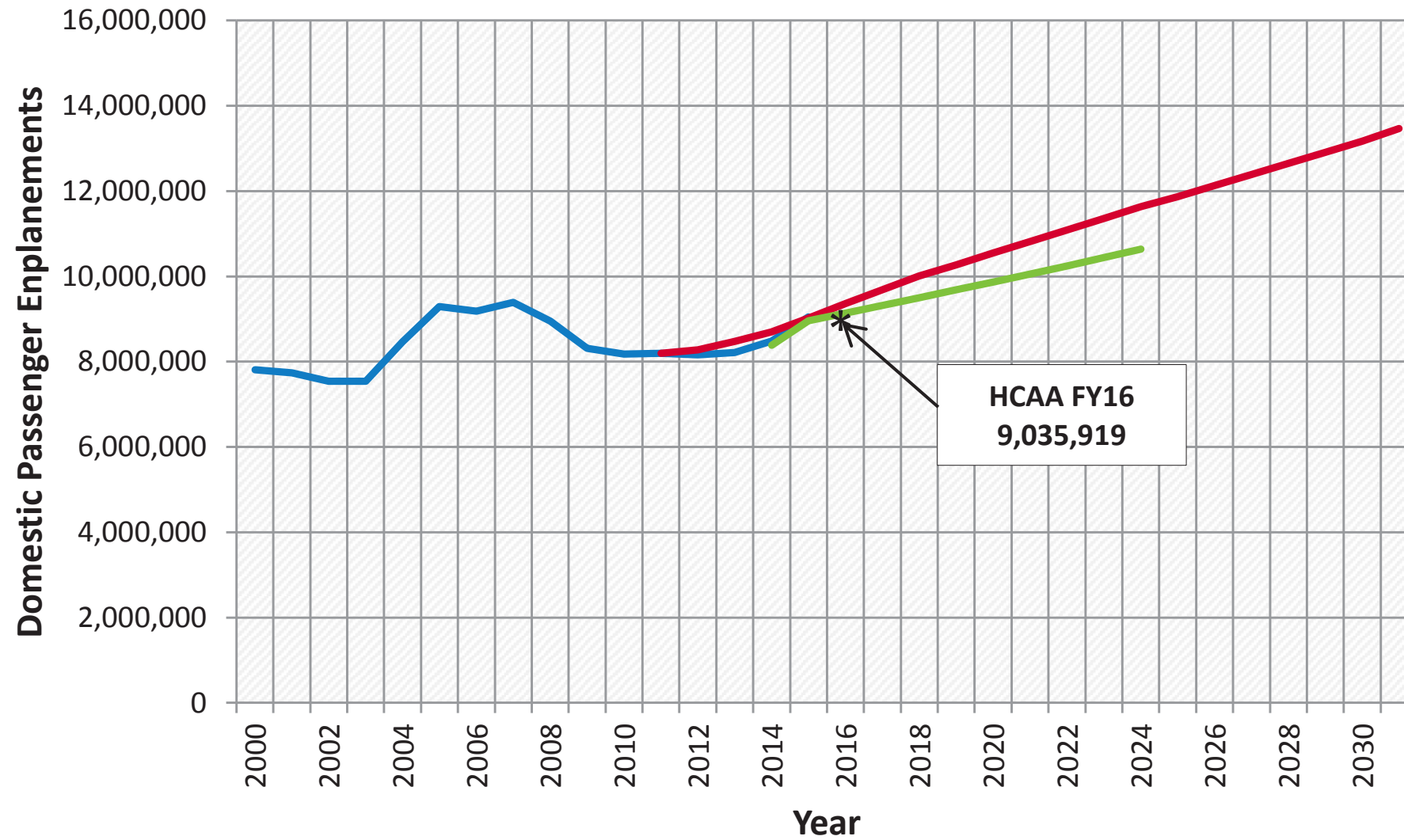
TIA Master Plan Update Forecasts

FORECAST UPDATE/REFRESH

- Annual Passenger Forecast
 - Retained MPU Projections
- Passenger Aircraft Operations Forecast
 - Updated for Current Trends in Load Factor, Fleet Mix, Seat Densification, and Published Aircraft Orders
- 2031 Design Day Flight Schedule (DDFS)
 - Updated for Revised Operations and Fleet Mix Forecast, and Most Recent Peak Month Schedule
- 2031 Gate Requirements
 - Updated for Revised DDFS and Matched to MPU Recommended Terminal Alternative
- 2031 Peak Hour Passenger Flows
 - Updated for Revised DDFS

REVIEW OF FORECASTS VS. ACTUAL

Annual Domestic Passenger Enplanements



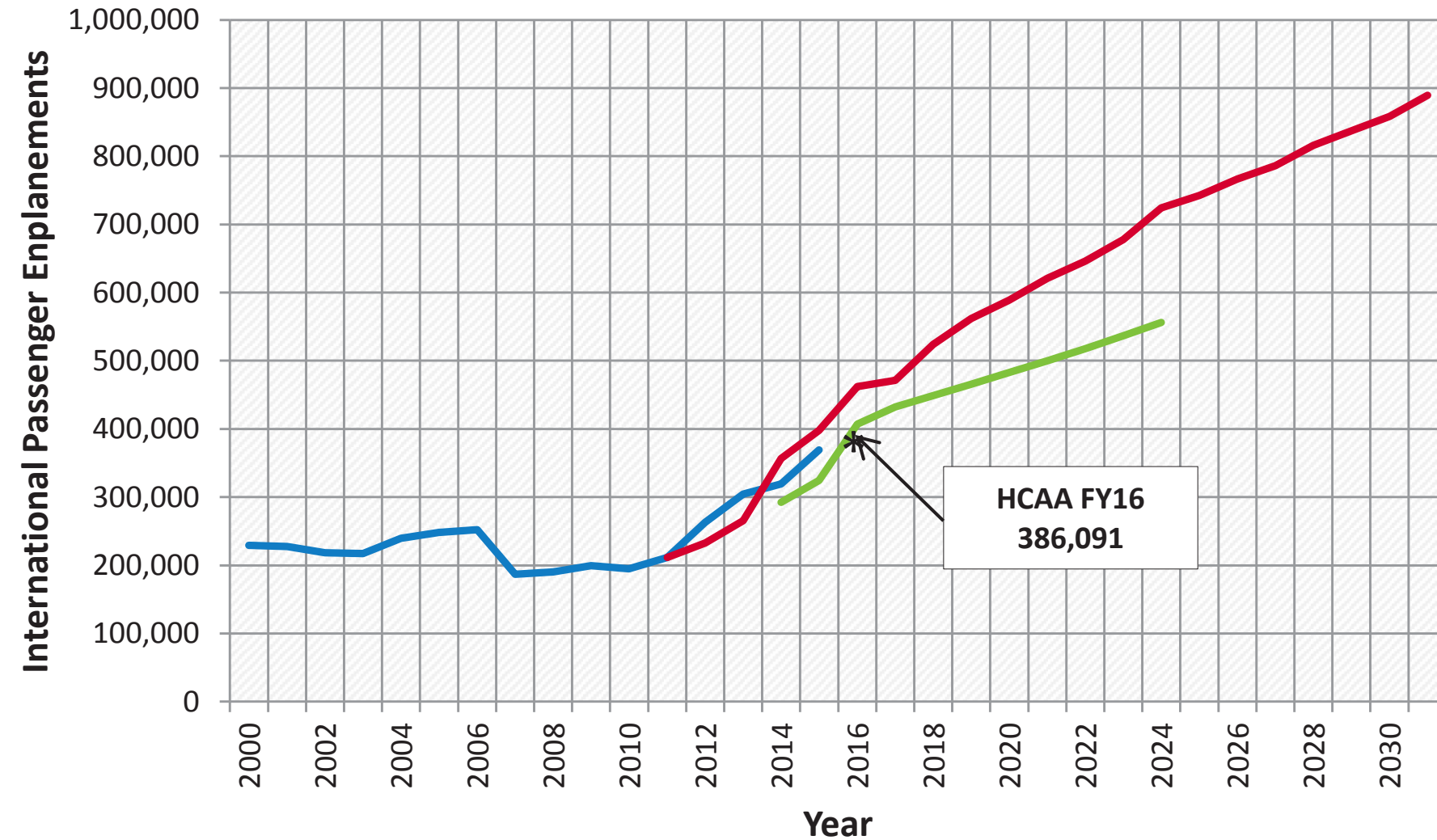
Year	Actual	HNTB	Ricondo ¹
2011	8,197,942	8,197,942	
2012	8,158,035	8,272,392	
2013	8,214,537	8,469,469	
2014	8,485,896	8,701,131	8,381,339
2015	9,072,832	9,024,694	8,959,300

¹Fiscal Year

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual International Passenger Enplanements



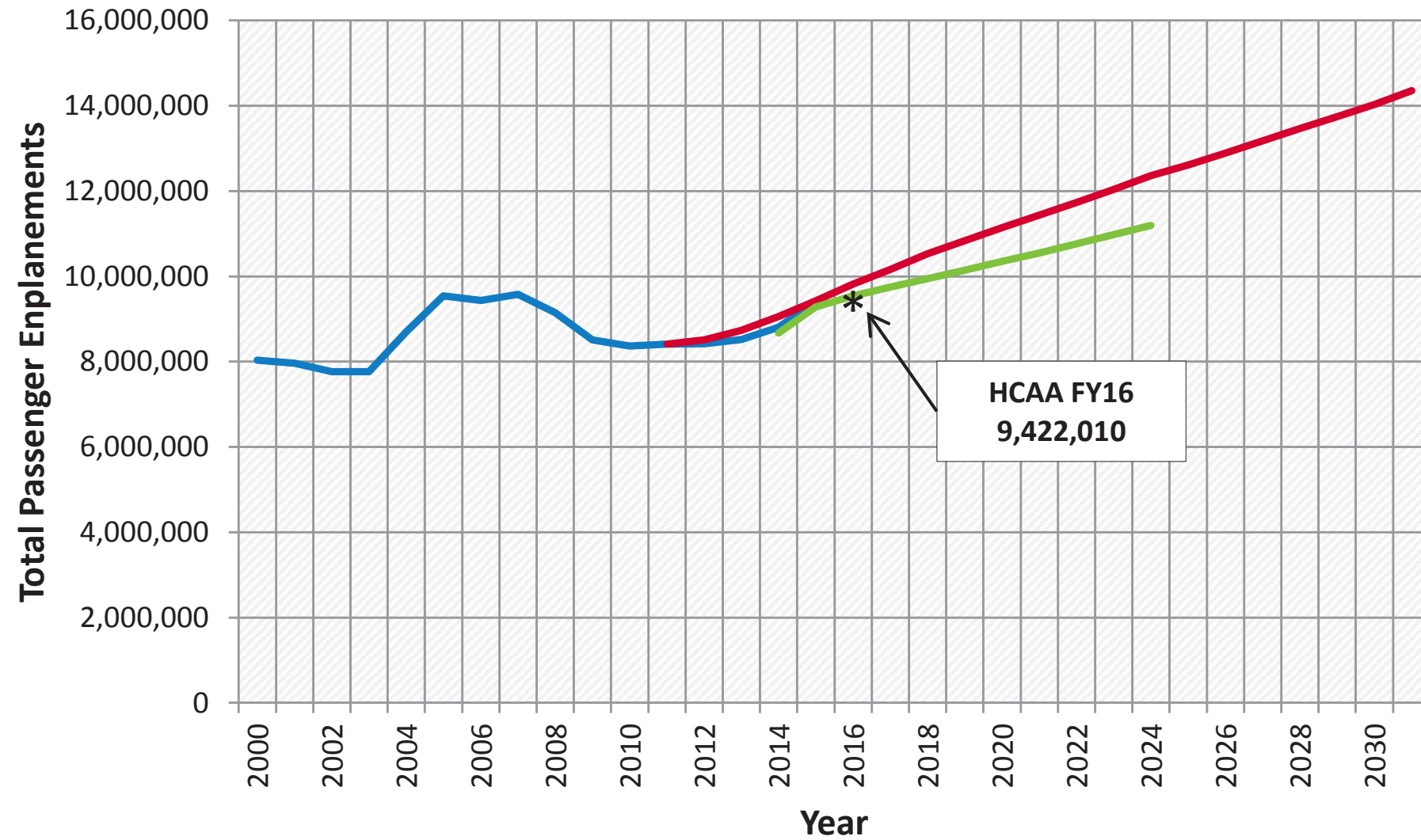
Year	Actual	HNTB	Ricondo ¹
2011	211,705	211,705	
2012	263,309	232,987	
2013	304,526	265,138	
2014	319,105	356,608	292,408
2015	354,613	397,839	324,400

¹Fiscal Year

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual Total Passenger Enplanements



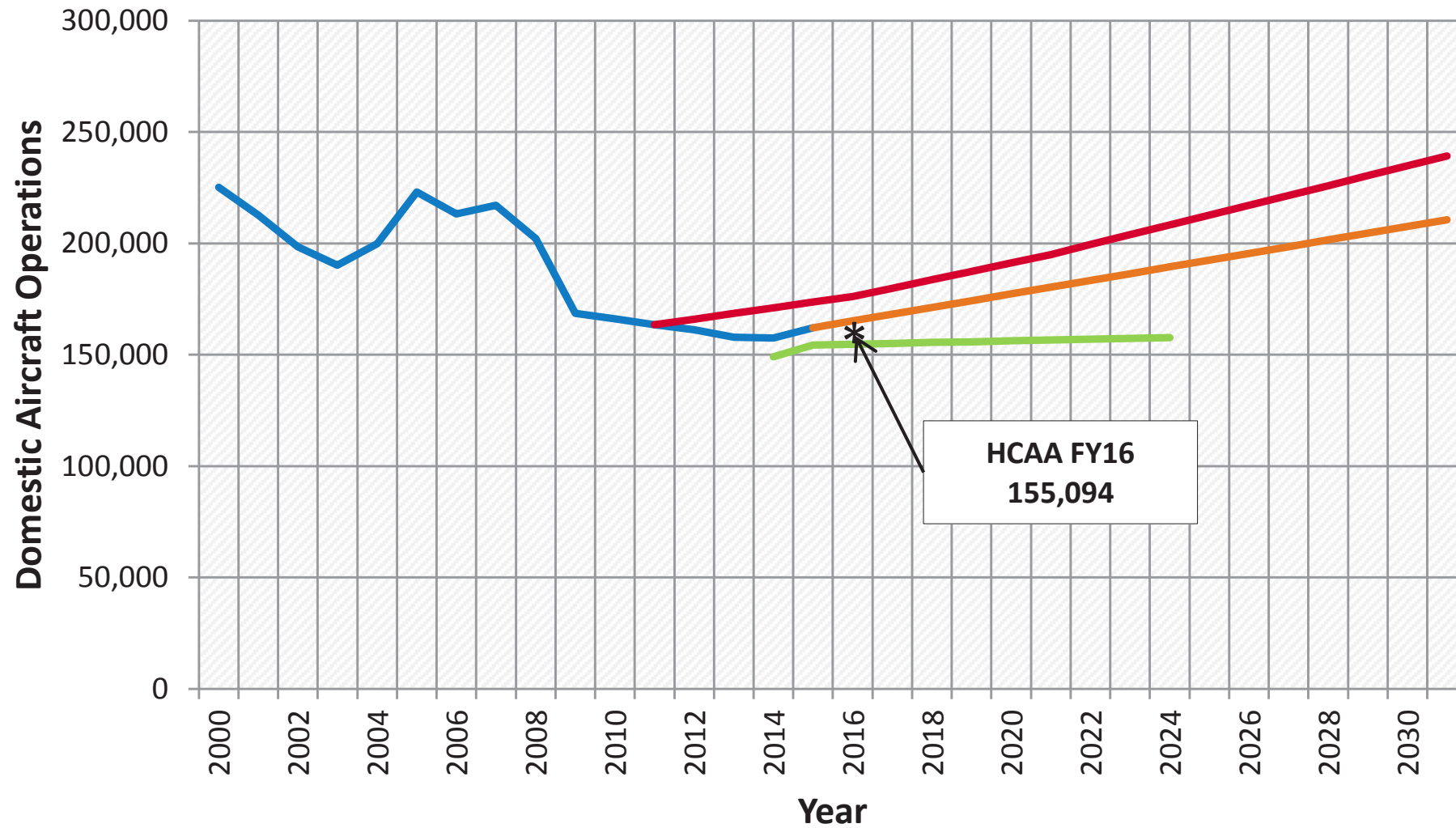
Year	Actual	HNTB	Ricondo ¹
2011	8,409,647	8,409,647	
2012	8,421,344	8,505,379	
2013	8,519,063	8,734,607	
2014	8,805,001	9,057,739	8,673,747
2015	9,427,445	9,422,533	9,283,700

¹Fiscal Year

— Actual — HNTB — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual Domestic Aircraft Operations



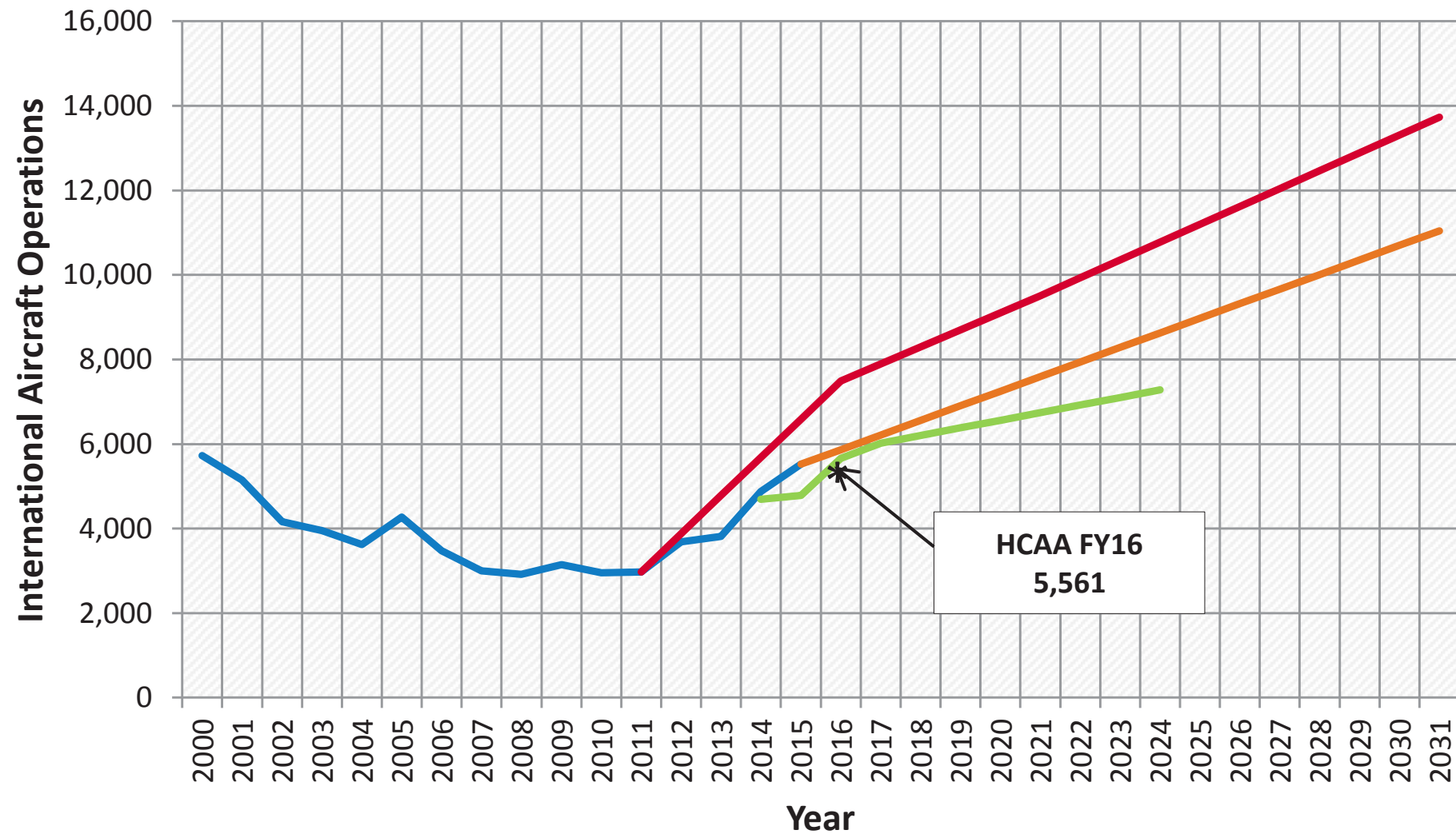
Year	Actual	HNTB	Ricondo ¹
2011	163,431	163,431	
2012	161,275	165,971	
2013	157,899	168,511	
2014	157,503	171,051	149,160
2015	162,156	173,591	154,360

¹Fiscal Year. Does not include for hire air taxi operations.

— Actual — HNTB-MPU
— HNTB-Update — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual International Aircraft Operations



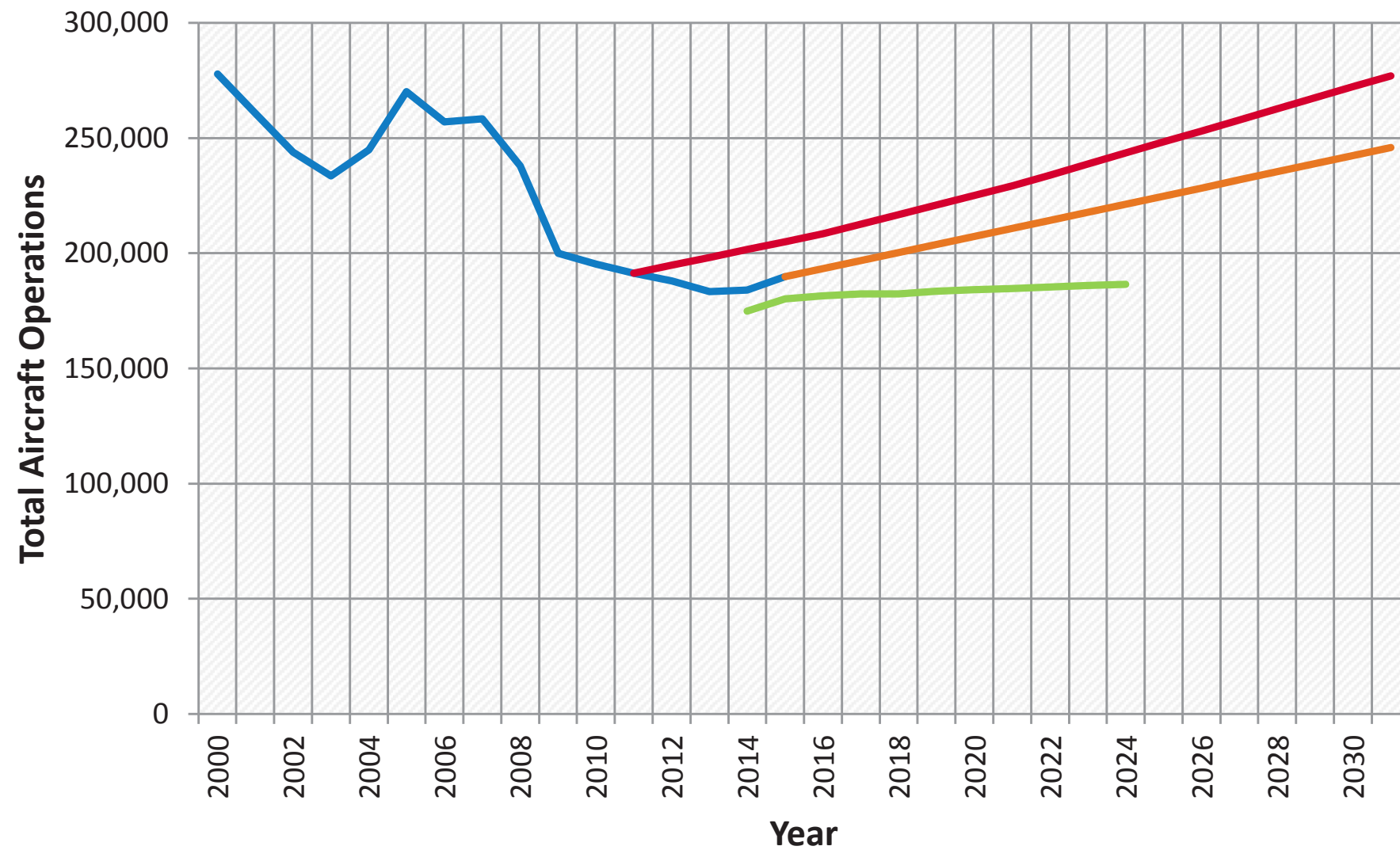
Year	Actual	HNTB	Ricondo ¹
2011	2,976	2,976	
2012	3,690	3,879	
2013	3,818	4,782	
2014	4,874	5,684	4,690
2015	5,522	6,587	4,780

¹Fiscal Year.

— Actual — HNTB-MPU
— HNTB-Update — Ricondo

REVIEW OF FORECASTS VS. ACTUAL

Annual Total Aircraft Operations



Year	Actual	HNTB	Ricondo ¹
2011	191,315	191,315	
2012	188,054	194,747	
2013	183,342	198,179	
2014	183,985	201,611	174,818
2015	189,865	205,043	180,190

¹Fiscal Year. Does not include for hire air taxi operations.

— Actual — HNTB-MPU
— HNTB-Update — Ricondo

REVIEW OF GATE REQUIREMENTS

Assumed Airside Assignments

Year	Airside A	Airside C	Airside D	Airside E	Airside F
2015 (actual)	United, JetBlue, Spirit, Alaska, Frontier, Sun Country, Silver	Southwest		Delta, Air Canada, WestJet	American, US Airways, Foreign Flag, International Arrivals
2031	United, Spirit, Alaska, Frontier, Silver	Southwest	Foreign Flag, International Arrivals, Sun Country, JetBlue, Air Canada, WestJet	Delta	American

REVIEW OF GATE REQUIREMENTS

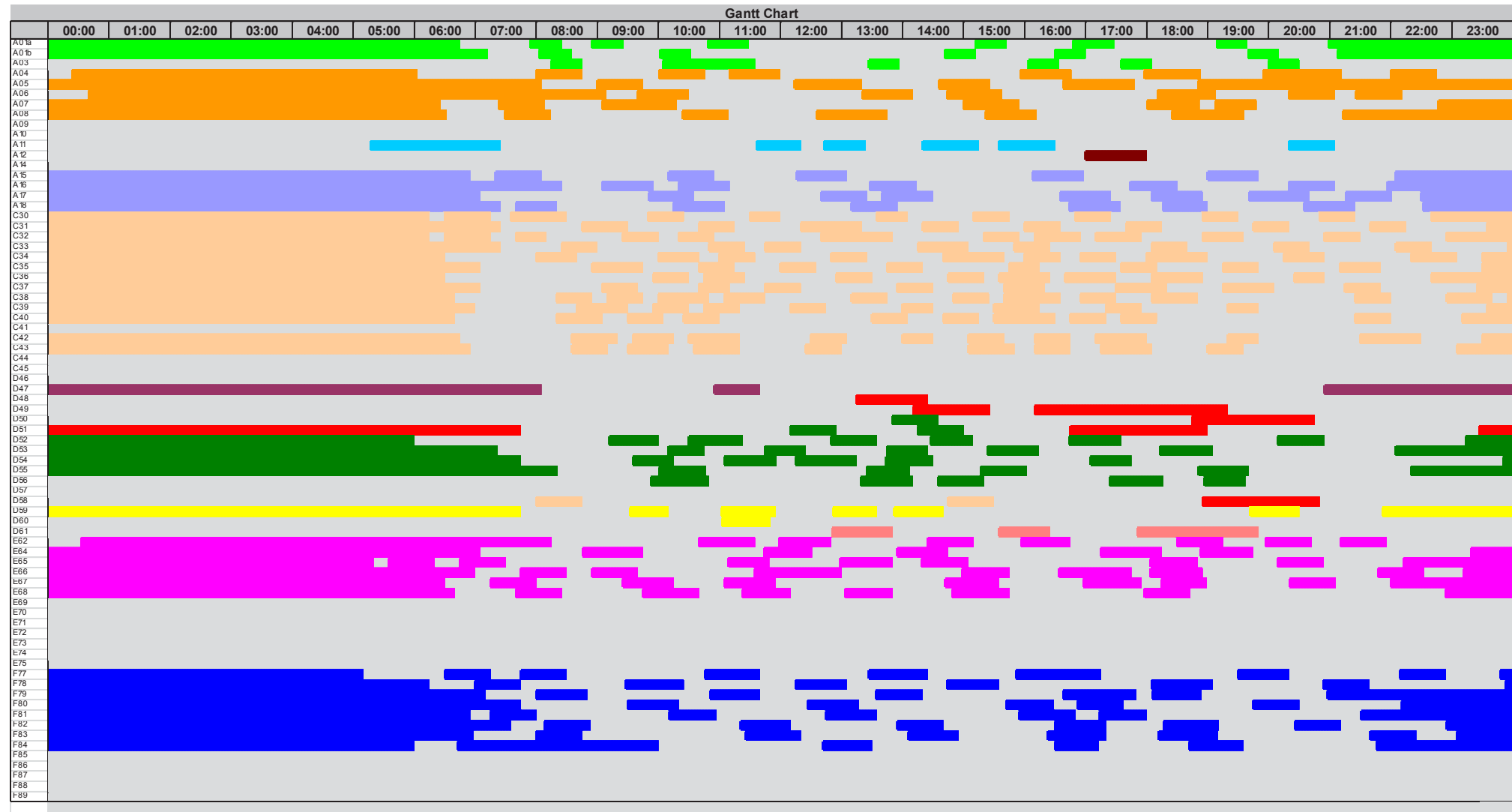
Gate Scenarios

- Minimize Contact Gates
 - Minimum number of contact gates needed for enplaning and deplaning passengers. Assumes airlines tow aircraft to hardstands when not needed to load or offload passengers
- Minimize Towing
 - Assumes airlines park aircraft at gate, even when overnighing.

REVIEW OF GATE REQUIREMENTS

Gantt Chart – Minimize Contact Gates

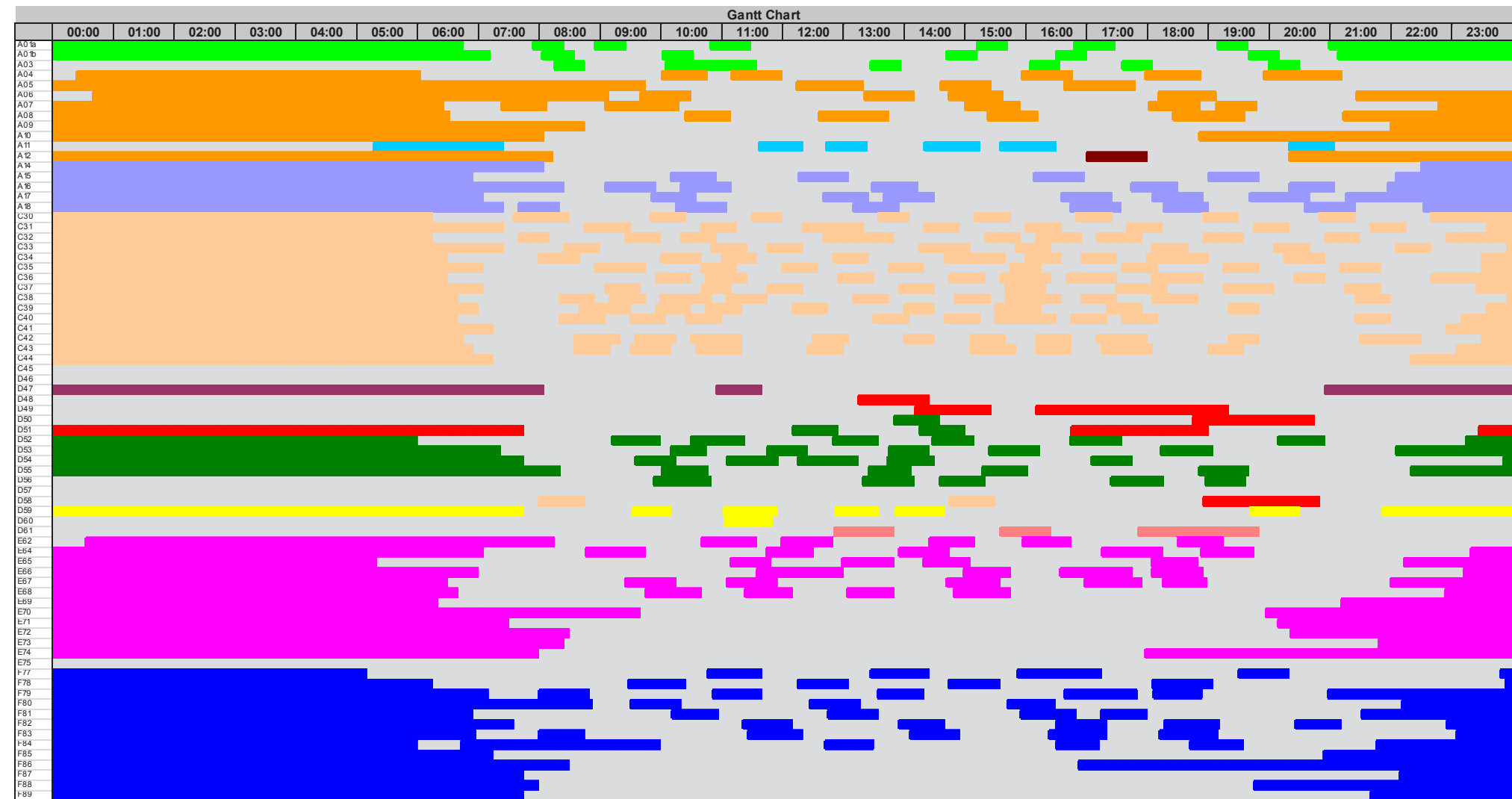
Airline	Color
3M	Green
AA	Blue
AC	Yellow
AS	Brown
B6	Dark Green
DL	Pink
F9	Cyan
NK	Light Blue
SY	Purple
UA	Orange
WN	Light Orange
WS	Light Red
International	Red



REVIEW OF GATE REQUIREMENTS

Gantt Chart – Minimize Towing

Airline	Color
3M	Green
AA	Blue
AC	Yellow
AS	Brown
B6	Dark Green
DL	Magenta
F9	Cyan
NK	Light Blue
SY	Purple
UA	Orange
WN	Light Orange
WS	Red
International	Red



REVIEW OF GATE REQUIREMENTS

Updated Gate Demand and Capacity Estimates

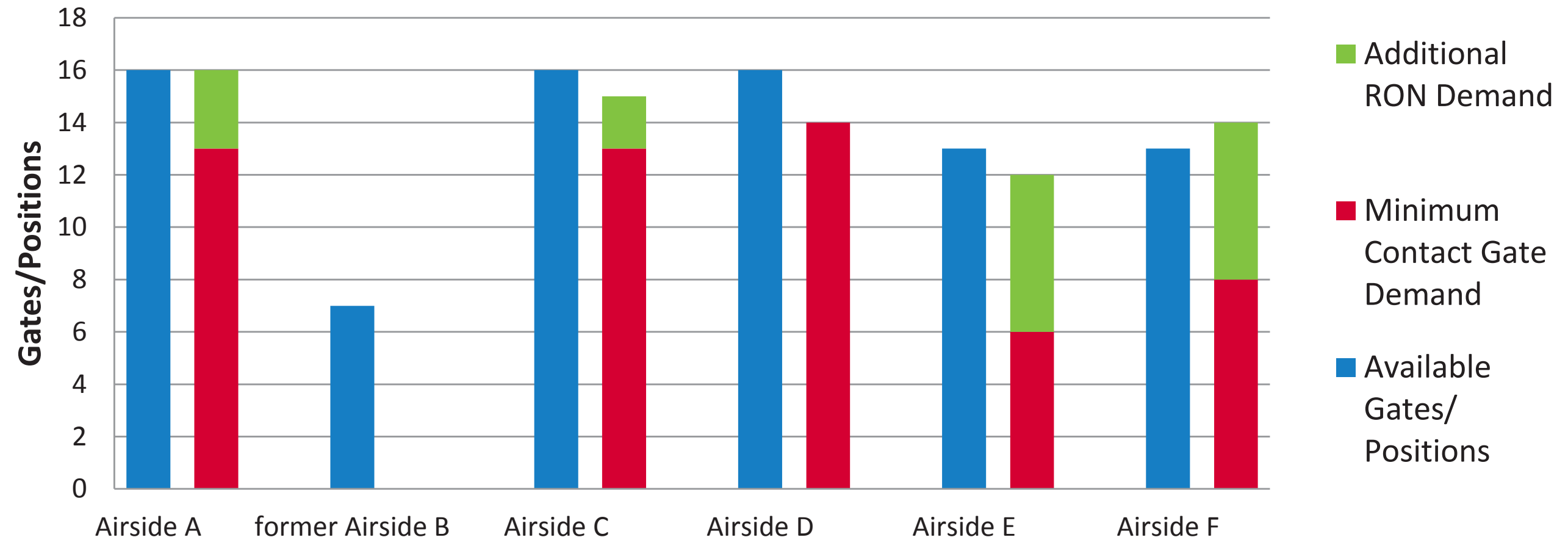
Year	2011		2015			2031		
	Available Gates	Occupied Gates	Available Gates	Gate Requirements (Minimize Contact Gates)*	Gate + Hardstand Requirements*	Available Gates	Gate Requirements (Minimize Contact Gates)*	Gate + Hardstand Requirements*
Airside A	16	9	16	13	17**	16	13	16
Airside C	16	15	16	10	12	16	13	15
Airside D						16	14	14
Airside E	13	9	13	9	12	13	6	12
Airside F	14	12	14	8	15**	13	8	14**
Total	59	45	59	40	56	74	54	71

* Does not include additional gates/hardstands for unscheduled flights or irregular operations.

**Additional hardstands required.

REVIEW OF GATE REQUIREMENTS

Updated 2031 Gate Demand and Capacity Estimates



* Demand does not include additional gates/hardstands for unscheduled flights or irregular operations.

REVIEW OF GATE REQUIREMENTS

Comparison With MPU Estimates

Airside	2031 MPU			2031 Update		
	Available Gates	Gate Requirements (Minimize Contact Gates)*	Contact Gate + RON Requirements*	Available Gates	Gate Requirements (Minimize Contact Gates)*	Contact Gate + RON Requirements*
Airside A	16	13	18	16	13	16
Airside C	16	16	23	16	13	15
Airside D	16	16	22	16	14	14
Airside E	13	12	14	13	6	12
Airside F	15			13	8	14
Total	76	57	77	74	54	71

* Does not include additional gates/hardstands for unscheduled flights or irregular operations.

REVIEW OF GATE REQUIREMENTS

Benchmark Analysis

Airport ¹	Gates	Annual Passengers ²	ADPM Aircraft Departures ²	Annual Passengers per Gate	ADPM Aircraft Dept. per Gate
Las Vegas	103	41,200,000	468	400,000	4.5
Orlando	96	34,600,000	402	360,000	4.2
Ft. Lauderdale	61	24,100,000	316	394,000	5.2
San Diego	46	18,700,000	253	406,000	5.5
Austin	25	10,400,000	152	418,000	6.1
Tampa (2015)	59	18,800,000	252	319,000	4.3
Tampa (2031)	74	28,700,000	339	388,000	4.6

1 Large hub and larger medium hub airports that operate as a spoke.

2. Calendar year 2014 data.

UPDATED PASSENGER DEMAND BY AIRSIDE

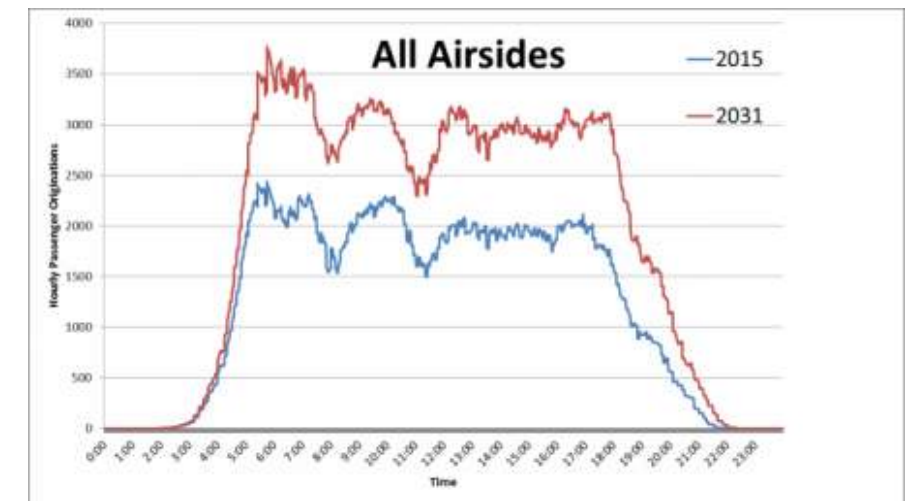
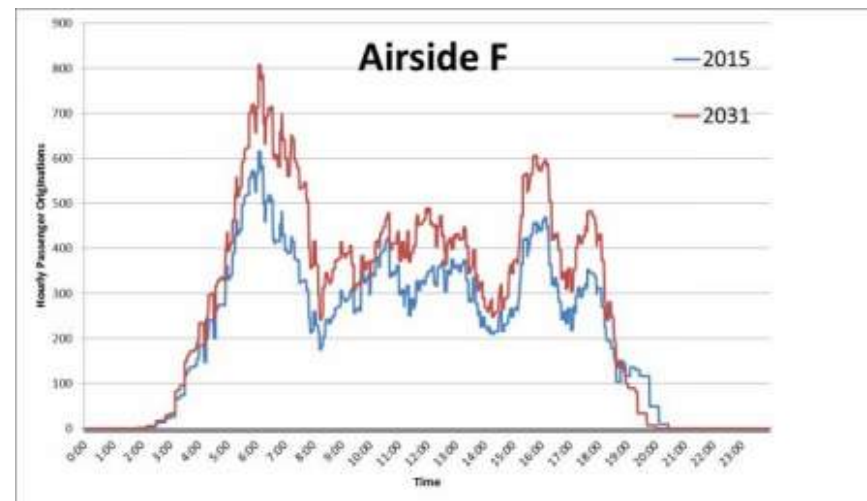
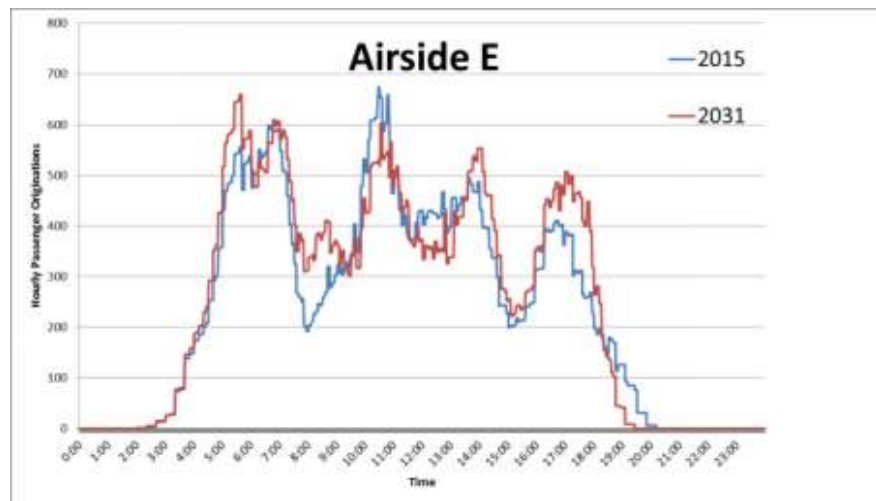
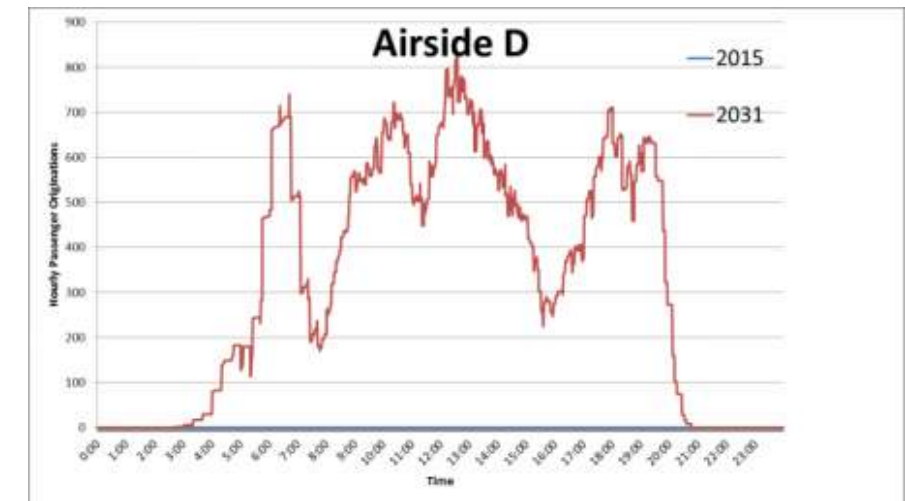
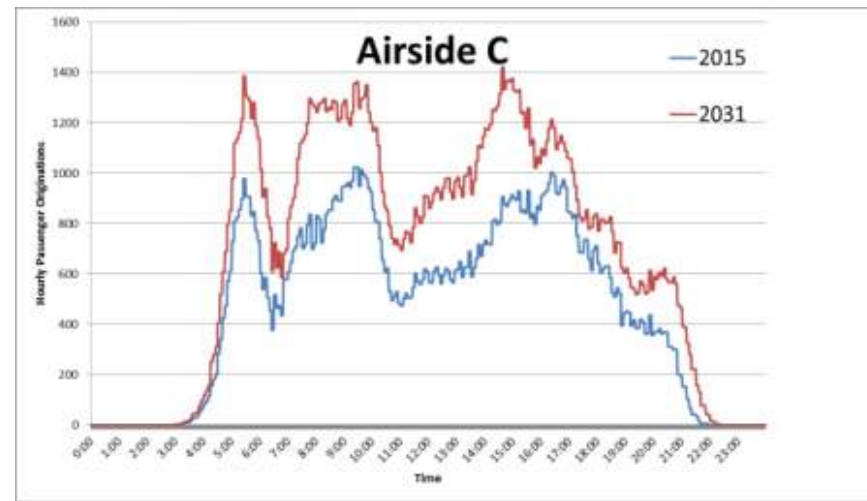
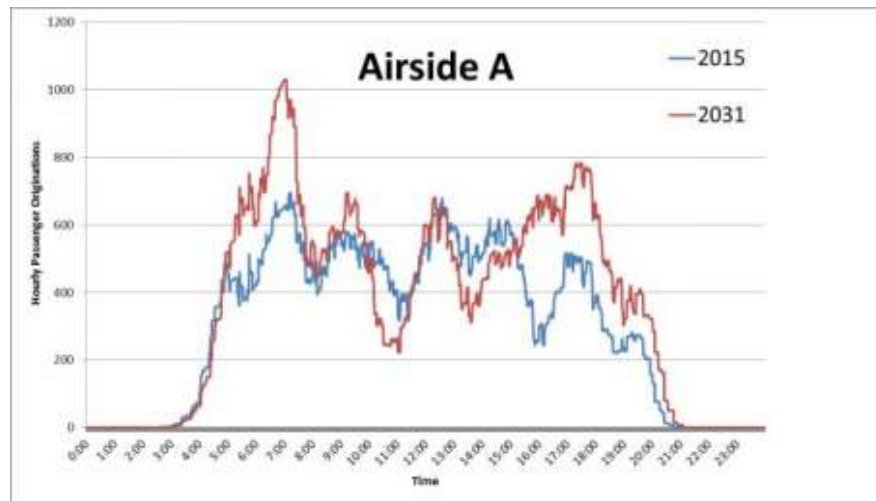
Peak Hour and Annual

Year	Peak Hour Originations*			Annual Passengers (Enplaning and Deplaning)		
	2011	2015	2031	2011	2015	2031
Airside A	505	694	1030	3,434,911	4,898,843	6,309,521
Airside C	842	1024	1421	6,718,340	6,599,603	10,113,043
Airside D			823			4,342,026
Airside E	577	675	660	3,084,182	3,530,911	3,768,625
Airside F	593	615	807	3,494,618	3,786,068	4,170,848
Total	2,250	2,439	3,771	16,732,051	18,815,425	28,704,064

* Includes departure lead time distribution.

UPDATED PASSENGER DEMAND BY AIRSIDE

Average Hourly Passenger Originations



UPDATED 2031 PASSENGER DEMAND BY AIRSIDE

Comparison With MPU Estimates

Year	Peak Hour Originations*		Annual Passengers (Enplaning and Deplaning)	
	2031 MPU	2031 Update	2031 MPU	2031 Update
Airside A	706	1030	5,155,785	6,309,521
Airside C	1,473	1,421	11,076,457	10,113,043
Airside D	930	823	6,835,442	4,342,026
Airside E	923	660	5,636,380	3,768,625
Airside F		807		4,170,848
Total	3,458	3,771	28,704,064	28,704,064

* Includes departure lead time distribution.

GROWTH IN KEY FORECAST METRICS

	2015	2031	Increase
Annual Passengers	18,815,425	28,704,063	53%
Design Day Passenger Enplanements	30,966	47,769	54%
Design Day Load Factor	86.4%	87.9%	2%
Design Day Average Seats/Aircraft	142.3	160.3	13%
Design Day Passenger Aircraft Departures	252	339	35%
Gate Requirements – Minimize Contact Gates	40	54	35%
Gate + Hardstand Requirements	56	71	27%
Available Gates	59	74	25%



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Discussion / Questions and Answers



TIA Master Plan Update – Terminal Alternatives

Workshop 1 – April 11, 2016



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

TIA Master Plan Update – Terminal Alternatives

Agenda:

- Introductions
- Overview of MP Terminal Alternative Workshop Process/Schedule
- Demand/Capacity Review (based upon latest HNTB Forecast)
 - How the new peak hour forecasts will impact each Airside
- Presentation of High Level Terminal Planning Concepts
- Next Steps



Hillsborough County Aviation Authority
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Plant City and Tampa Executive Airports

Overview of MP Terminal Alternative Workshop Process/Schedule

TIA Master Plan Update – Terminal Alternatives

Objective of Workshops:

- Prepare solutions for entering Phase 2 and 3 of the TIA development program
- Conduct alternative terminal planning studies with new constraints/variables that are different from the 2012 MP
- New information based upon:
 - Changes in passenger traffic
 - Airline mergers
 - Changes in CBP and TSA protocols
 - Flexible airline fleet mixes

TIA Master Plan Update – Terminal Alternatives

Assumption Changes:

New Constraints:

- Maximize the site for less impact to stakeholders.
 - FAA ATCT
 - Marriott Hotel
- Study project components that could be maintained:
 - Marriott Hotel
 - Existing Air Traffic Control Tower (ATCT)
 - Future Air Traffic Control Tower (ATCT)

TIA Master Plan Update – Terminal Alternatives

Major Study Components:

- Connections:
 - Airside C-D
 - Airside D-E
- Airside Addition & Expansion
 - Airside D Options with International curbside
 - Airside C Expansion
 - Airside E Reconfiguration
- CBP Location(s)
- SSCP per Airside
 - Lane Capacity
 - Consolidated
- Contact vs Hardstand Gating & Policy

TIA Master Plan Update – Terminal Alternatives

Deliverables:

- Final Report summarizing findings and a final recommended plan
- Rough Order Magnitude Cost Estimate for the preferred alternative
- Phasing approach for the preferred alternative that will inform the updated CIP
- 3D Imagery depicting the preferred alternative
- (4) Workshops + Airline Meetings

TIA Master Plan Update – Terminal Alternatives

Workshop Dates & Schedule:

- **Workshop #1: April 11 (2pm to 5pm)**
- Workshop #2: May 24 (9am to 12pm)
- Workshop #3: June 20 (2pm to 5pm)
- Workshop #5: July 26 (9am to 12pm)



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Demand/Capacity

REVIEW OF GATE REQUIREMENTS

Forecast to Demand/Capacity

- February 28 Meeting reviewed the Forecast Update
- Utilizing the new data, requirements have been updated for new concept development.
- Gate Scenarios – 2 Options
 - Minimize Contact Gates
 - Minimum number of contact gates needed for enplaning and deplaning passengers. Assumes airlines tow aircraft to hardstands when not needed to load or offload passengers
 - Minimize Towing
 - Assumes airlines park aircraft at gate, at the expense of building added contact gates.

UPDATED 2031 PASSENGER DEMAND BY AIRSIDE

Comparison With MPU Estimates

Year	Peak Hour Originations*		Annual Passengers (Enplaning and Deplaning)	
	2031 MPU	2031 Update	2031 MPU	2031 Update
Airside A	706	1030	5,155,785	6,309,521
Airside C	1,473	1,421	11,076,457	10,113,043
Airside D	930	823	6,835,442	4,342,026
Airside E	923	660	5,636,380	3,768,625
Airside F		807		4,170,848
Total	3,458	3,771	28,704,064	28,704,064

* Includes departure lead time distribution.

REVIEW OF GATE REQUIREMENTS

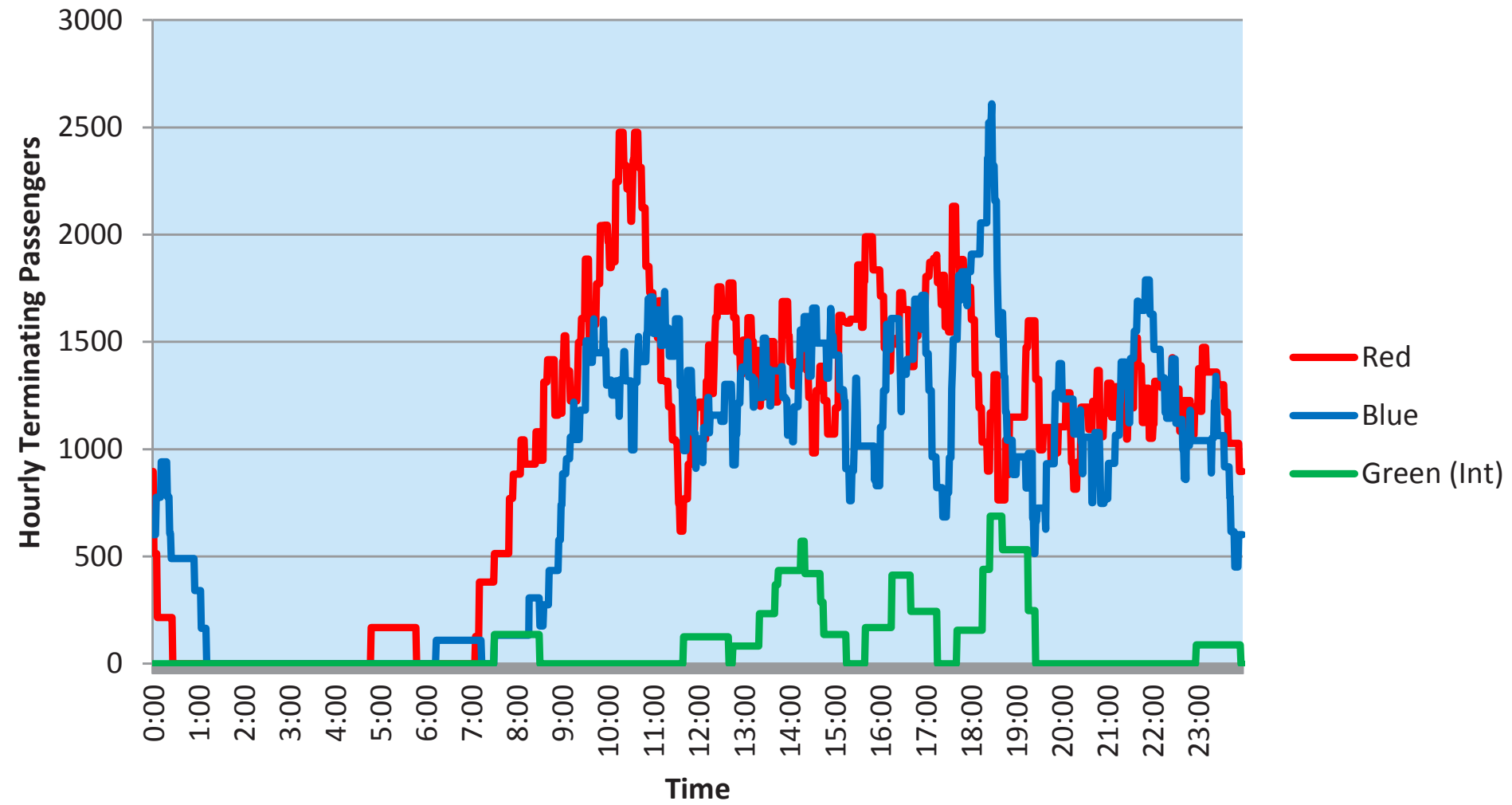
Comparison With MPU Estimates

Airside	2031 MPU			Differences		2031 Update		
	Available Gates	Gate Requirements (Minimize Contact Gates)*	Contact Gate + RON Requirements*	Contact Gates	Contact Gate + RON	Available Gates	Gate Requirements (Minimize Contact Gates)*	Contact Gate + RON Requirements*
Airside A	16	13	18	0	-2	16	13	16
Airside C	16	16	23	-3	-8	16	13	15
Airside D	-	16	22	-2	-8	-	14	14
Airside E	13	12	14	-6	-2	13	6	12
Airside F	13	8	14	0	0	13	8	14
Total	58	65	91	-11	-20	58	54	71

* Does not include additional gates/hardstands for unscheduled flights or irregular operations.

REVIEW OF REQUIREMENTS

2031 Terminating Passengers by Curbside



REVIEW OF GATE REQUIREMENTS

Existing and Forecast Peak 60-Minute Passenger Activity Levels

	Year	Airside							Curbside	
		A	C	D	E	F	Total	Red	Blue	
Peak Hour Enplanements	2015	770	1073		687	653	2565	1327	1558	
Peak Hour Enplanements	2031	1116	1491	858	677	862	3963	2067	2082	
Peak Hour Originations	2015	694	1024		675	615	2439	1245	1499	
Peak Hour Originations	2031	1030	1421	823	660	807	3771	2067	2082	
Peak Hour Enplaning Connections	2015	80	64		16	49	170	112	72	
Peak Hour Enplaning Connections	2031	110	88	46	21	69	233	157	108	

REVIEW OF GATE REQUIREMENTS

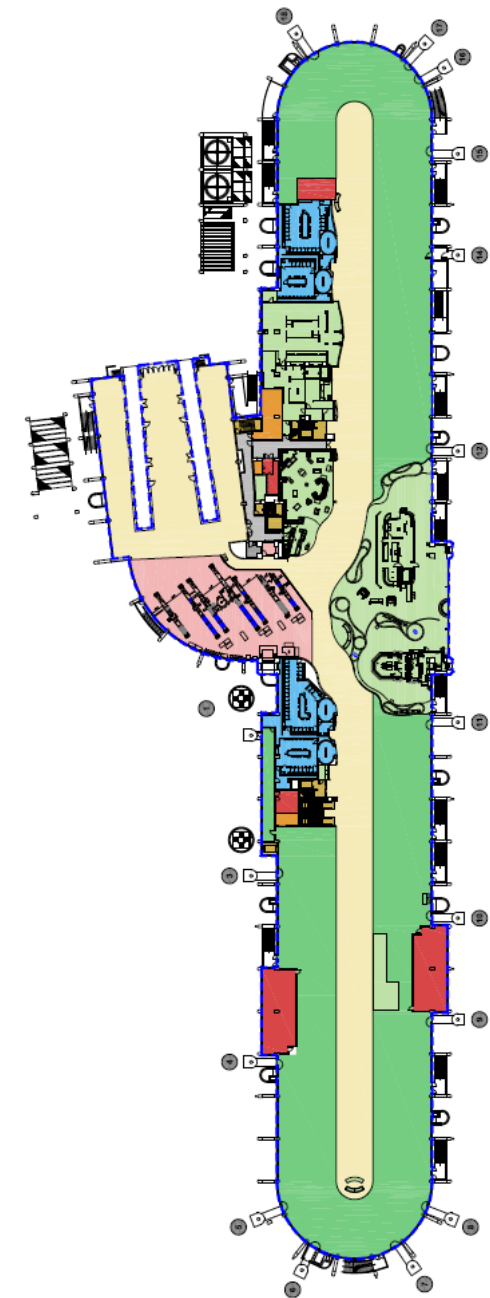
Existing and Forecast Peak 60-Minute Passenger Activity Levels

	Year	Airside							Curbside	
		A	C	D	E	F	Total	Red	Blue	
Peak Hour Deplanements	2015	917	1424		1003	750	2996		1782	1586
Peak Hour Deplanements	2031	1159	1901	1197	938	1007	4628		2664	2881
Peak Hour Terminations	2015	844	1359		985	716	2859		1679	1519
Peak Hour Terminations	2031	1139	1810	1150	914	947	4466		2477	2765
Peak Hour International Terminations	2015					211	211			211
Peak Hour International Terminations	2031			688			688			688
Peak Hour Domestic Terminations	2015	844	1359		985	691	2859		1679	1325
Peak Hour Domestic Terminations	2031	1139	1810	859	914	947	4466		2477	2609

REVIEW OF GATE REQUIREMENTS

Airside A

	Existing	Required
Gates – Contact+Hardstand	16	16 (13)
SSCP Lanes *	7	8
CBIS Capacity	Existing is Adequate	
Baggage Make-Up / Cart Capacity	48	49



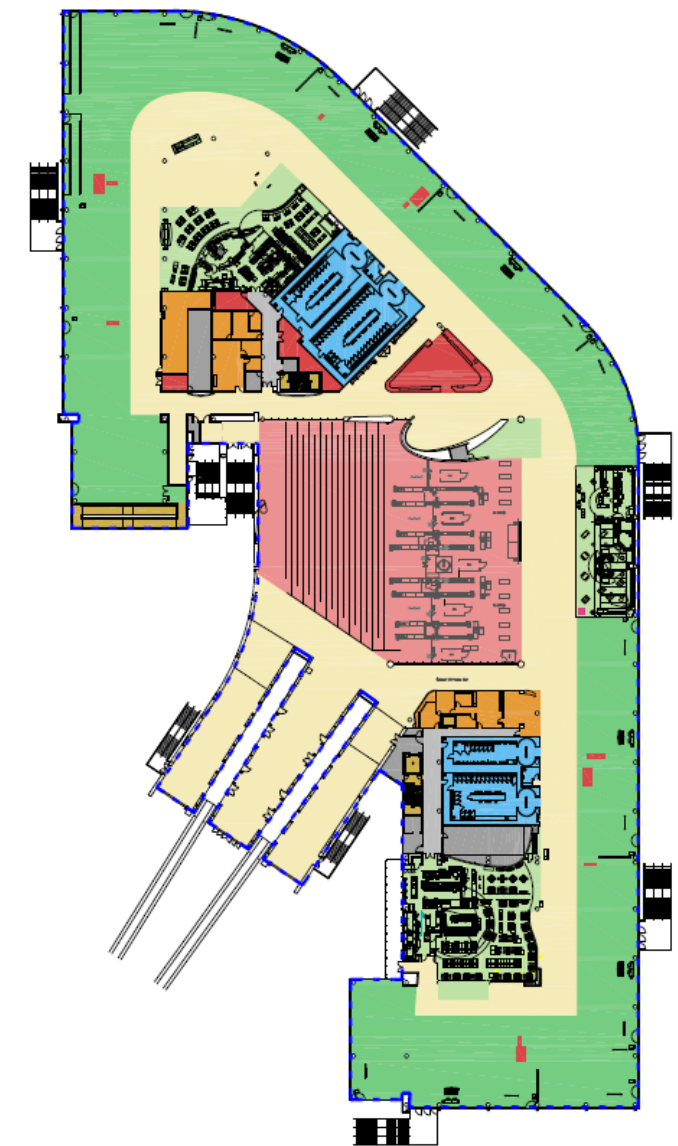
*SSCP requires added 2000 sf queue & longer divesting length

REVIEW OF GATE REQUIREMENTS

Airside C

	Existing	Required
Gates – Contact+Hardstands	16	15 (13)
SSCP Lanes	8	10
CBIS Capacity	Existing is Adequate	
Baggage Make-Up / Cart Capacity	46	67

*CBIS is adequate but must utilize pods 7 & 8



REVIEW OF GATE REQUIREMENTS

Airside D – Required for additional gates & international curb

	Existing	Required
Gates – Contact+Hardstand	n/a (16)-MPU	14 (14)
SSCP Lanes	n/a	Size to Fit
CBIS Capacity	n/a	Adequate
Baggage Make-Up / Cart Capacity	n/a	Size to Fit

REVIEW OF GATE REQUIREMENTS

Airside E

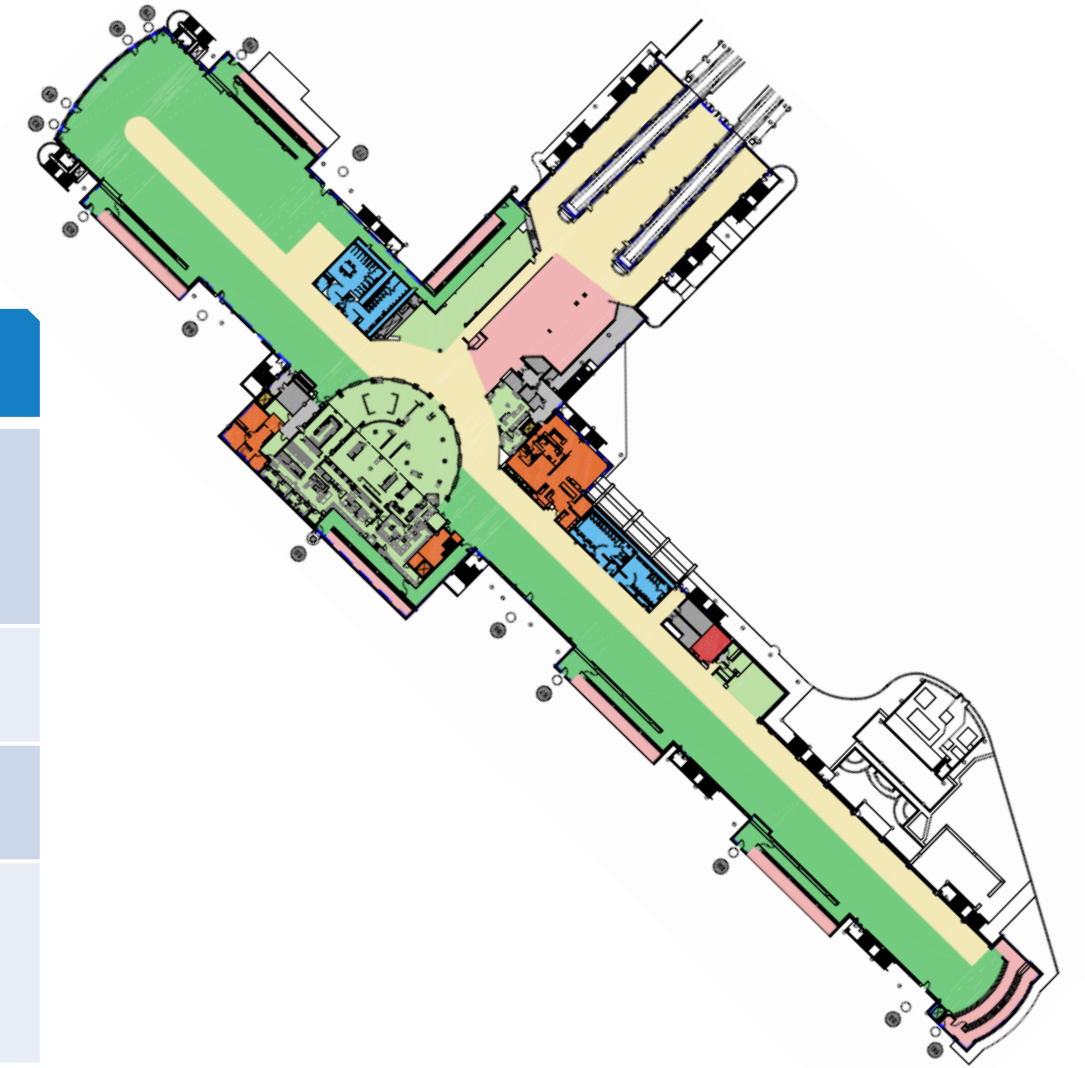
	Existing	Required
Gates – Contact+Hardstand	13	12 (6)
SSCP Lanes	7	6
CBIS Capacity	Existing is Adequate	
Baggage Make-Up / Cart Capacity	70	33



REVIEW OF GATE REQUIREMENTS

Airside F

	Existing	Required
Gates – Contact+Hardstand	13	14 *(8)
SSCP Lanes	5	6
CBIS Capacity	Existing is Adequate	
Baggage Make-Up / Cart Capacity	66	59



*Additional Hardstands Required.

REVIEW OF GATE REQUIREMENTS

Contact Gates vs. Aircraft Hardstands

- With addition of Airside D , TPA will have ample contact gates through 2031.
- The constraining demand will be for hardstands.
 - Although this can be achieved by using extra contact gates.
- Level of Service vs. Operation Policy vs. Cost benefit of using contact gates for hardstands.
- Hardstands can continue at:
 - Baggage Sortation Building B , and
 - Airside D (in Phased arrangement), or
 - At Airsides A, C, E, F contact gates

REVIEW OF GATE REQUIREMENTS

Contact Gates vs. Aircraft Hardstands – Peer Airports

- TPA peer airports such as SAN, AUS, MCO, FLL, LAS all require RON's to go remote.
- Option - require RON's to go remote rather than building extra contact gates.
- RON's are charged a fee.
- Contact Gates are charged a fee much higher.
- It is more cost effective to build RON pavement than contact gates for RON's.

REVIEW OF GATE REQUIREMENTS

Curb Length Requirements

- MPU required a fifth curbside lane by 2026 on both Red and Blue sides.
- The higher peak hour terminations are going to accelerate the demand for more curbside capacity sooner.
 - Red side = potentially adding the international curbside of 590 feet (2 or 3 lanes wide) will greatly improve the capacity for many years to come (20+ years)
 - Blue side = fifth lane required for use by 2024 instead of 2026.

REVIEW OF GATE REQUIREMENTS

Summary

- Contact gates are less than 2012 Masterplan requirements
 - Airside D could have a Phased Approach
 - Potential for cost savings and lower CPE
- Hardstands are the bigger issue (Location vs Operation Policy)
- Upon initial look, north remote Airside is not required by 2031
- International Curb – required for Level of Service and location issue

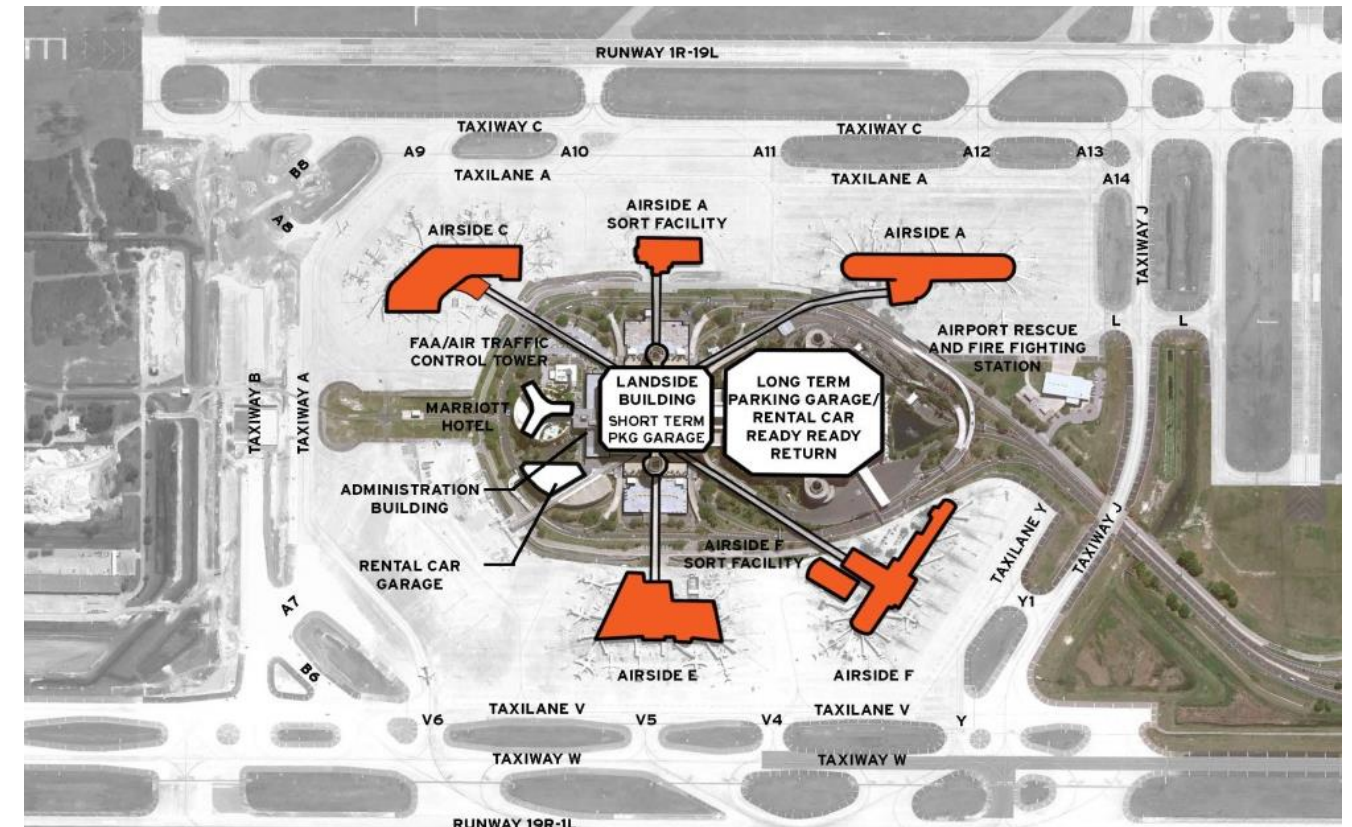


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High Level Terminal Planning Alternatives

High Level Terminal Planning Alternatives

- Based upon the Forecast update and revised Demand/Capacity, new concepts can be derived for the various Phase 2 and 3 components.
- Workshop 1
 - High level bubble diagrams of potential concepts
- Workshops 2-4
 - Refinement of the alternatives with pros/cons analysis

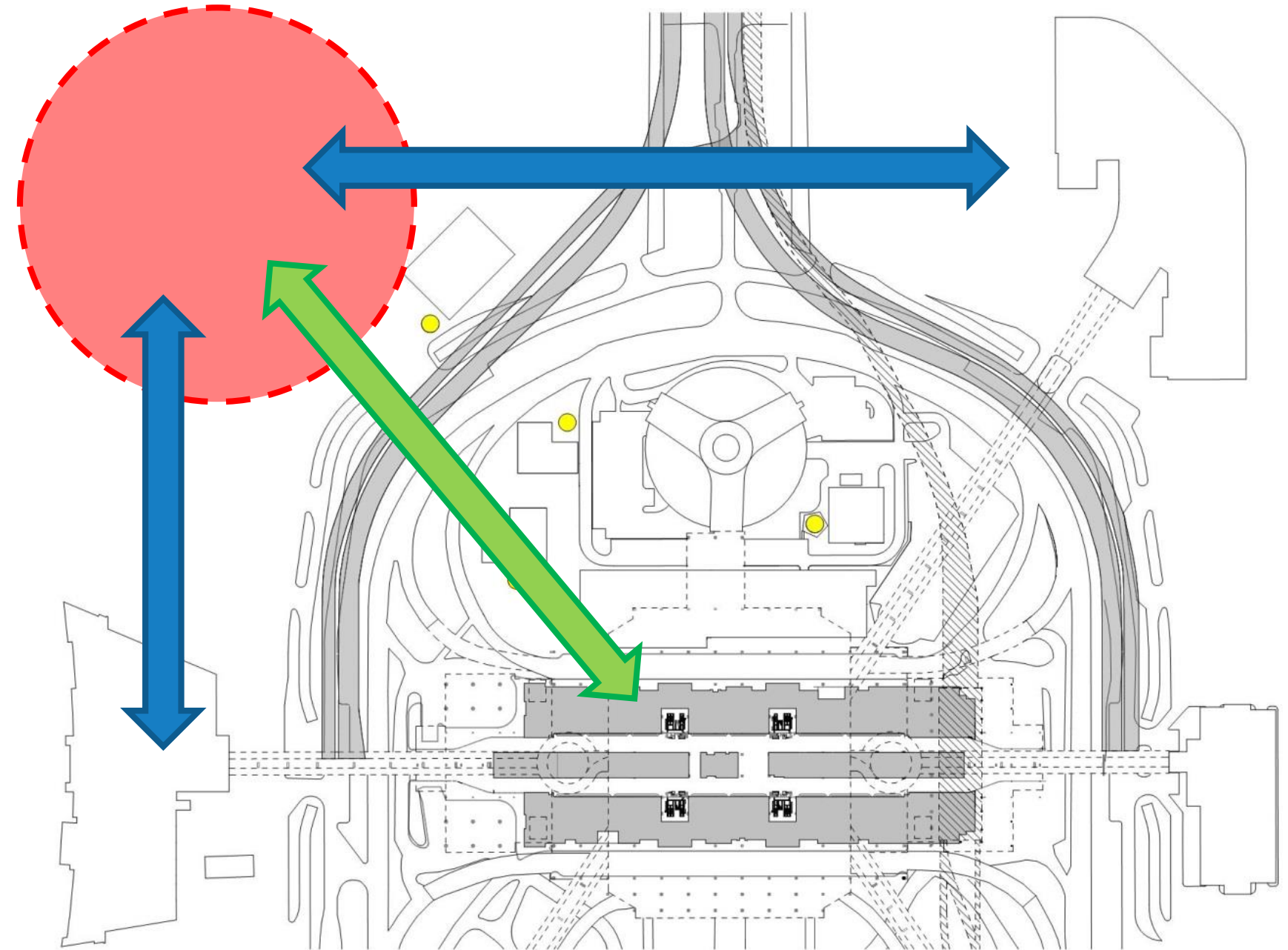


Site Plan - Goals

- Connectivity
- Consolidated Security
 - C+D?
 - D+E?
- CBP Location(s)
- Avoid Constraints
 - Hotel
 - ATCT

Issues from 2012 MPU:

- CBP Arrivals Curb
(passenger on correct side)

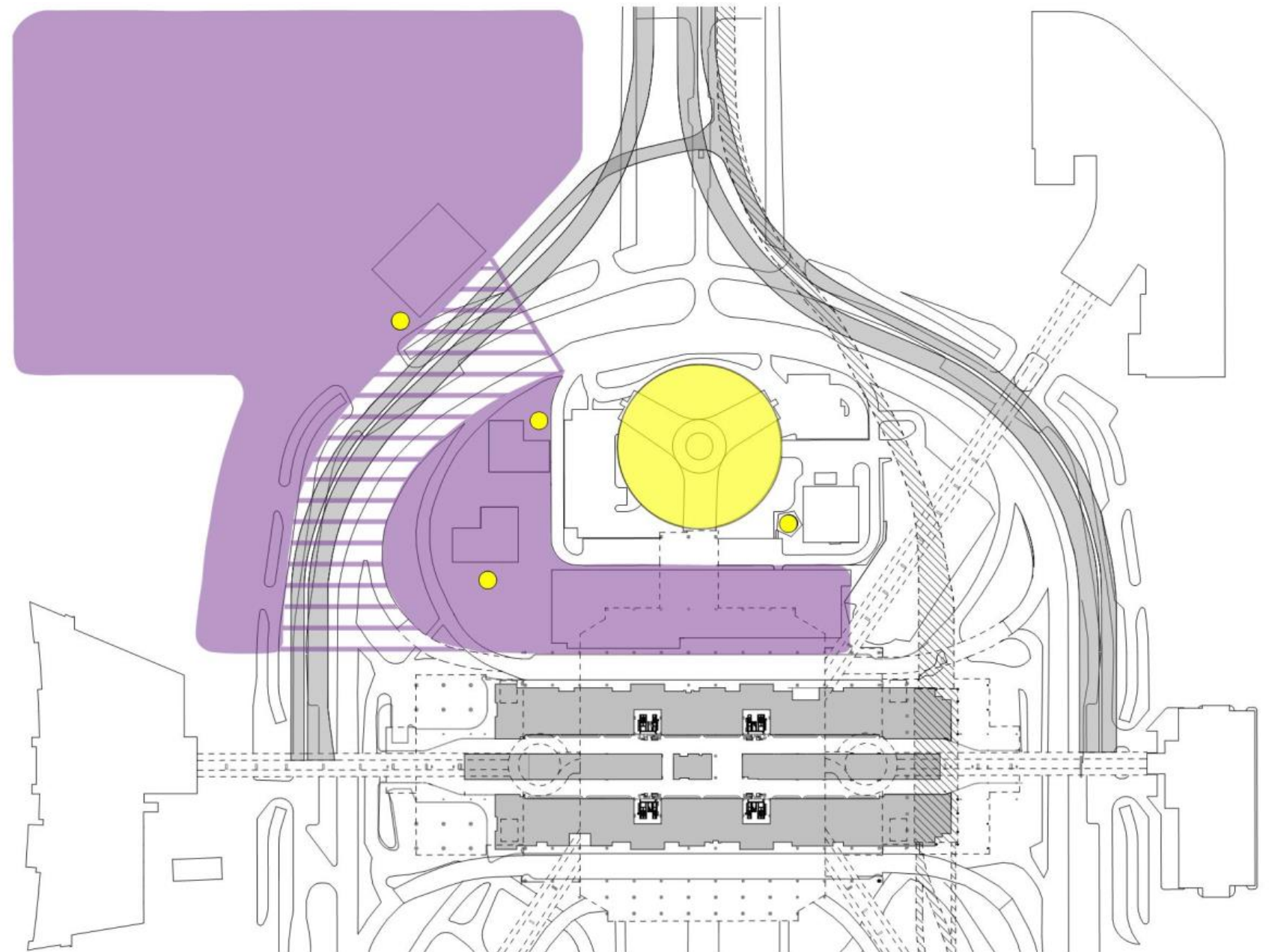


Site Plan - Constraints

Preserve Site:

- Hotel
- Existing ATCT
- Future ATCT
- North Roadways & APM

Purple represents the area available for development

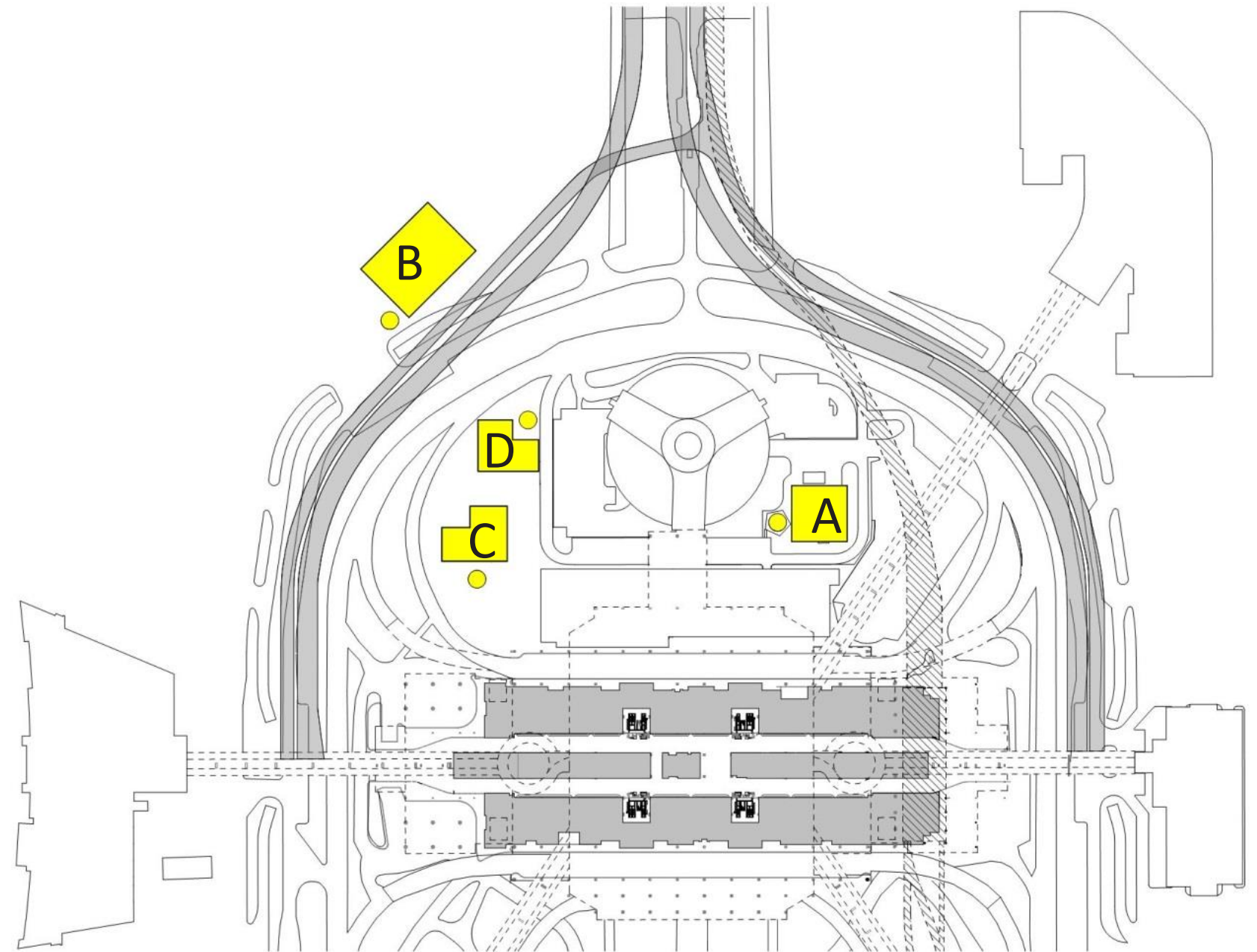


ATCT/ Base Building

Locations

Tower Locations:

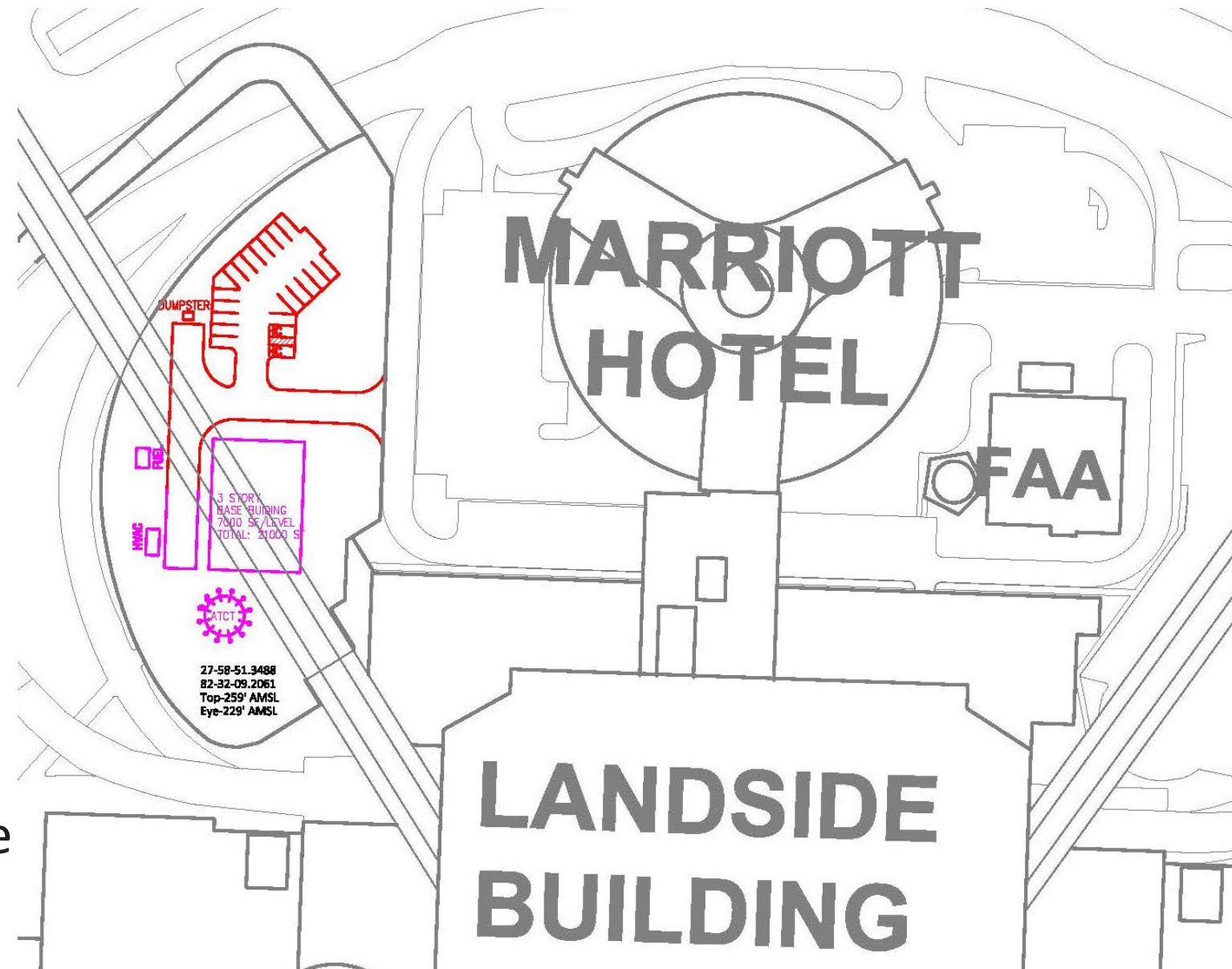
- A = Existing ATCT
- B = Airside D ATCT (previous FAA plan)
- C = Preserved Site for Future ATCT
- D = Additional Option? (Adjusted Preserved site for Future ATCT)



ATCT/ Base Building Locations

CONSOLIDATED FOOTPRINT

- Land Efficiency for Future
- ## COMPONENTS
- Base Building Offices
 - ATCT
 - Parking
 - Surface vs. Parking Garage
 - Phasing



Airside C-D

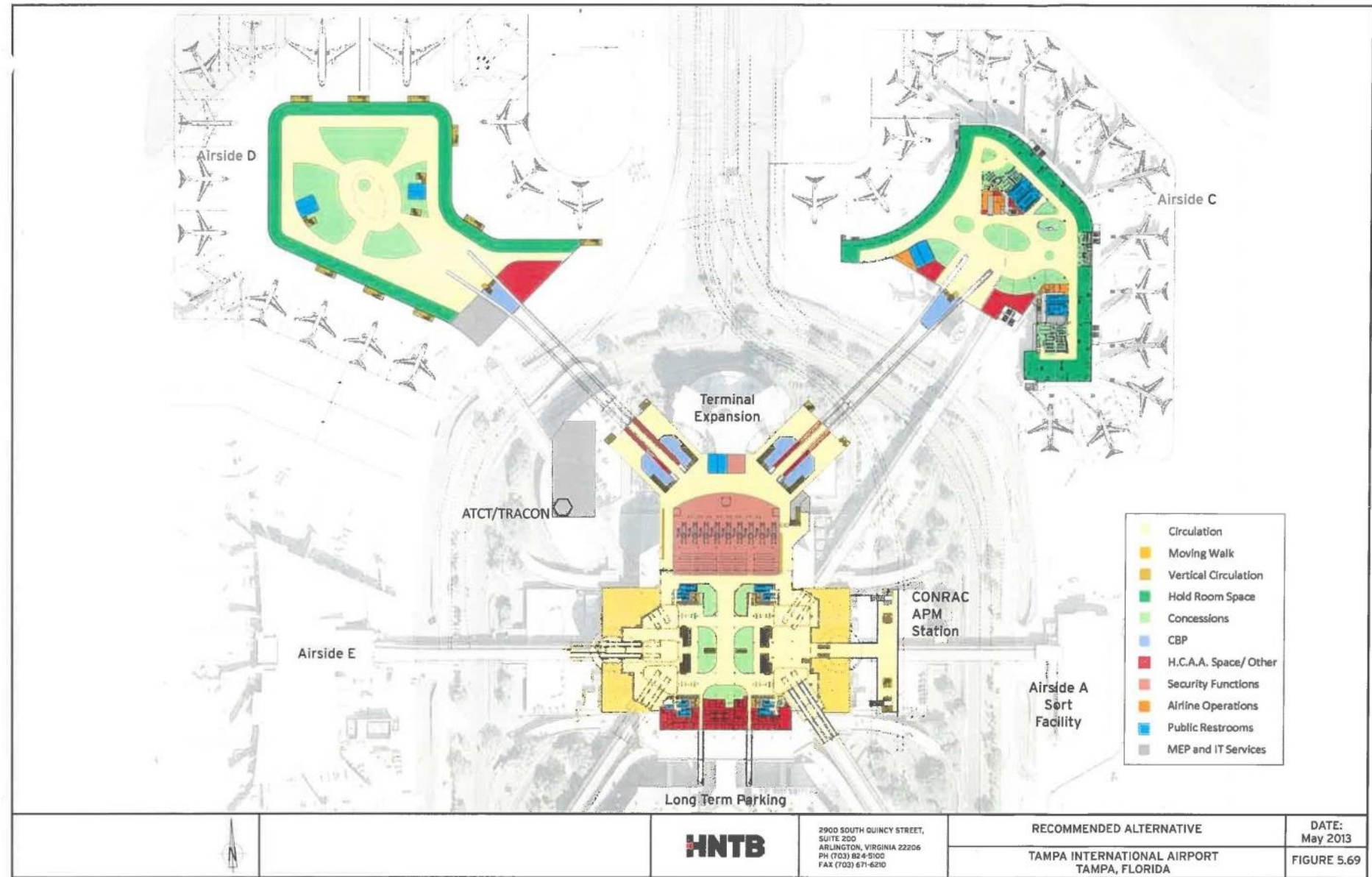
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

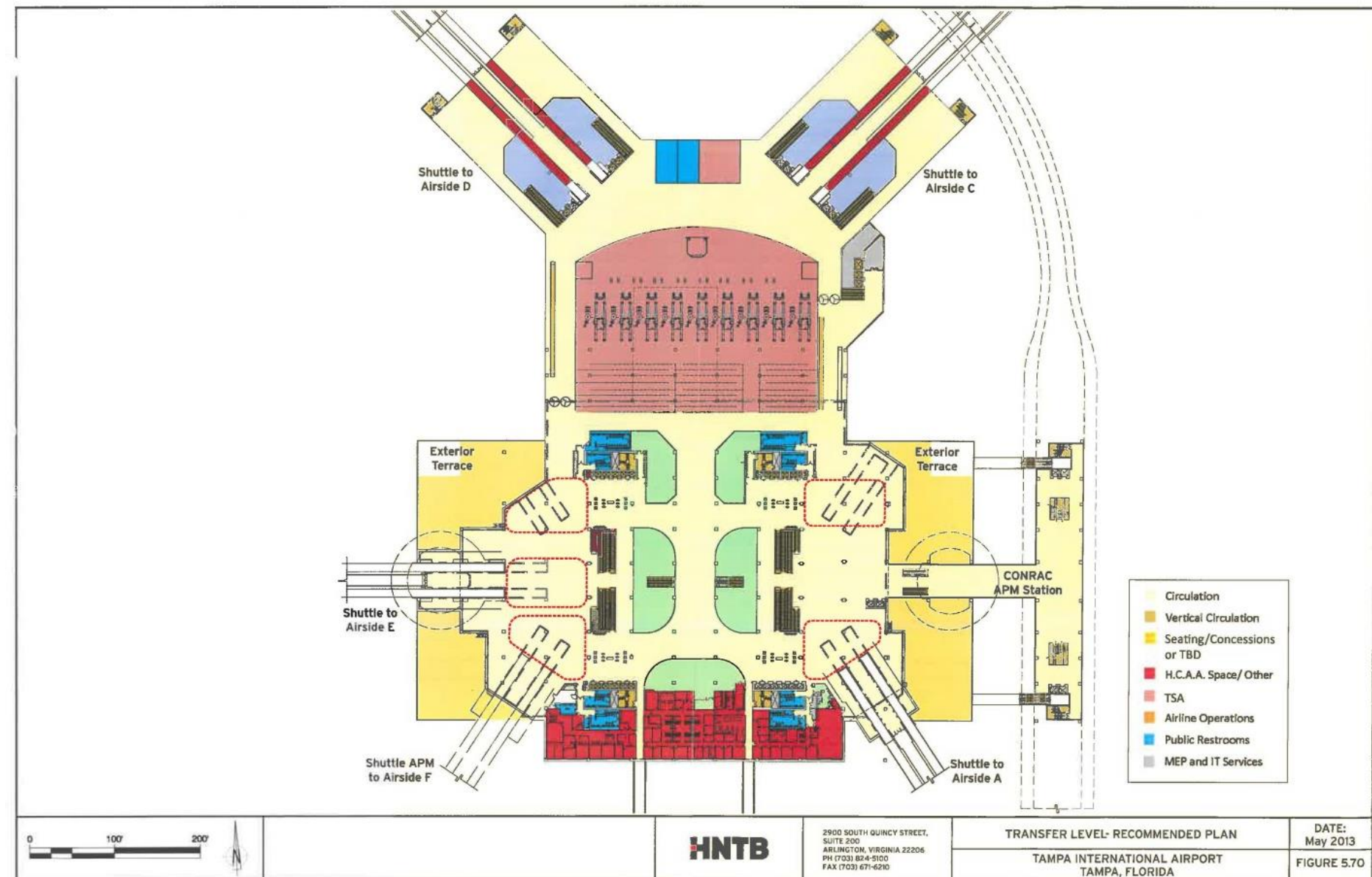
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

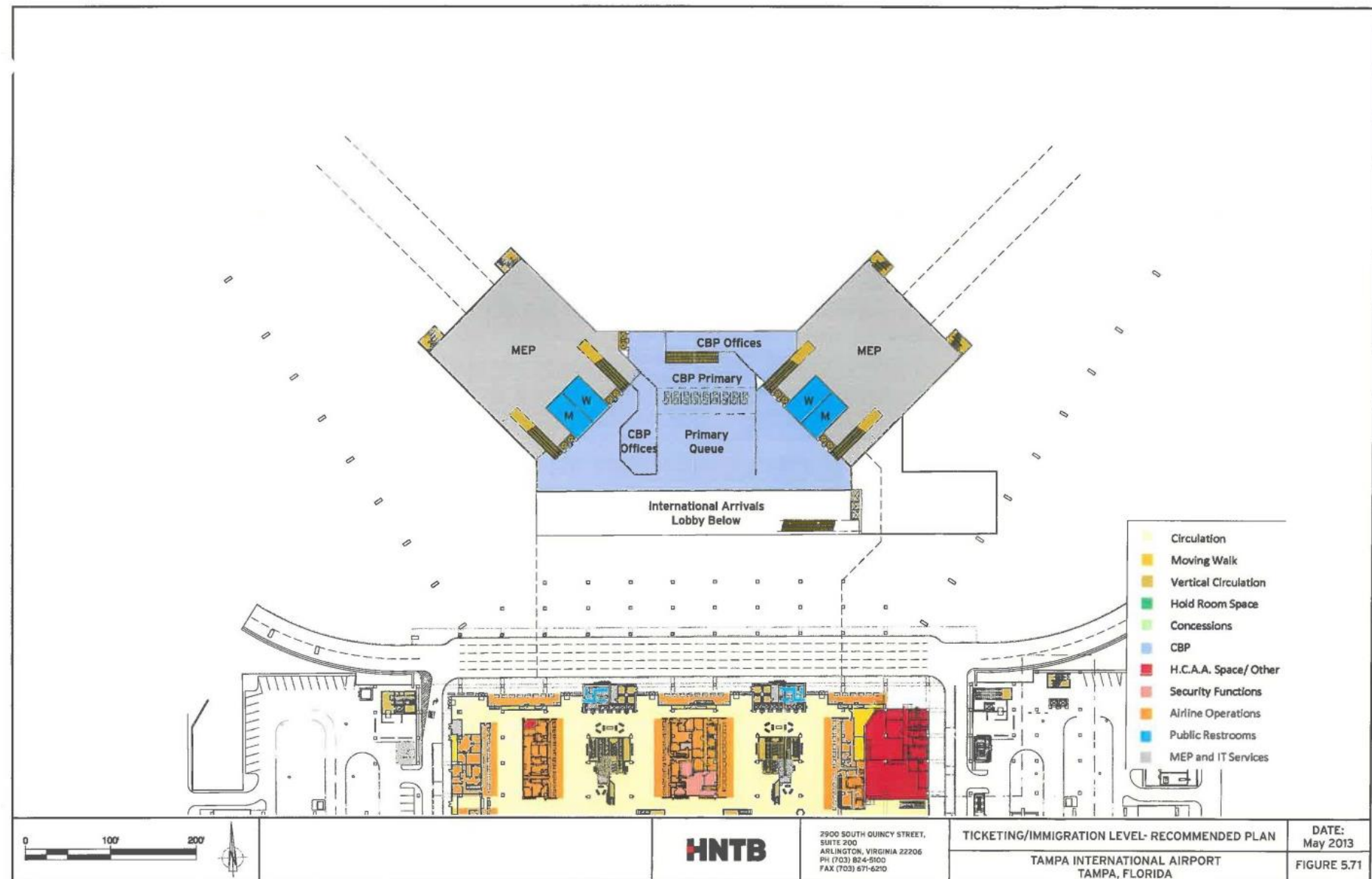
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

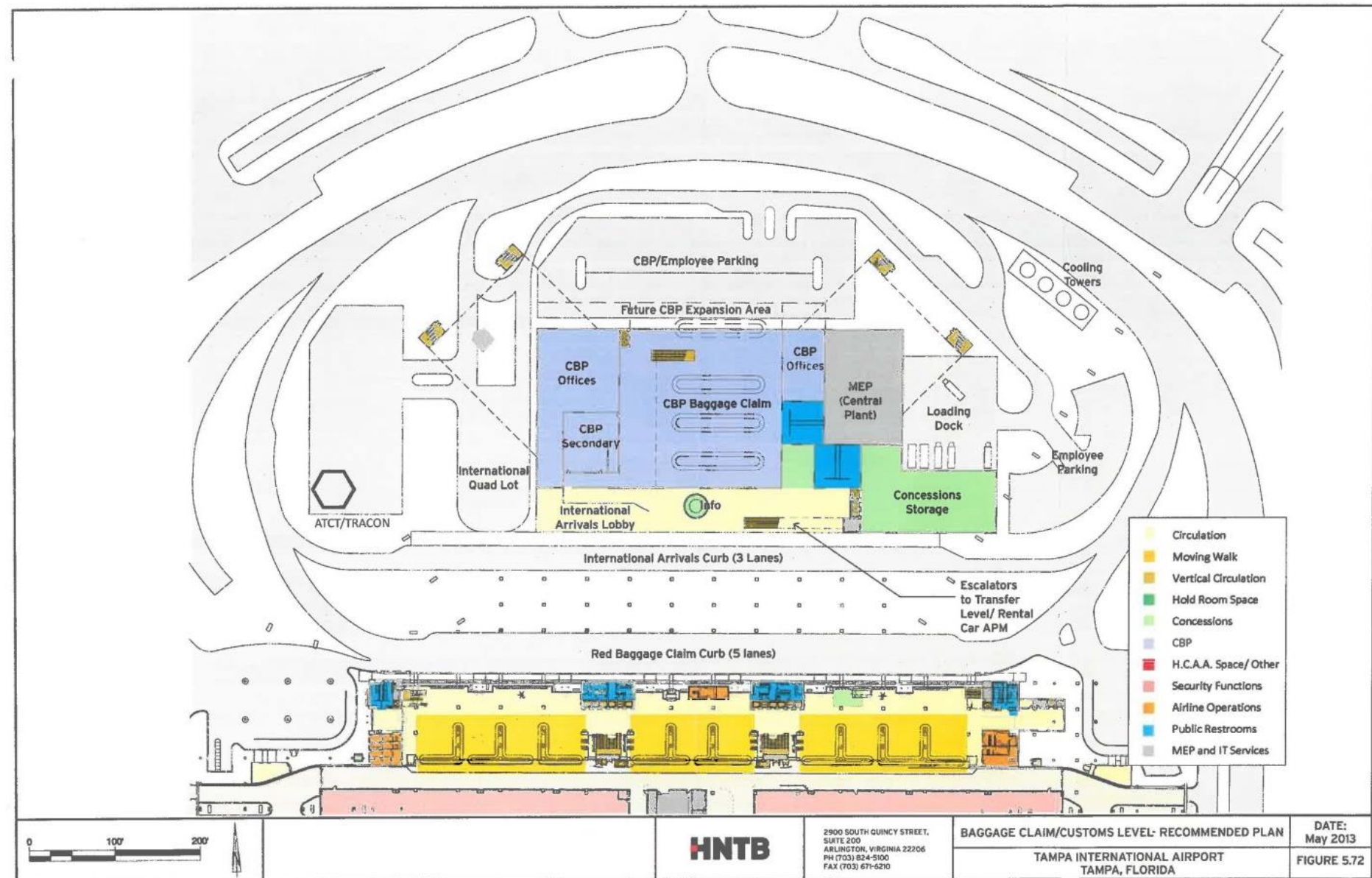
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

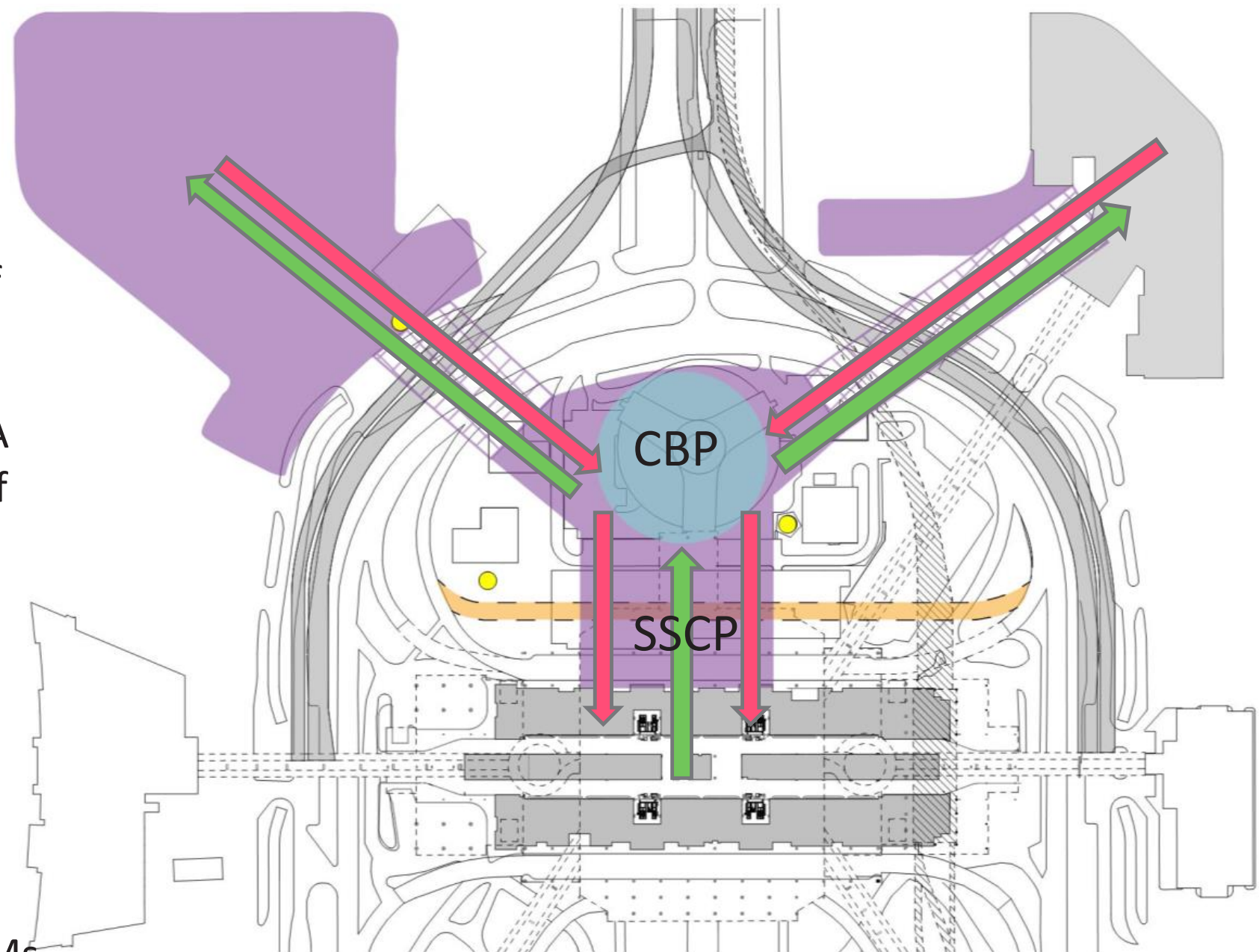
Recommended MPU (Modified)

Pros:

- Continue with modified version of recommended MPU plan
- Consolidated Airside C&D SSCP
- Allows Intl gate expansion for SWA
- Allows domestic gate expansion of SWA to D.
- Baggage First & Intl Cub capability

Cons:

- Demolishes Marriott hotel
 - Could potentially rebuild on top of consolidated SSCP
- APM ride to C&D very short
 - Eliminate APMs?
- Potential vertical conflict with APMs



Airside C-D – Previous Studies

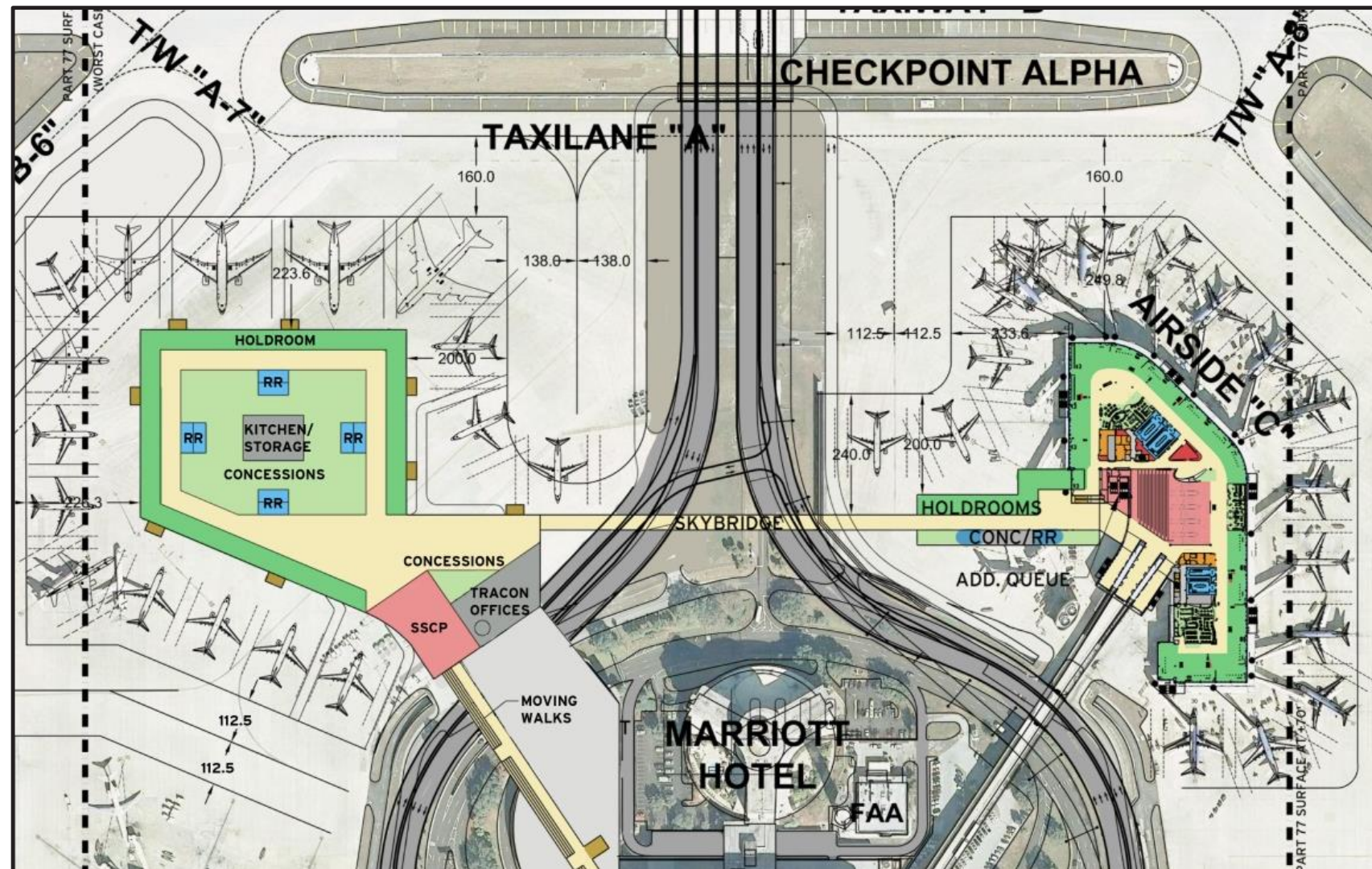
Red Side Garage Site - CBP

Pros:

- Sterile Connectivity for both Airsides C & D (1 CBP facility)
- Preserves Hotel
- Maximum Airside D Gates (16)

Cons:

- Does not preserve Future ATCT site
- No consolidated security checkpoint
- Potential vertical impact to future North roadway & APM
- Intl Arrivals Curb drop-off side & length



Airside C-D – Previous Studies

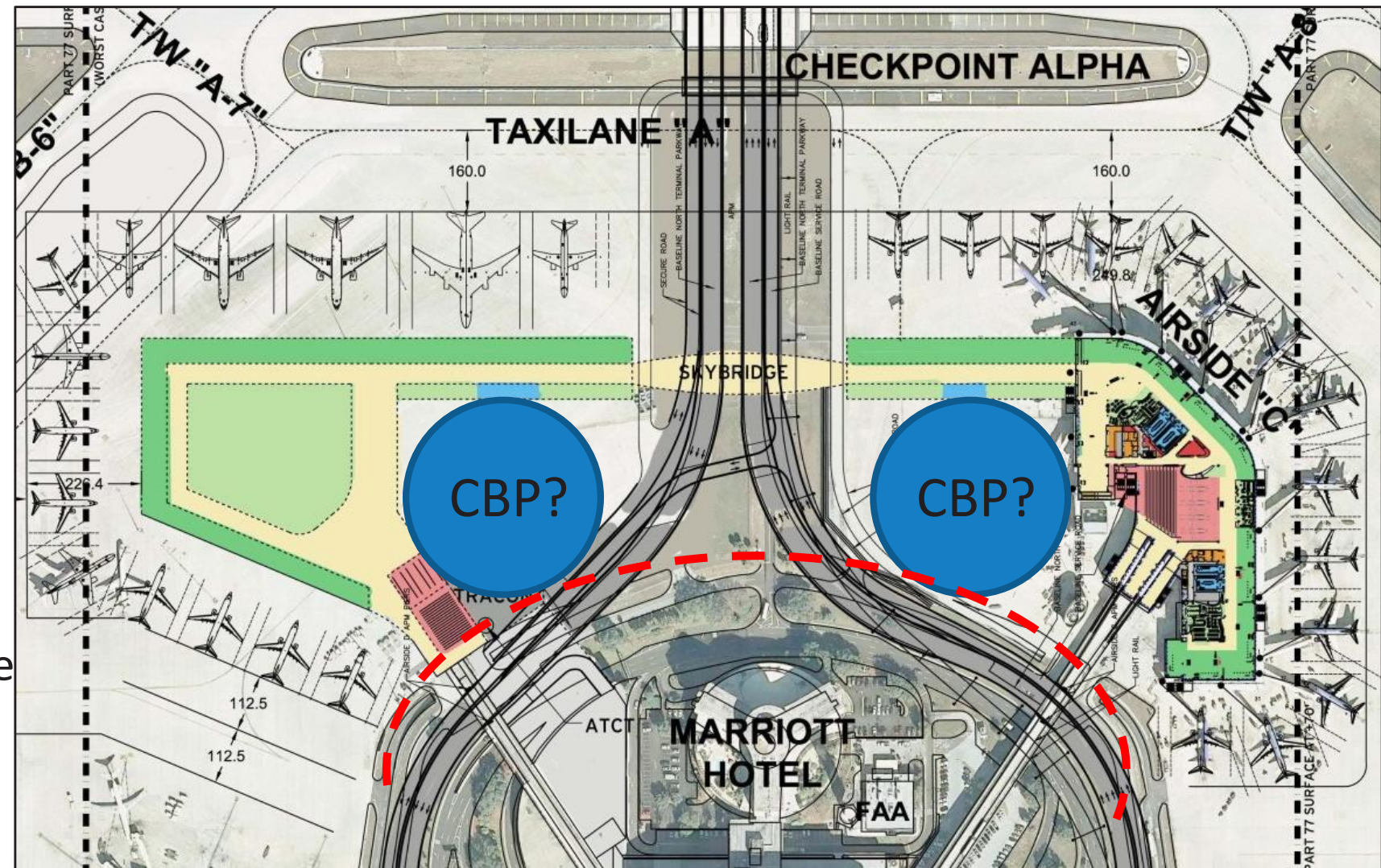
Linear North

Pros:

- Sterile Connectivity for both Airsides C & D (1 CBP facility)
- Preserves Hotel
- Linear Concourse Layout
- CBP @ either C or D?

Cons:

- No consolidated security checkpoint
- Potential vertical impact to future North roadway & APM
- Less Gates
 - (14 @ D & Lose 2 @ C)
- Requires APM for Airside D



----- = Intl Arrival Curb

Airside D

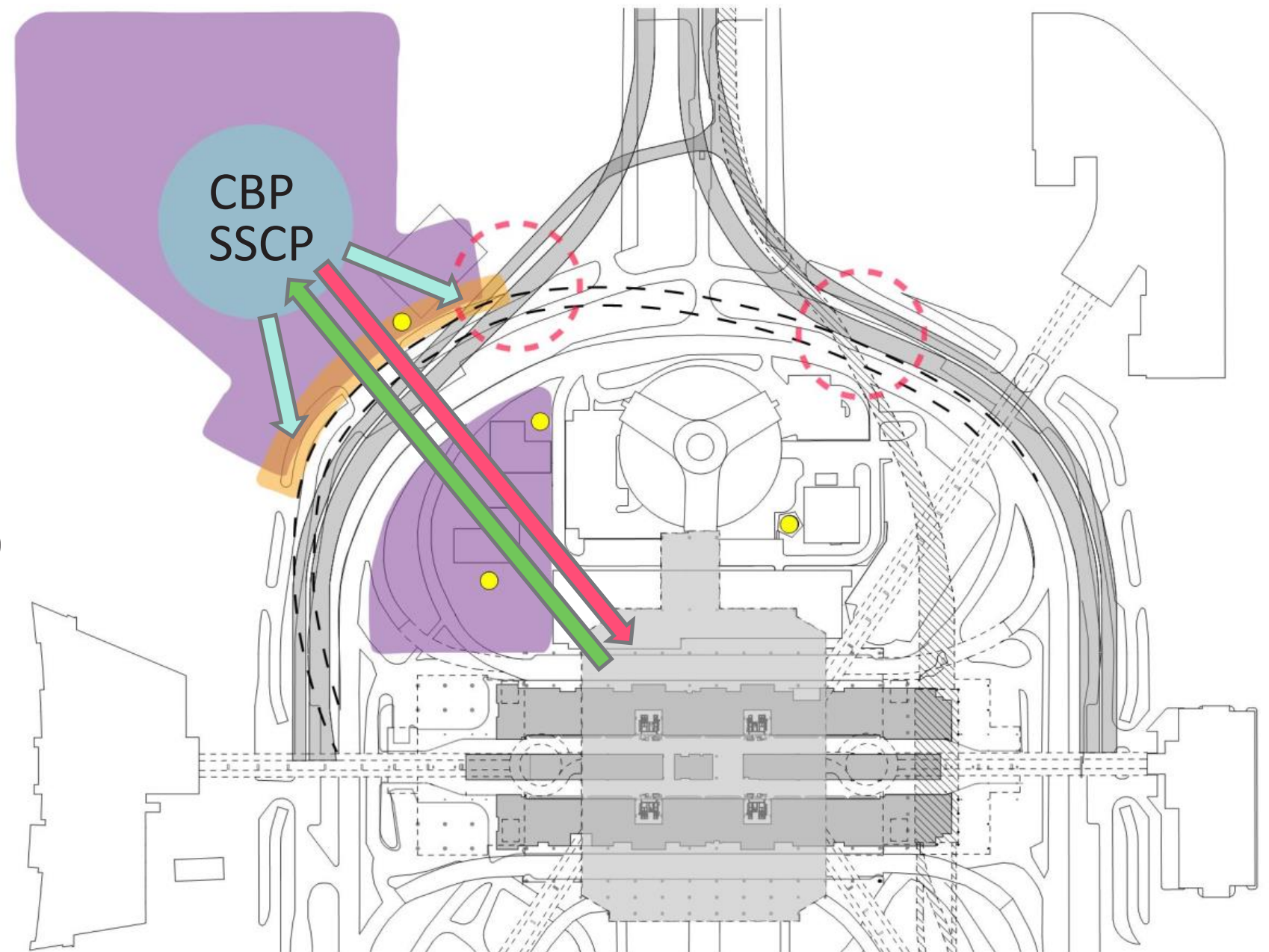
W/ Intl Curb @ D

Pros:

- Intl Arrivals Curb @ D
- Preserves future ATCT site

Cons:

- No sterile connectivity to Airside C (require 2 CBP facility)
- No consolidated security checkpoint (APM or moving walk required to D)
- Potential vertical impact to future North roadway & APM
- Curb Length – too short?



Airside D

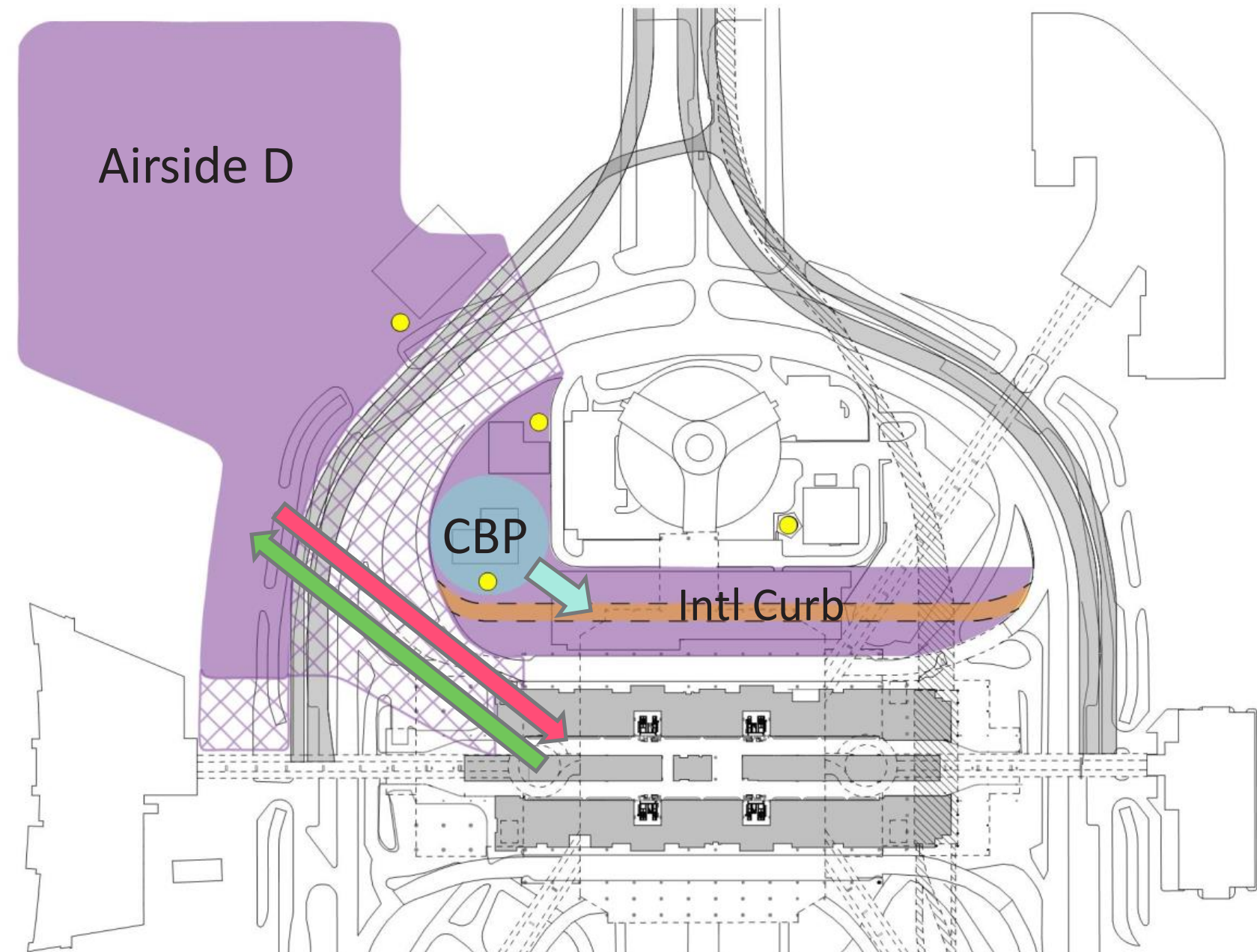
W/ Intl curb near Redside Curb

Pros:

- Intl curb close to other curbs
- Sterile connectivity to E potential
- CBP proximity to Redside
- Easy to navigate to Intl curb
- Preserves Hotel & current ATCT

Cons:

- Must adjust future ATCT
- Bag claim may have to be elevated level



Airside D-E

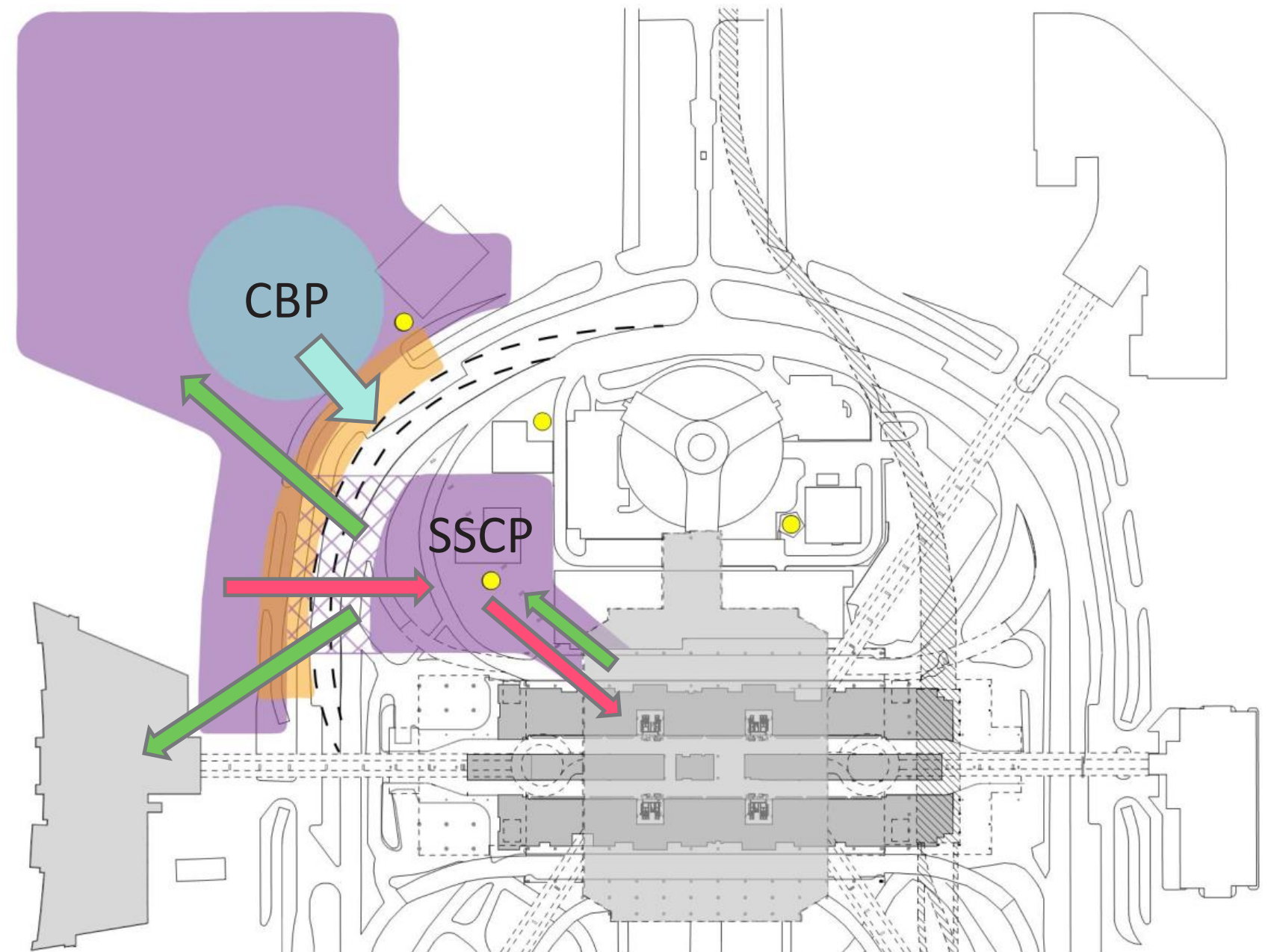
With Intl Curb @ D-E

Pros:

- Consolidated security checkpoint for D & E
- Intl Arrivals Curb
- Sterile Connectivity for both Airsides D & E
- Eliminates the need for short APM at Airside E
- No impact to future North roadway

Cons:

- Must adjust Future ATCT site (or integrated into SSCP building)
- No sterile connectivity to Airside C (May require 2 CBP facility for SW Intl capability)



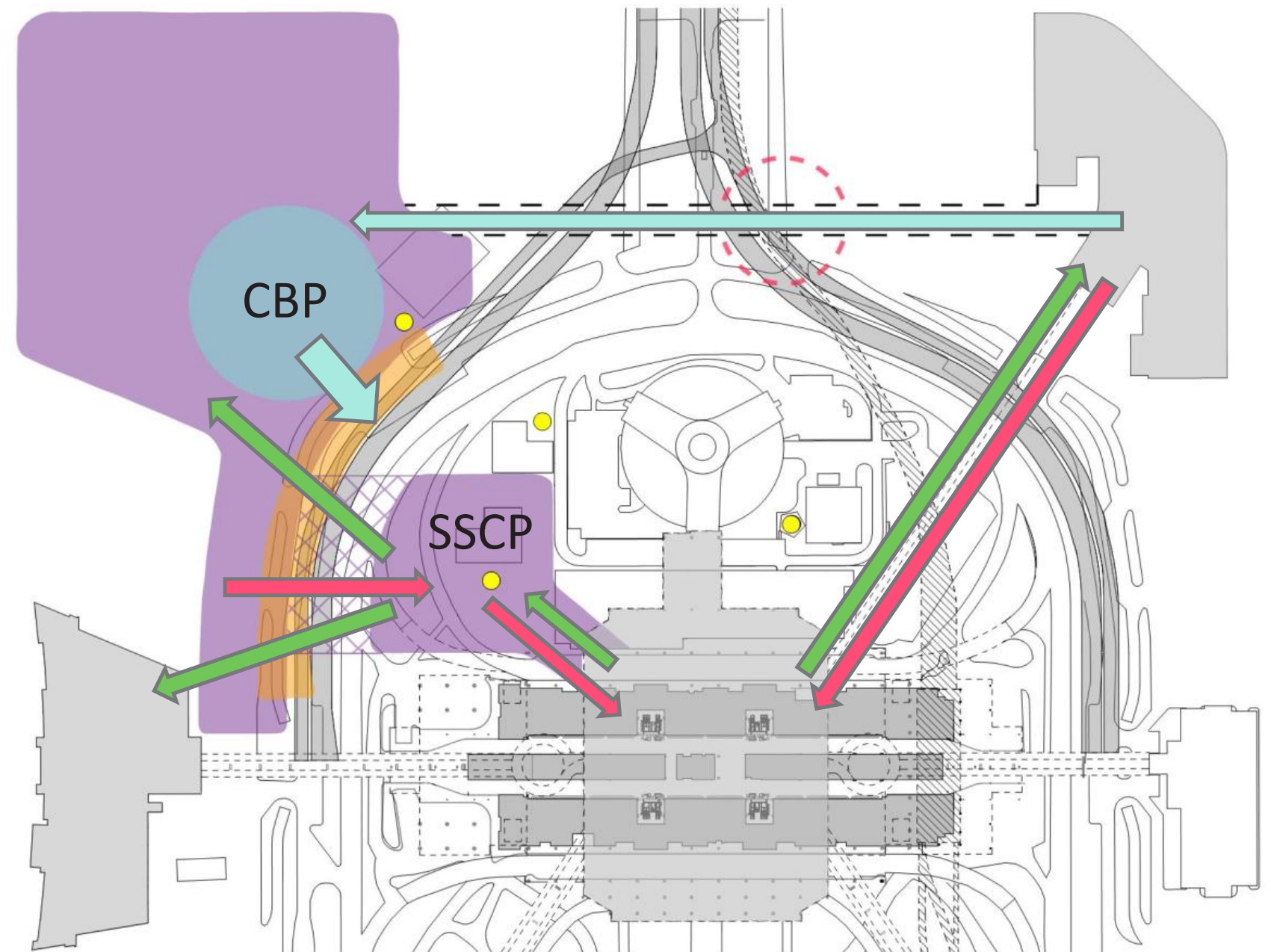
Airside D-E + C

Pros:

- Consolidated security checkpoint for D & E
- Intl Arrivals Curb
- Sterile Connectivity for both Airsides C, D & E
- Eliminates the need for short APM at Airside E
- **Sterile Connectivity to Airside C (one airport CBP facility)**

Cons:

- Must adjust Future ATCT site (or integrated into SSCP building)
- Potential vertical conflicts with north roadways & APM
- High cost of long pedestrian bridge



Airside D

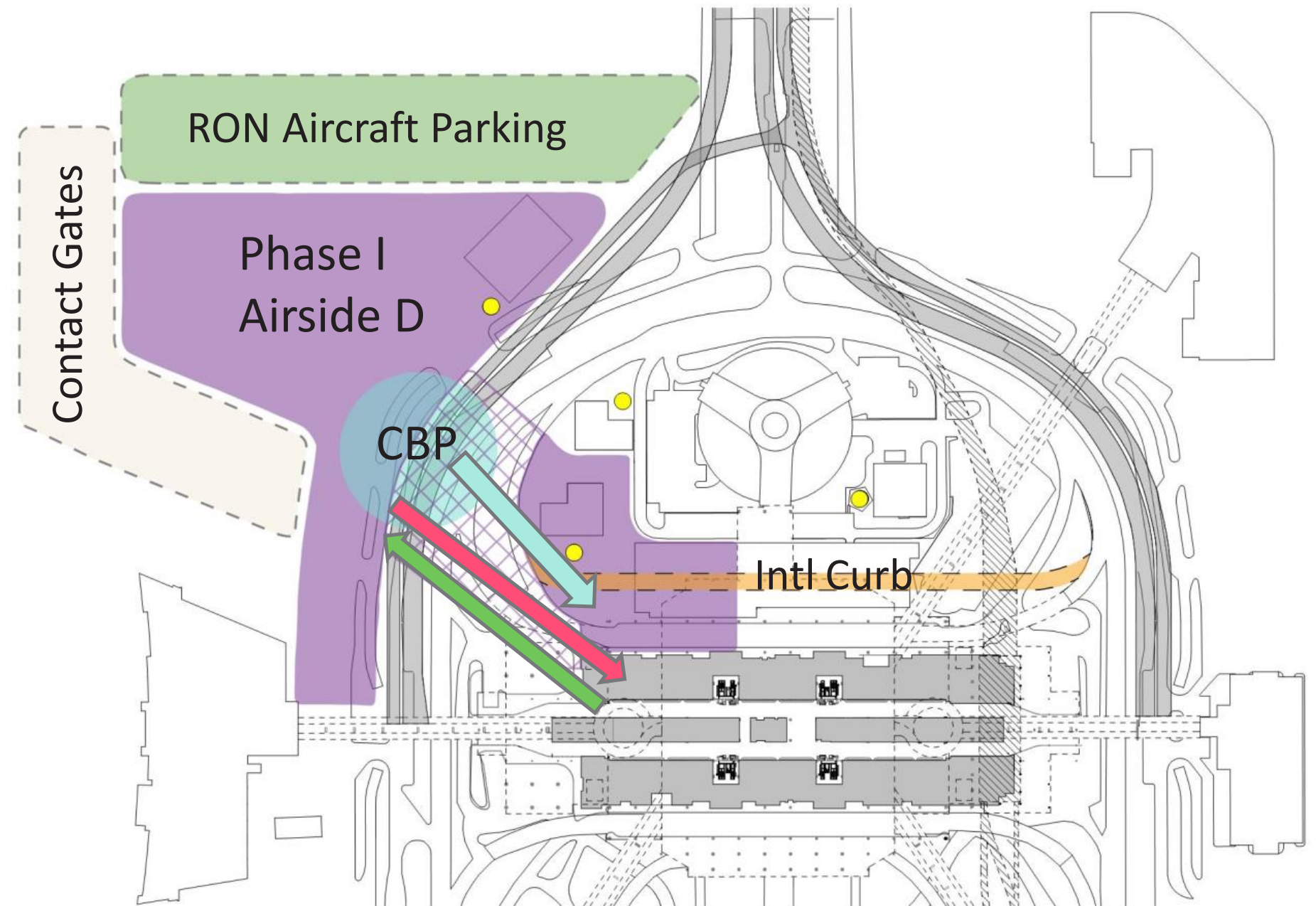
Phased Implementation

Pros:

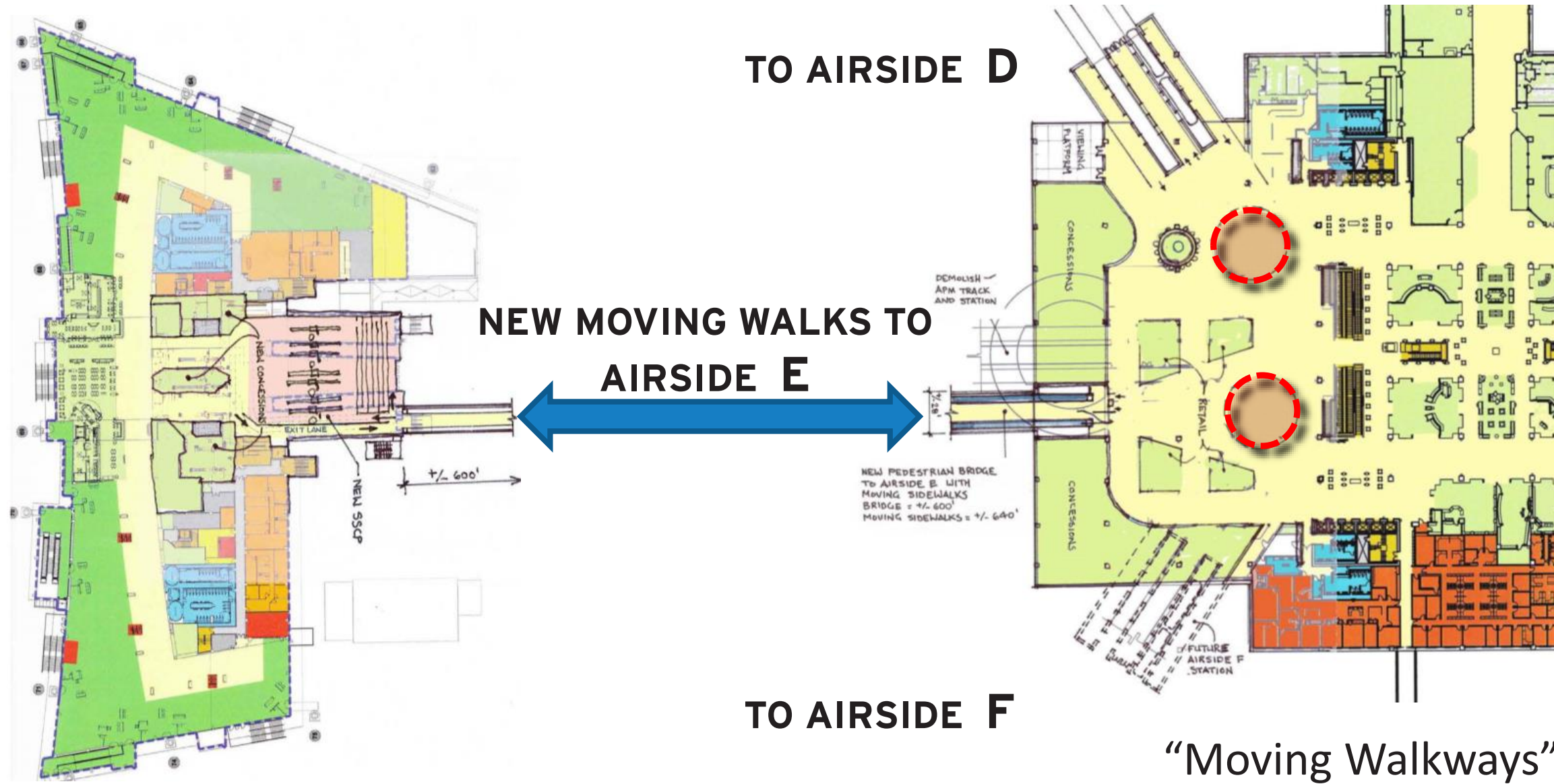
- Creates RON parking close to Airsides E, F
- Reduces cost of Airside D
- Provides needed gates
- Reduces CPE
- Preserves Hotel & ATCT
- CBP close to Redside
- Easy to navigate to intl curb

Cons:

- Requires more towing of RON aircraft
- Must adjust future ATCT



Airside E



“Moving Walkways”

Airside C – CBP Locations/Options

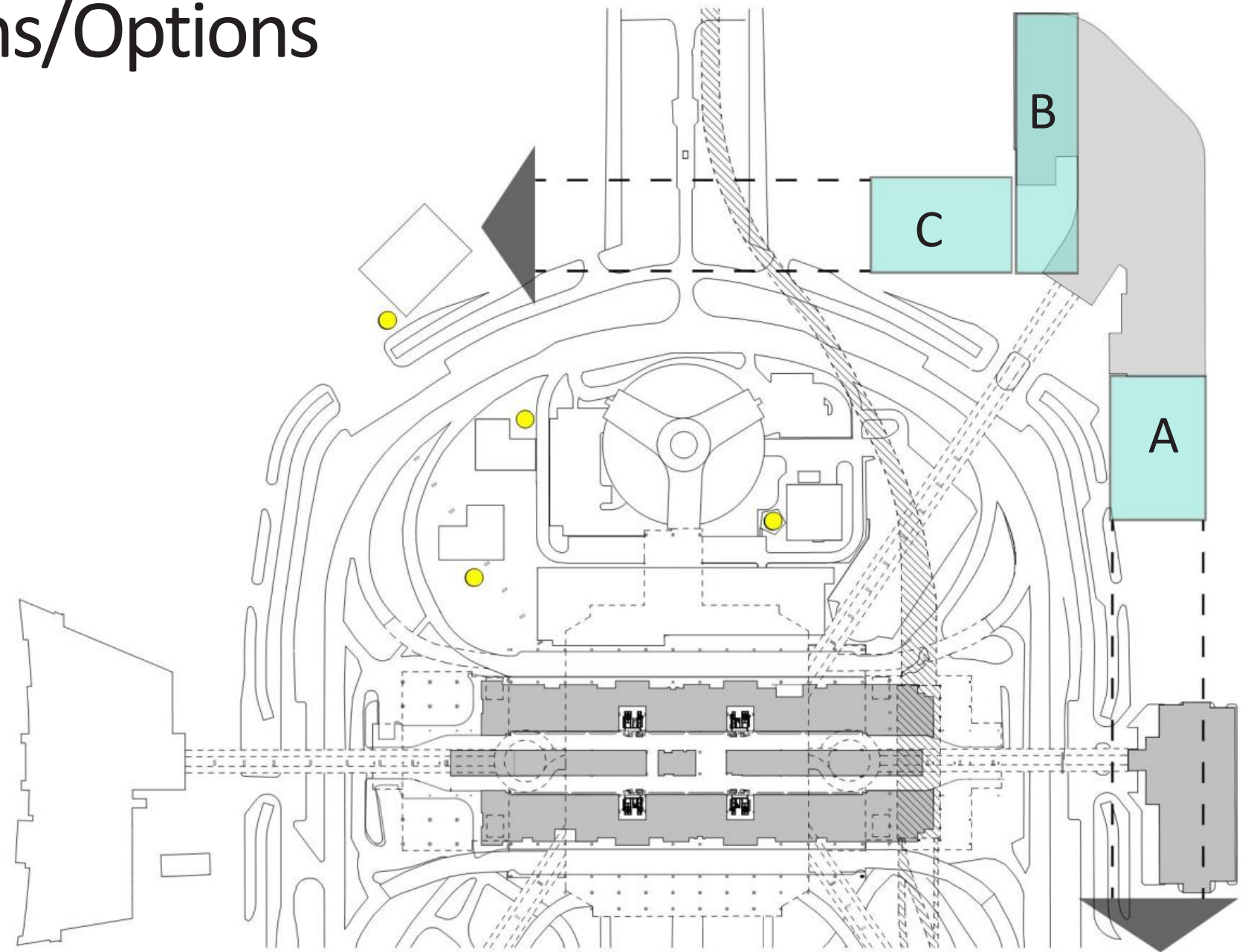
Past Studies regarding isolated CBP at Airside C in 2014.

A = South Expansion

B = Internal Concept

C = West Expansion (preferred)

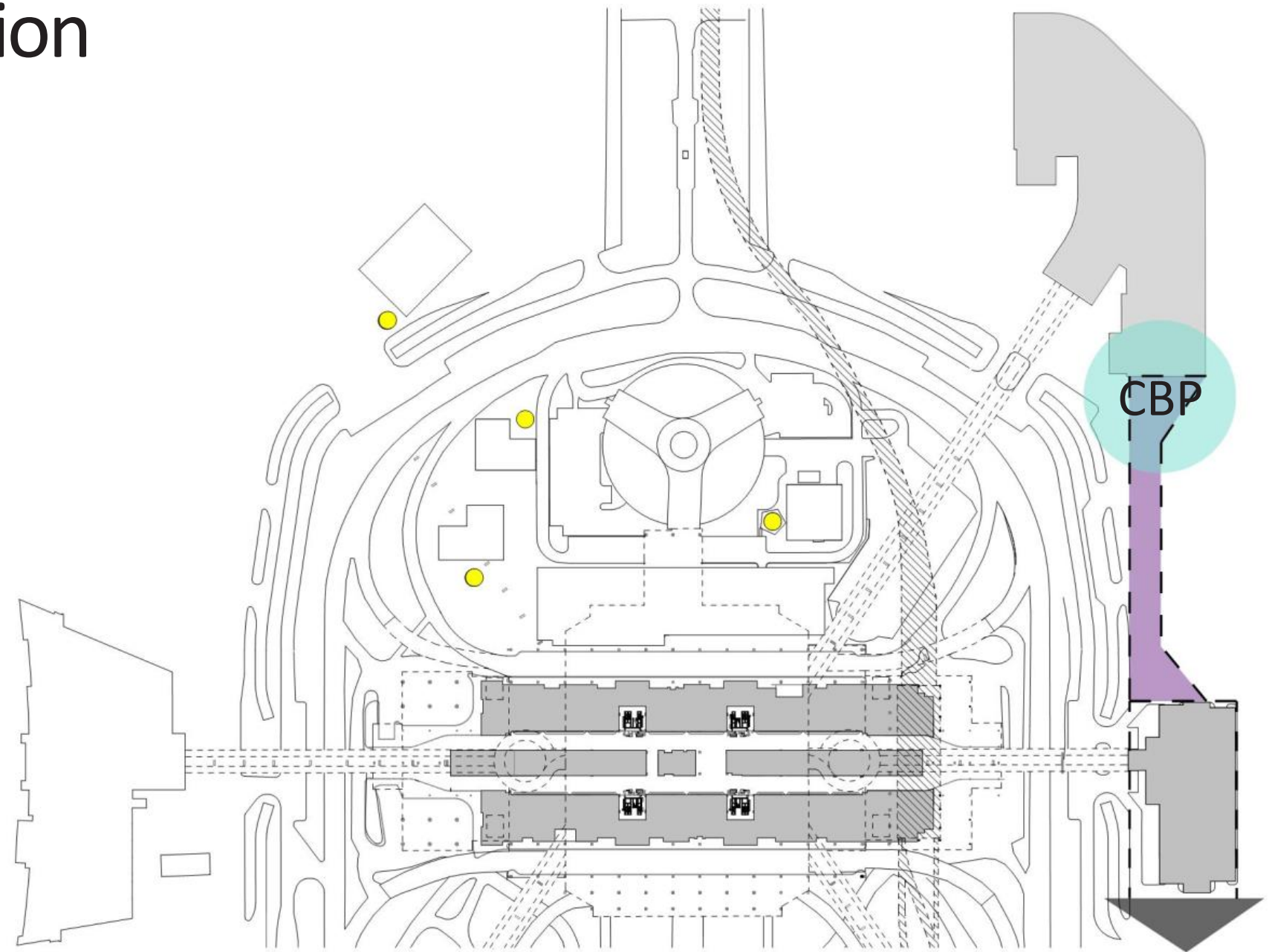
- *What is CBP stance on potential multiple facilities @ TPA?*
- *What is Southwest Airlines stance on intl growth @ TPA?*



Airside C – Gate Expansion

* South CBP was preferred

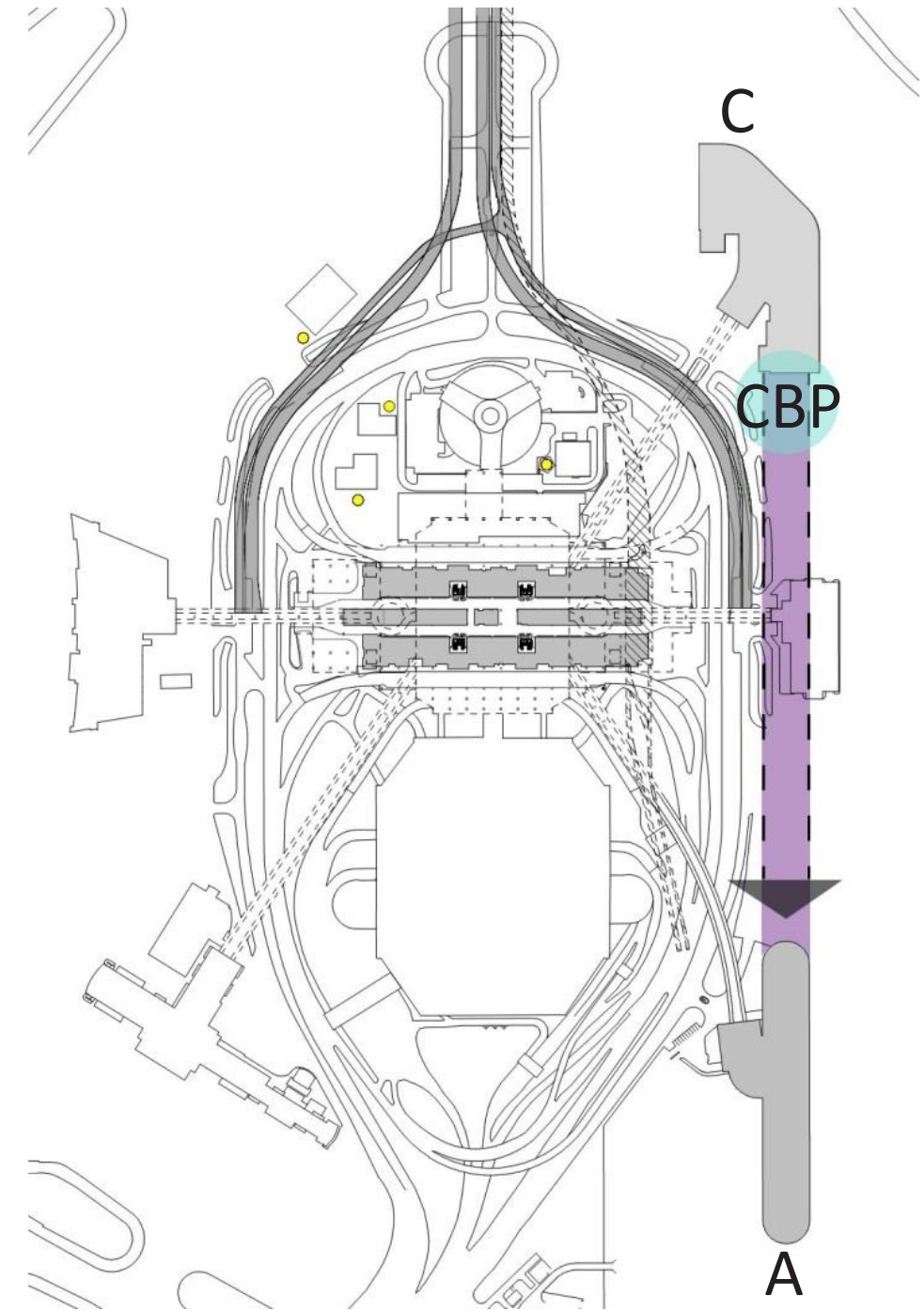
- Could include Gate Expansion to existing Sortation Building
- (4) New gates with sterile connectivity



Airside C – Gate Expansion

Ultimate

- Ultimate East Airside plan could include connection between Airside A-C
- Baggage Sortation Building Location Issues
- Airside / Taxiway Issues



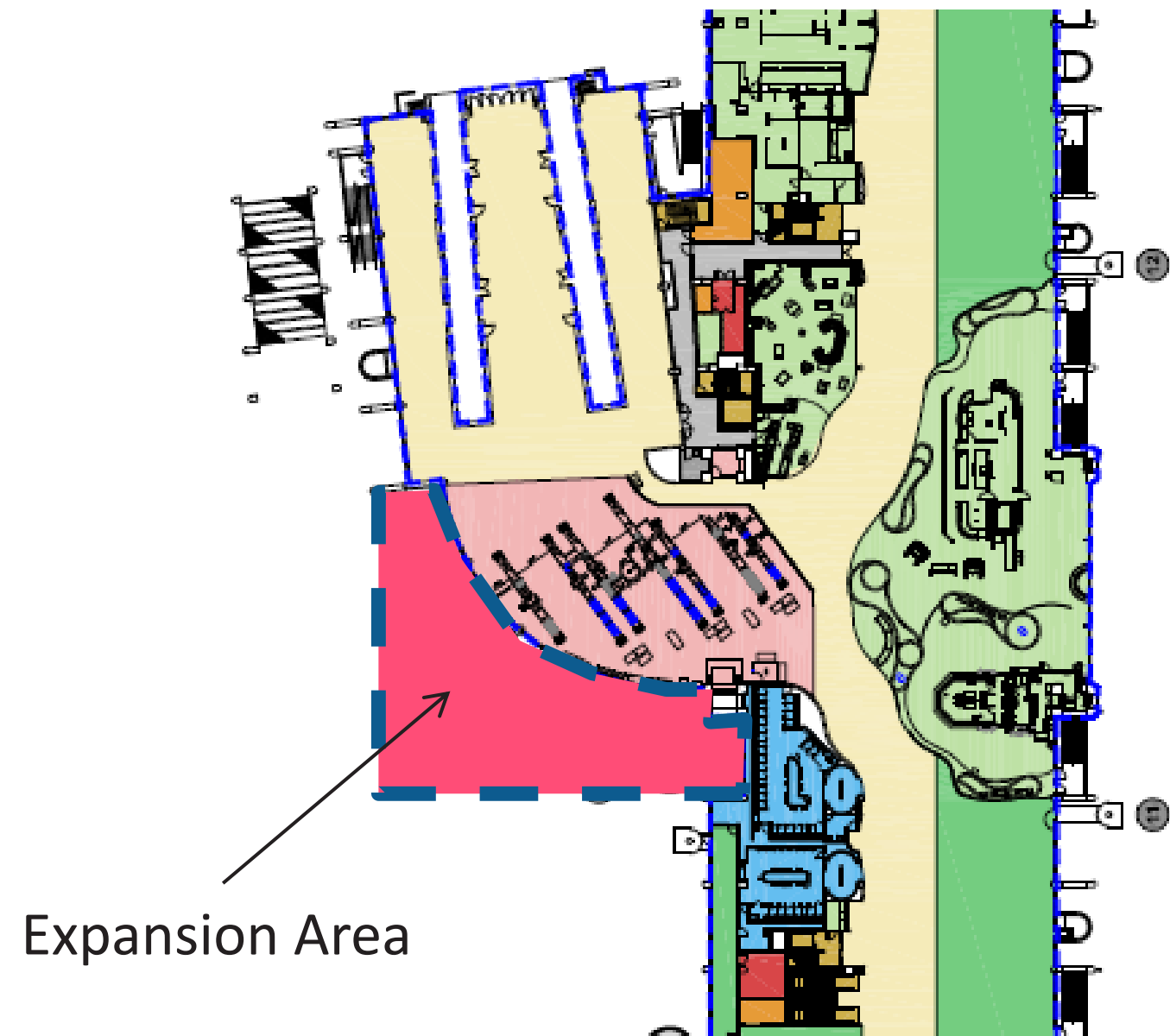
Airside A

Security Checkpoint Expansion

- Need additional:
 - (1) Lane (minimum)
 - Queuing
- Currently non-standard lanes; need more re-vest area

Issues:

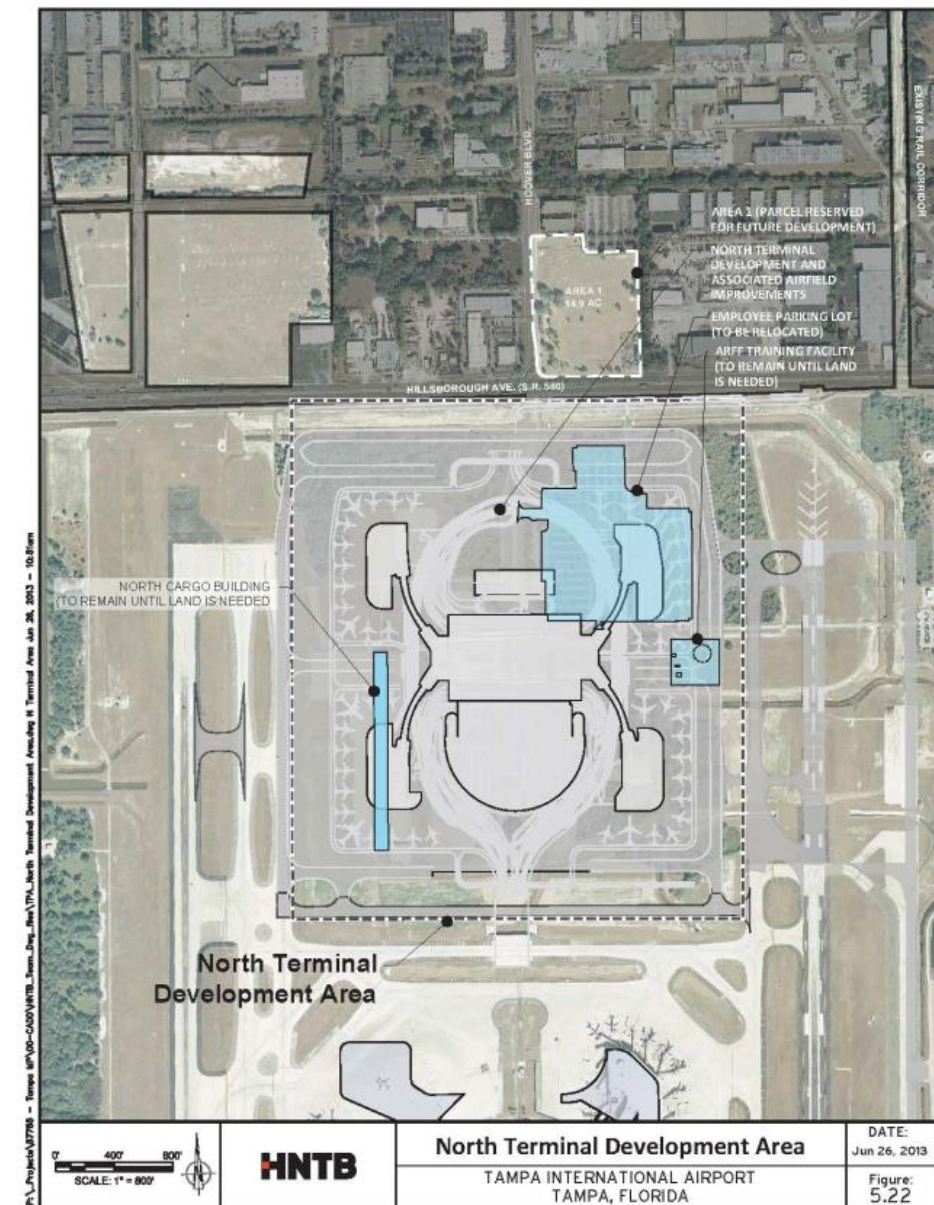
- Structural Columns
- Exit Stairs



North – Remote Airside

- Previous Masterplan Concept
- Method to achieve additional gates but doesn't appear required in the near term
- Maximize the Airside C & D sites prior to moving North
- North remote Airside could be costly solution for little gain

Should this be studied further in this series of workshops?



Further Discussion / Decision Points:

- Future Tower Location
- North Remote Airside Option?
- Airside D – Rightsizing and Phasing
- Hardstand vs Contact Gate Policy
- Other Options?

Next Steps:

- Workshop #1: April 11 (2pm to 5pm)
- Workshop #2: May 24 (9am to 12pm)
- Workshop #3: June 20 (2pm to 5pm)
- Workshop #5: July 26 (9am to 12pm)



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Plant City and Tampa Executive Airports

Discussion / Questions and Answers



TIA Master Plan Update – Terminal Alternatives

Workshop 2 – May 24, 2016



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

TIA Master Plan Update – Terminal Alternatives

Agenda:

- Forecast Update
- Presentation of Terminal Planning Concepts
 - Consolidated SSCP/CBP Discussion
 - Airsides C+D
 - Airsides D+E
 - Airside E
 - Airside A SSCP
 - North Expansion
- Next Steps



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Forecast Update

FORECAST UPDATE/OUTSTANDING QUESTIONS

- Can TIA Accommodate 2021 Forecast Activity without Airside D?
 - Prepared 2021 Design Day Flight Schedule (DDFS)
- Can TIA Accommodate Additional International Wide-Body Arrival?
- Comparison of RON vs. Contact Gate Requirements
- Other

FORECAST UPDATE/OUTSTANDING QUESTIONS

- Can TIA Accommodate 2021 Activity without Airside D?
 - Forecast Domestic Activity Can Be Accommodated with:
 - Slight Increase in Towing
 - Slight Decrease in Flexibility
- Can TIA Accommodate Additional Wide-body International Activity through 2021?
 - Yes, if:
 - Airside F is Reconfigured, or
 - New international flight(s) are Scheduled to Depart before 6:15 pm.

FORECAST UPDATE/OUTSTANDING QUESTIONS

2021 Assumed Gate Assignments

Year	Airside A	Airside C	Airside D	Airside E	Airside F
2015 (actual)	United, JetBlue, Spirit, Alaska, Sun Country, Silver	Southwest, Frontier		Delta, Air Canada, WestJet	American, US Airways, Foreign Flag, International Arrivals
2021	United, JetBlue, Spirit, Alaska, Sun Country, Silver	Southwest, Frontier		Delta, Air Canada, WestJet	American, US Airways, Foreign Flag, International Arrivals
2031	United, Spirit, Alaska, Frontier, Silver	Southwest	Foreign Flag, International Arrivals, Sun Country, JetBlue, Air Canada, WestJet	Delta	American

FORECAST UPDATE/OUTSTANDING QUESTIONS

2021 Gate Demand and Capacity Estimates

Year	2015			2021			2031		
	Available Gates	Gate Requirements (Minimize Contact Gates)*	Gate + Hardstand Requirements*	Available Gates	Gate Requirements (Minimize Contact Gates)*	Gate + Hardstand Requirements	Available Gates	Gate Requirements (Minimize Contact Gates)*	Gate + Hardstand Requirements*
Airside A	16	12	16	16	14	16	16	13	16
Airside C	16	11	13	16	11	14	16	13	15
Airside D							16	14	14
Airside E	13	8	12	13	8	12	13	6	12
Airside F	14	9	15**	13/14	10	15**	13	8	14**
Total	59	40	56	59	43	57	74	54	71

* Does not include additional gates/hardstands for unscheduled flights or irregular operations.

**Additional hardstands required.

FORECAST UPDATE/OUTSTANDING QUESTIONS

Peak Hour Passenger Originations Demand by Airside

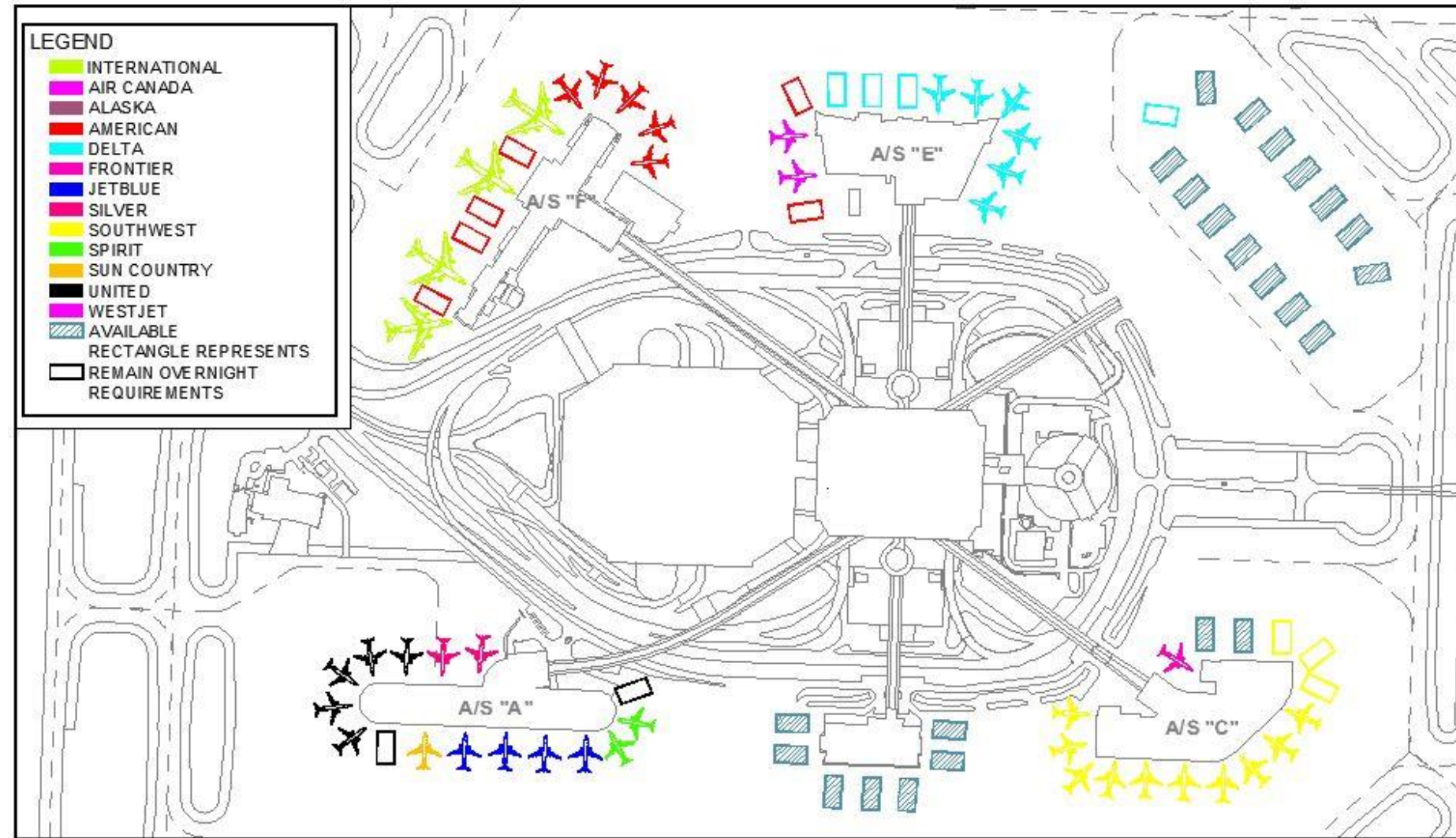
	Peak Hour Originations*			
Year	2011	2015	2021	2031
Airside A	505	694	921	1030
Airside C	842	1051	1233	1421
Airside D				823
Airside E	577	675	721	660
Airside F	593	615	964	807
Total	2,250	2,439	3284	3,771

* Includes departure lead time distribution.

FORECAST UPDATE/OUTSTANDING QUESTIONS

Depiction of 2021 Contact Gate and RON Requirements*

Airside	Airlines
A	Silver, United, Sun Country, Alaska, JetBlue, Spirit
C	Southwest, Frontier
E	Delta, Air Canada, WestJet
F	American, International Arrivals, Foreign Flag



* Actual use patterns and gate assignments may vary.



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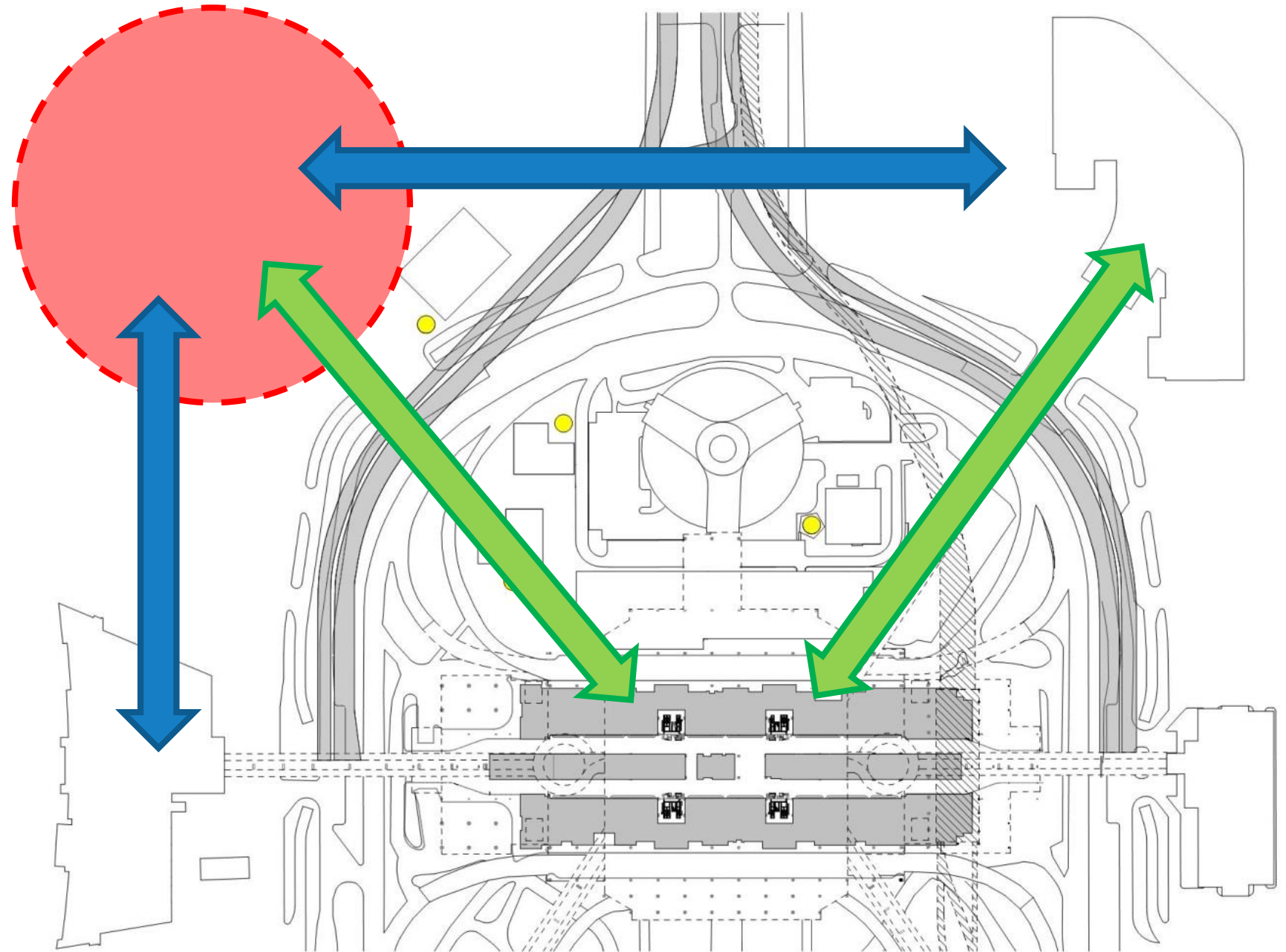
Terminal Planning Alternatives

Site Plan - Goals

- Connectivity
- Consolidated Security
 - C+D?
 - D+E?
- CBP Location(s)
- Avoid Constraints
 - Hotel
 - ATCT (Existing & Future)

Issues from 2012 MPU:

- CBP Arrivals Curb (passenger on correct side)



Airside C-D

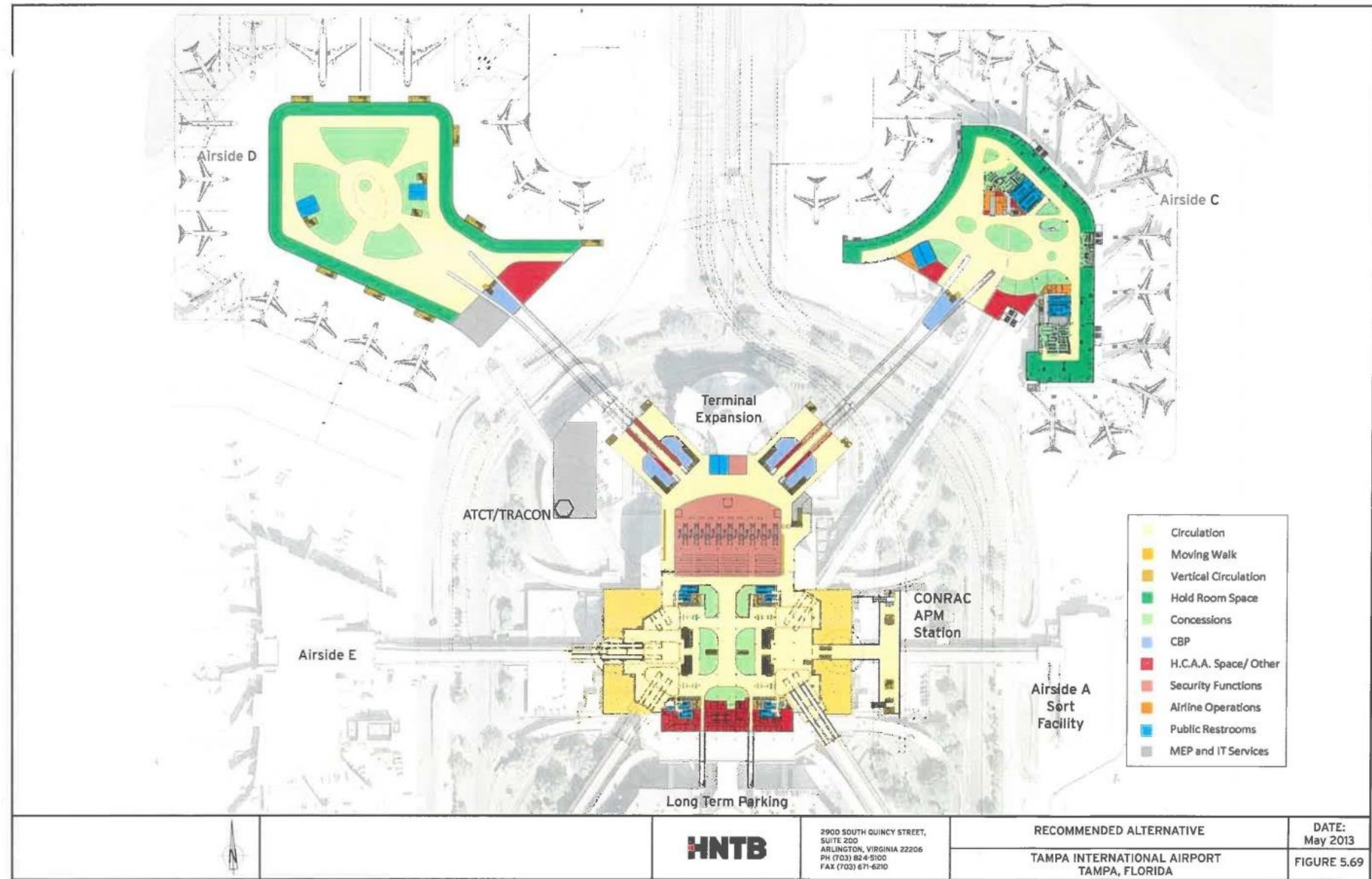
Recommended MPU

Pros:

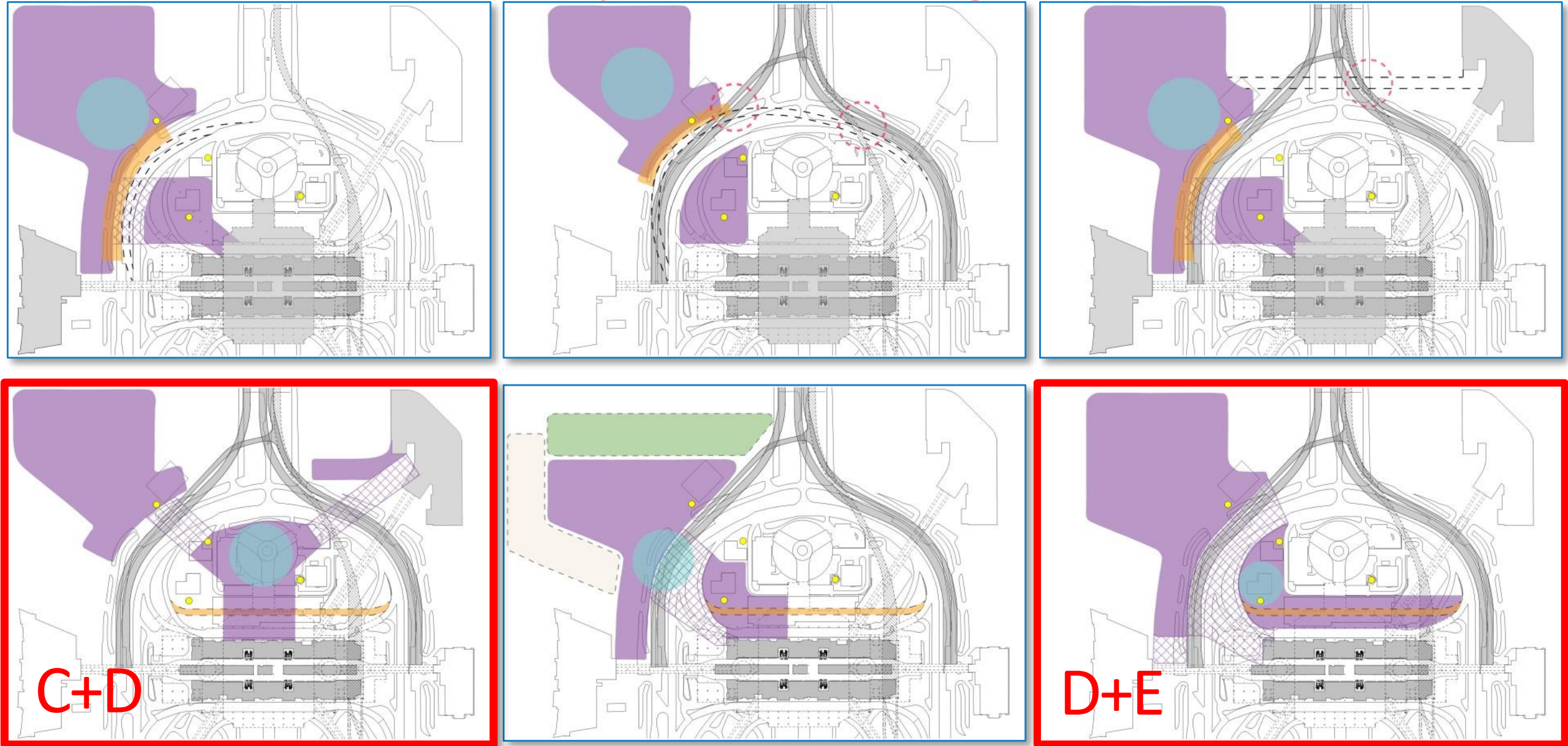
- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site
- Shorter Walking Distances

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Options – Shortlist from April 11 Meeting





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Terminal Planning Alternatives

Option 1

Airside C-D (shortlisted)

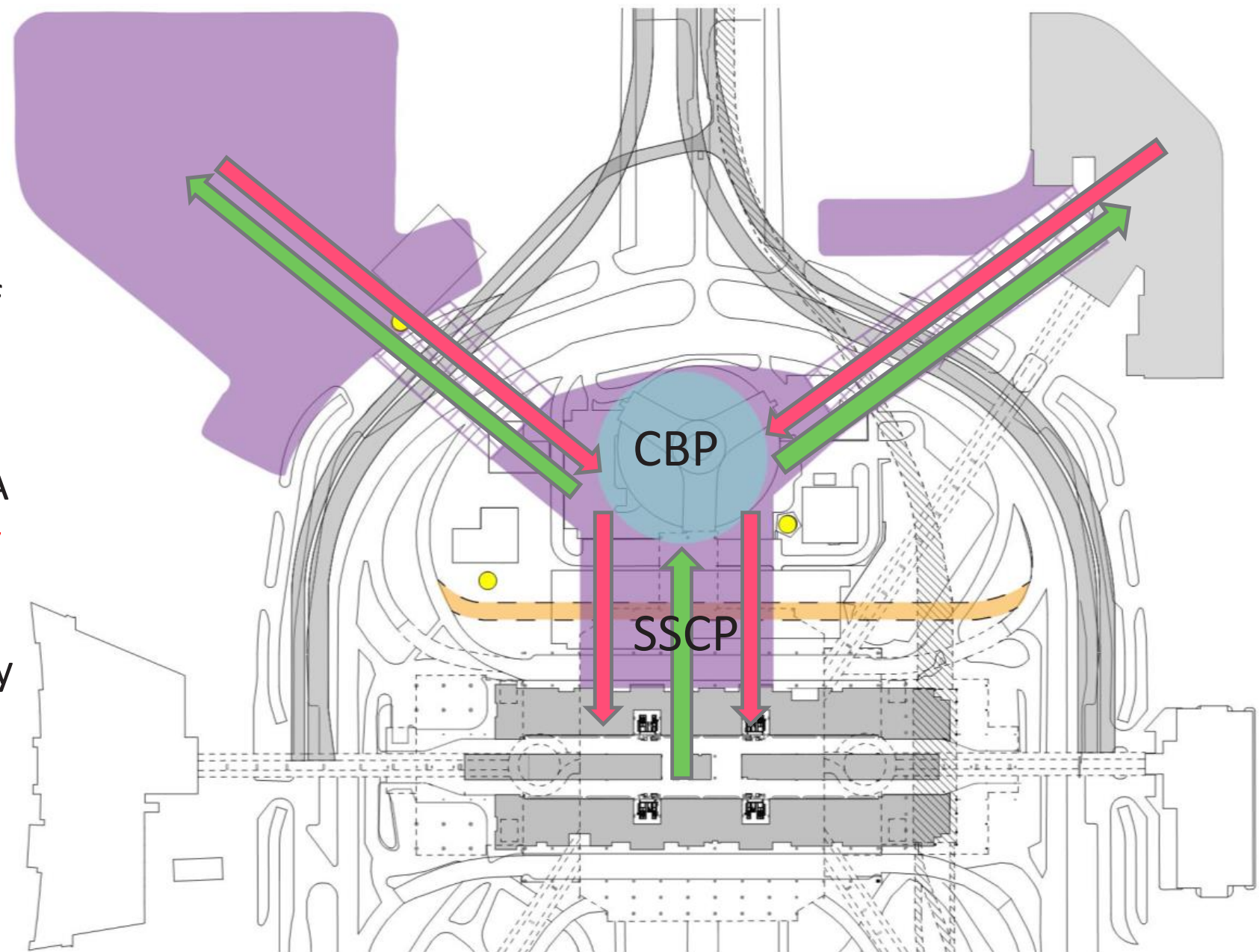
Recommended MPU (Modified)

Pros:

- Continue with modified version of recommended MPU plan
- Consolidated Airside C&D SSCP
- Allows Intl gate expansion for SWA
- **Maintains existing & future ATCT / Base Building**
- Baggage First & Intl Curb capability

Cons:

- Demolishes Marriott hotel
- APM ride to C&D very short
 - Eliminate APMs?



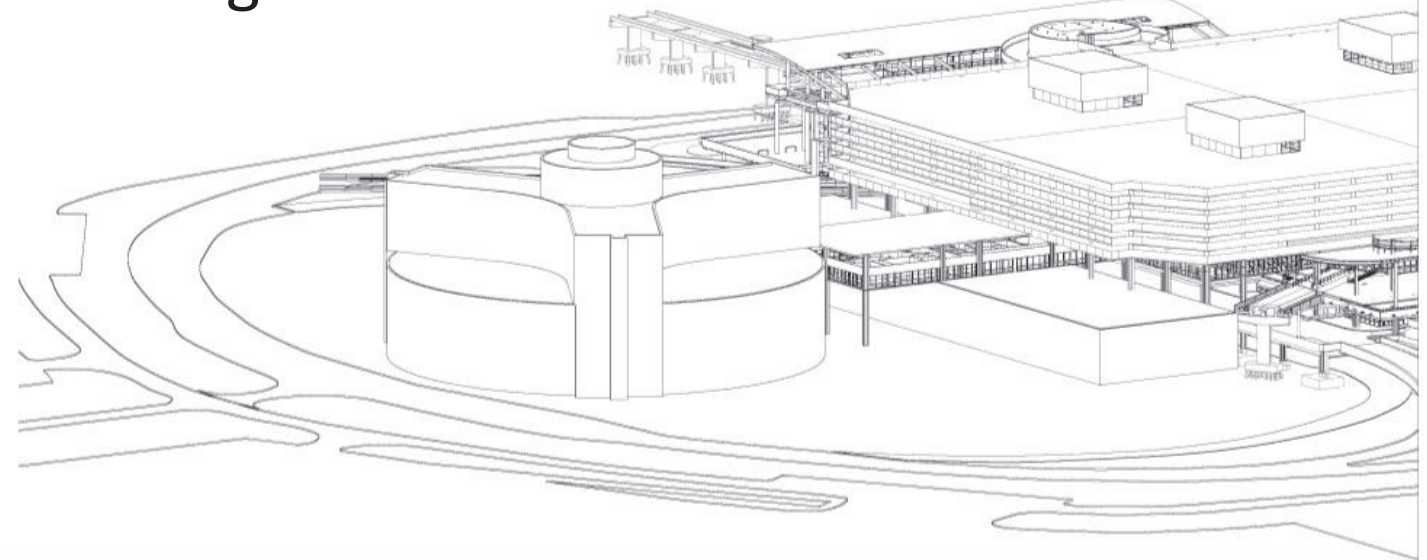
Airside C-D

Overall Massing

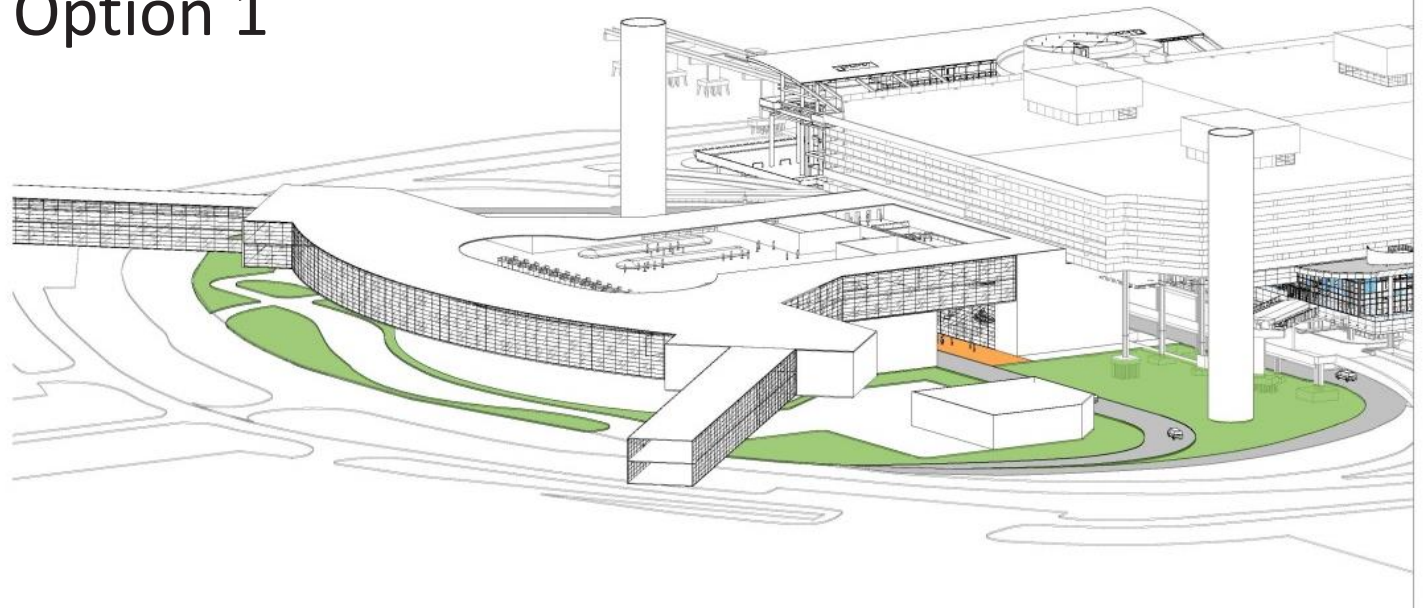
Previous MPU Massing



Existing Conditions

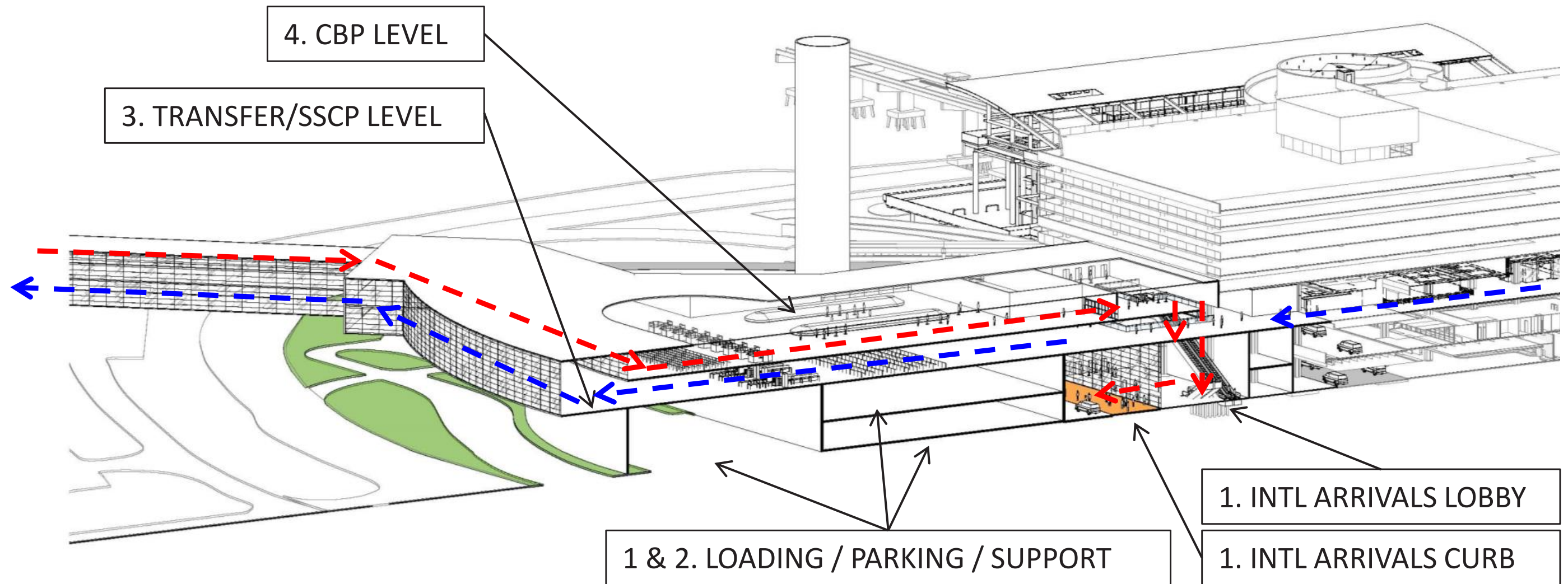


Option 1



Airside C-D Passenger Circulation

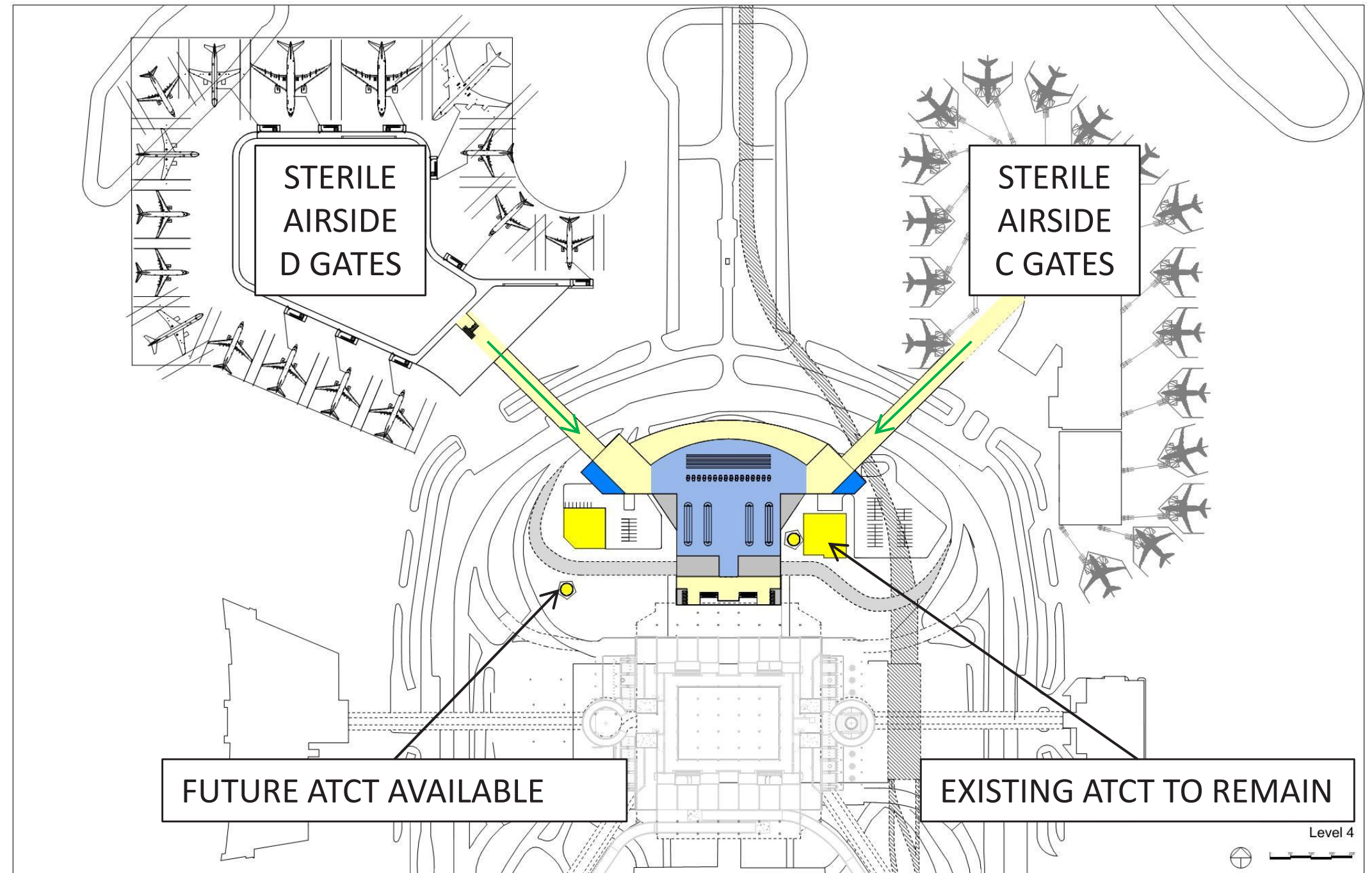
Option 1 – Section



Airside C-D

Option 1 – CBP/Sterile Level 4

- CBP on top floor of the building
- Ample daylight for arriving passenger experience

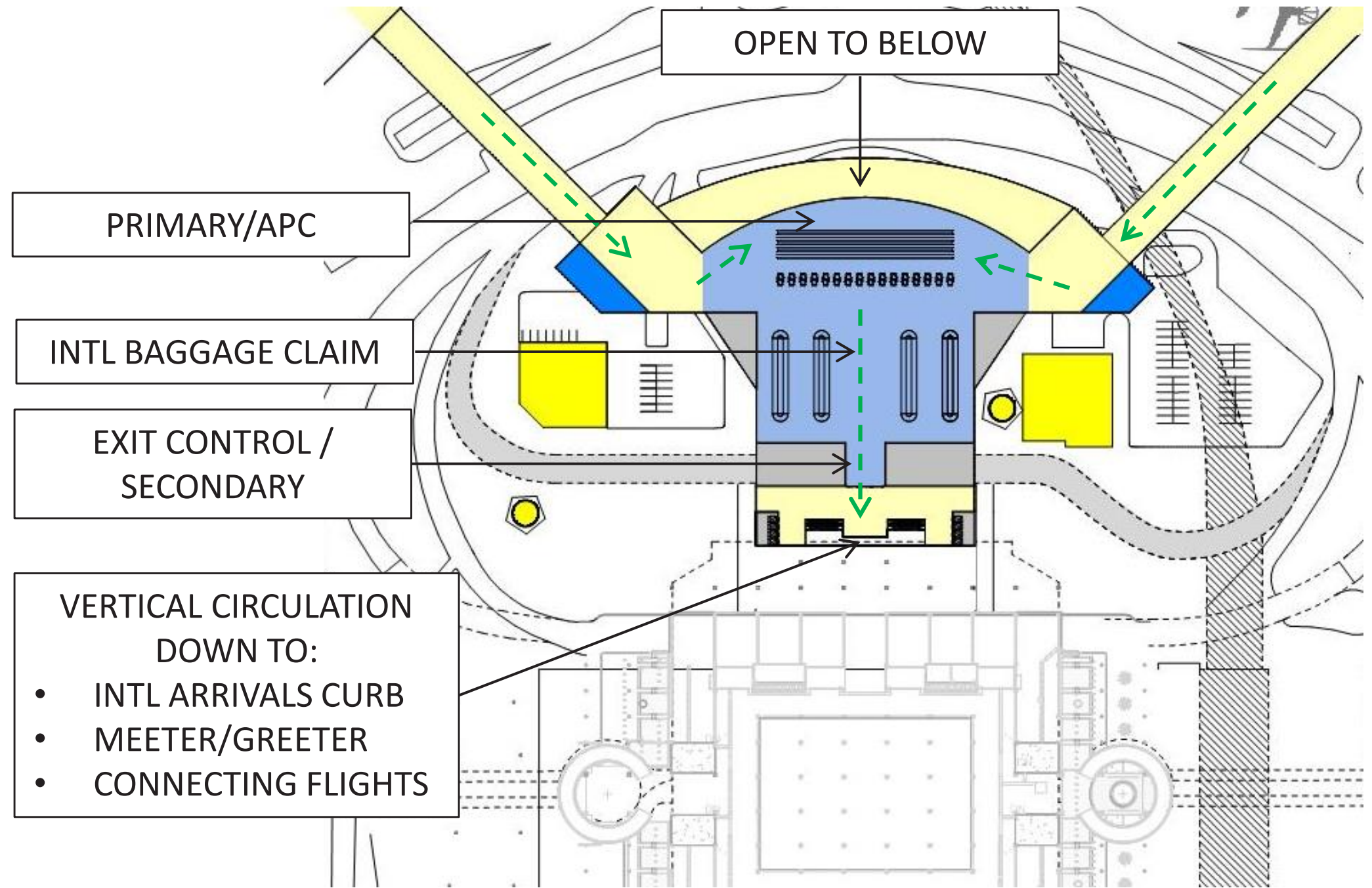


Airside C-D

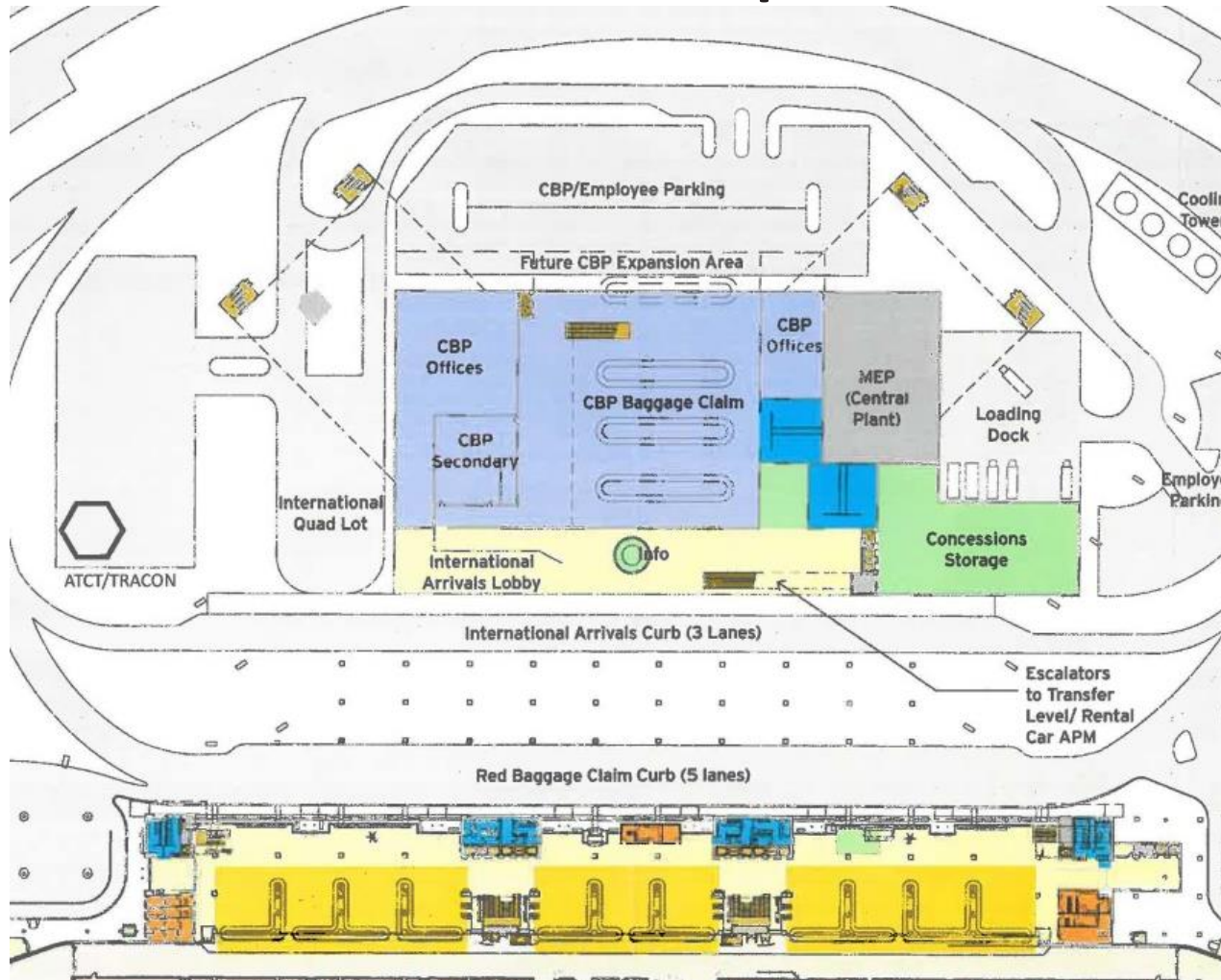
Option 1 –

CBP/Sterile Level 4

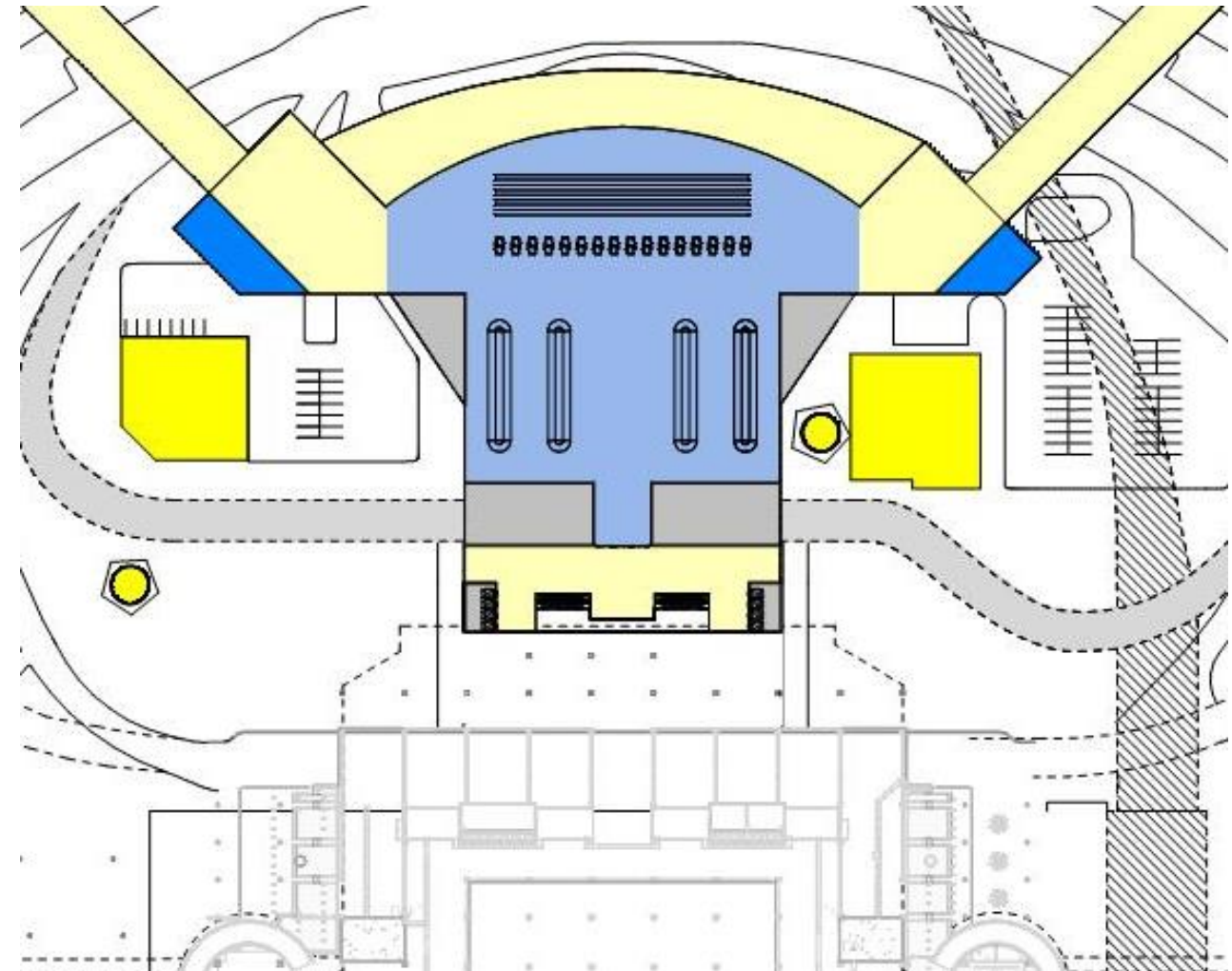
- CBP is 1 level facility = Bags First capable
- CBP on top floor of the building = Ample daylight for arriving passenger experience



Airside C-D - Comparison



MPU Preferred Alternative

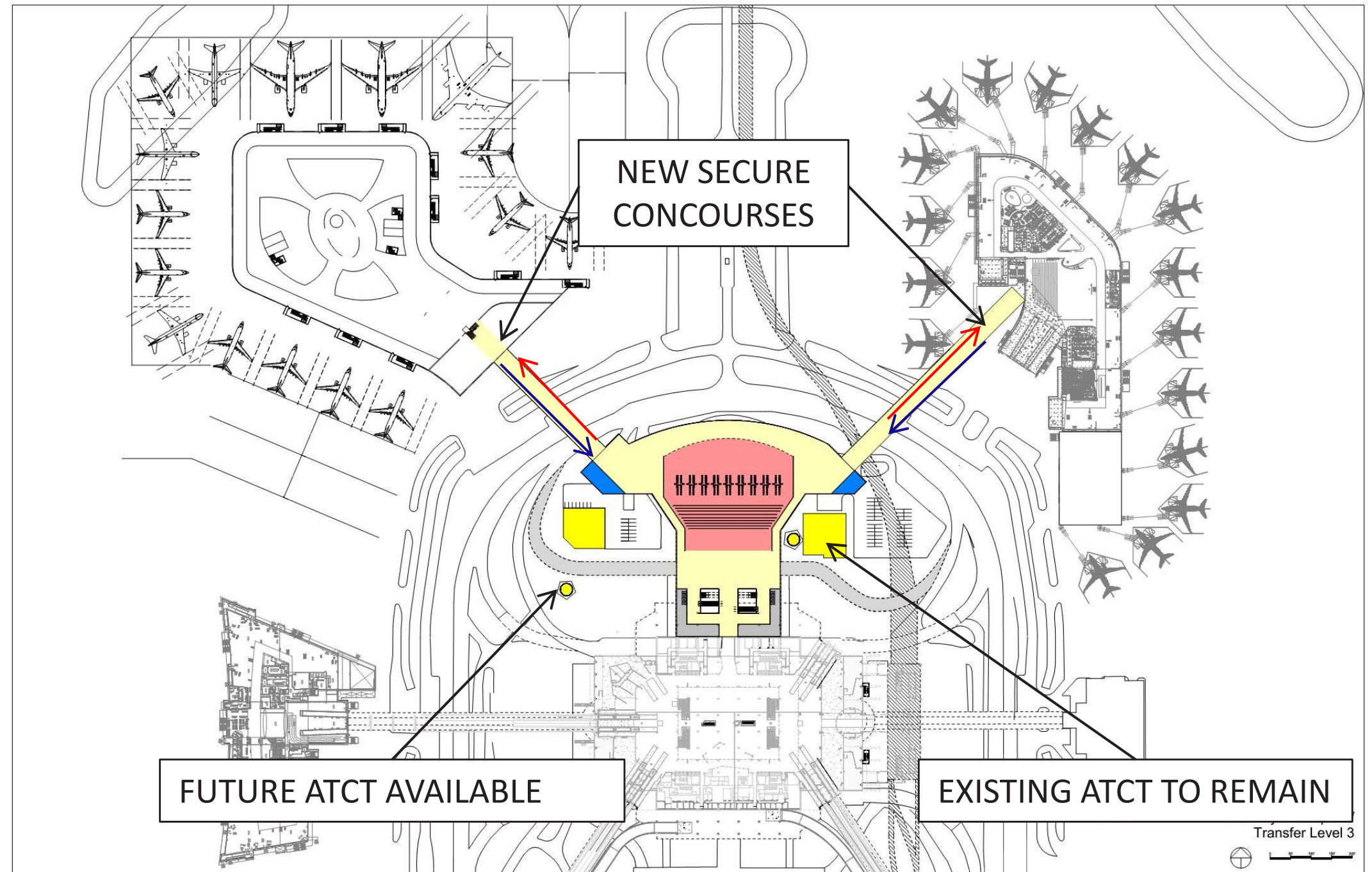


Option 1

Airside C-D

Option 1 – Transfer Level 3

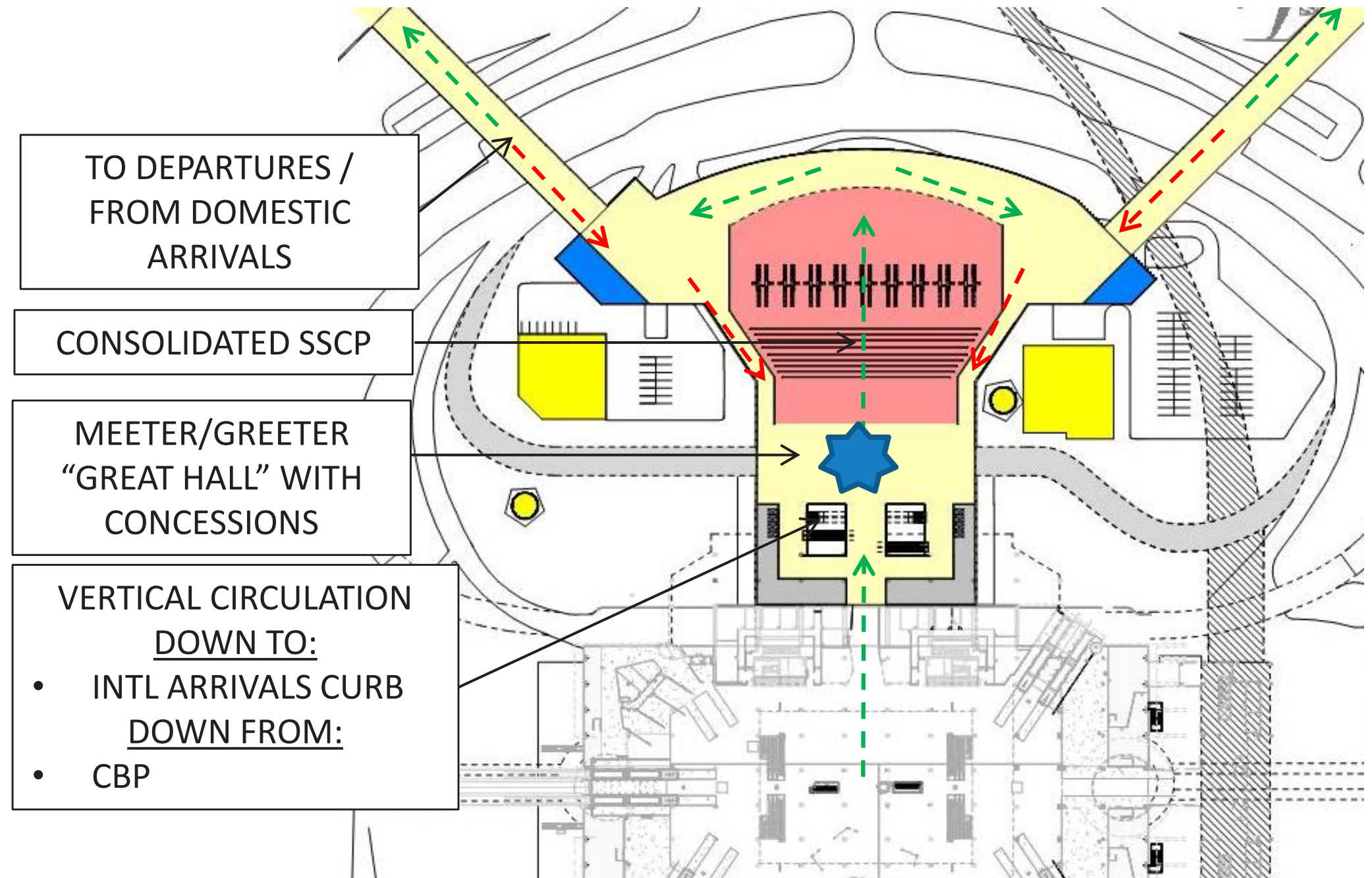
- Meeter/Greeter – “Great Hall”
- Consolidated SSCP
- Secure Concessions



Airside C-D

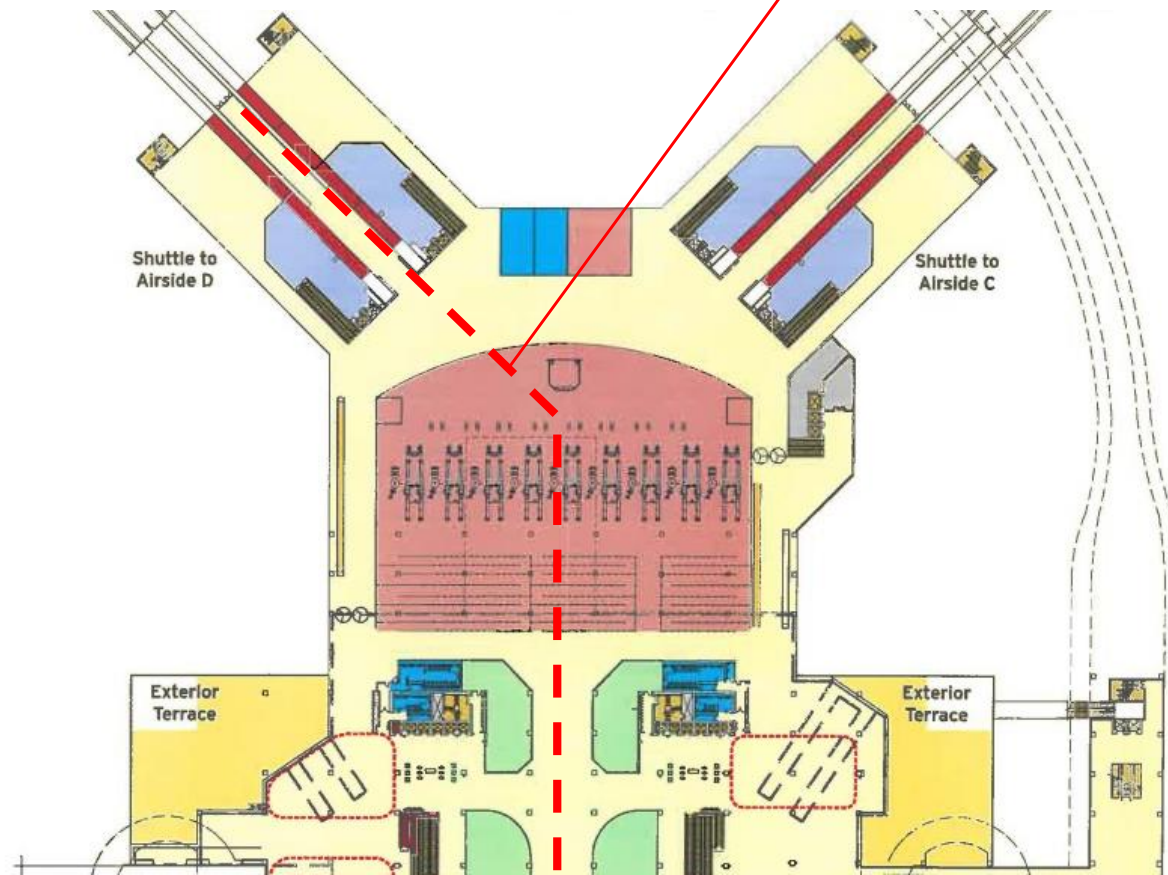
Option 1 – Transfer Level 3

- Meeter/Greeter – “Great Hall”
- Consolidated SSCP
- Secure Concessions



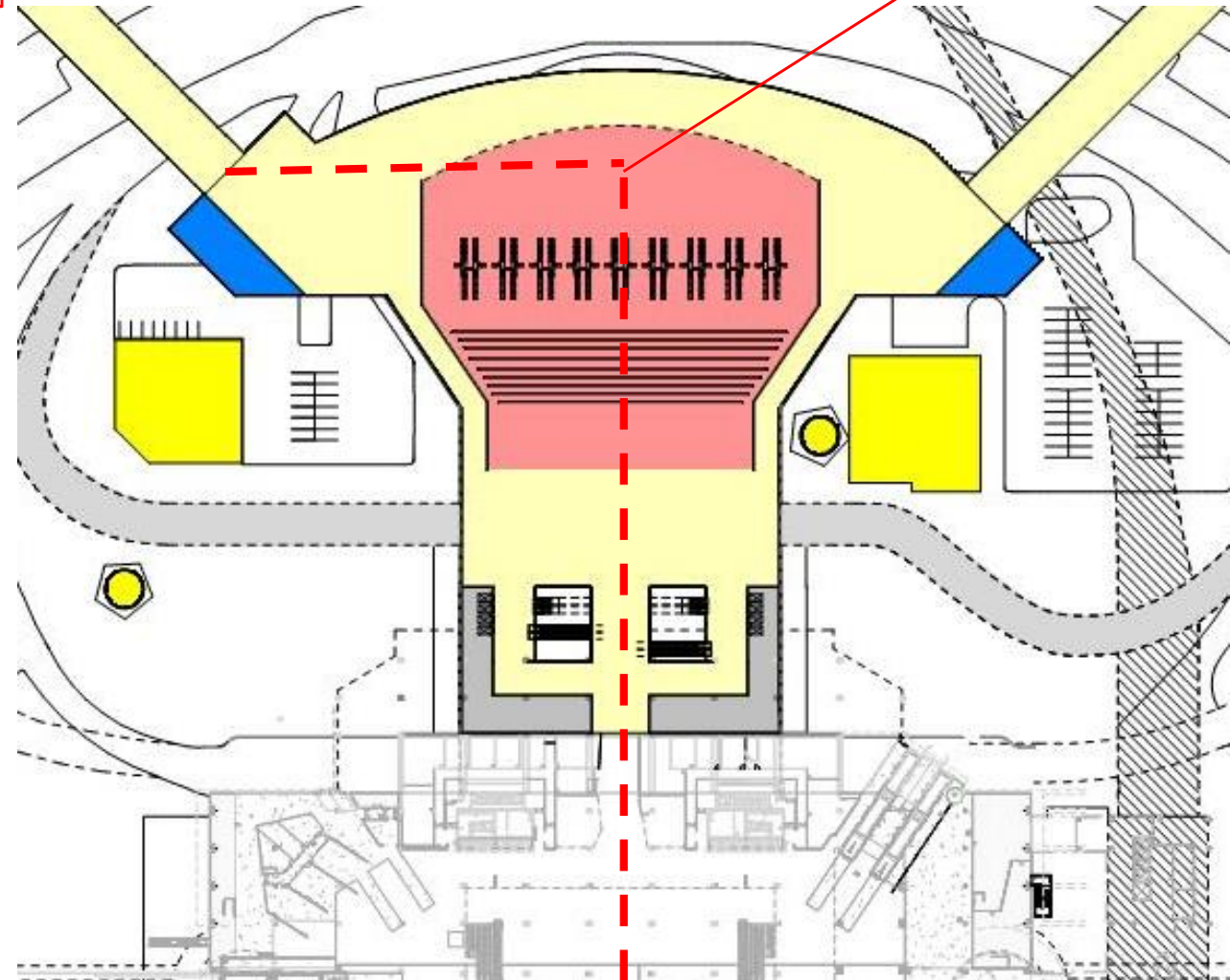
Airside C-D

WALK DISTANCE = 675'



MPU Preferred Alternative

WALK DISTANCE = 900'



Option 1

Moving Walkways vs Train

Distances

Existing APM Distances

Airside A = 1321'

Airside C = 895'

Airside D = n/a

Airside E = 575'

Airside F = 1042'

Proposed APM Distances

Airside A = 1321'

Airside C = 555' (650')

Airside D = 440' (525')

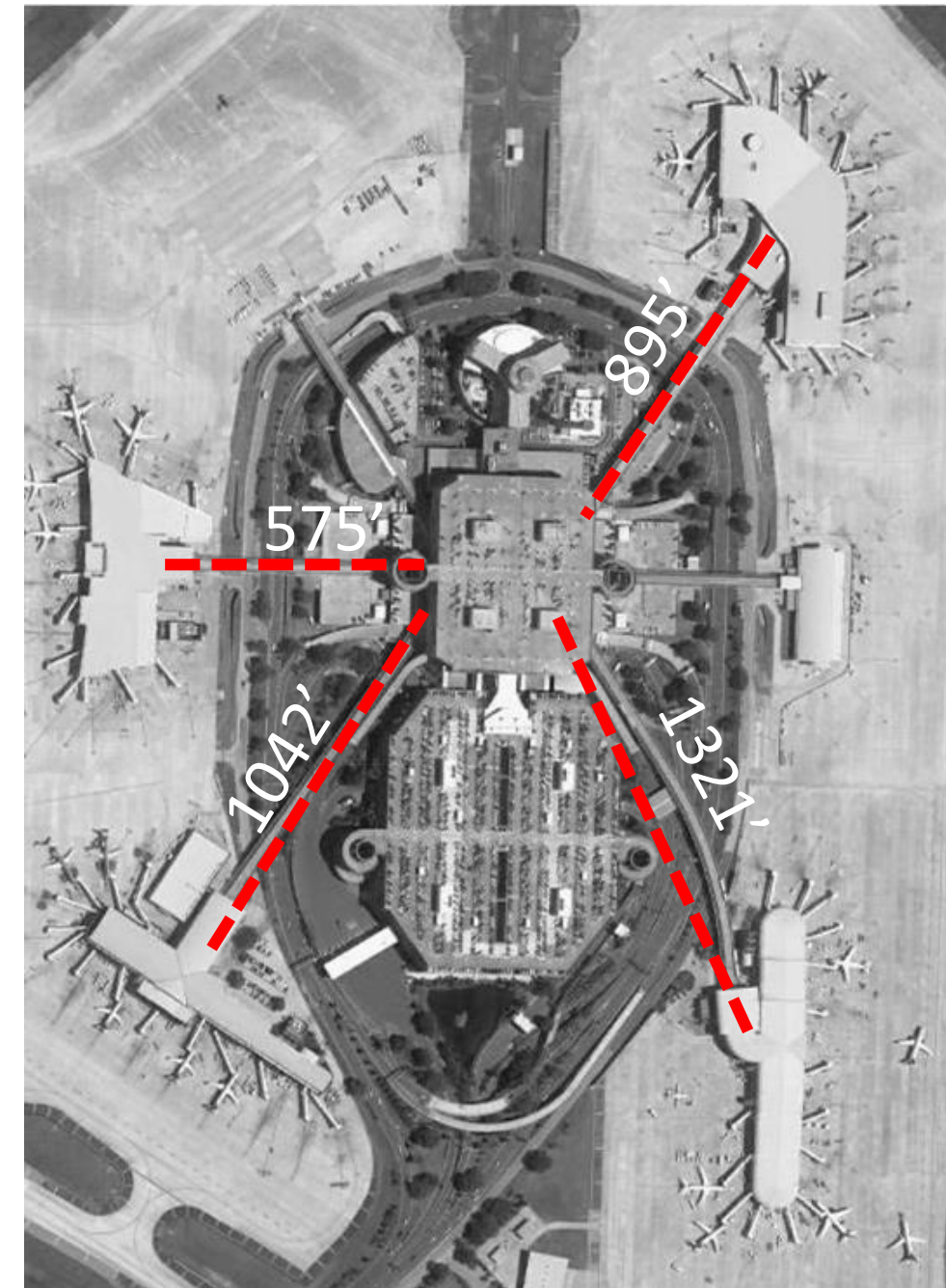
Airside E = 575'

Airside F = 1042'

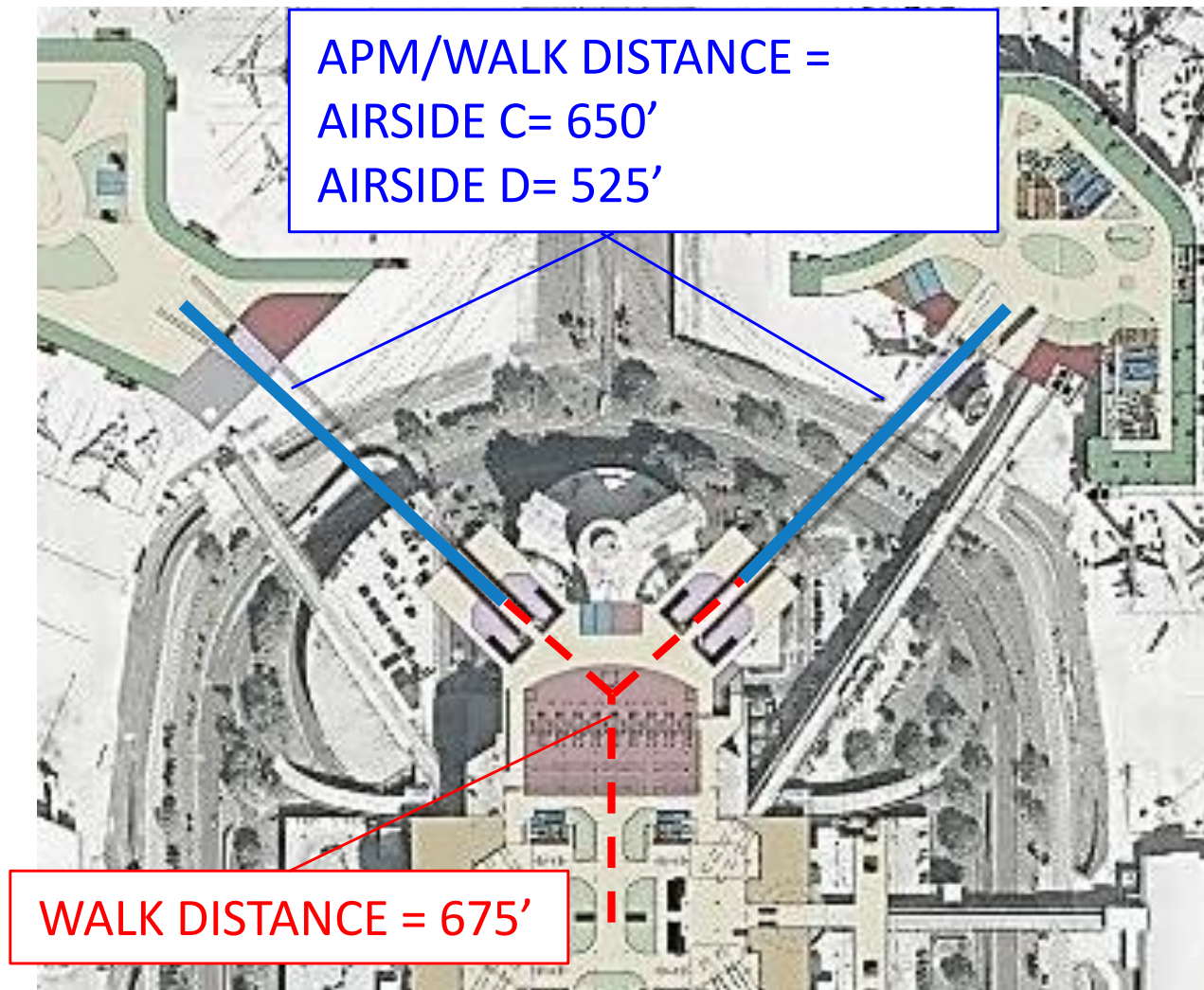
Short Distance Issues:

- Vertical Transitions
- Wait Time vs Walking Time
- Operational/Maintenance
- Cost

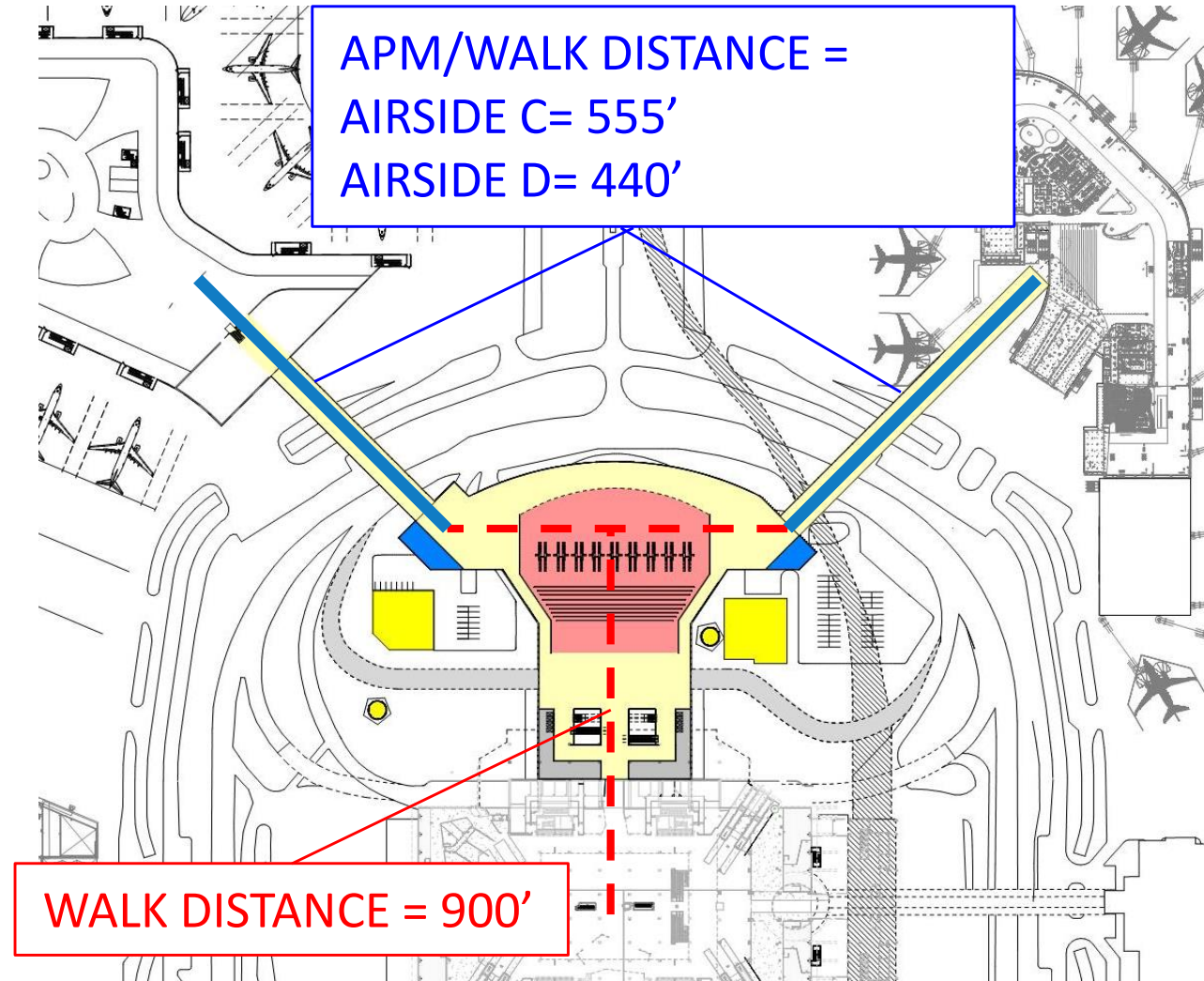
() = MPU Preferred



Airside C-D



MPU Preferred Alternative

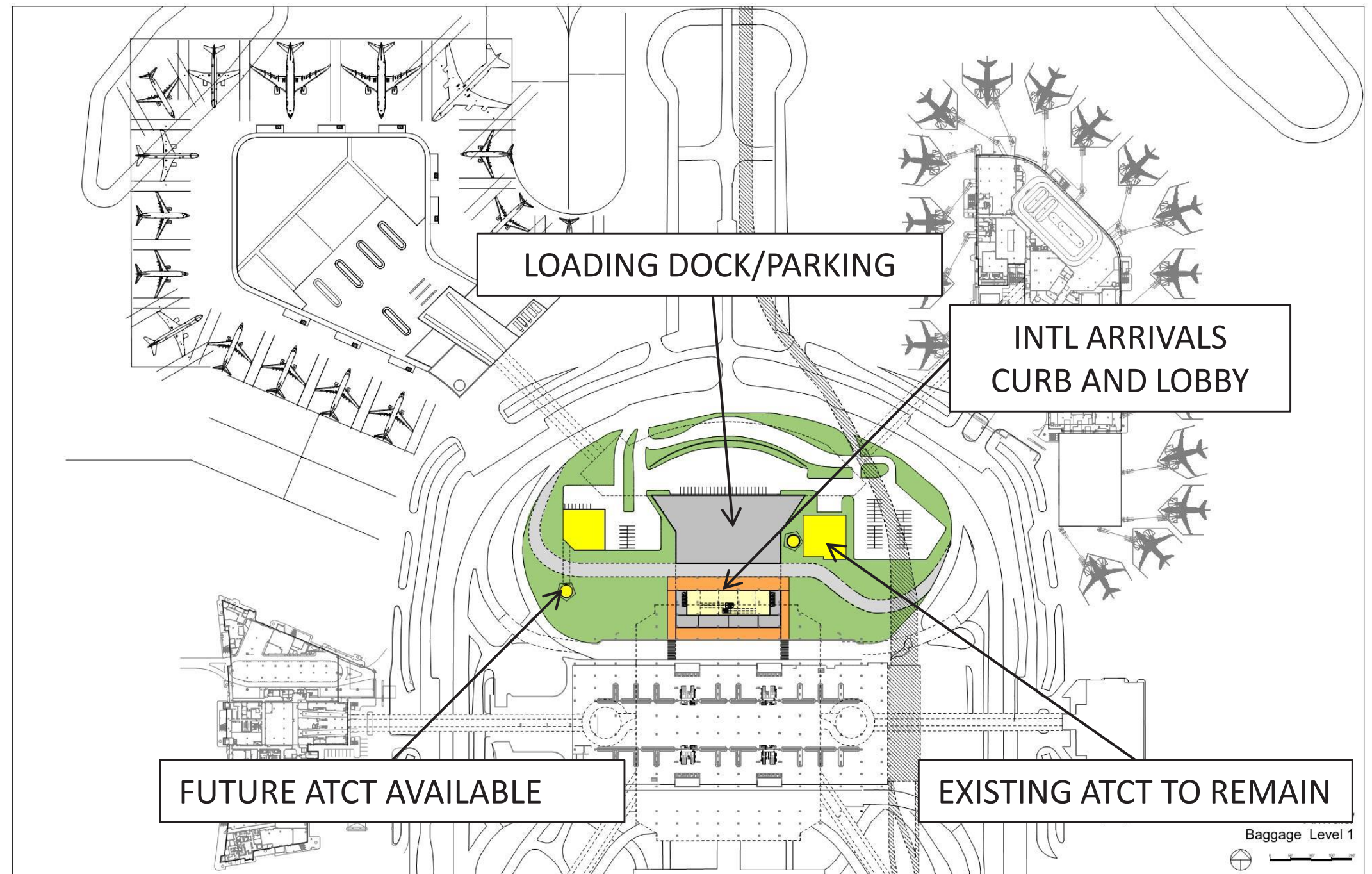


Option 1 & 2

Airside C-D

Option 1 – Intl Arrivals Level 1

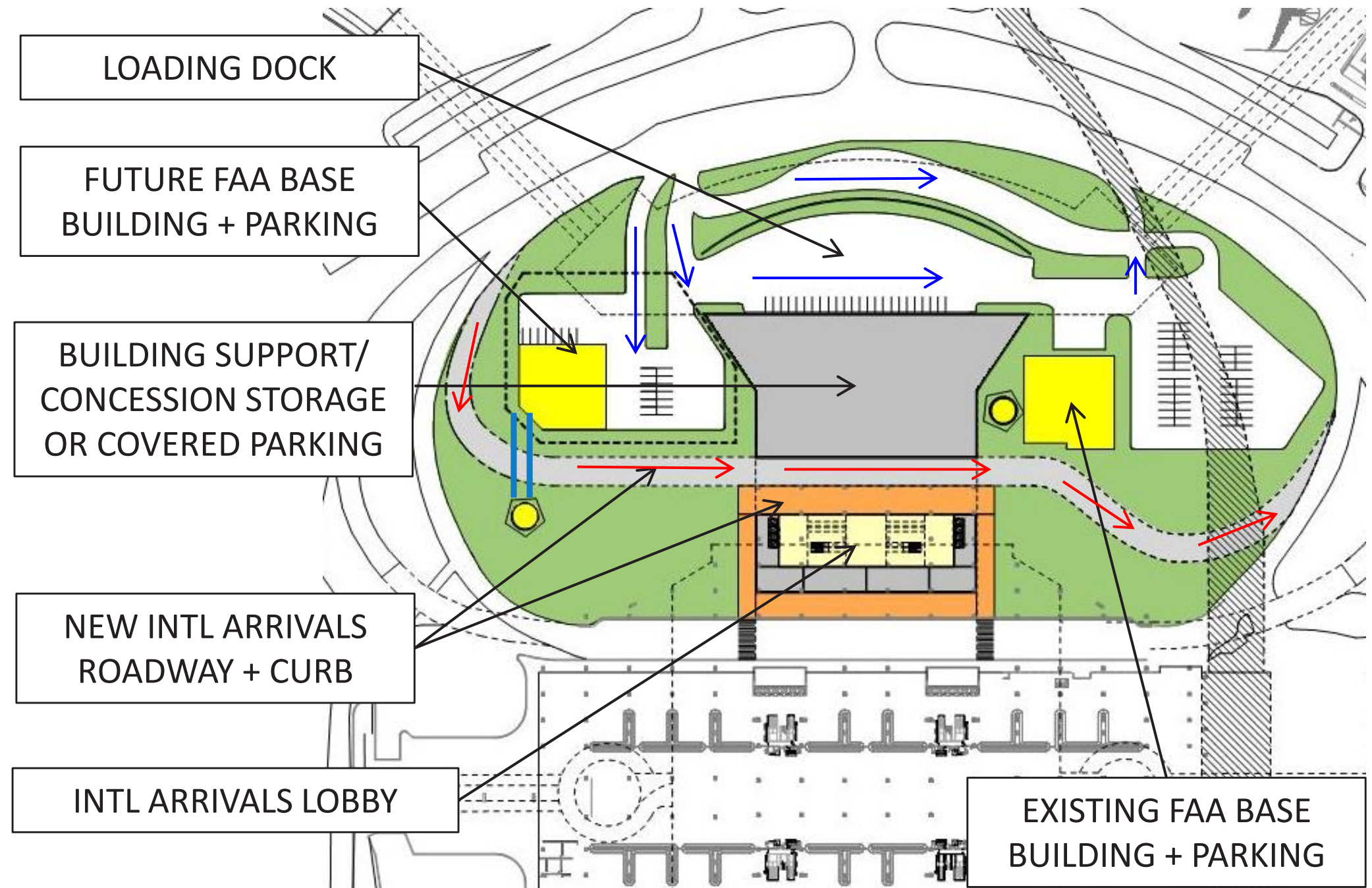
- International arrivals curb and roadway
- Pickup on passenger side of vehicle
- Loading dock
- Covered FAA, CBP, employee parking



Airside C-D

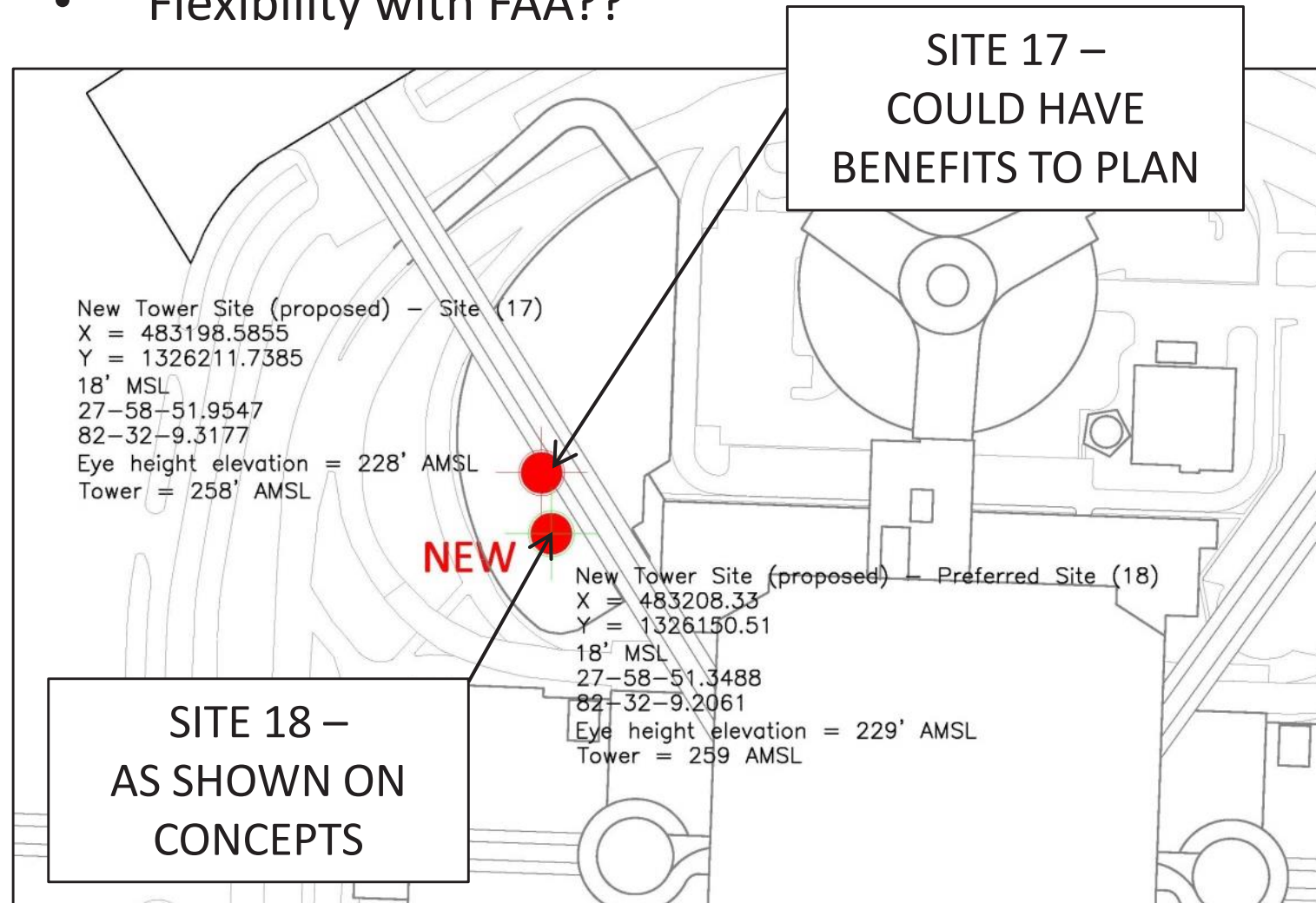
Option 1 – Intl Arrivals Level 1

- International arrivals curb and roadway
- Pickup on passenger side of vehicle
- Loading dock
- Covered FAA, CBP, employee parking

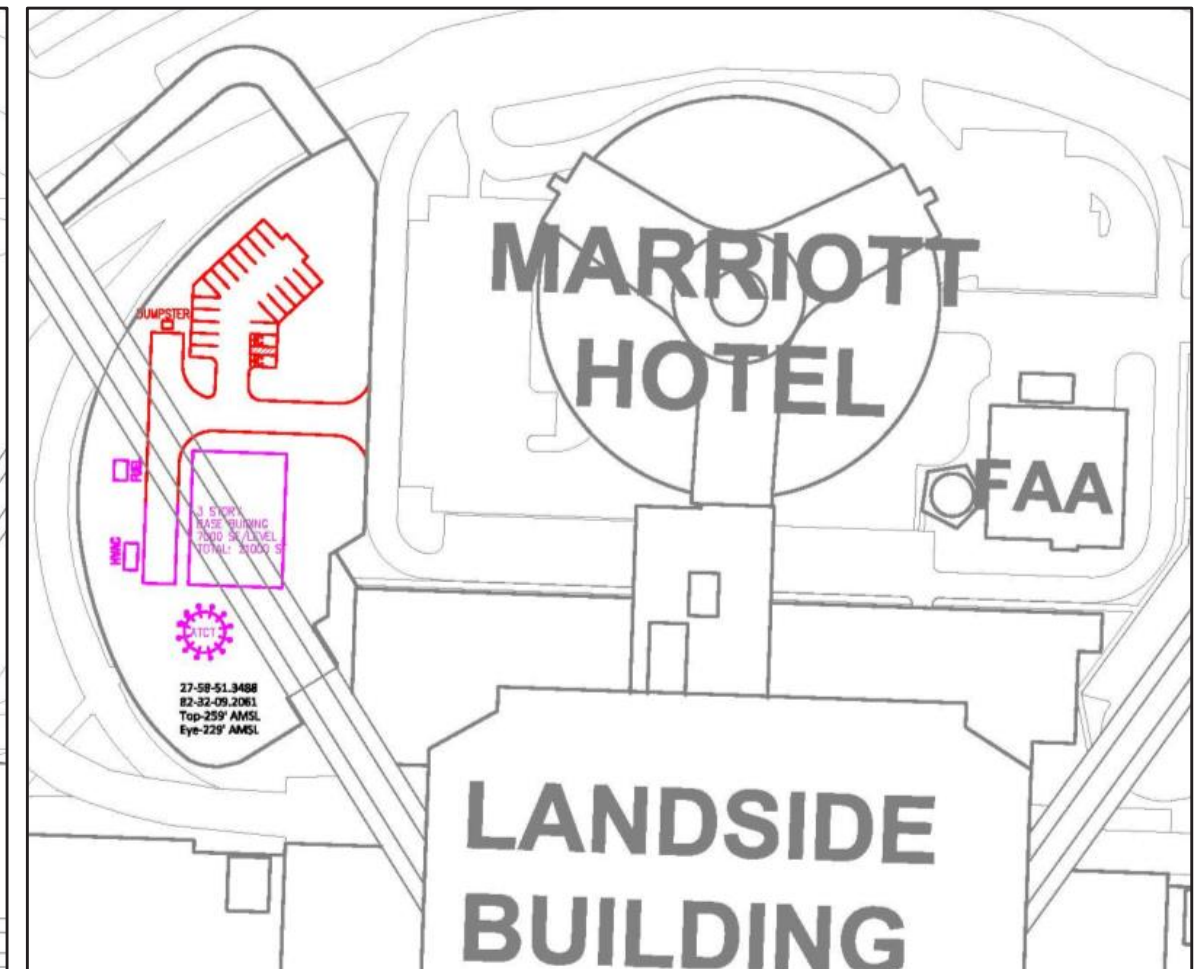


ATCT/ Base Building Locations

- Flexibility with FAA??

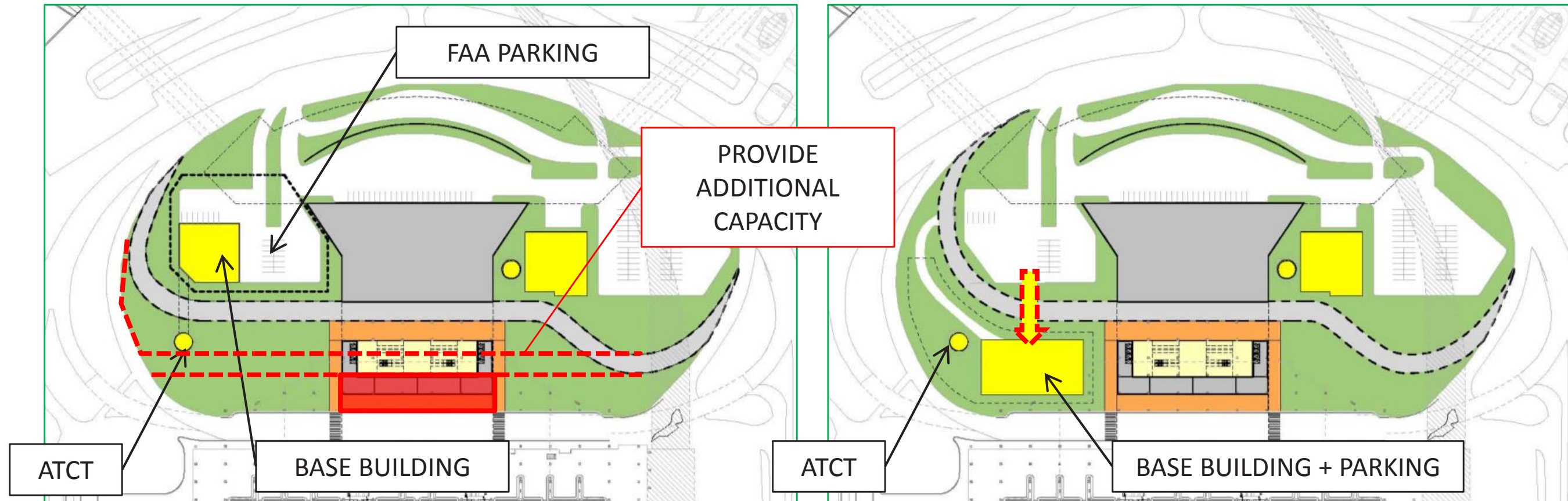


- Inefficient use of site.



Airside C-D

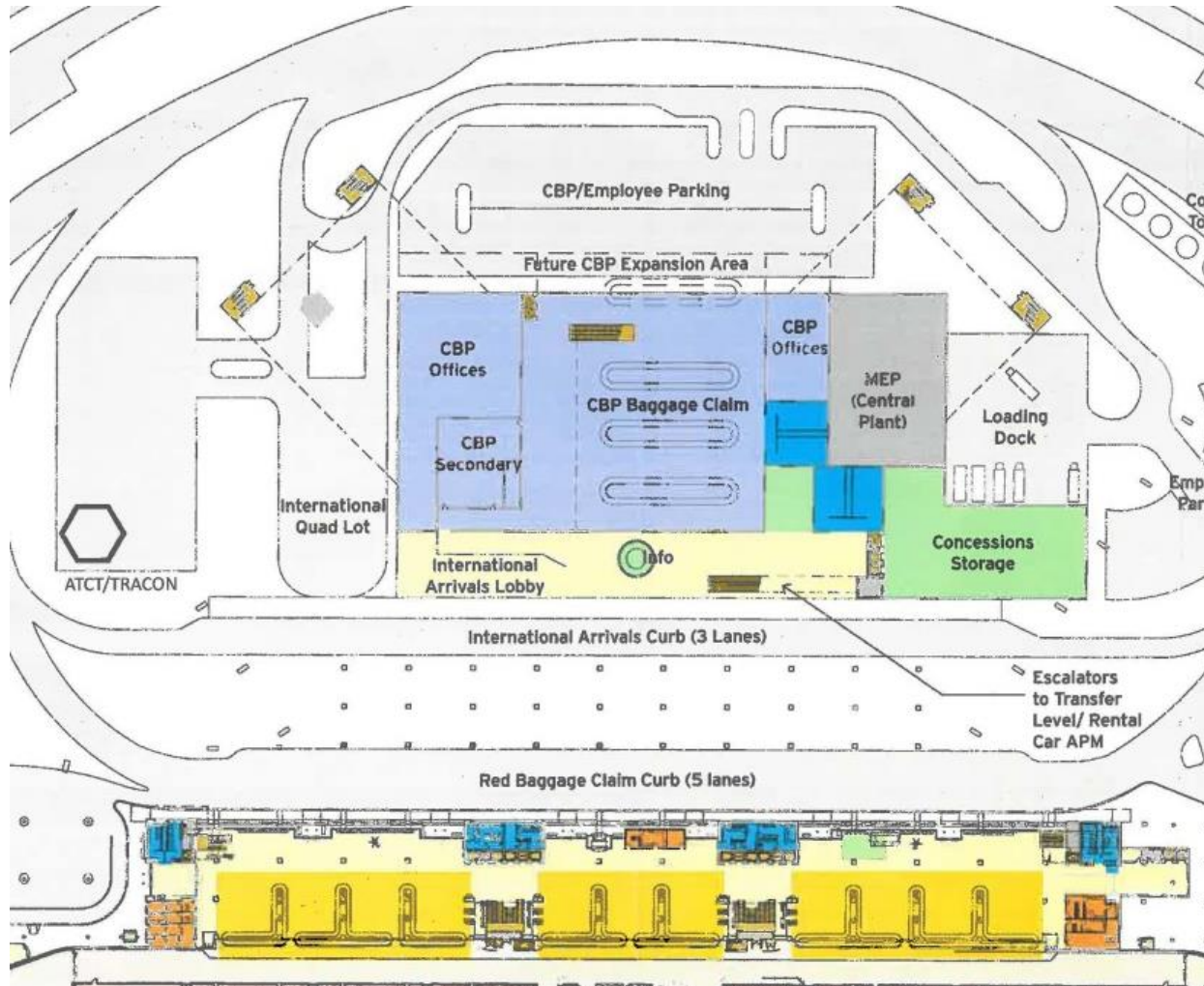
ATCT Location



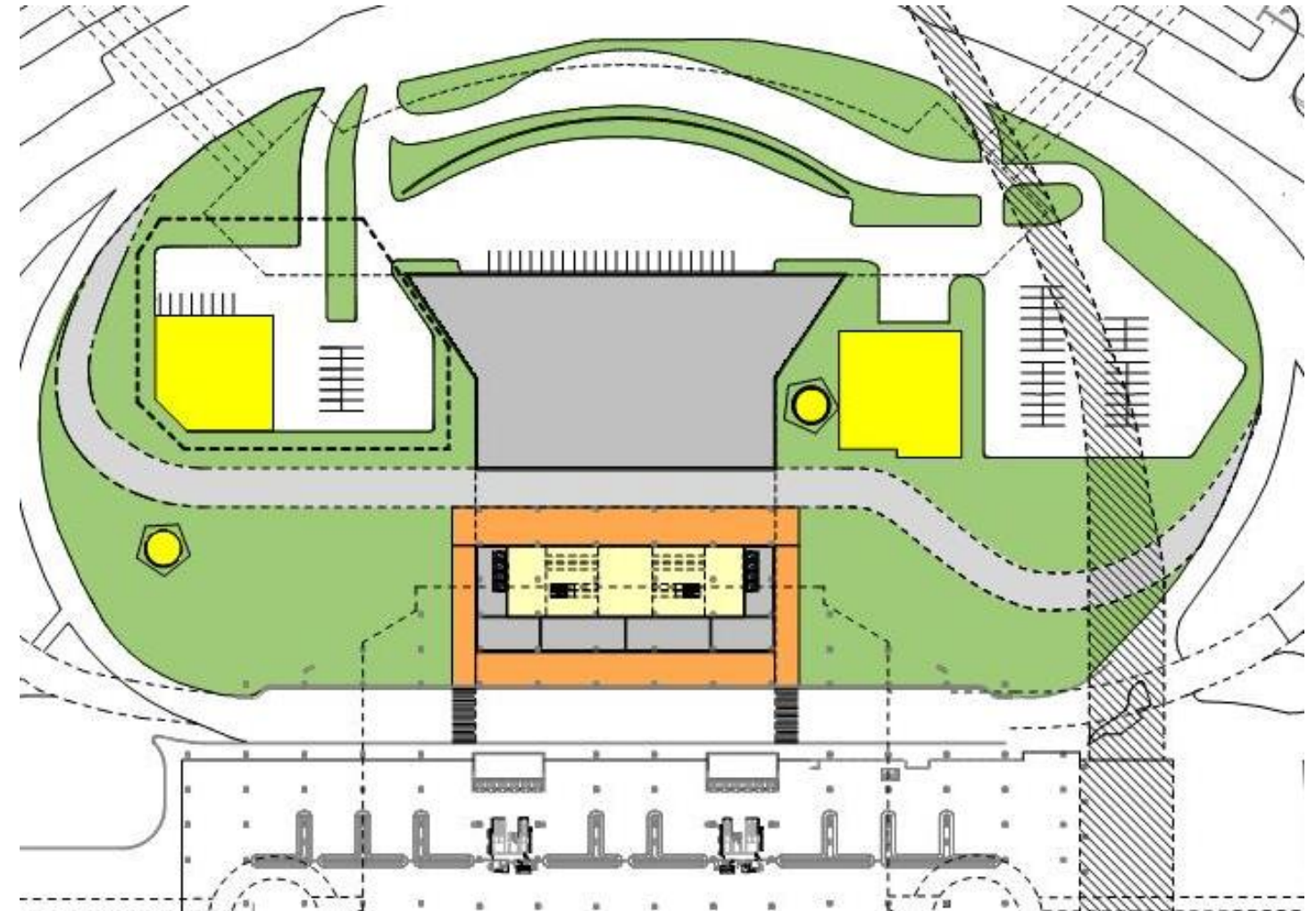
- ATCT connected to Base Building (tunnel)
- Parking adjacent to Base Building

- ATCT adjacent to Base Building
- Parking under the Base Building

Airside C-D



MPU Preferred Alternative



Option 1



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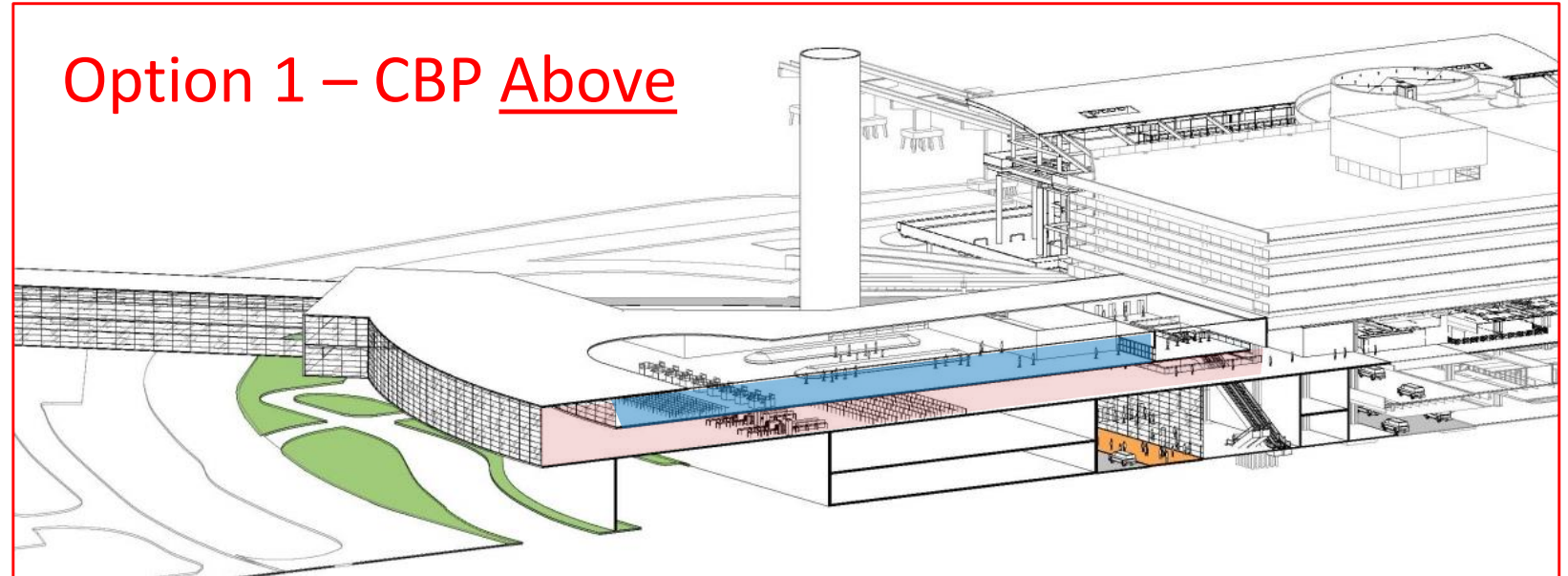
Terminal Planning Alternatives

Option 2

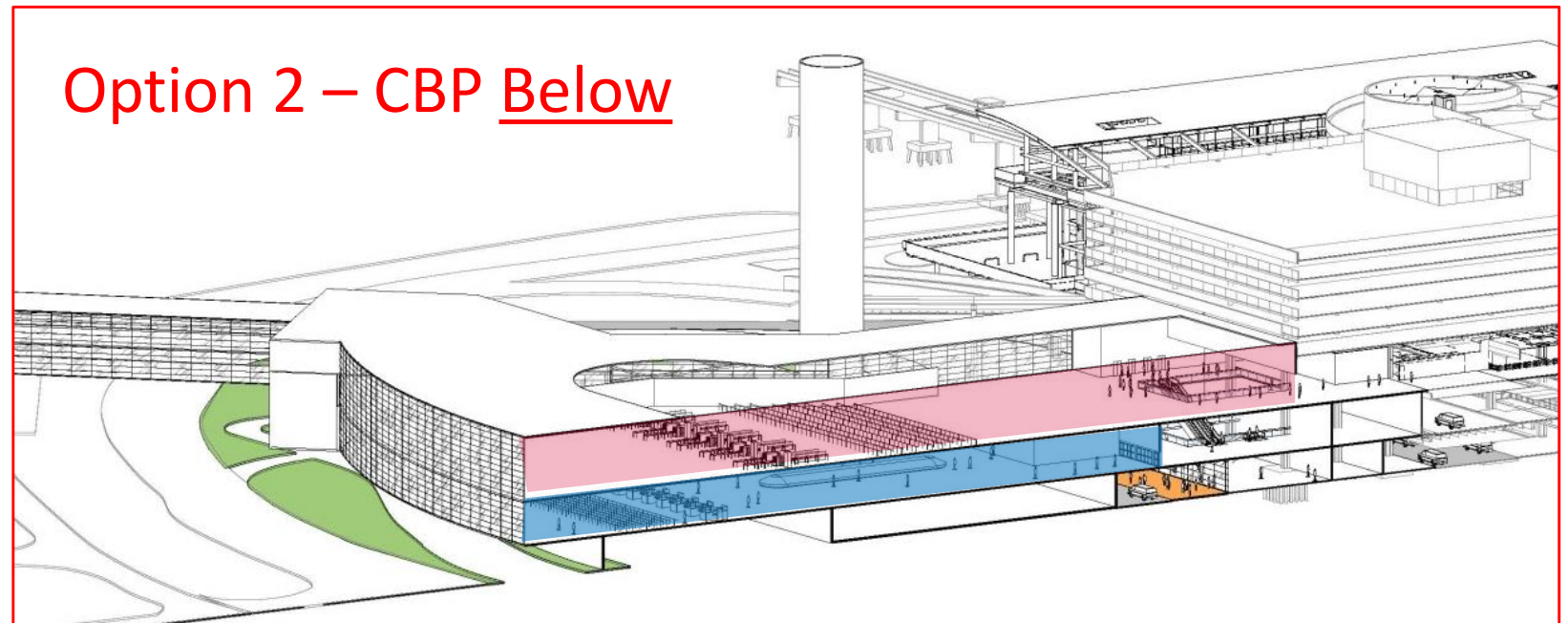
Airside C-D

Option 1 vs Option 2

Option 1 – CBP Above

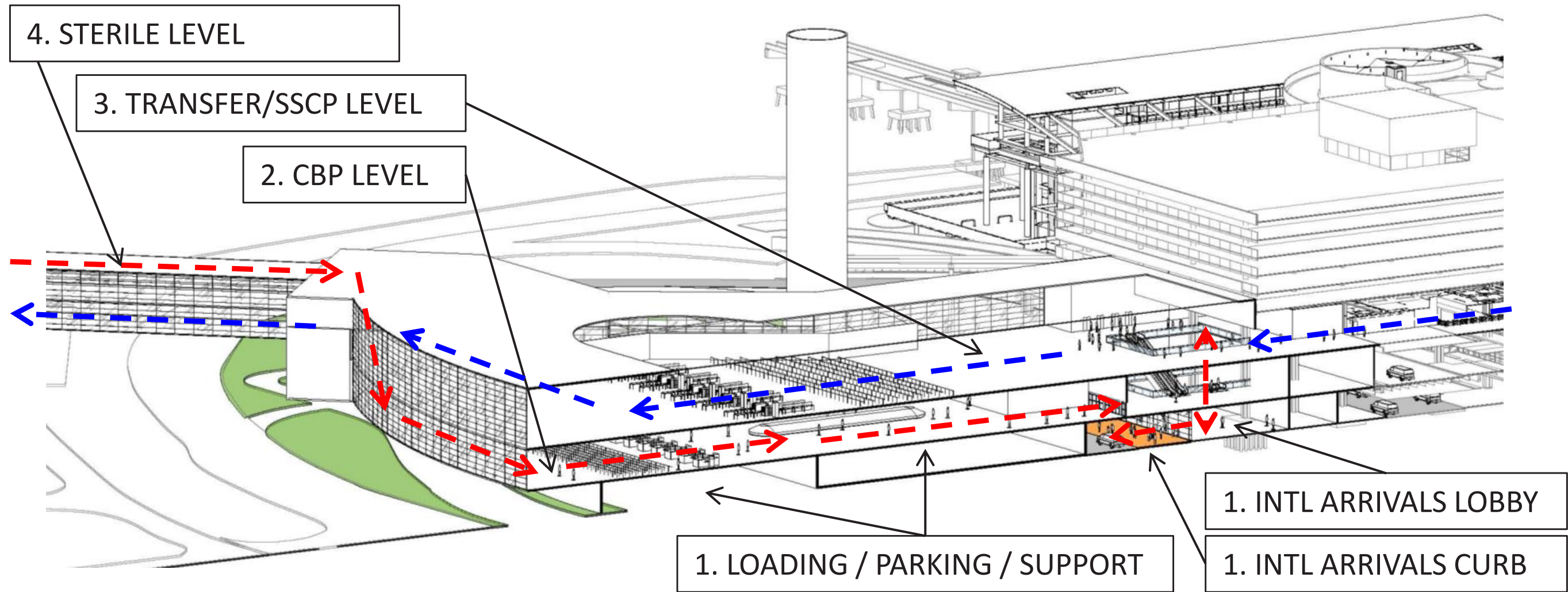


Option 2 – CBP Below



Airside C-D – Passenger Circulation

Section

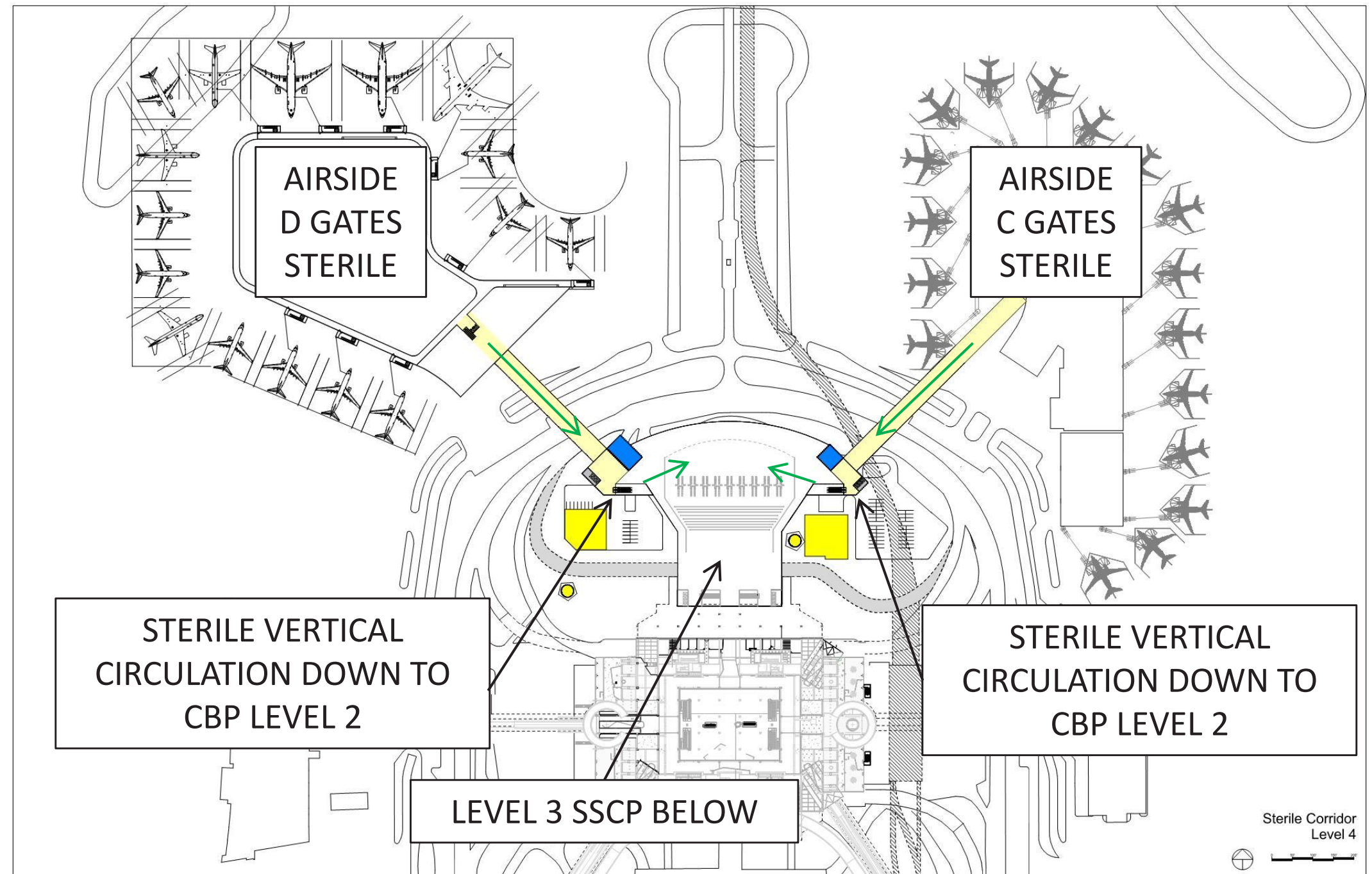


Airside C-D

Option 2 –

Level 4 - Sterile

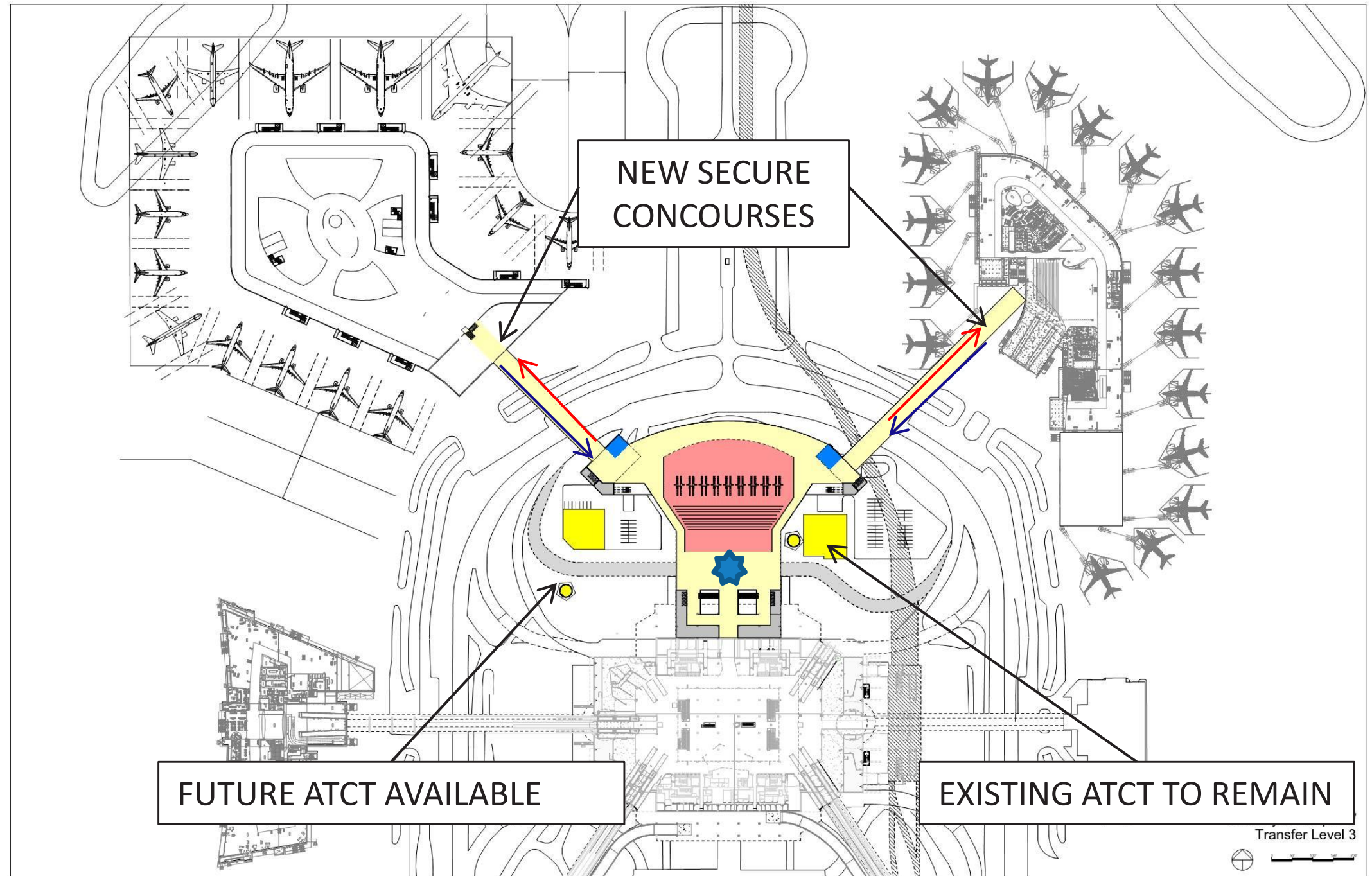
- Sterile bridges/ APM only
- Vertical circulation from Sterile Level 4 directly to CBP Level 2



Airside C-D

Option 2 – Level 3 - Transfer

- Meeter/Greeter – “Great Hall”
- Ample daylight for departing experience and Meeter/Greeter
- Consolidated SSCP
- Secure Concessions

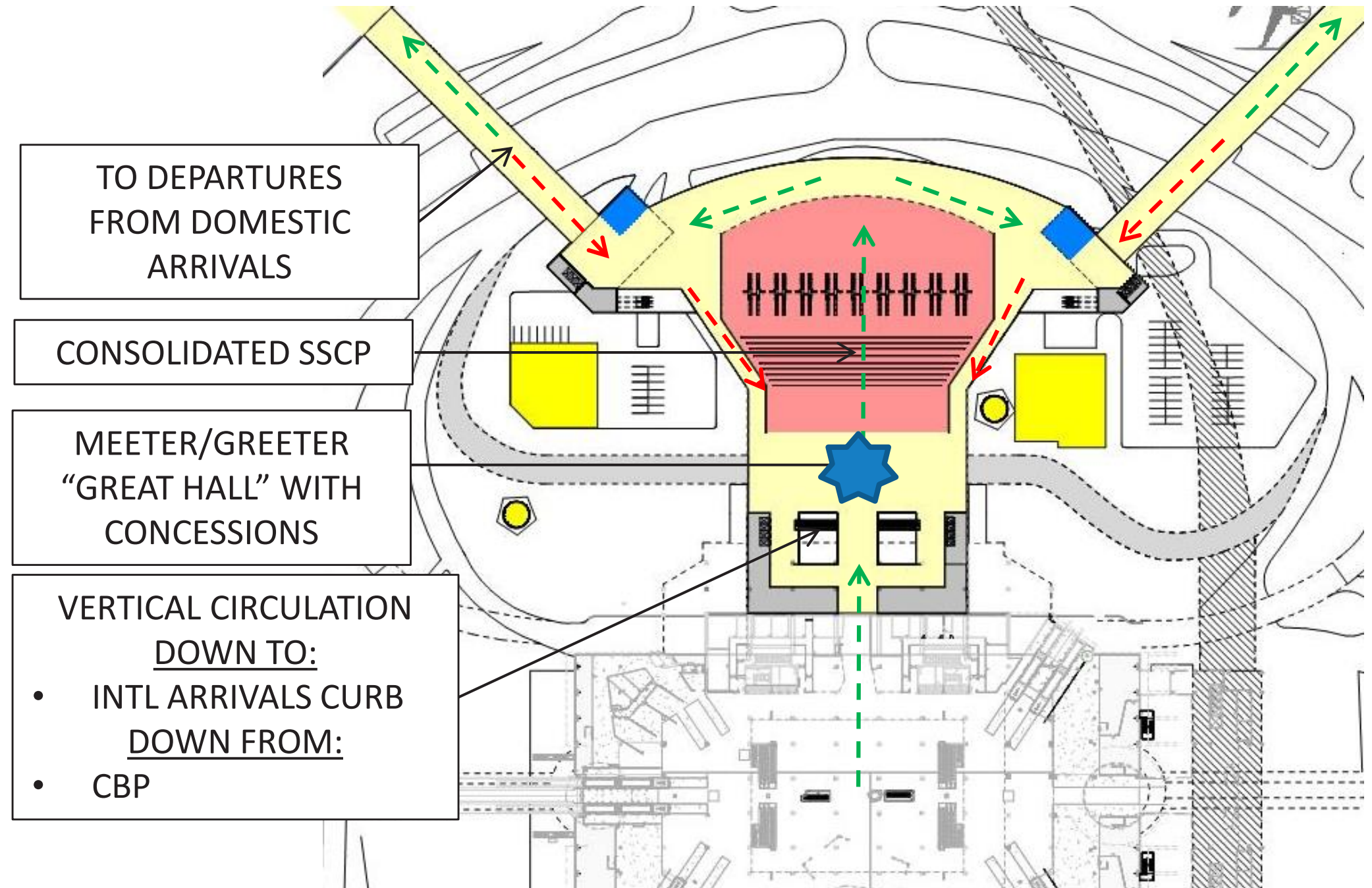


Airside C-D

Option 2 –

Level 3 -Transfer

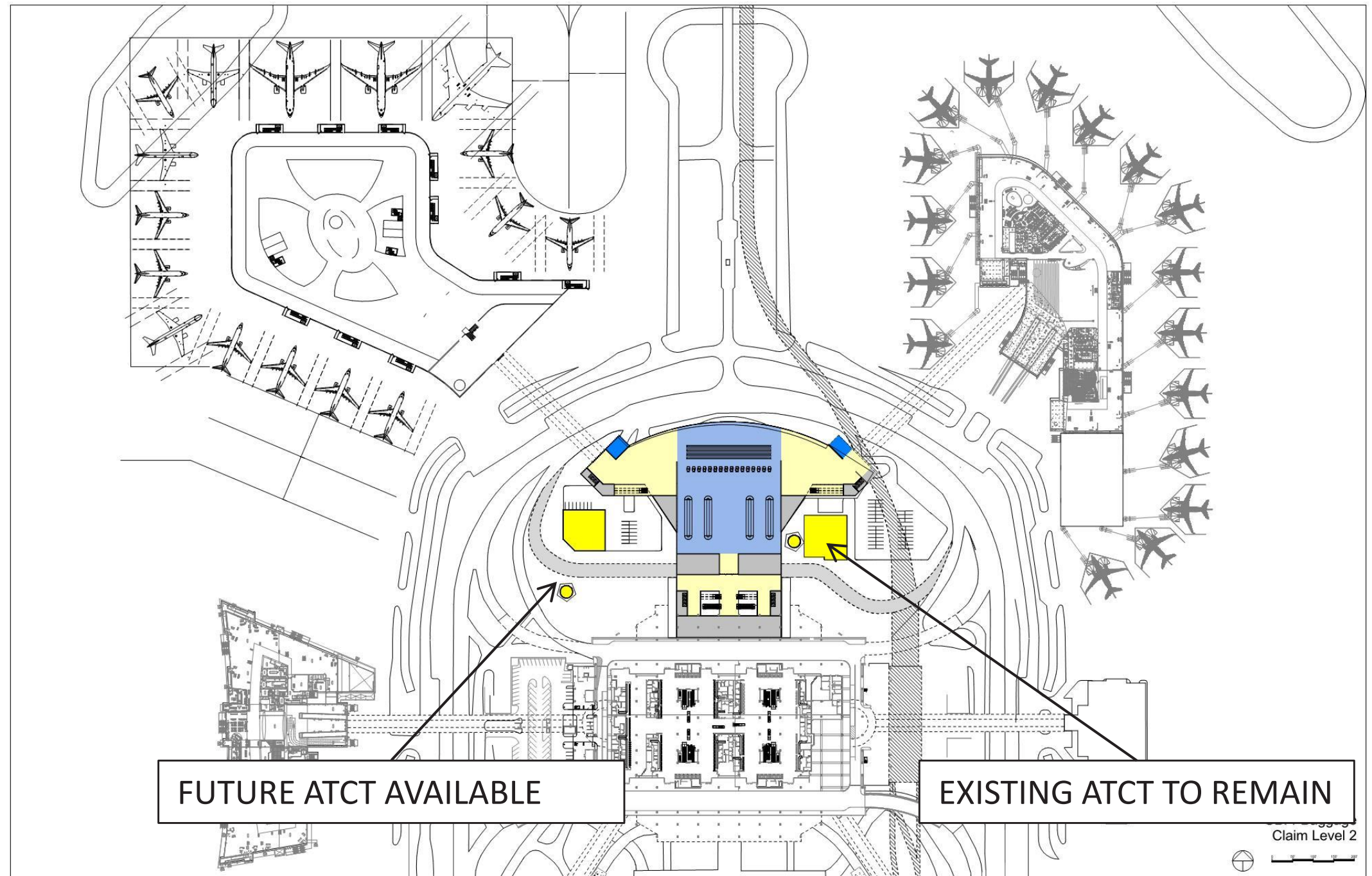
- Meeter/Greeter – “Great Hall”
- Ample daylight for departing experience and Meeter/Greeter
- Consolidated SSCP
- Secure Concessions



Airside C-D

Option 2 –
Level 2 - CBP

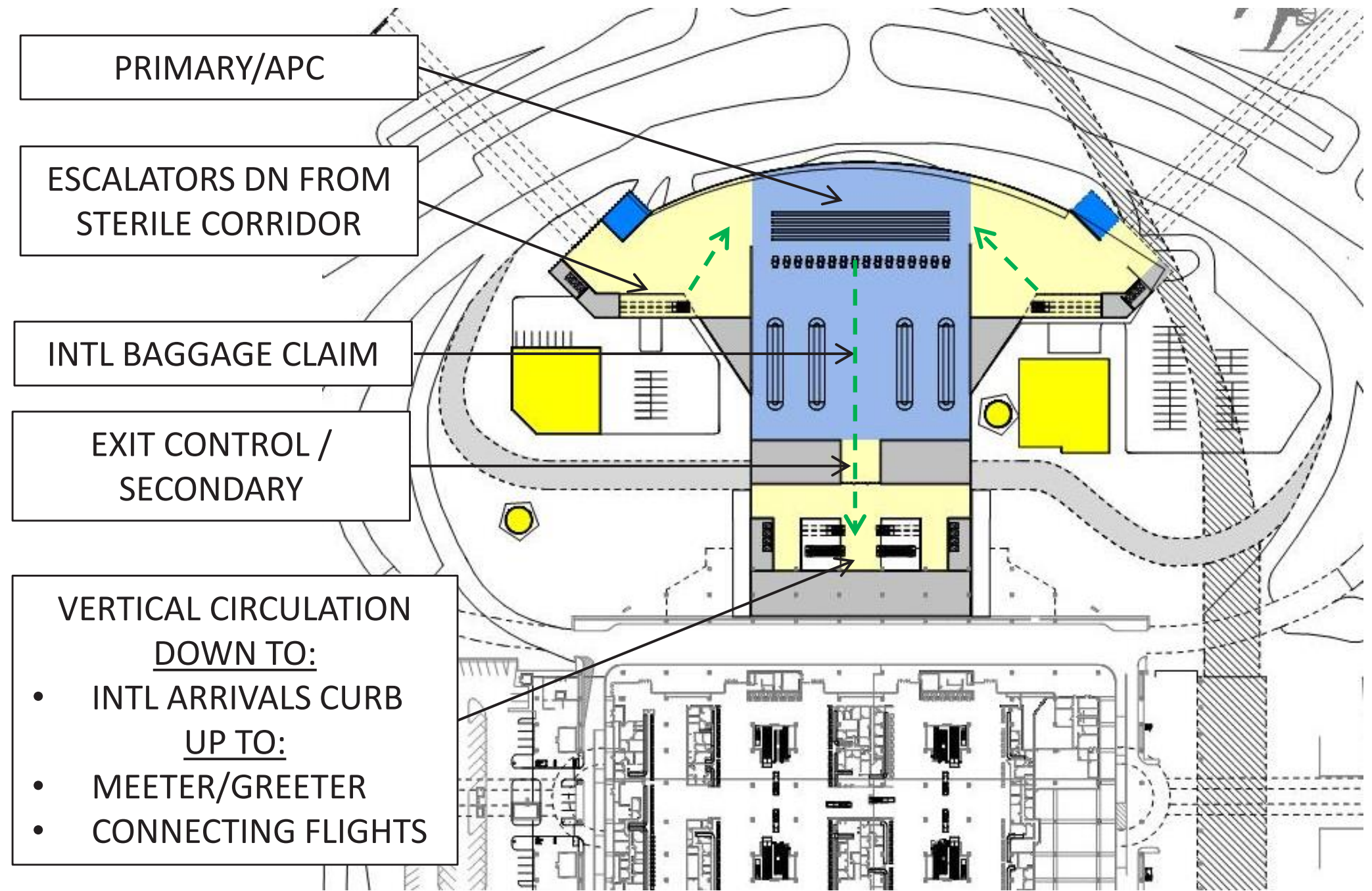
- CBP located lower in building for easier:
- Wayfinding to Intl arrivals curb and connecting gates
- Baggage routing



Airside C-D

Option 2 – Level 2 - CBP

- CBP located lower in building for easier:
- Wayfinding to Intl arrivals curb and connecting gates
- Baggage routing

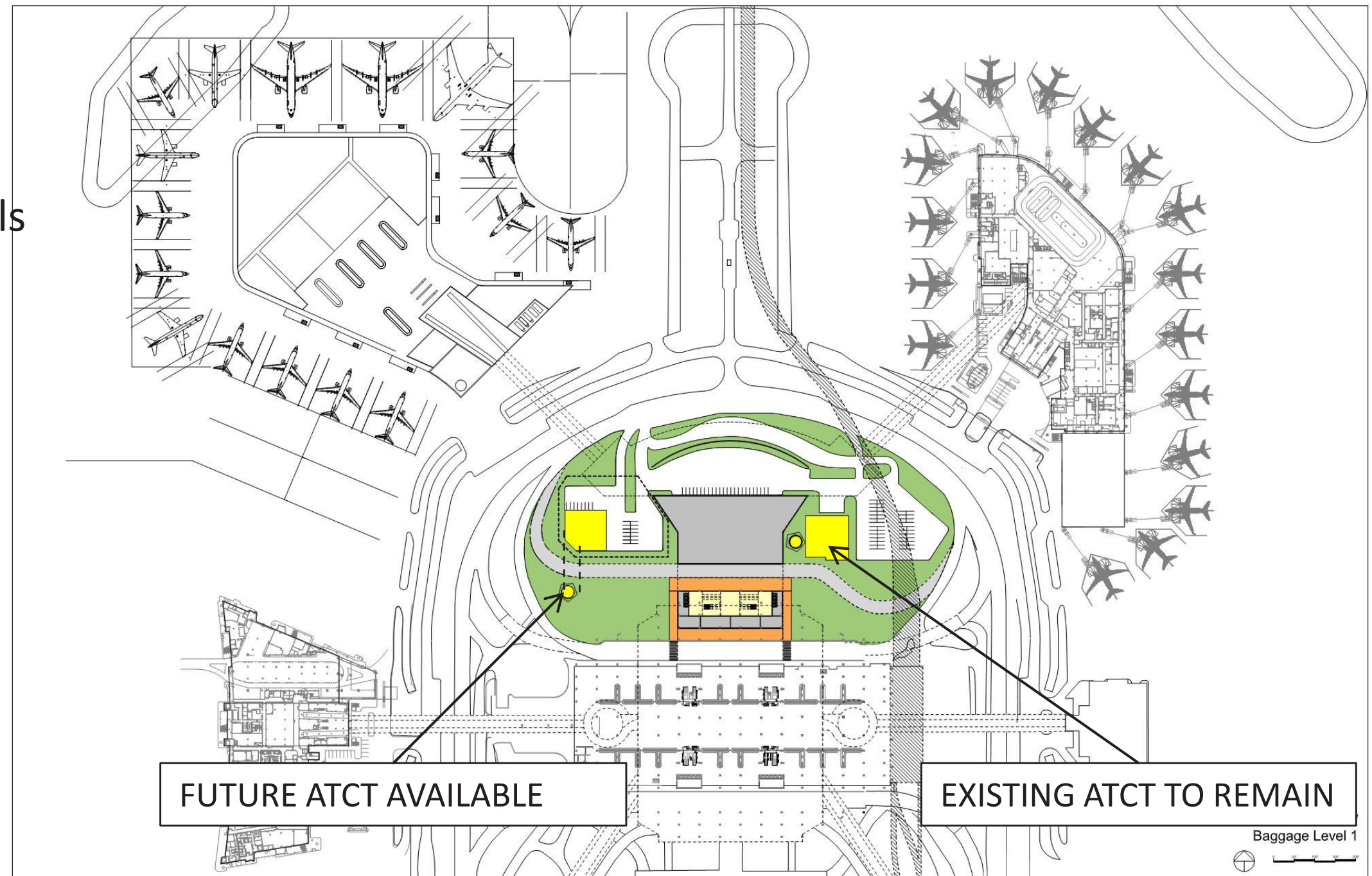


Airside C-D

Option 2 –

Level 1 – Intl Arrivals

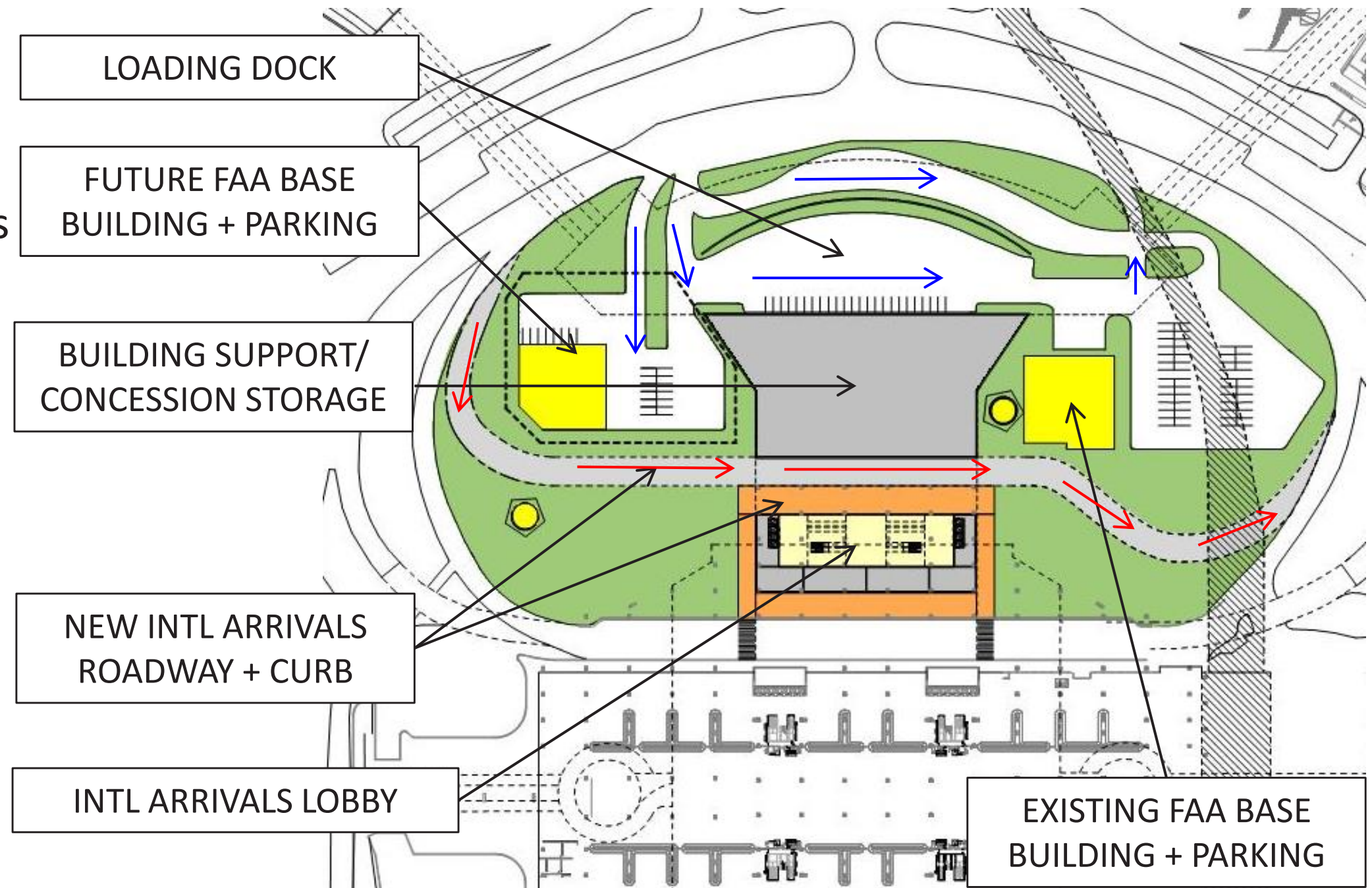
- International arrivals curb and roadway
- Pickup on passenger side of vehicle
- Loading dock
- Covered FAA, CBP, employee parking



Airside C-D

Option 2 –
Level 1 – Intl Arrivals

- International arrivals curb and roadway
- Pickup on passenger side of vehicle
- Loading dock
- Covered FAA, CBP, employee parking





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Terminal Planning Alternatives

Option 3

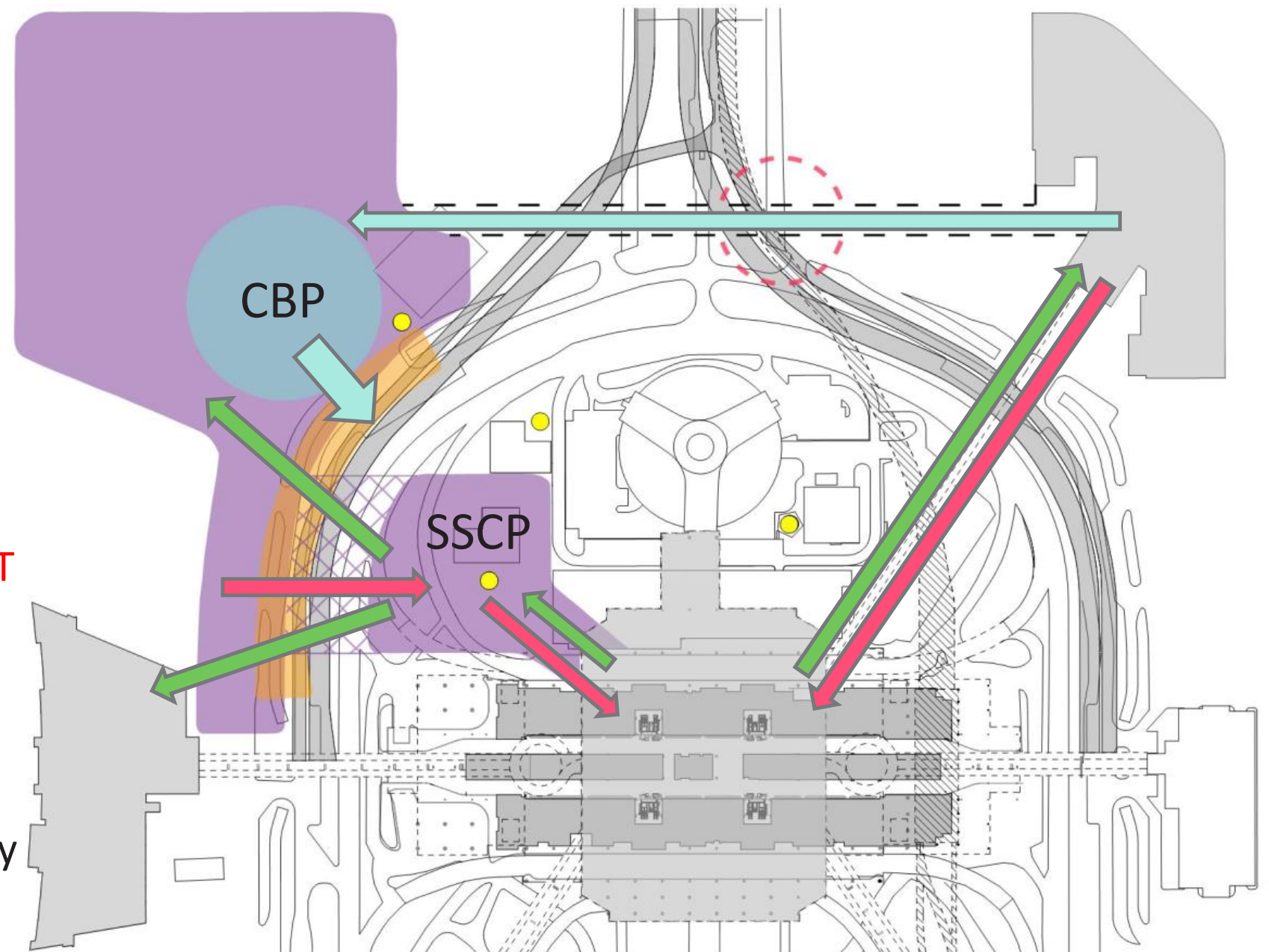
Airside D-E (shortlisted)

Pros:

- Consolidated SSCP & CBP for D & E
- Eliminates the need for short APM at Airside E
- Hotel can remain

Cons:

- **Cannot save future ATCT site; must convince FAA to stay at current ATCT with upgrades for sightlines**
- Potential vertical conflicts with Red Side Ticketing Roadway/Ramp
- Southwest (Airside C) international flights not connected to sterile system (separate smaller CBP facility required?)



Airside D-E

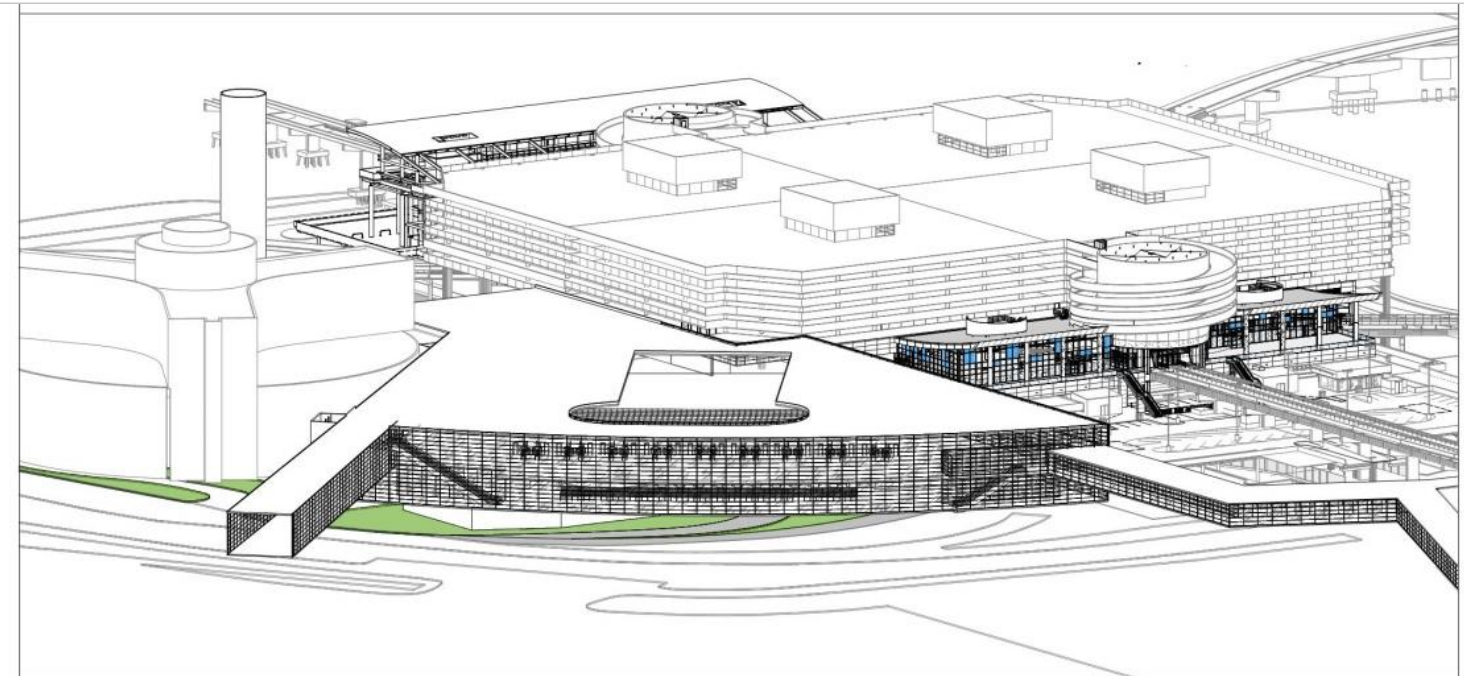
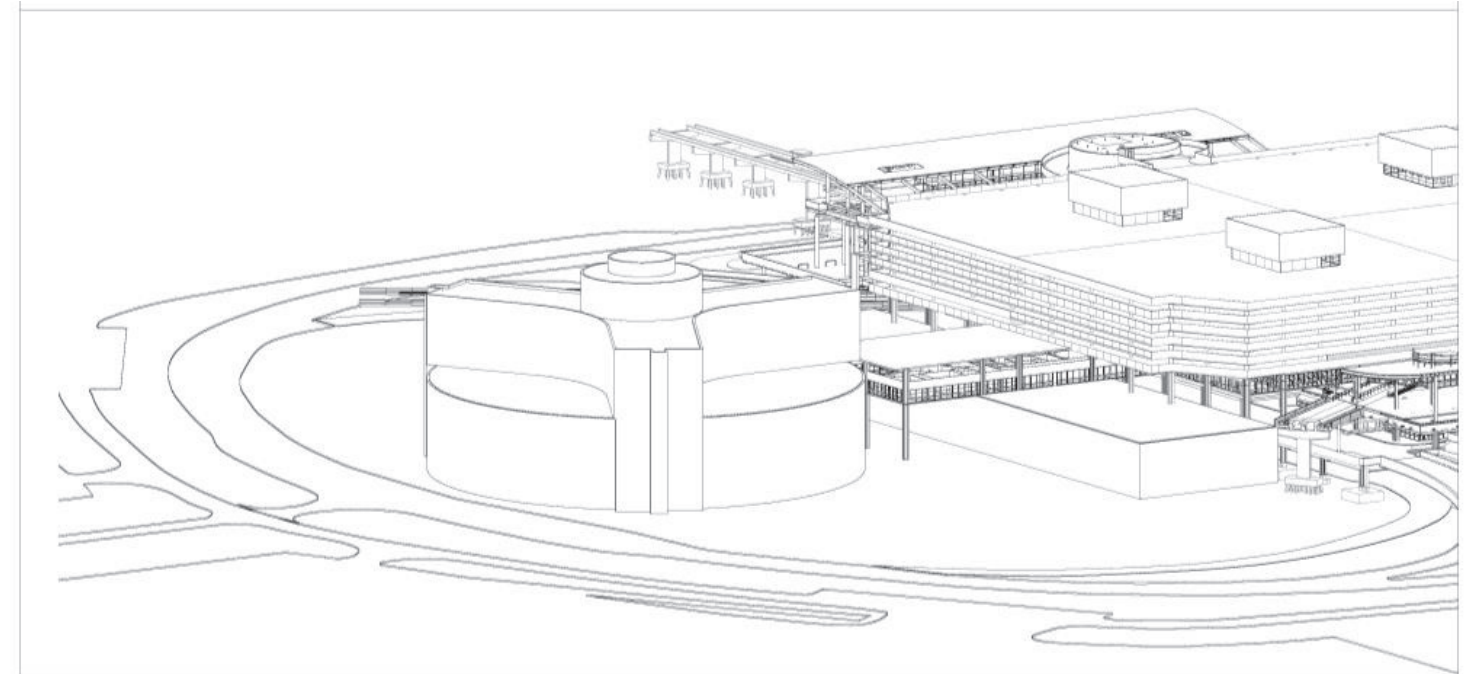
Overall Massing

Pros:

- Consolidated SSCP & CBP for D & E
- Eliminates the need for short APM at Airside E
- Hotel can remain

Cons:

- **Cannot save future ATCT site; must convince FAA to stay at current ATCT with upgrades for sightlines**
- Potential vertical conflicts with Red Side Ticketing Roadway/Ramp
- Southwest (Airside C) international flights not connected to sterile system (separate smaller CBP facility required?)

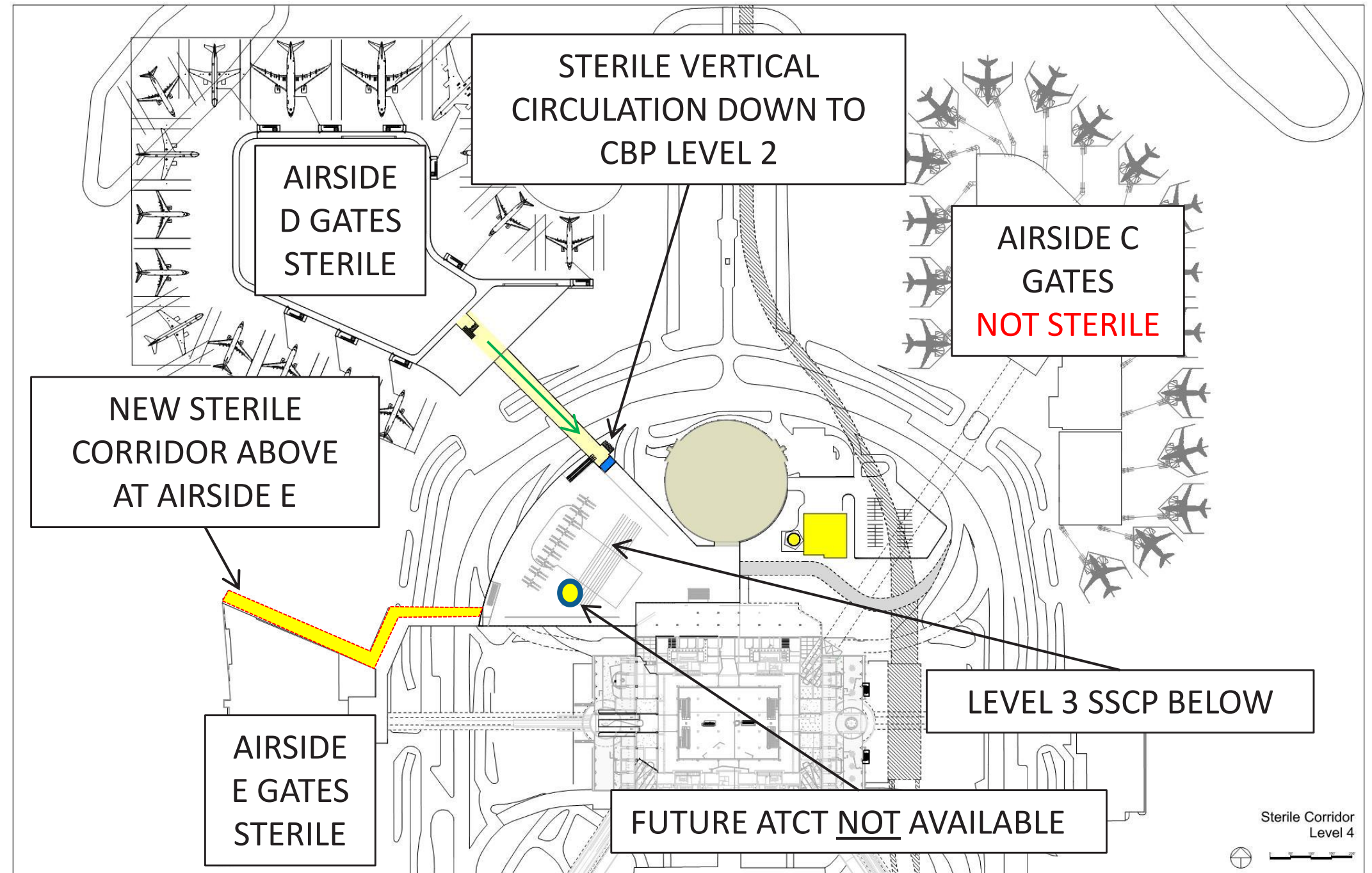


Airside D-E

Option 3 –

Level 4 - Sterile

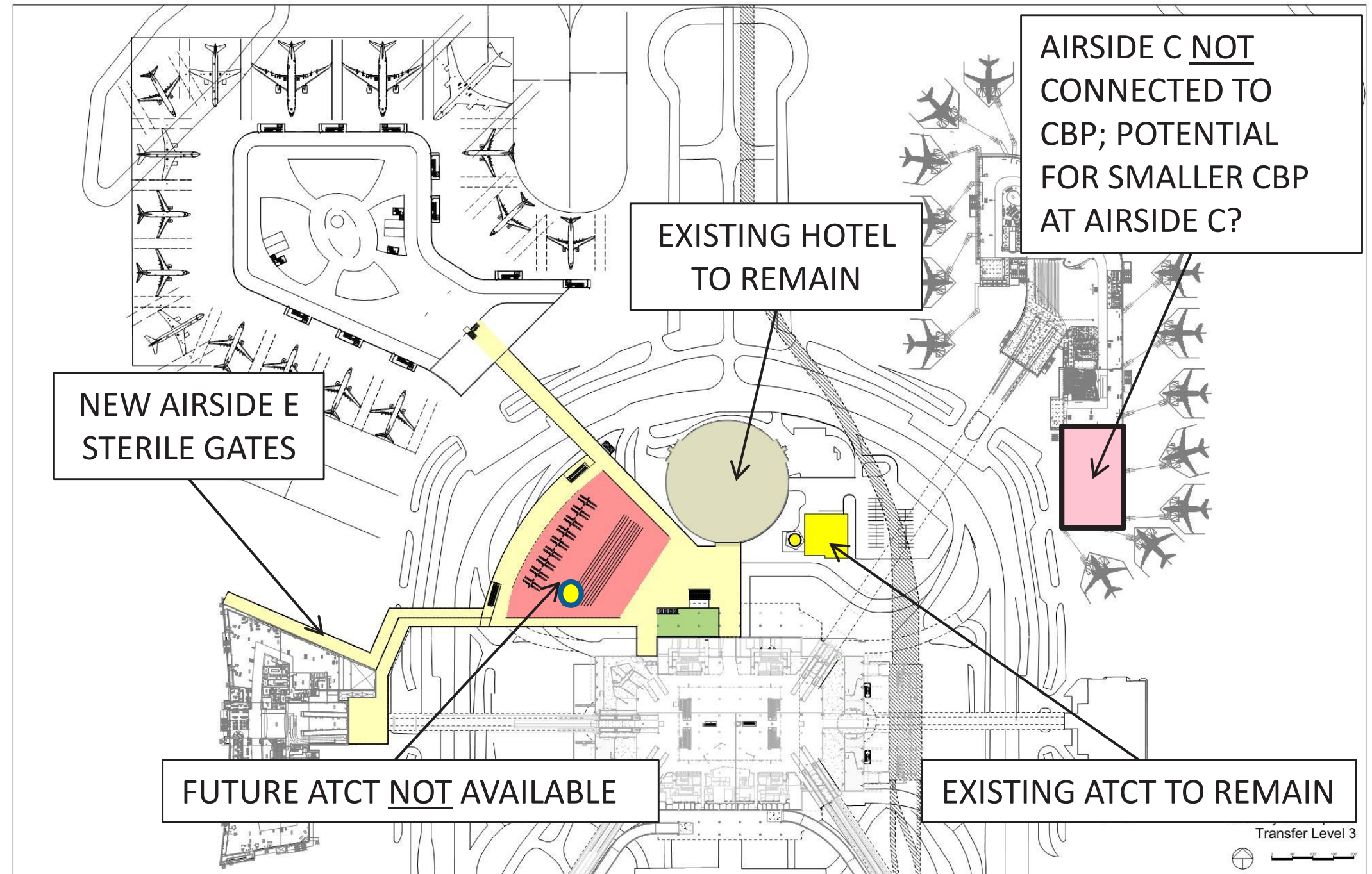
- Sterile bridges only
- Vertical circulation from Sterile Level 4 directly to CBP Level 2
- Airside E to include new corridor along north side of building (3-4 gates)



Airside D-E

Option 3 –
Level 3 - Transfer

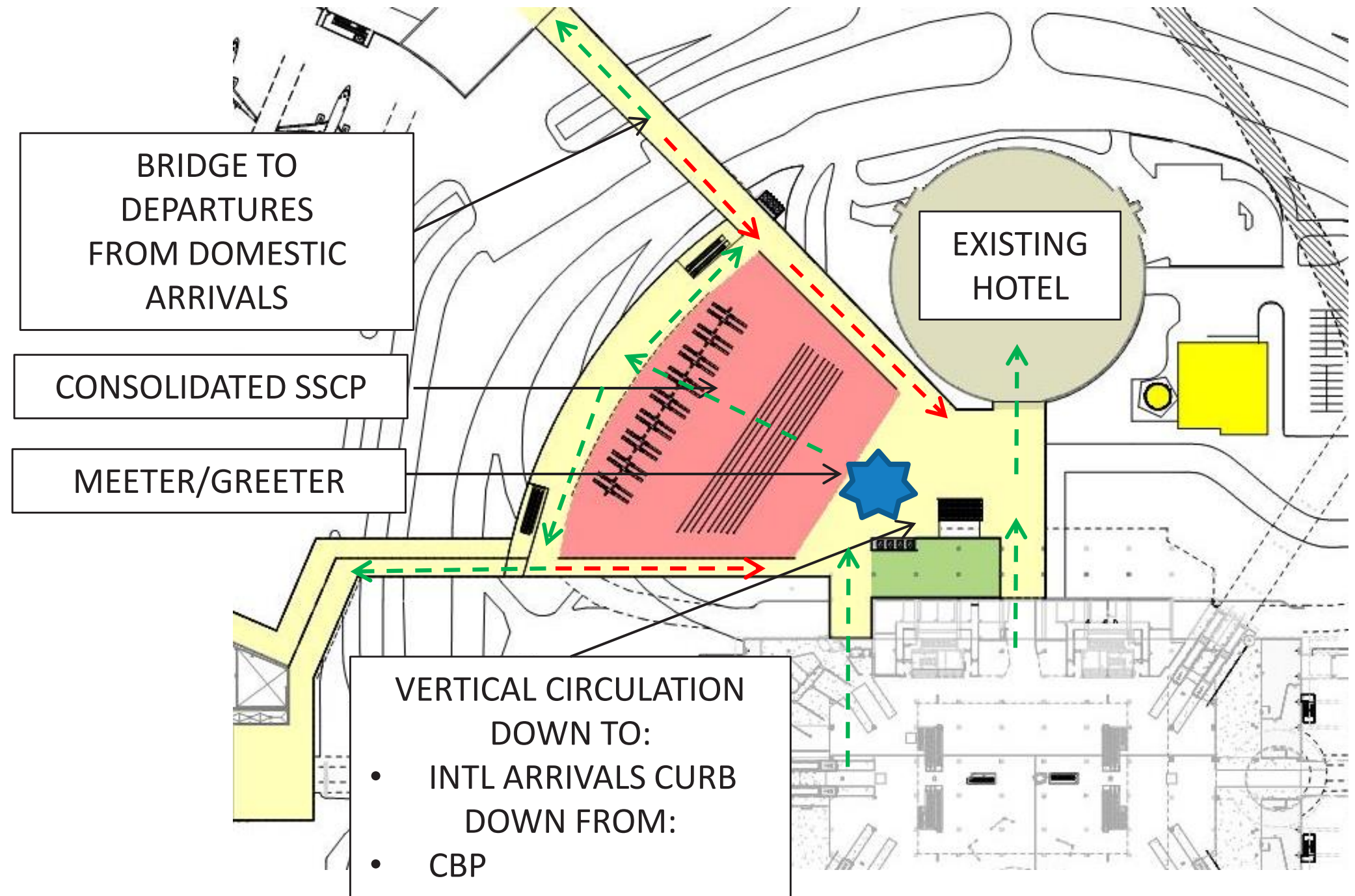
- Meeter/Greeter – “Great Hall”
- Ample daylight for departing experience and Meeter/Greeter
- Consolidated SSCP
- Adjacent to hotel lobby



Airside C-D

Option 3 – Level 3 - Transfer

- Meeter/Greeter – “Great Hall”
- Ample daylight for departing experience and Meeter/Greeter
- Consolidated SSCP
- Adjacent to hotel lobby

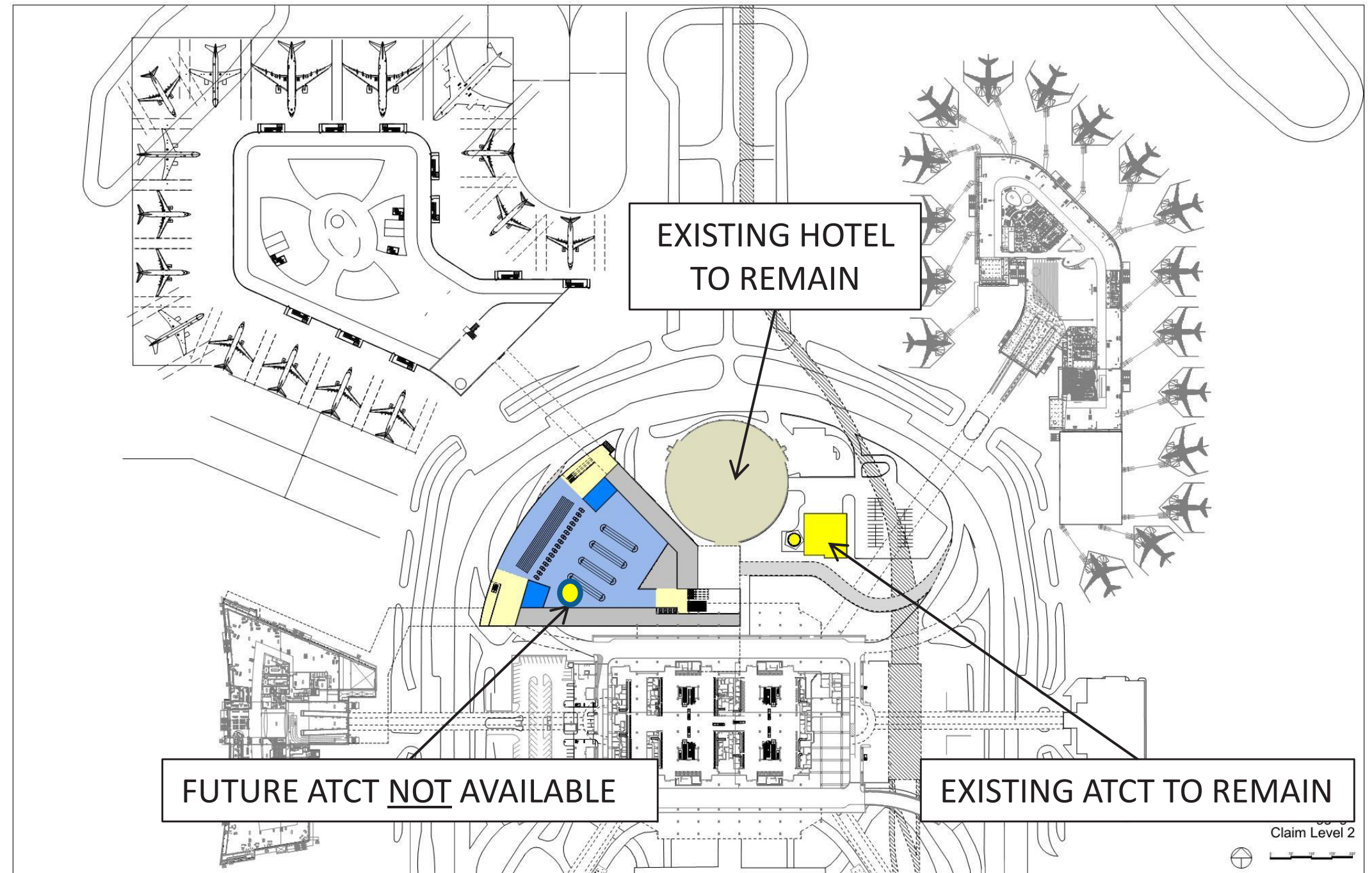


Airside D-E

Option 3 –

Level 2 - CBP

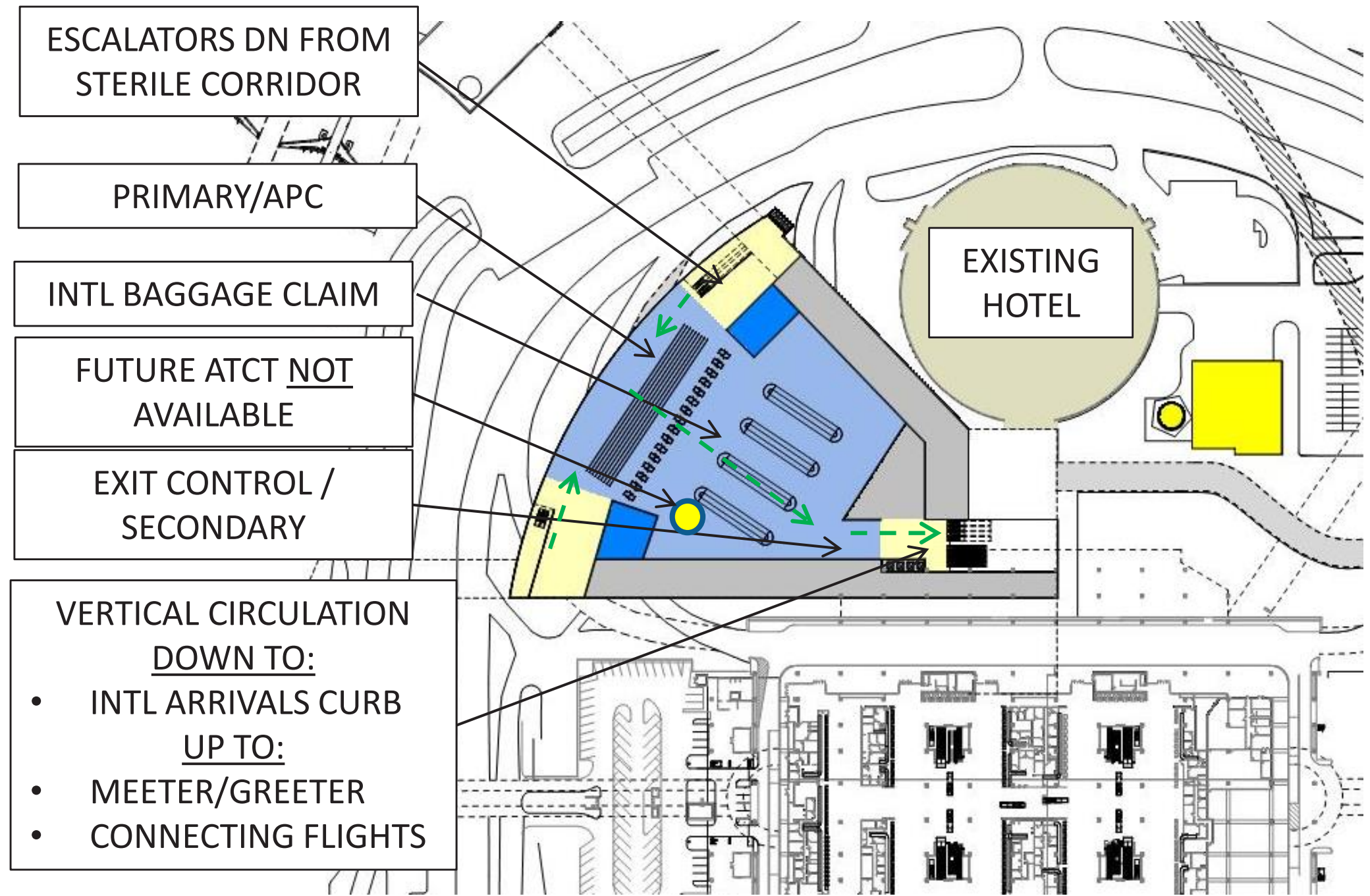
- CBP located lower in building for easier:
- Wayfinding to Intl arrival curb and connecting gates
- Baggage routing



Airside C-D

Option 3 –
Level 2 - CBP

- CBP located lower in building for easier:
- Wayfinding to Intl Arrival Curb and Connecting Gates
- Baggage Routing

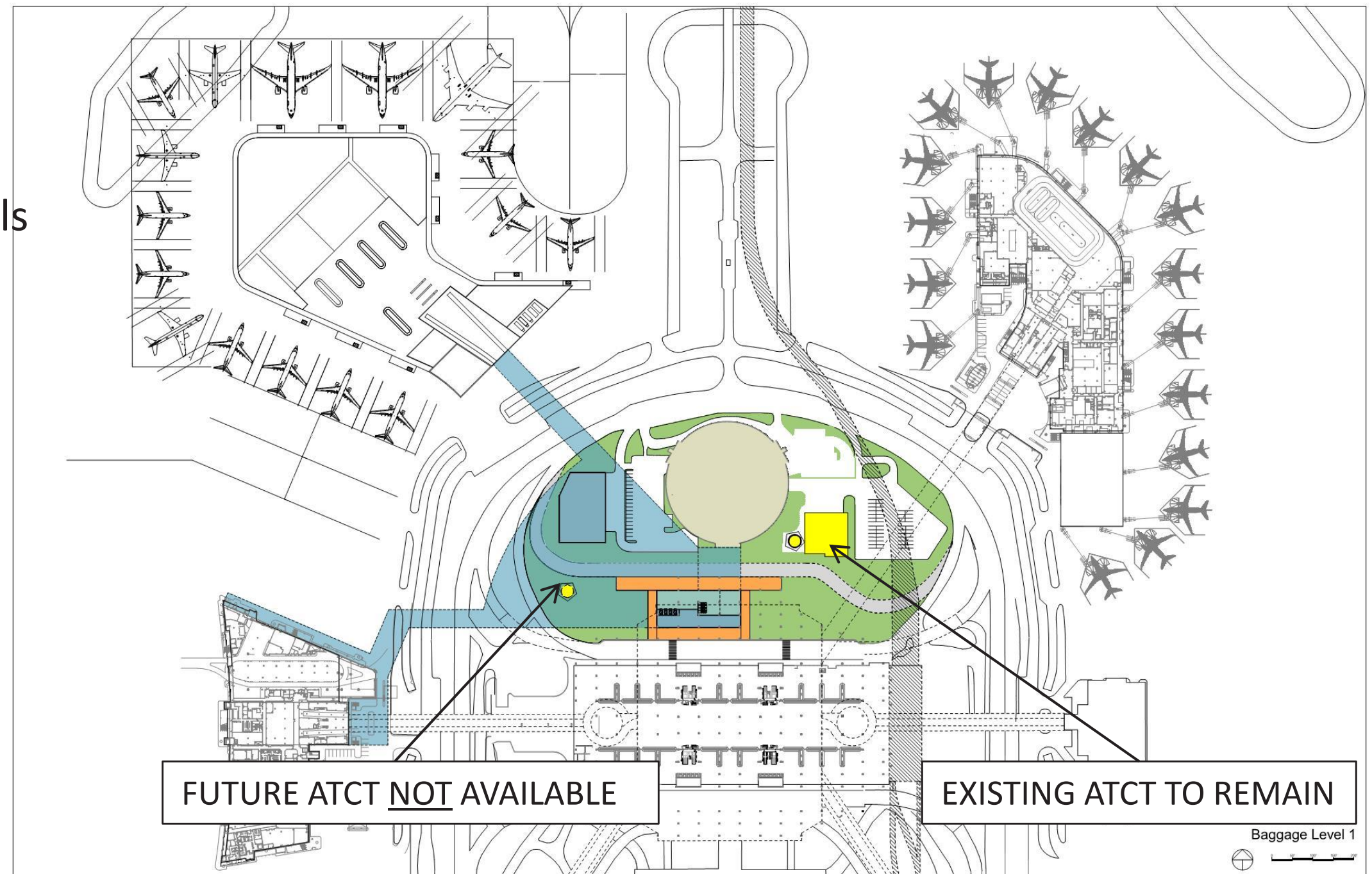


Airside D-E

Option 3 –

Level 1 – Intl Arrivals

- Cannot save future ATCT site
- Pickup on Passenger side of vehicle
- Loading Dock
- Covered CBP parking only
- Hotel remains

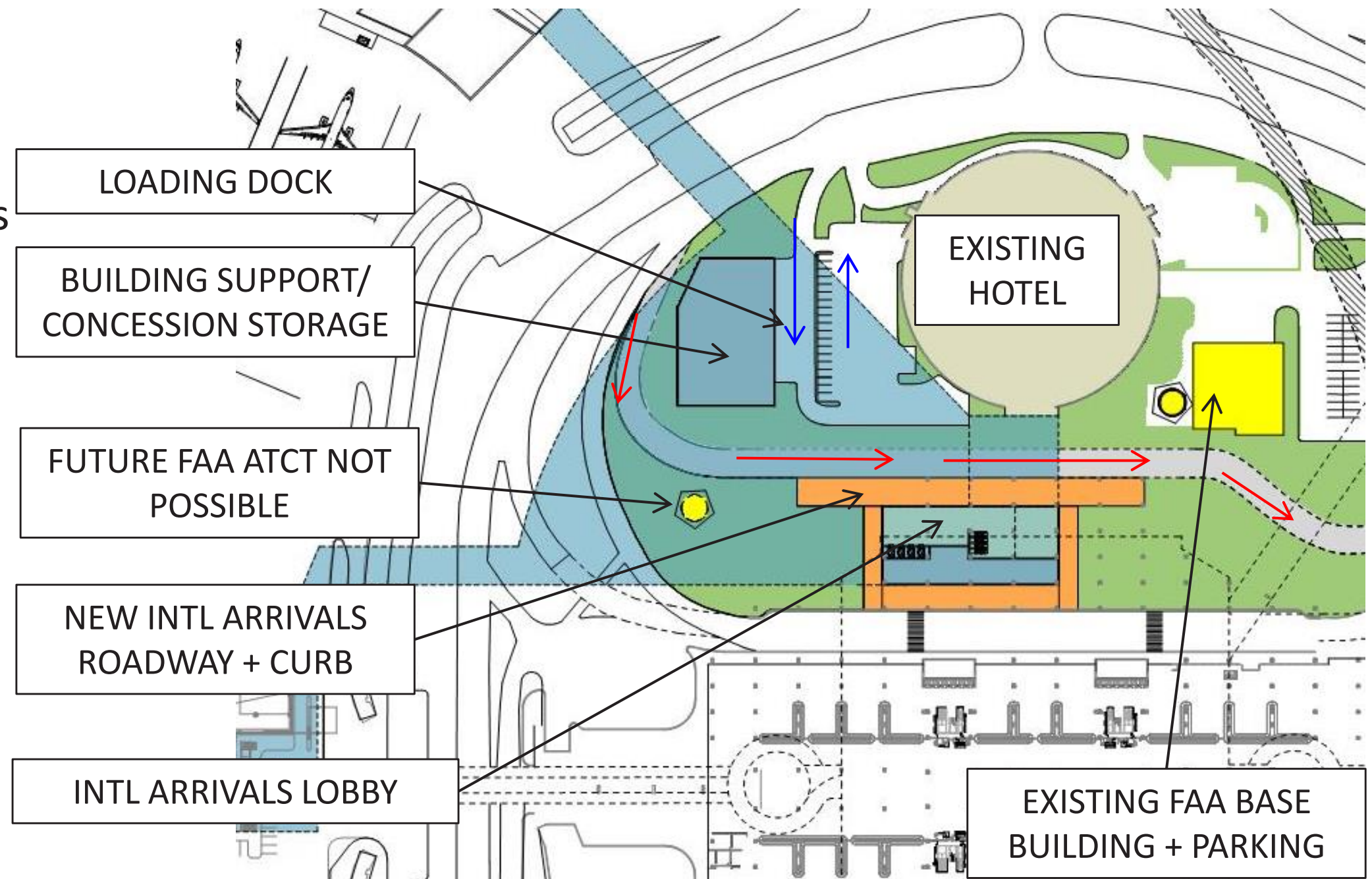


Airside C-D

Option 3 –

Level 1 – Intl Arrivals

- Cannot save future ATCT site
- Pickup on Passenger side of vehicle
- Loading Dock
- Covered CBP parking only
- Hotel remains



What if?

No SSCP consolidation?

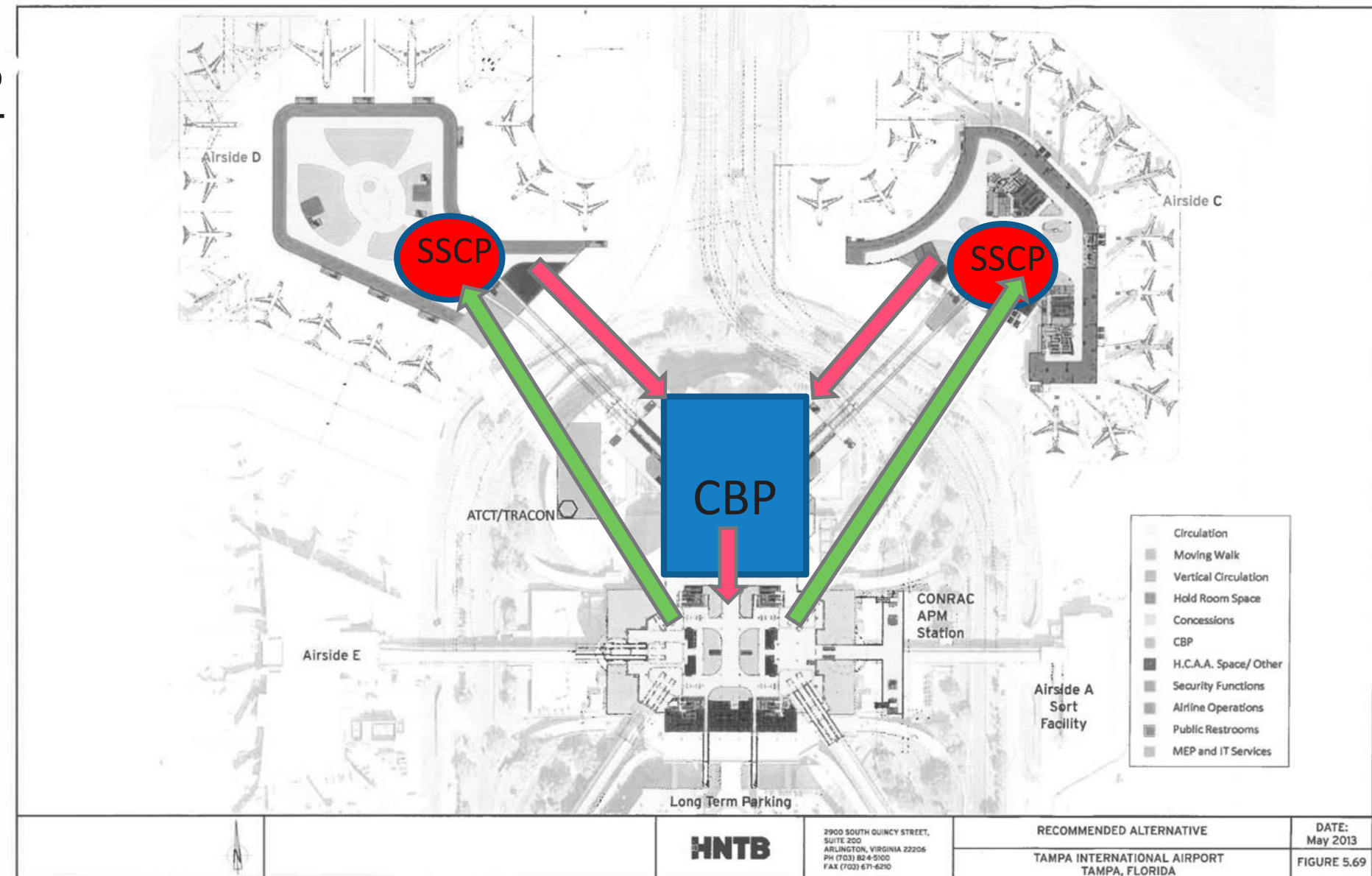
1. Preserve Airside C APM
2. Build Domestic/Departure Airside D APM

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Preserves existing & future ATCT site
- Shorter Departure Walking Distances
- Less Overall Building SF?

Cons:

- No consolidated SSCP
- Does not preserve hotel
- Airside C SSCP capacity
- Additional Road Crossing



Summary

MPU Preferred



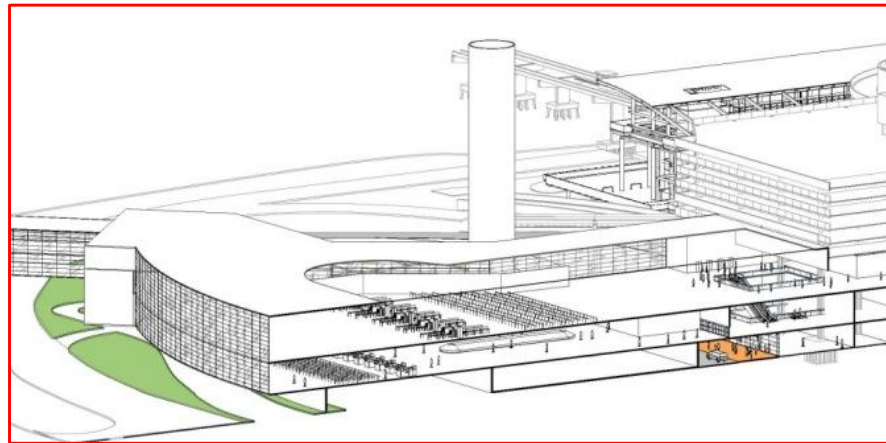
PROS:

- Shorter Walking Distances
- Preserves future ATCT
- Airside C sterile connectivity

CONS:

- Does not preserve existing ATCT
- Intl Arrivals Curb Issue
- Does not preserve Hotel
- 2 level CBP = No Bags First

Option 1 + 2 - C+D



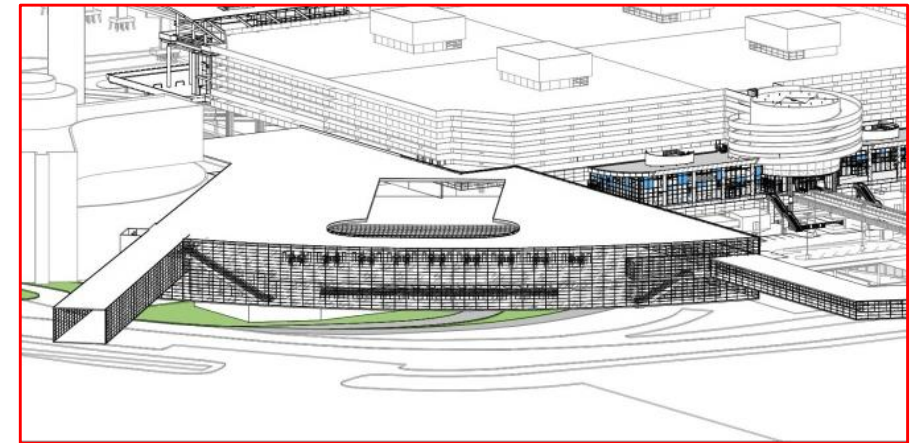
PROS:

- Preserves Future and Existing ATCT
- Addresses Intl Arrivals Curb Issue
- Ample FAA parking (and covered)
- 1 level CBP = Flexibility
- Wayfinding for Intl Arrivals
- Airside C sterile connectivity

CONS:

- Slightly longer walking distances
- Does not preserve Hotel

Option 3 - D+E



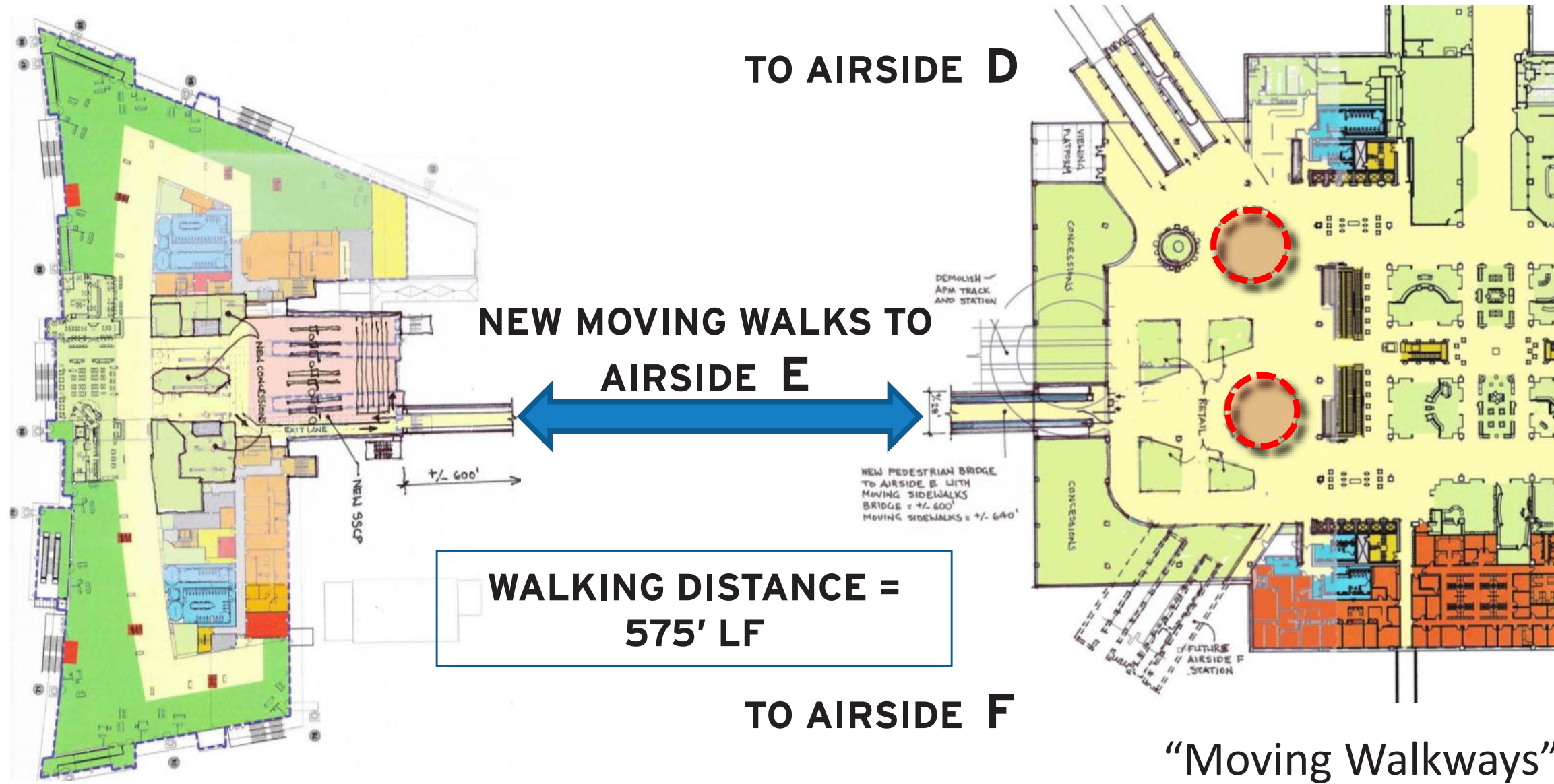
PROS:

- Preserves Existing ATCT & Hotel
- Addresses Intl Arrivals Curb Issue
- 1 level CBP = Flexibility
- Wayfinding for Intl Arrivals

CONS:

- DOES NOT preserve future ATCT
- Longer walking distances
- Potential Vertical issues with Red Ticketing roadway ramp
- No sterile connectivity for Airside C

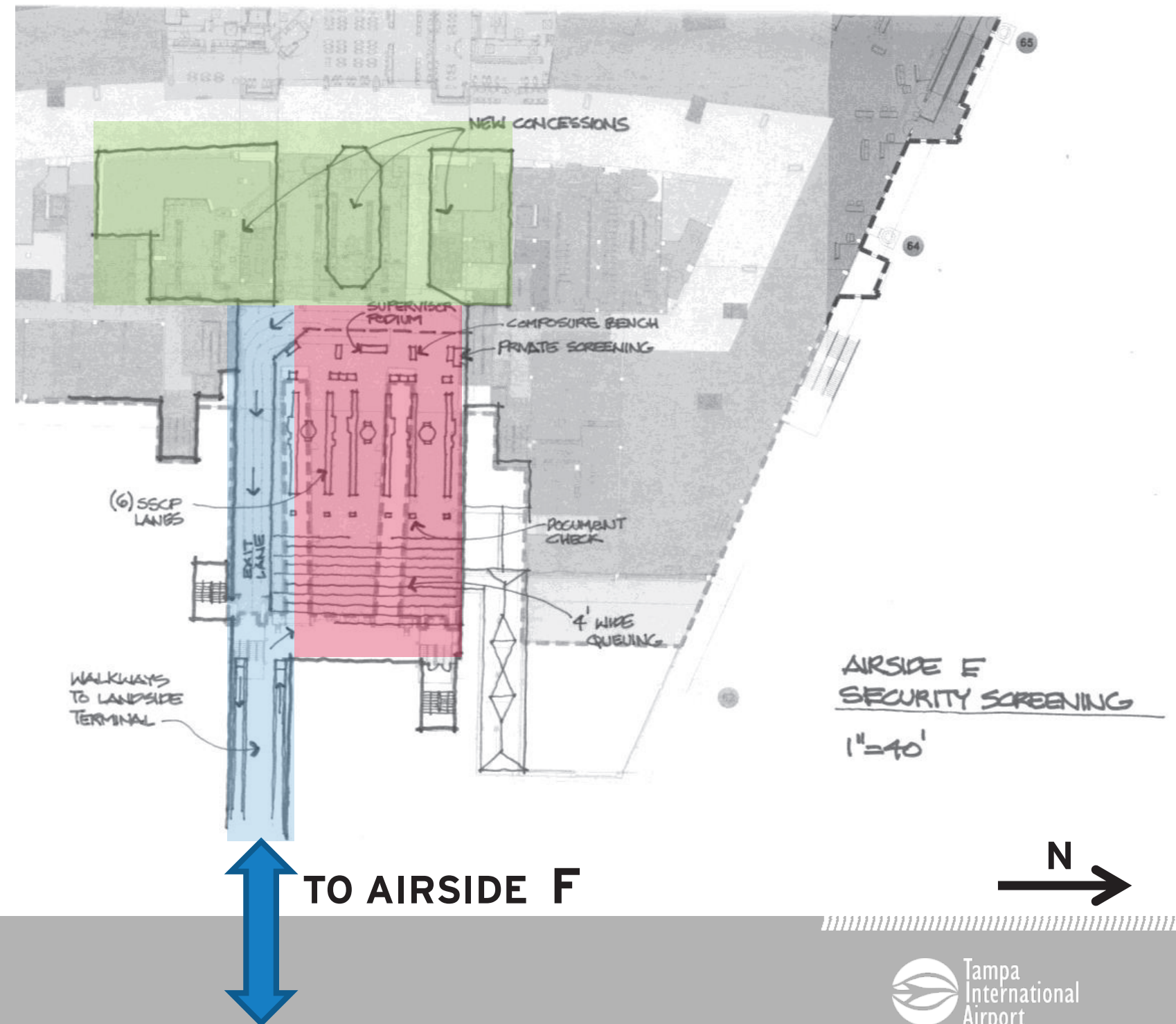
Airside E



Airside E

Phased Approach

1. Build New Walkway (with moving walks)
2. Open New Corridor
3. Demo existing APM tracks
4. Demo/infill station platform and new SSCP
5. Open new SSCP
6. Decommission existing SSCP
7. Build out new concessions (floor transitions)



Airside A

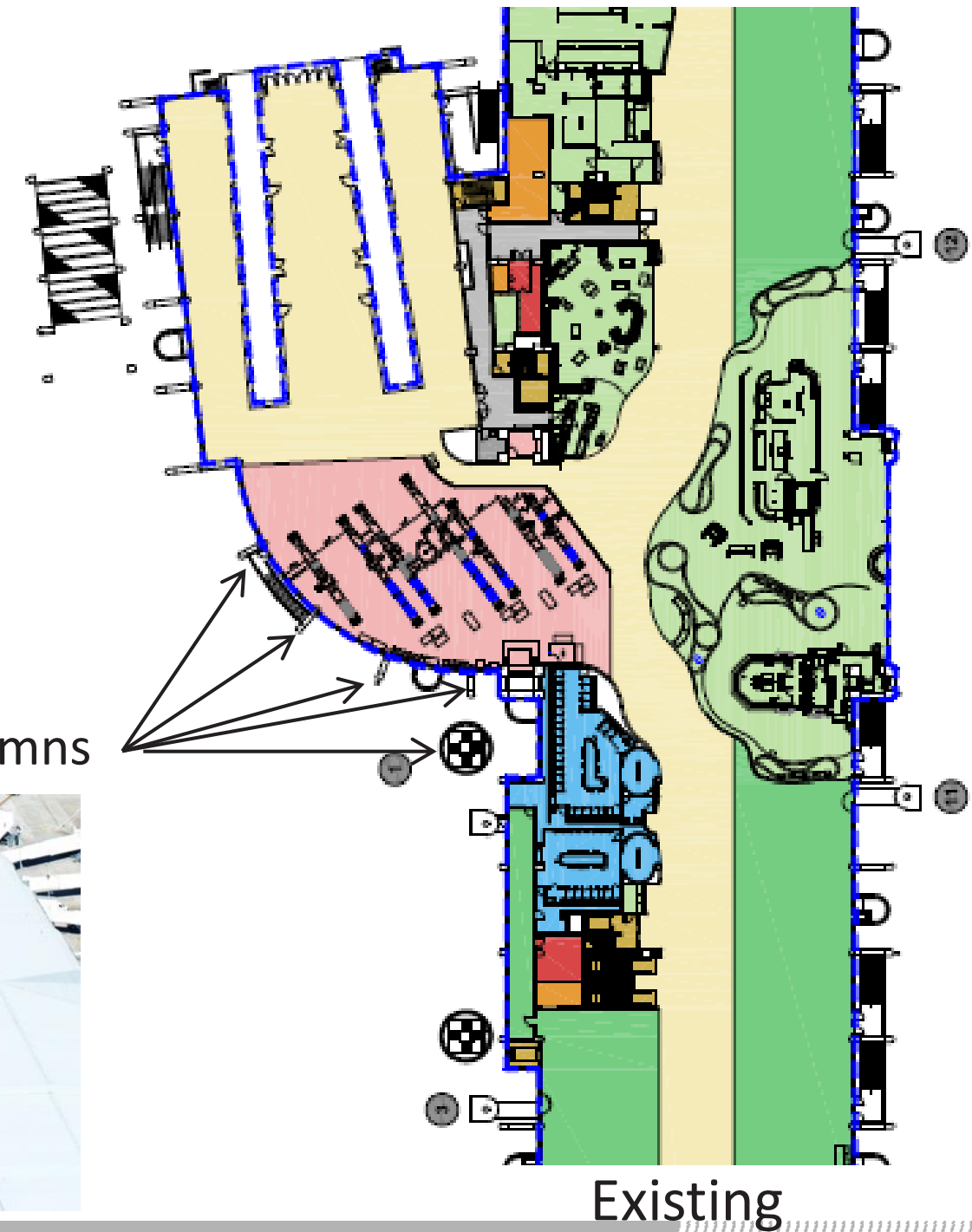
Security Checkpoint Expansion

- Need additional:
 - (1) Lane (minimum)
 - Queuing
- Currently non-standard lanes; need more re-vest area

Issues:

- Structural Columns
- Exit Stairs
- Silver Jet Hardstand access

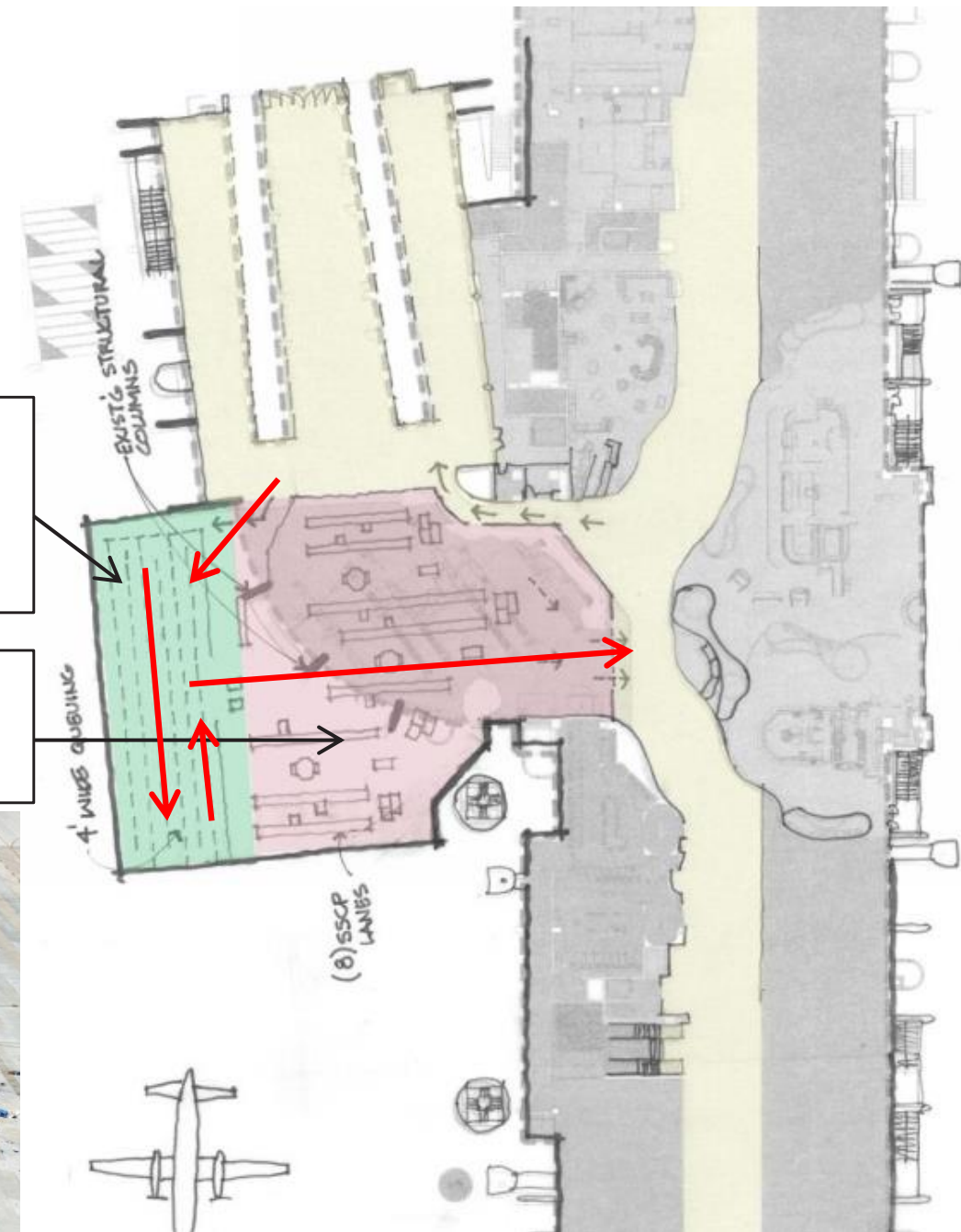
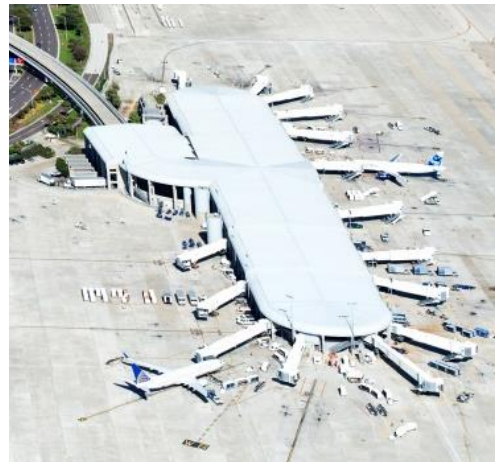
Large Structural Columns



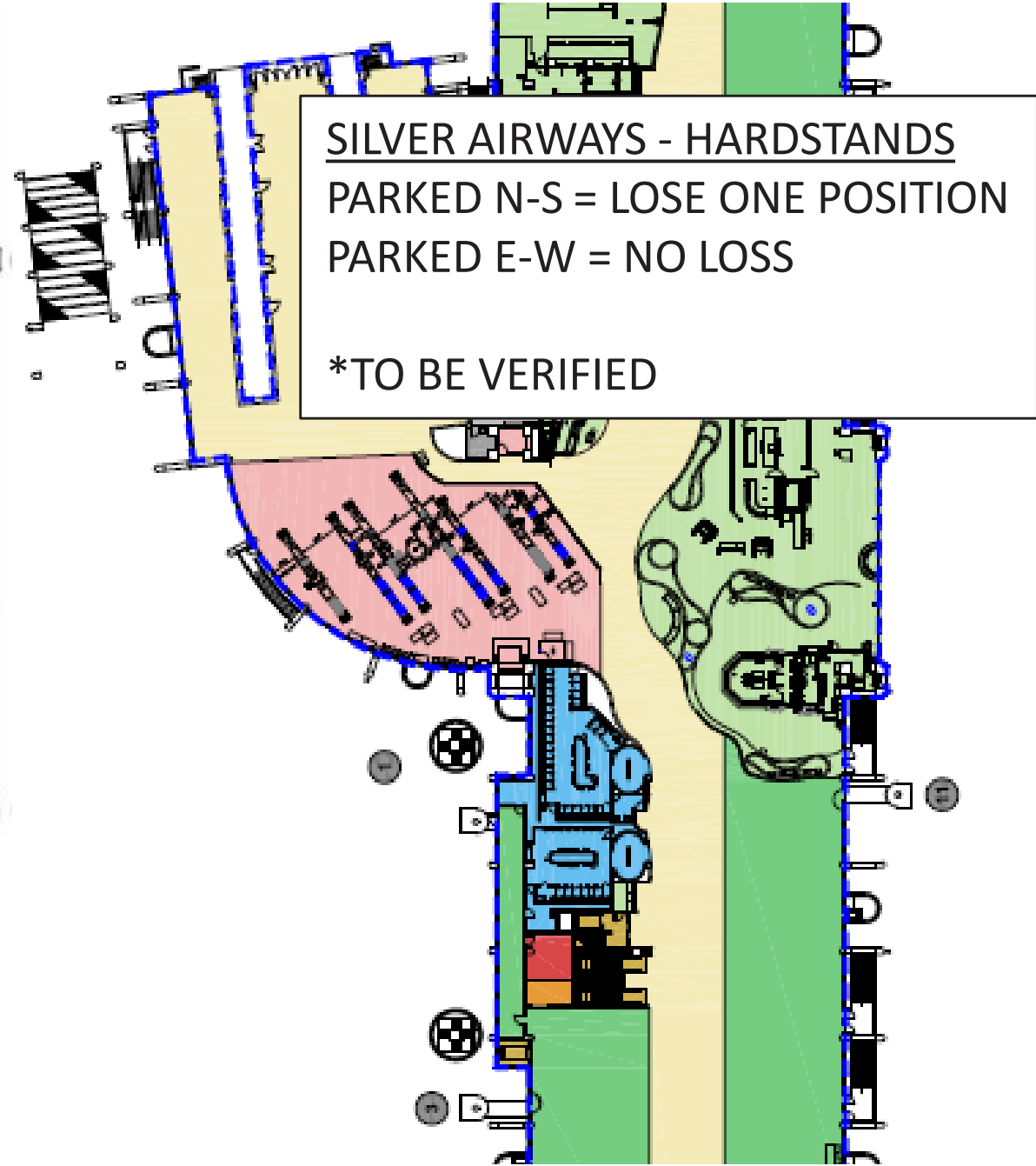
Airside A

QUEUE
4100 SF
(2000 ADDITIONAL)

8 LANES
(1 ADDITIONAL)



Option



Existing

Airside F

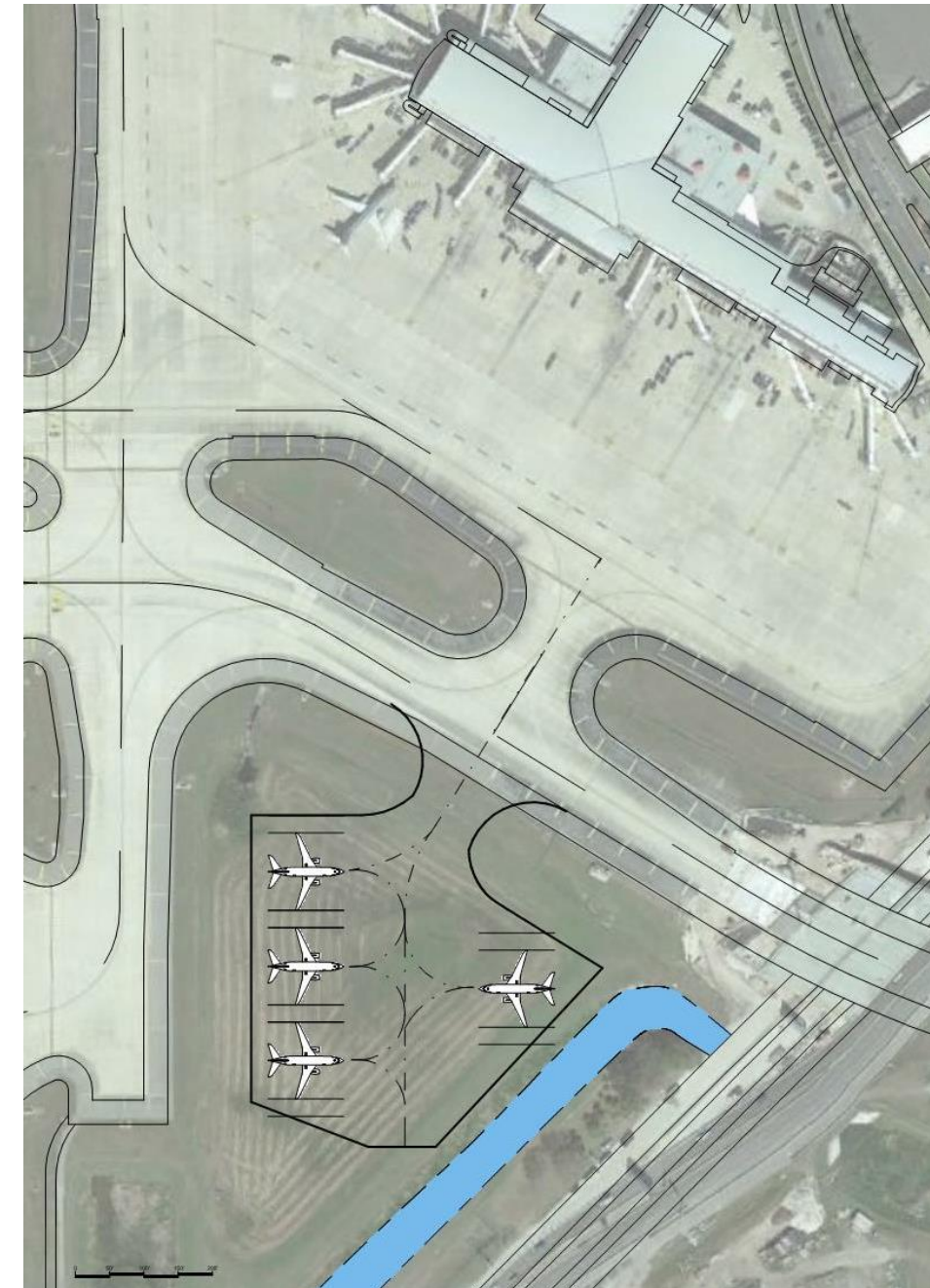
RON

Pros:

- Potential to fit (4) 737-700 aircraft
- Close proximity to Airside F
- Assist with Contact vs. Hardstand Policy and maximize use of existing CBP at Airside F

Cons:

- Existing site is retention pond
- Cost of infill and rework + relocate retention pond
- May not be possible to find replacement pond site in close proximity – Needs further study



North Remote Airside

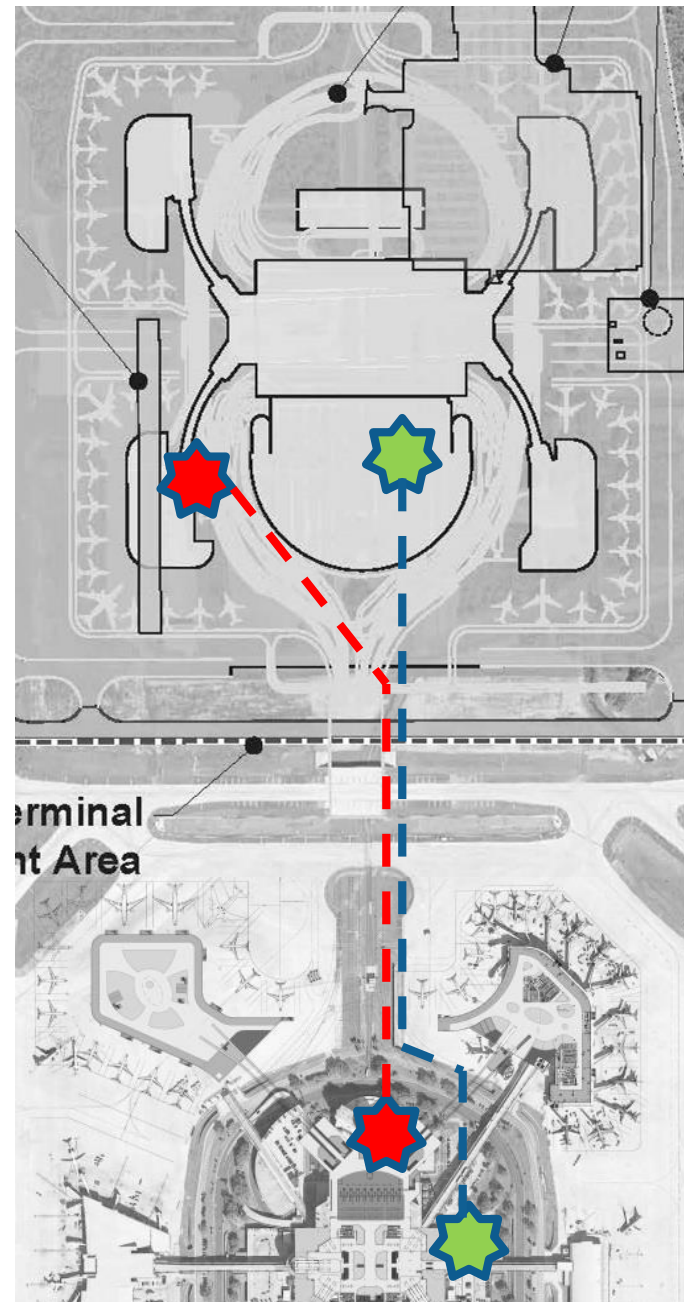
Secure APM →

Pros:

- One CBP
- Postpone non-secure APM extension

Cons:

- Additional APM required
- Requires more space at existing hotel site
- Requires additional width R.O.W under taxiway for second APM system



Secure APM

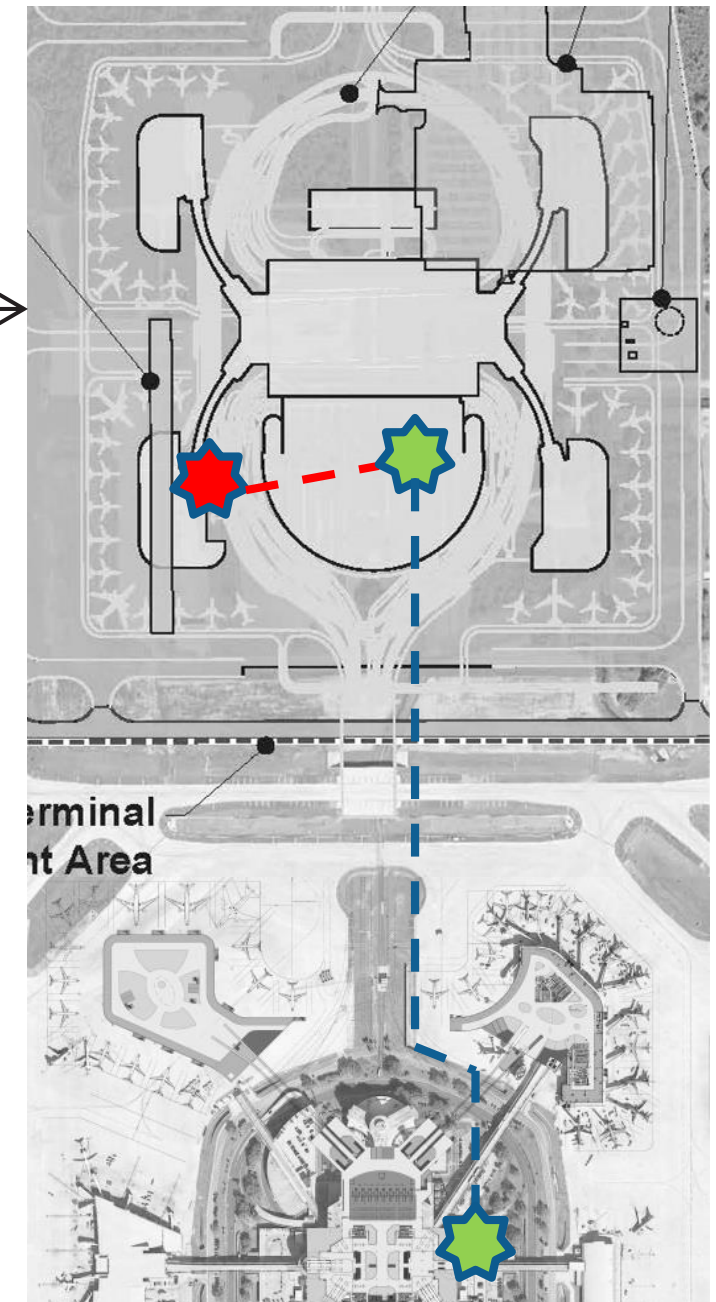
Non-Secure APM →

Pros:

- One APM system
- Less R.O.W width under taxiway (one system)

Cons:

- Requires non-secure APM earlier
- Additional planning of entire north campus required
- Passengers inconvenience with baggage between sites



Non-Secure APM

Next Steps:

- Workshop #3: June 20 (2pm to 5pm)
 - Program Requirements for preferred consolidated **concepts**
 - Refinement of all preferred scheme(s)
- Workshop #4: August 9 (9am to 12pm)
 - Final recommendations
 - Conceptual Renderings
 - ROM Cost Estimate for recommended alternatives
- Draft Alternative Report Due: August 31 (TBD)
- Airline Workshops (TBD – Sept-Nov?)



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Discussion / Questions and Answers

Summary

MPU Preferred



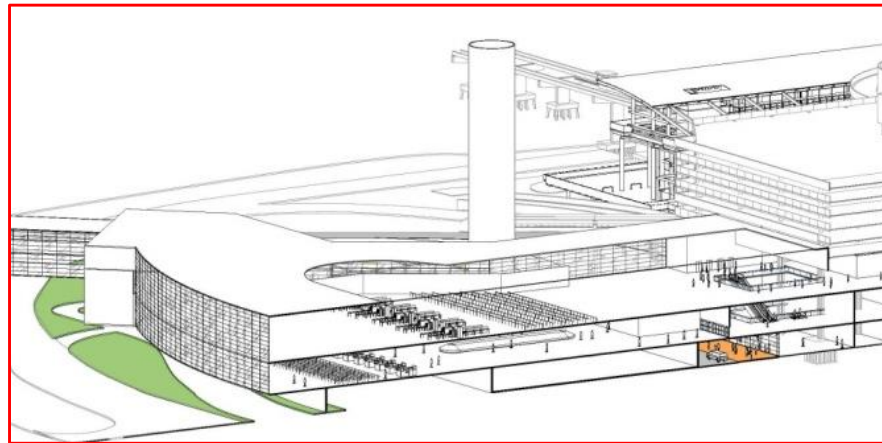
PROS:

- Shorter Walking Distances
- Preserves future ATCT
- Airside C sterile connectivity

CONS:

- Does not preserve existing ATCT
- Intl Arrivals Curb Issue
- Does not preserve Hotel
- 2 level CBP = No Bags First

Option 1 + 2 - C+D



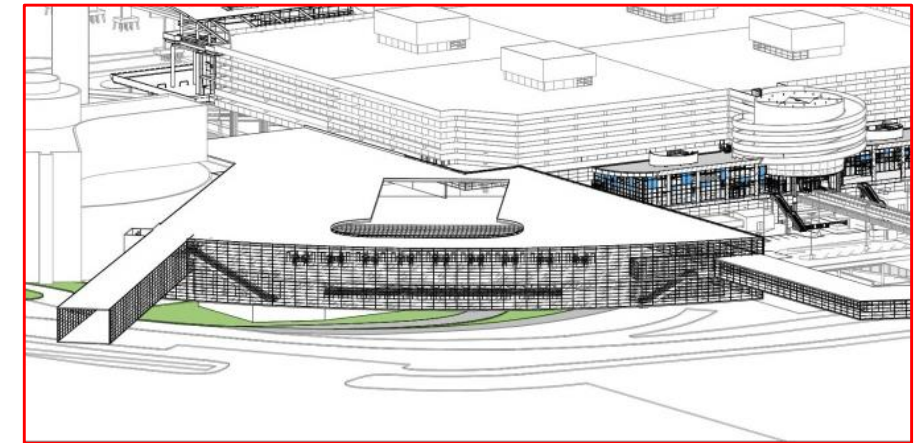
PROS:

- Preserves Future and Existing ATCT
- Addresses Intl Arrivals Curb Issue
- Ample FAA parking (and covered)
- 1 level CBP = Flexibility
- Wayfinding for Intl Arrivals
- Airside C sterile connectivity

CONS:

- Slightly longer walking distances
- Does not preserve Hotel

Option 3 - D+E



PROS:

- Preserves Existing ATCT & Hotel
- Addresses Intl Arrivals Curb Issue
- 1 level CBP = Flexibility
- Wayfinding for Intl Arrivals

CONS:

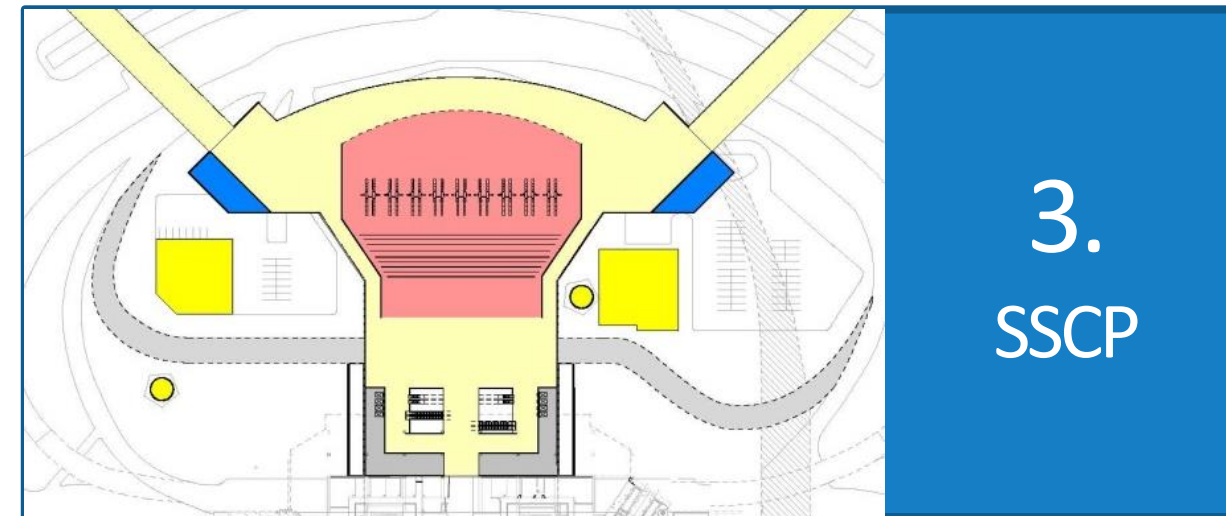
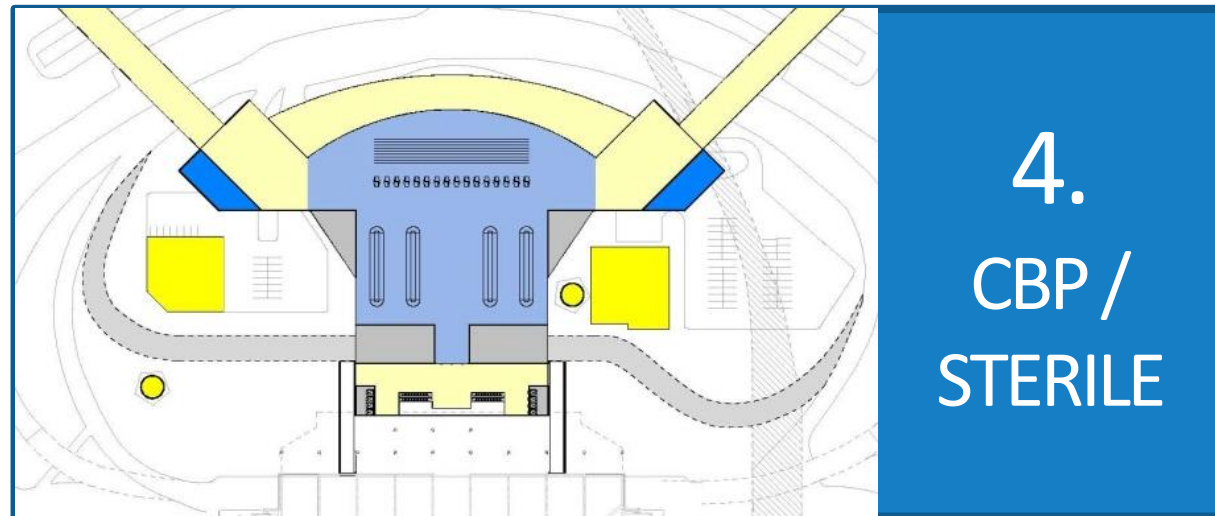
- DOES NOT preserve future ATCT
- Longer walking distances
- Potential Vertical issues with Red Ticketing roadway ramp
- No sterile connectivity for Airside C



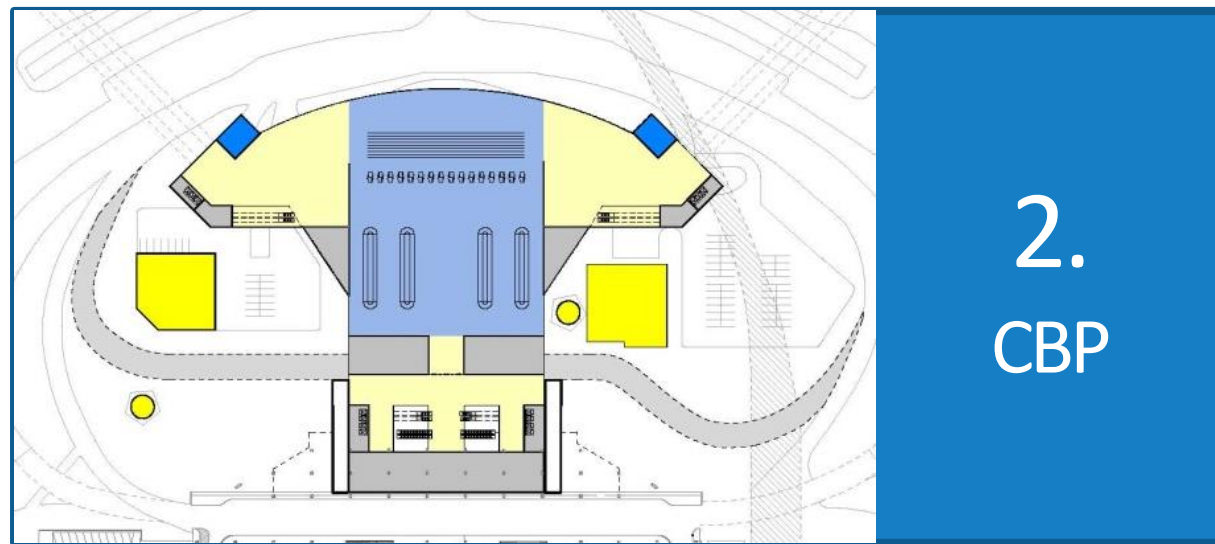
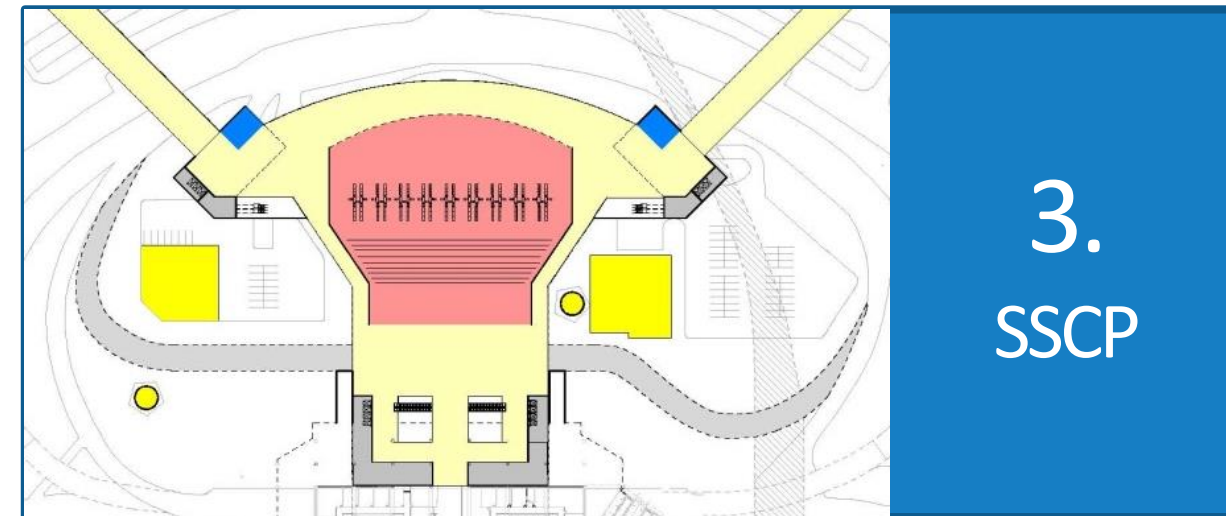
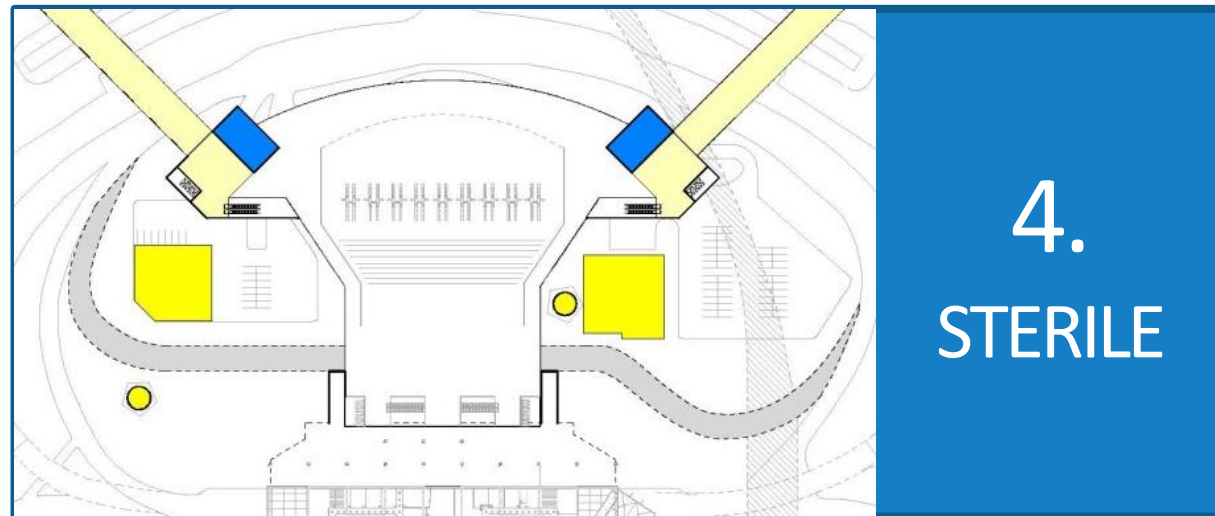
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Appendix

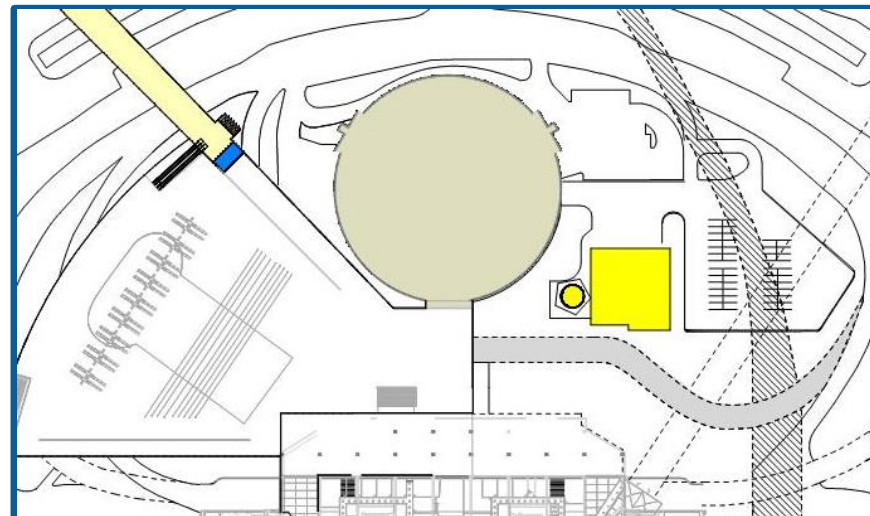
Option 1



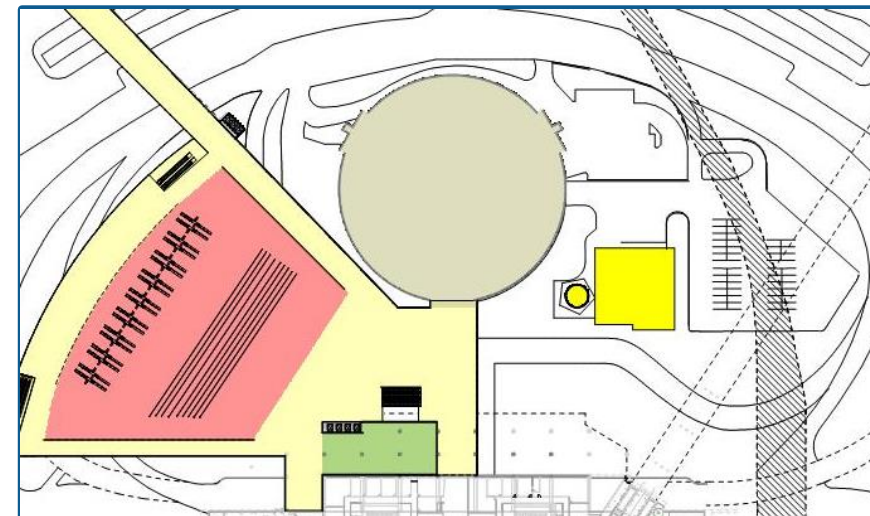
Option 2



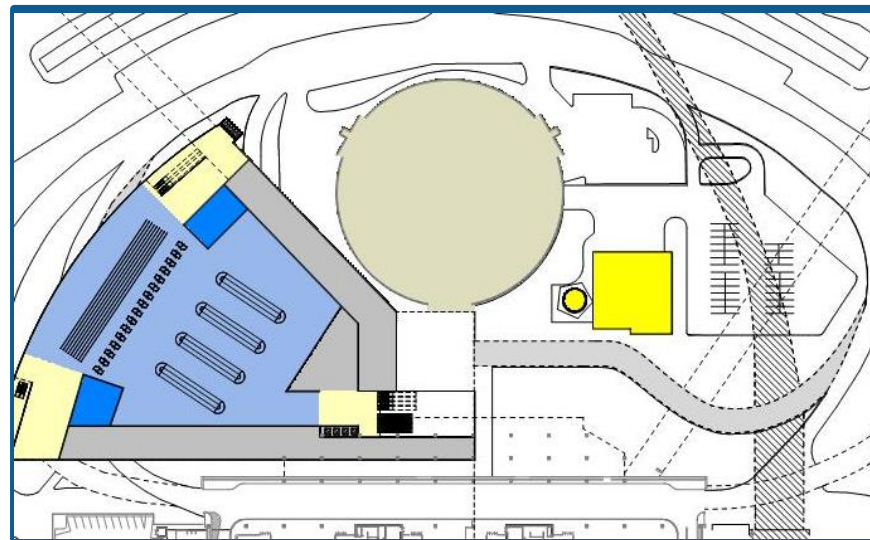
Option 3



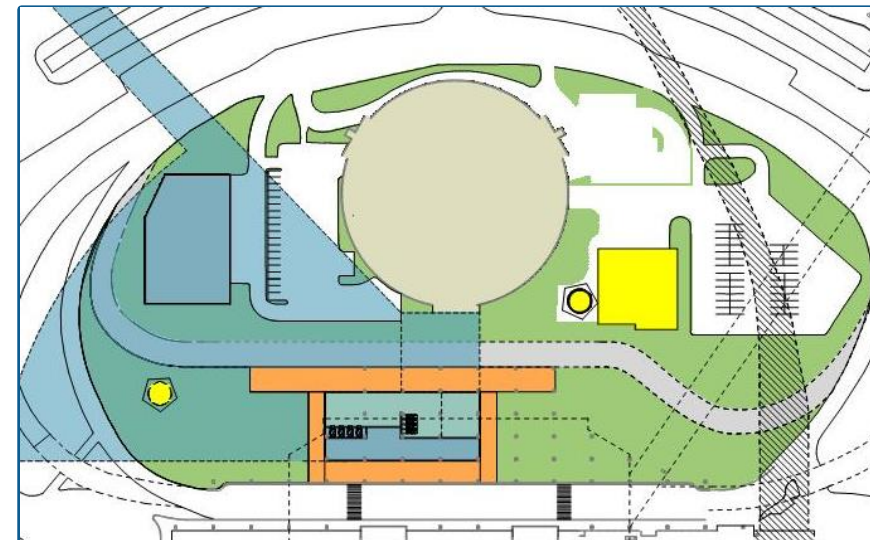
4.
STERILE



3.
SSCP



2.
CBP



1.
INTL
ARRIVALS

Airside C-D

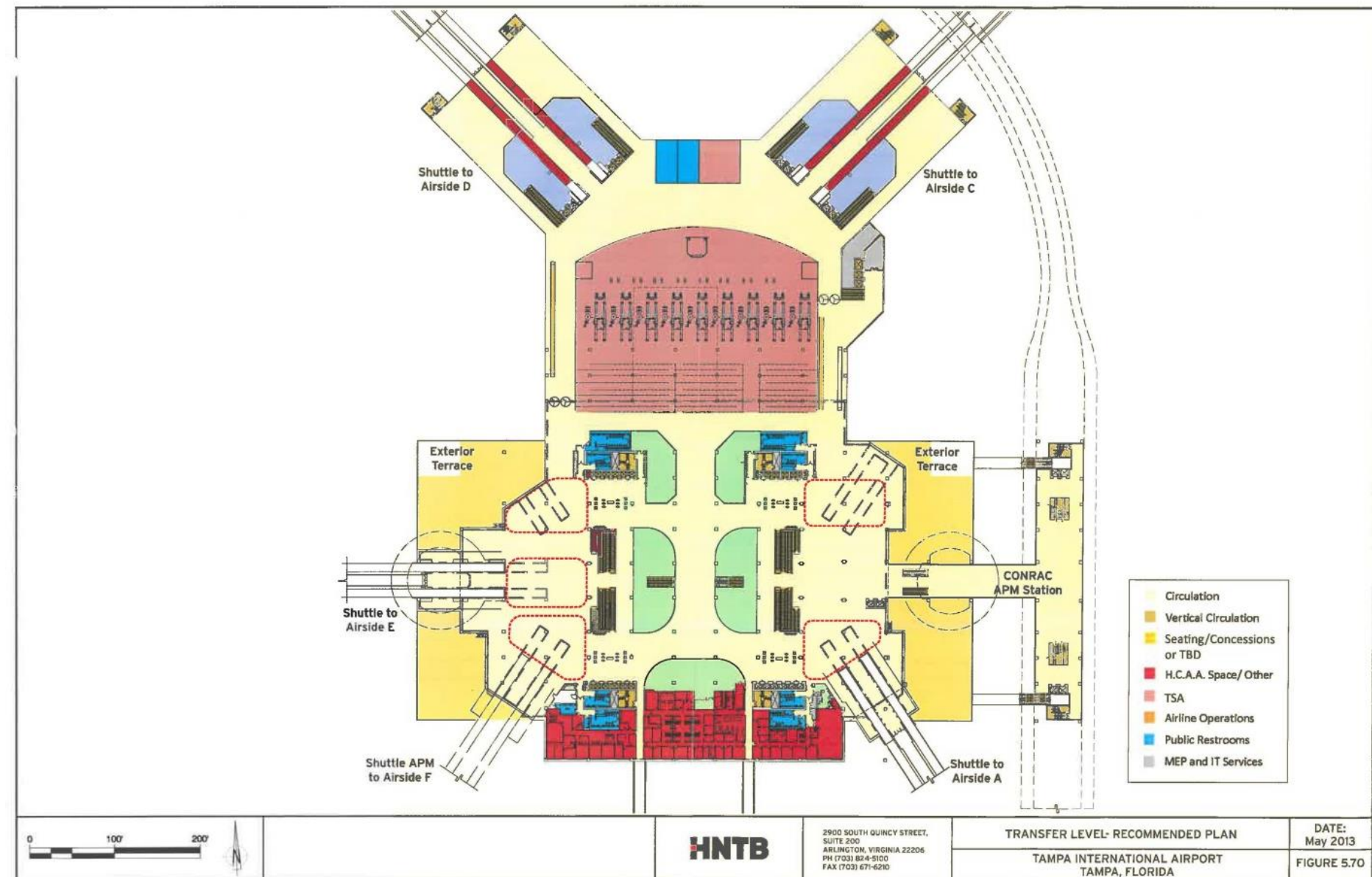
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

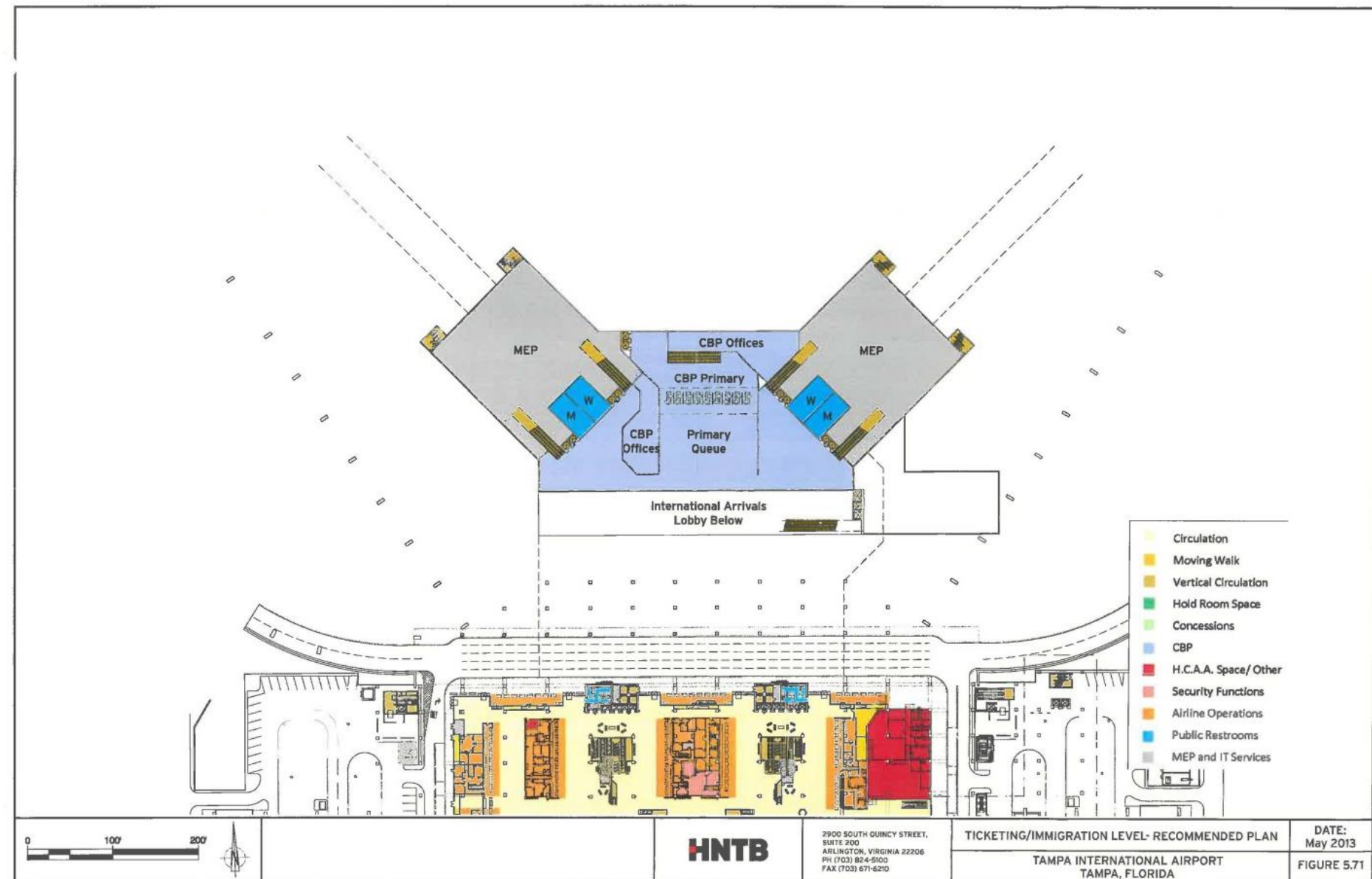
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

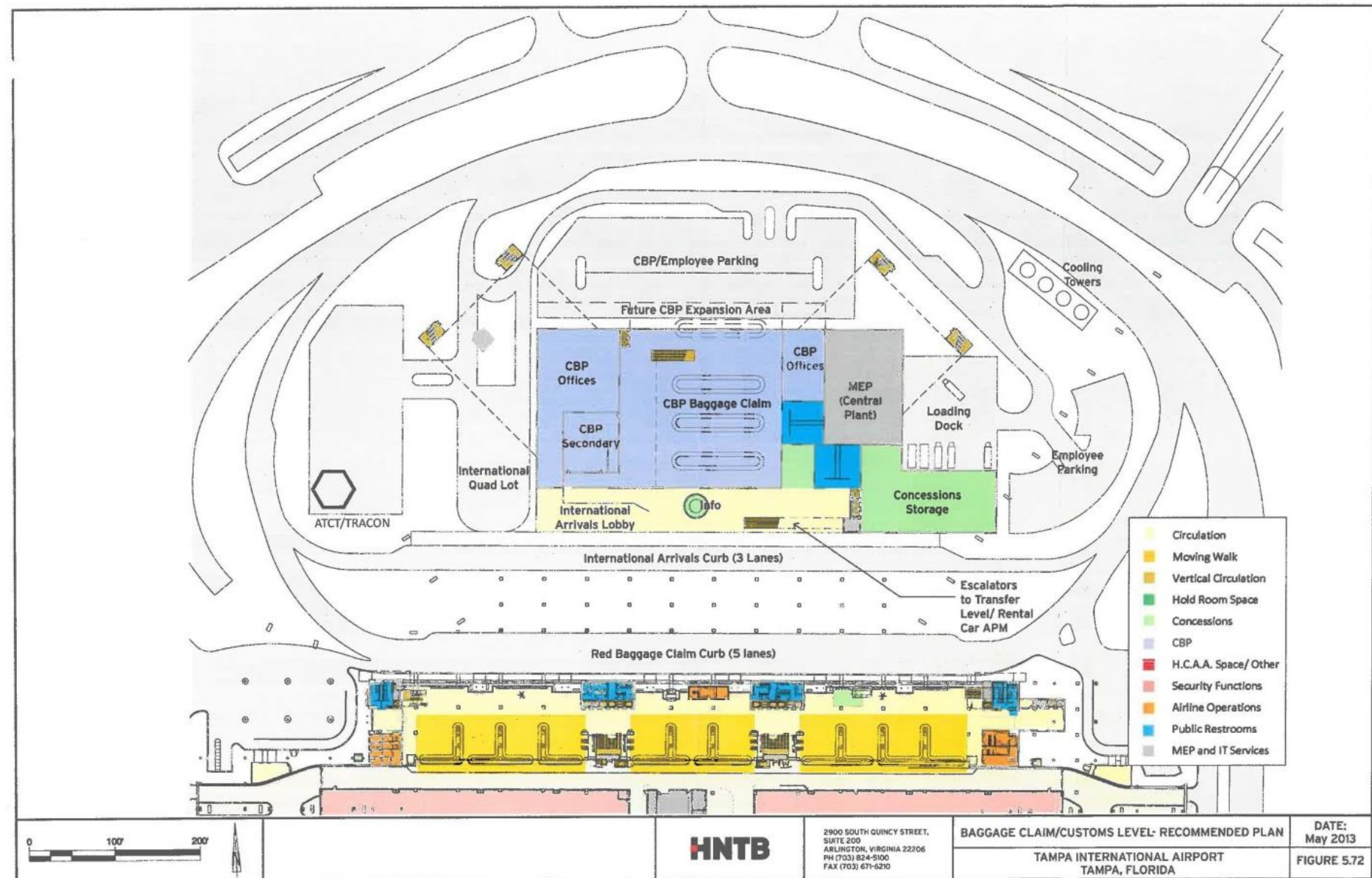
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- "Baggage First" difficult





TIA Master Plan Update – Terminal Alternatives

Workshop 3 – June 20, 2016



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

TIA Master Plan Update – Terminal Alternatives

Agenda:

- Program Requirements
- Presentation of Terminal Planning Concepts
 - Airside C + D, SSCP & CBP
 - APM Stations
 - Airside E
 - Airside F
 - Airside A
 - Roadway/Curbside
 - Next Steps/Schedule



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Program Requirements

Program Requirements - Assumptions

- Program requirements were based on updated activity forecast generated as part of the 2012 TIA Master Plan Update
- Refinement of passenger processing elements in the development of proposed Airside D incorporates the latest TSA Checkpoint Design Guide (Revision 5.0, Sept. 2013) criteria, and Planning and Design Standard for U.S. Customs and Border Protection (June 2012)

Program Requirements – CBP (16 Gate Facility)

Planning Year	2021	2031
International WB Contact Gates	N/A	4
Peak Hour International Terminating Passengers	N/A	688
CBP Primary Inspection Area (Sterile Corridor, 7- Primary Booths, Queuing & Processing)	N/A	20,064 SF
CBP Secondary Inspection Area (Processing, Inspection & Support)	N/A	7,626 SF
CBP Administration Area (Offices and Support Space)	N/A	4,404 SF
CBP Baggage Claim Area (Based on 95% of passengers claiming bags and 18 SF per passenger)	N/A	11,772 SF
Total US CBP Area		43,866 SF

Program Requirements – SSCP – Airside D

Planning Year	2021	2031	2036
Contact Gates	N/A	14	14
Peak Hour Originating Passengers	N/A	823	930 ^(B)
Security Screening Checkpoint Lanes	N/A	6 ^(A)	7 ^(A)
Security Screening Checkpoint Area SF Total	N/A	11,900 SF	Included in 2031 total
Security Screening Checkpoint Queuing Area Total	N/A	3,780 SF (i.e 945 LF)	Included in 2031 total

(A): TSA current rated design standard passenger throughput is 300 passengers per hour per (2) X-rays/(1) AIT/Walk Through Metal Detector Combination (i.e. 150 passengers per hour/lane).

(B): Total is based on assumption that the combined peak hour domestic and international originating passenger activity increases by approximately 13% beyond 2031 up through 2036.

Program Requirements – Holdrooms (16 Gate Facility)

Aircraft Type	Aircraft Seats	No. of Gates	No. of Passengers @		Holdroom Seating Factor		Podium, Queuing & Boarding Circulation Area		SF Per Holdroom		Holdroom Area (x) Aircraft	
			90% Load Factor	PAX	85% Seated @ 15 SF/PAX	15% Standing @ 10 SF/PAX						
B737-900	180	12	162	PAX	2,066 SF	243 SF	700	SF	3,009	SF	36,108	SF
or					138 Seated	24 Standing						
A321-200	185	0	167	PAX	2,123 SF	250 SF	700	SF	3,073	SF		
					142 Seated	25 Standing						
B777-200	291	4	262	PAX	3,339 SF	393 SF	850	SF	4,582	SF	18,328	SF
or					223 Seated	39 Standing						
A350-900	325	0	293	PAX	3,729 SF	439 SF	950	SF	5,118	SF		
					249 Seated	44 Standing						

16

Total 54,436 SF

Program Requirements – Restrooms (Airside D)

Planning Year	2021	2031
Contact Gates	N/A	14
Peak Hour Passengers (Enplanements plus Domestic & Precleared Deplanements)	N/A	1,712
Restroom Area SF Total	N/A	6,900 SF ^(A)

(A): Recommend a typical concourse restroom location to be no farther than three gates away

Program Requirements – CBIS (16 Gate Facility)

Planning Year	2021	2031
International Contact Gates	N/A	14
Peak Hour Originating Passengers	N/A	823
Peak Hour Average Total Checked Bags (Domestic - .66 bags/pax, 272 Bags) (International - 1.5 bags/pax, 618 Bags)	N/A	890
System (2 CTX Units + 1 for redundancy x 6,500 SF/Unit) Matrix includes EDS Inspection, Secondary inspection and On- screen Resolution (OSR)	N/A	19,500 SF
TSA Support (Offices/Support Space - 5 SF/Peak Hour Originating Passsenger)	N/A	4,115 SF
Total CBIS Area		23,615 SF

Program Requirements – Outbound Baggage

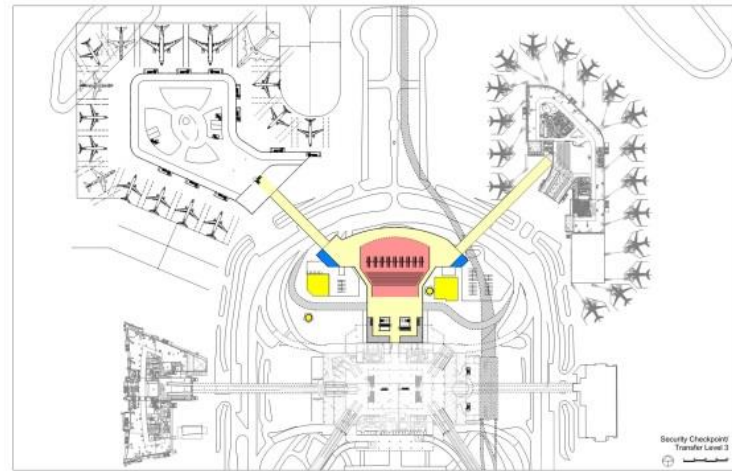
Planning Year	2021	2031
Contact Gates	N/A	14
Peak Hour Originating Passengers	N/A	980
Outbound Baggage Area SF Total	N/A	35,280 SF



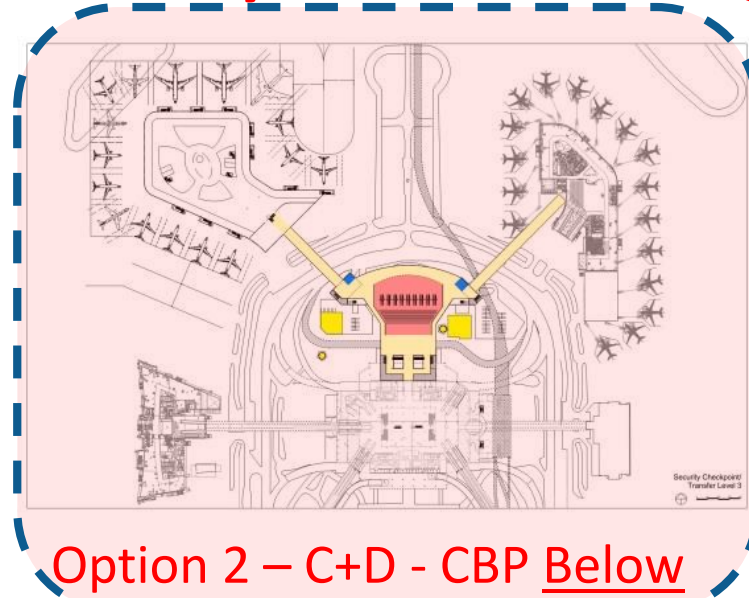
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Terminal Planning Alternatives

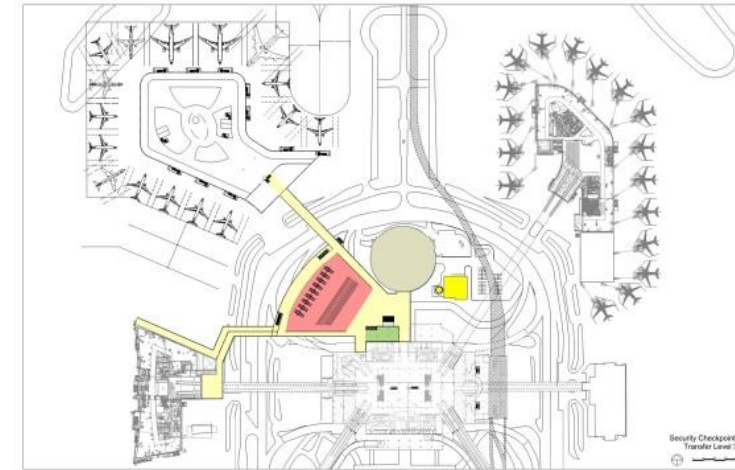
Options – Shortlist from May 24 Meeting



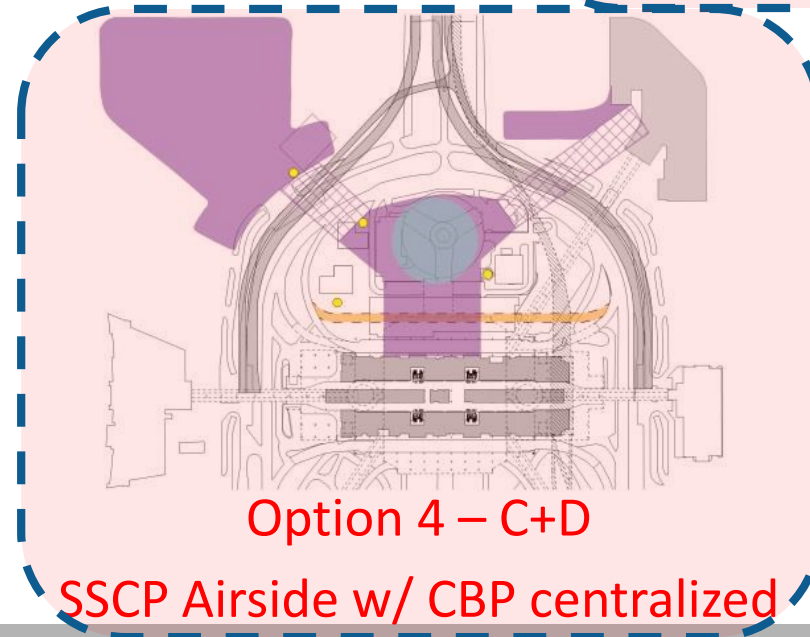
Option 1 – C+D - CBP Above



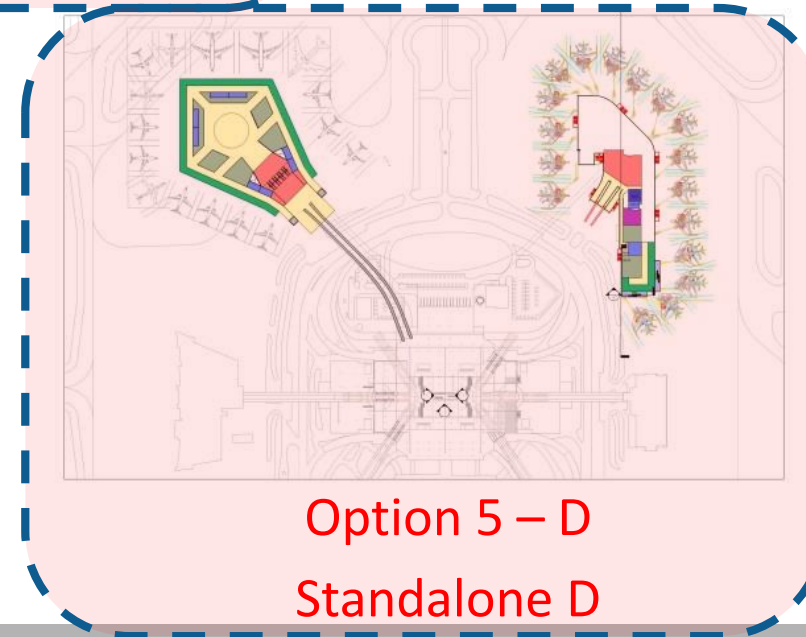
Option 2 – C+D - CBP Below



Option 3 - D+E



Option 4 – C+D
SSCP Airside w/ CBP centralized



Option 5 – D
Standalone D



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Terminal Planning Alternatives

Option 1 – “Consolidated” – “The Ray”

Option 1 (shortlisted)

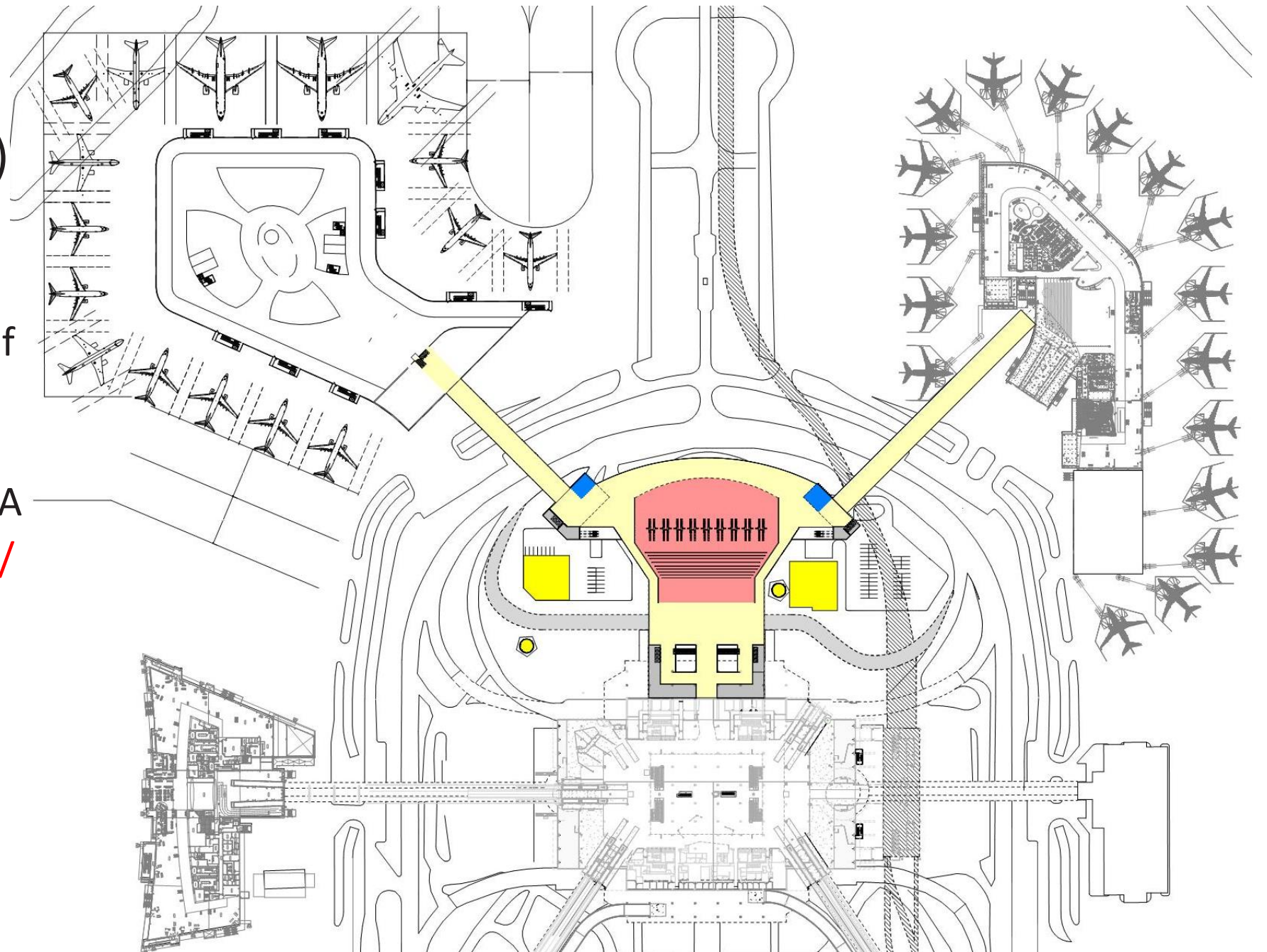
Recommended MPU (Modified)

Pros:

- Continue with modified version of recommended MPU plan
- Consolidate SSCP & CBP (C+D)
- Allows Intl gate expansion for SWA
- **Maintains existing & future ATCT / Base Building**
- Baggage First & Intl Curb capability

Cons:

- Demolishes Marriott hotel
- APM ride to C&D very short
- Long Walking Distances



Option 1

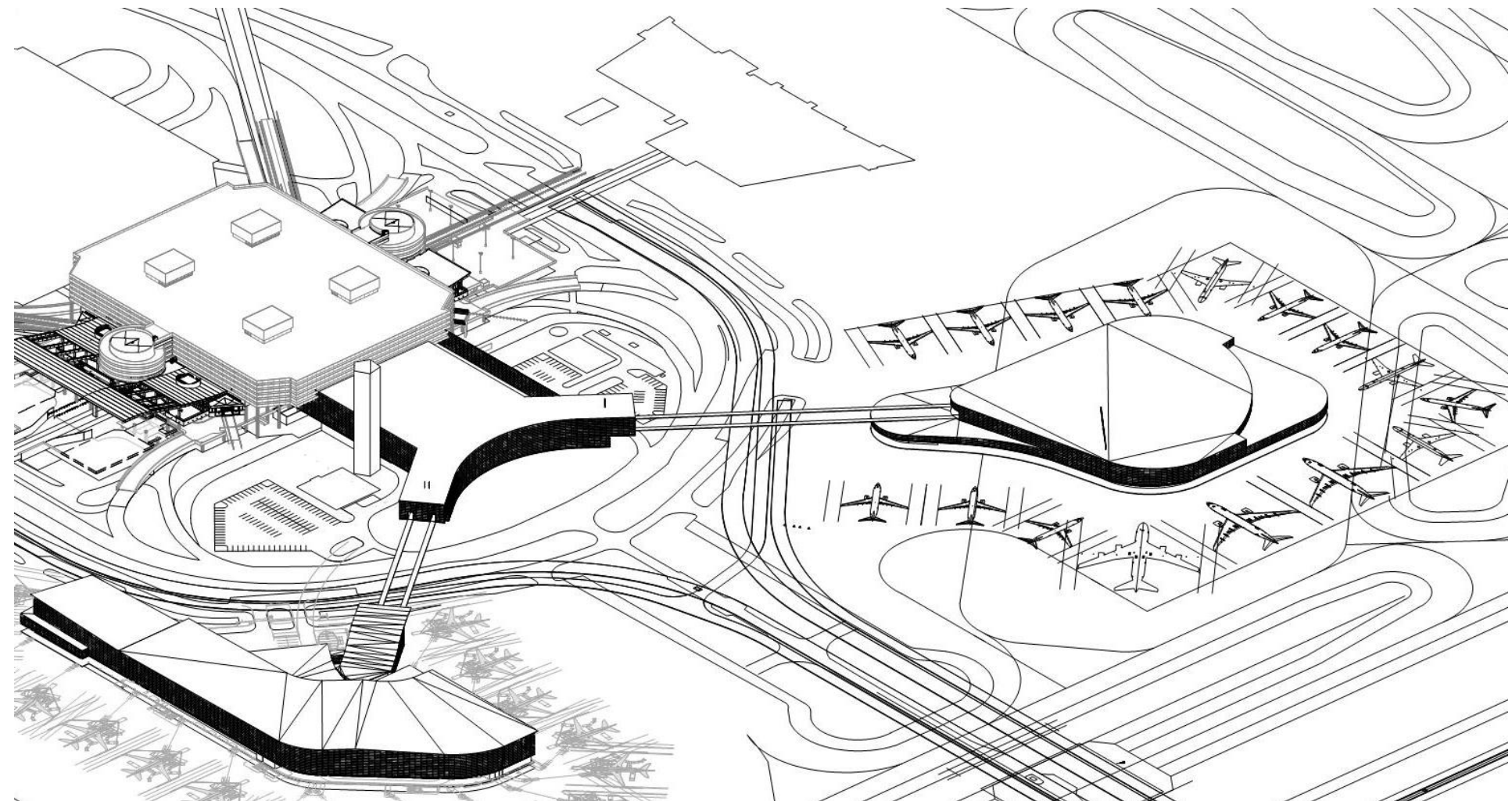
Consolidated - "The Ray"

Updates from 5/24 concept:

- Reduced Walking Distances
- Moved SSCP south
- Reduced the proposed meeter/greeter and concession area within new building

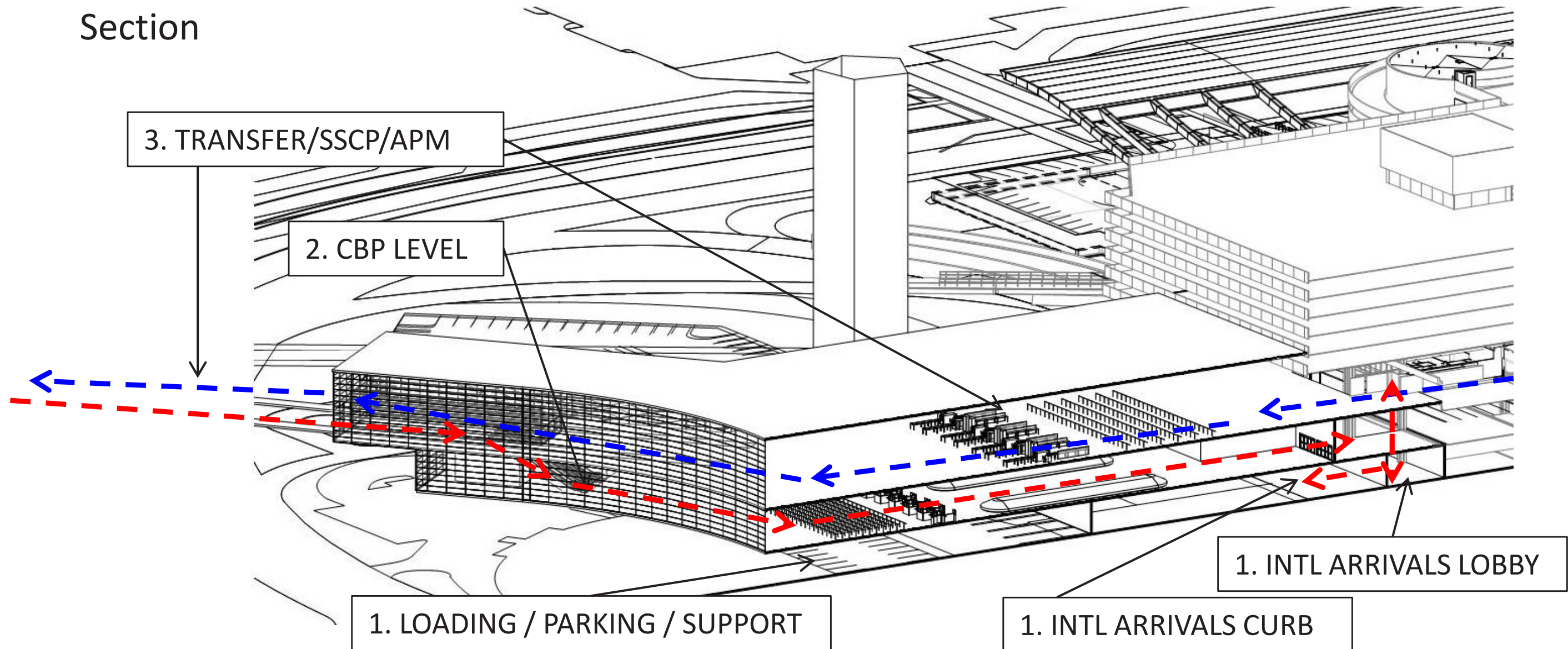
Cons:

- Demolishes Marriott hotel
- Demolishes existing Admin building and CEP



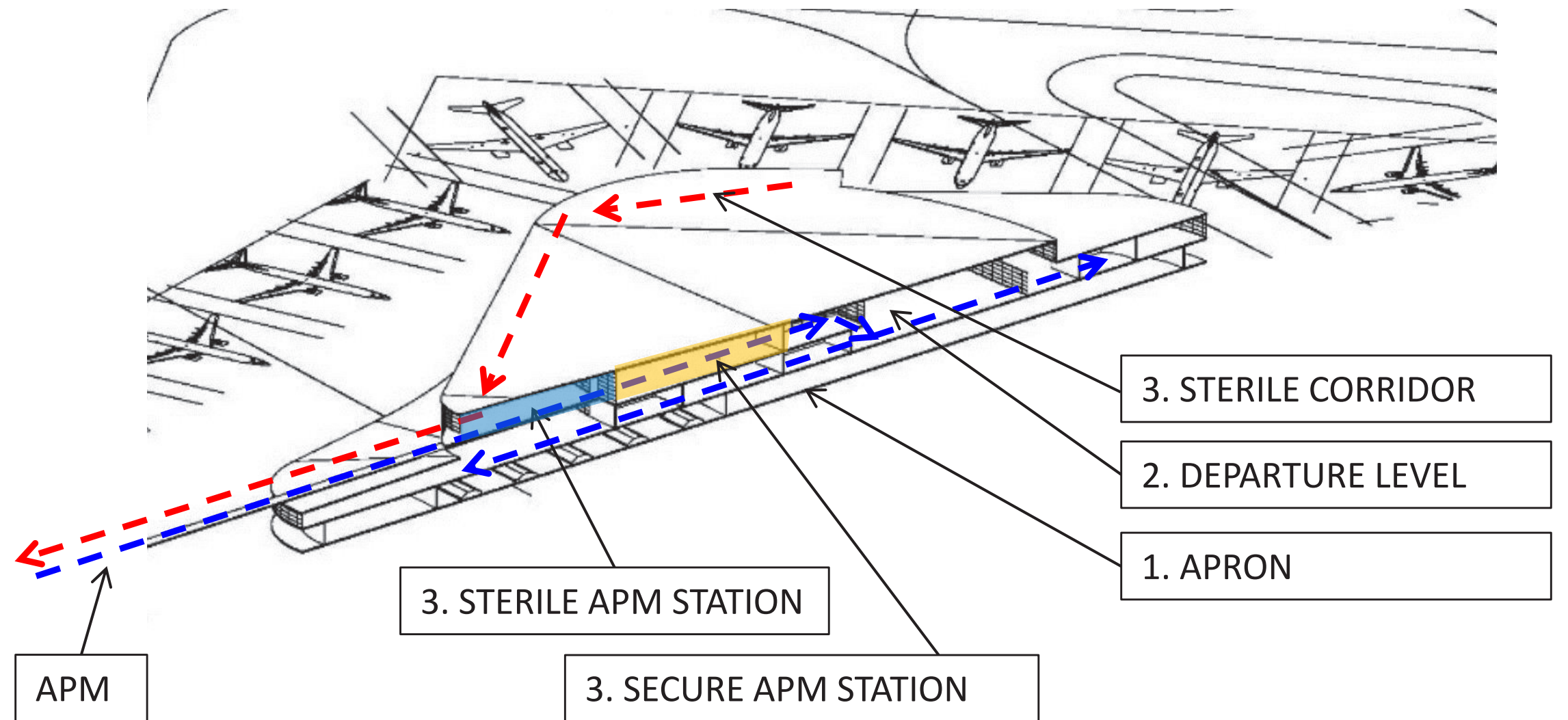
Option 1 – Passenger Circulation

Section



Option 1 – Passenger Circulation

Section – Airside D



Option 1

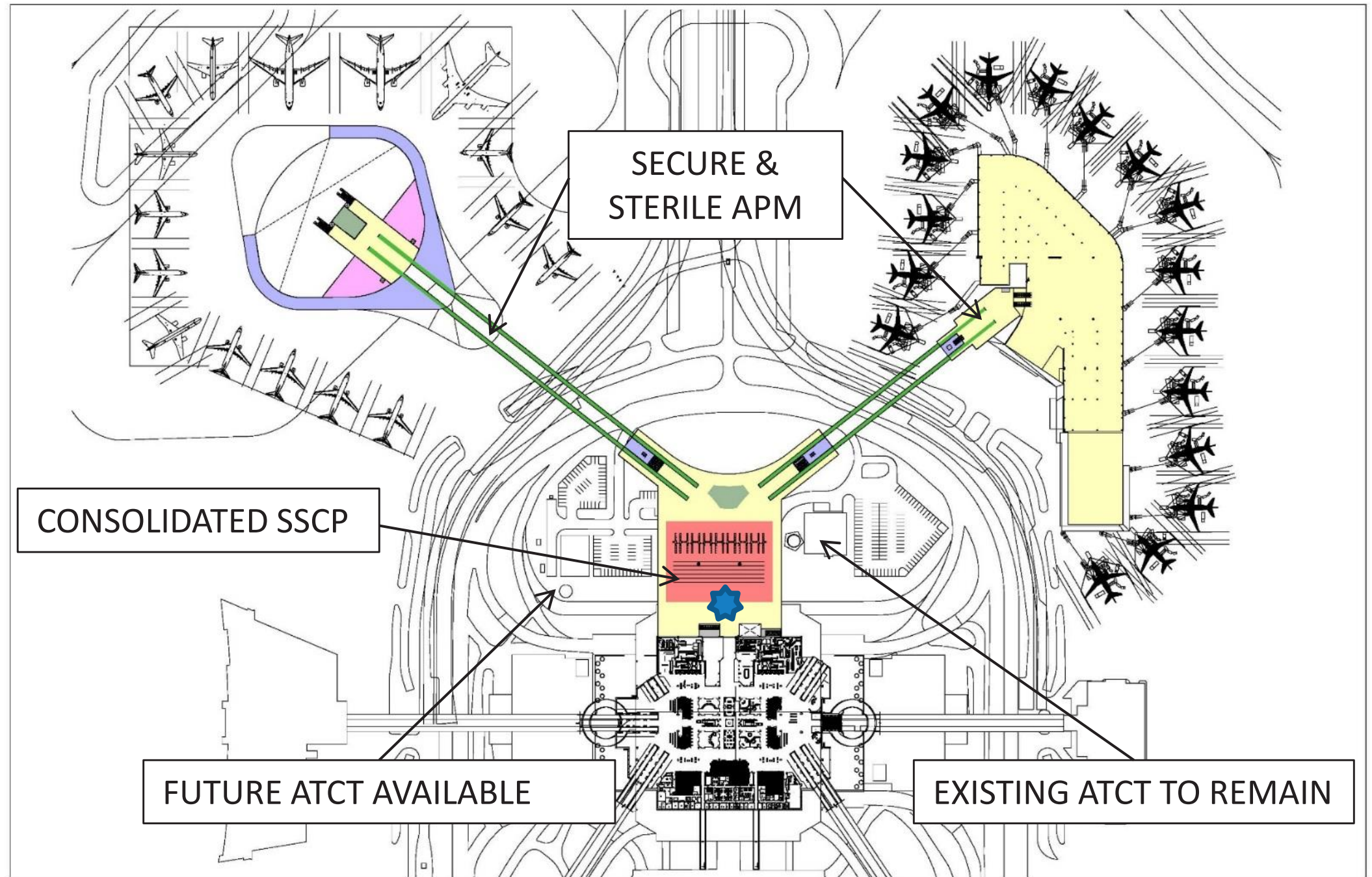
Level 3 - Transfer / Sterile

Departure/Domestic:

- ✓ APM from Transfer Level to Airside Level 3
- ✓ Consolidated SSCP for Airsides C + D (16 lanes)
- ✓ Meeter/Greeter (small concession area)
- ✓ Airline Clubs on Level 3

Sterile:

- ✓ APM – Separate cars
- ✓ Airside C gate expansion with sterile connectivity
- ✓ Airside D sterile corridor with quick walks



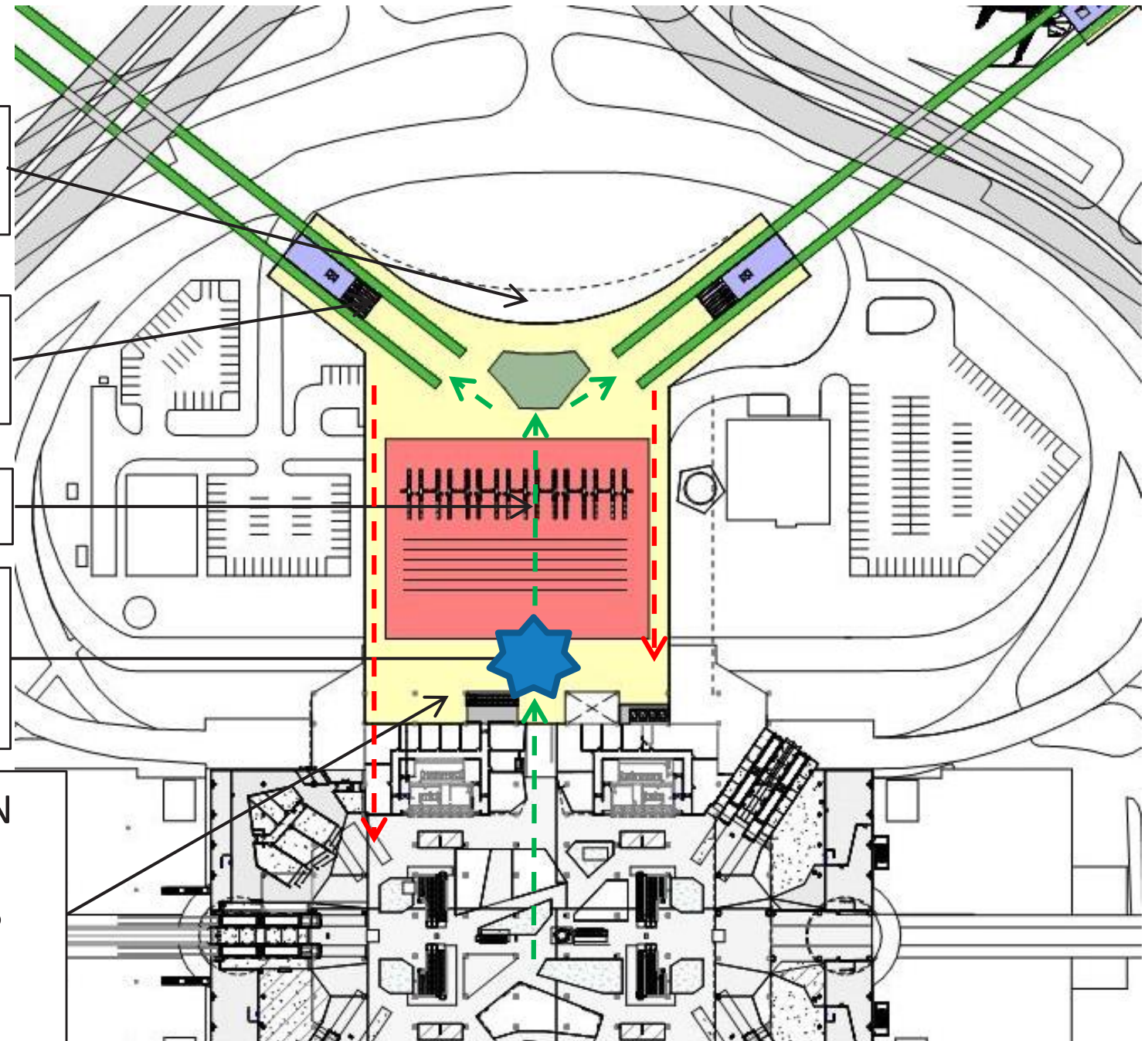
Option 1

Level 3 - Transfer

Plan Elements

- ✓ APM from Transfer Level to Airside Level 3
- ✓ Consolidated SSCP for Airsides C + D (16 lanes)
- ✓ Meeter/Greeter (reduced from previous concept)
- ✓ Separate sterile APM lobby for access into CBP below
- ✓ Reduced SF area and walking distance from previous concept

- SECURE CONCESSION +
OUTDOOR TERRACE
- APM – STERILE AND
SECURE
- CONSOLIDATED SSCP
- MEETER/GREETER
“GREAT HALL” WITH
CONCESSIONS
- VERTICAL CIRCULATION
DOWN TO:
 - INTL ARRIVALS CURBDOWN FROM:
 - CBP



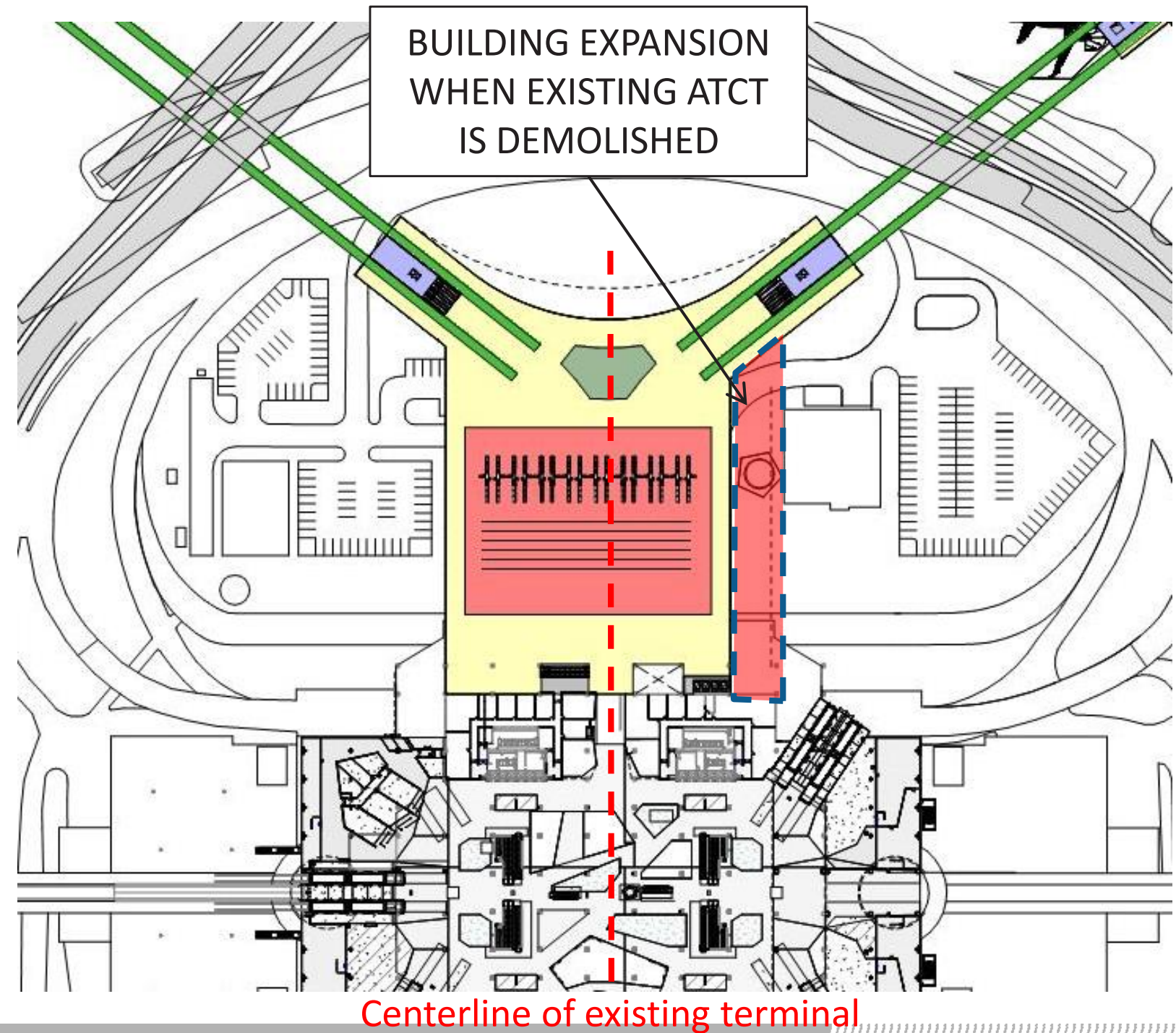
Option 1

Level 3 - Transfer / Sterile

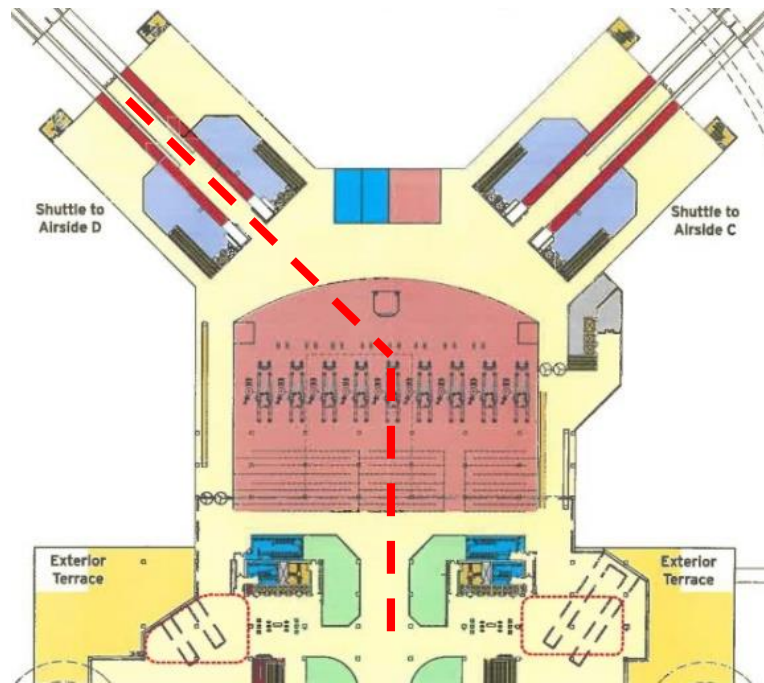
Future Expansion

After new ATCT is built and existing is demolished:

- ✓ Building can expand to the east (creating symmetrical plan)
- ✓ Allow for future SSCP and CBP growth
- ✓ Does not impact future ATCT site

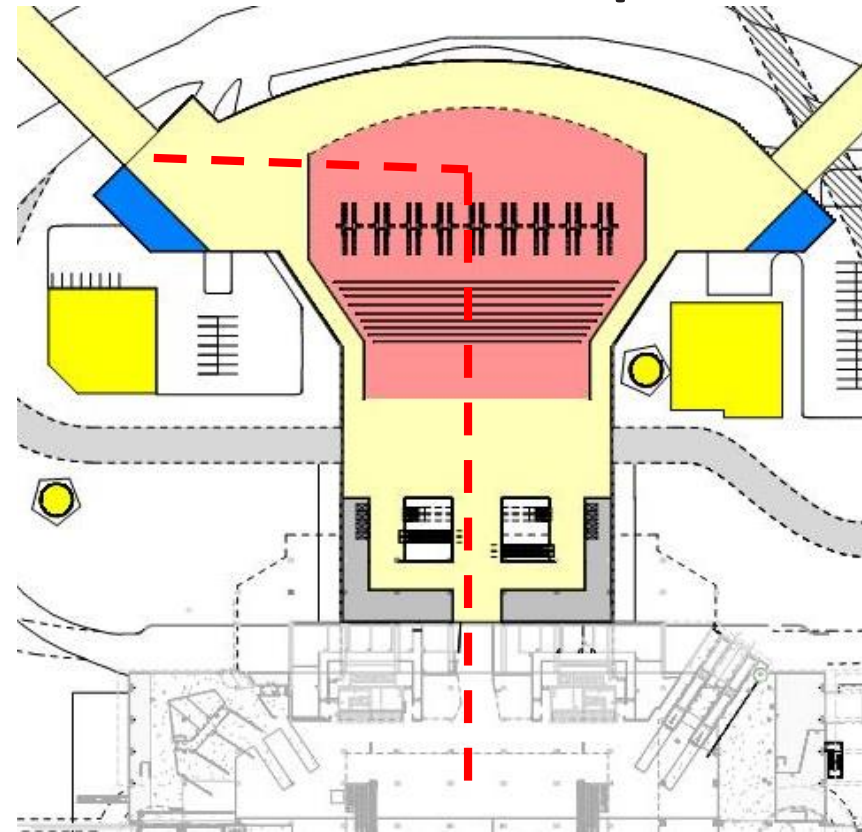


Option 1 – Walking Distance Comparison



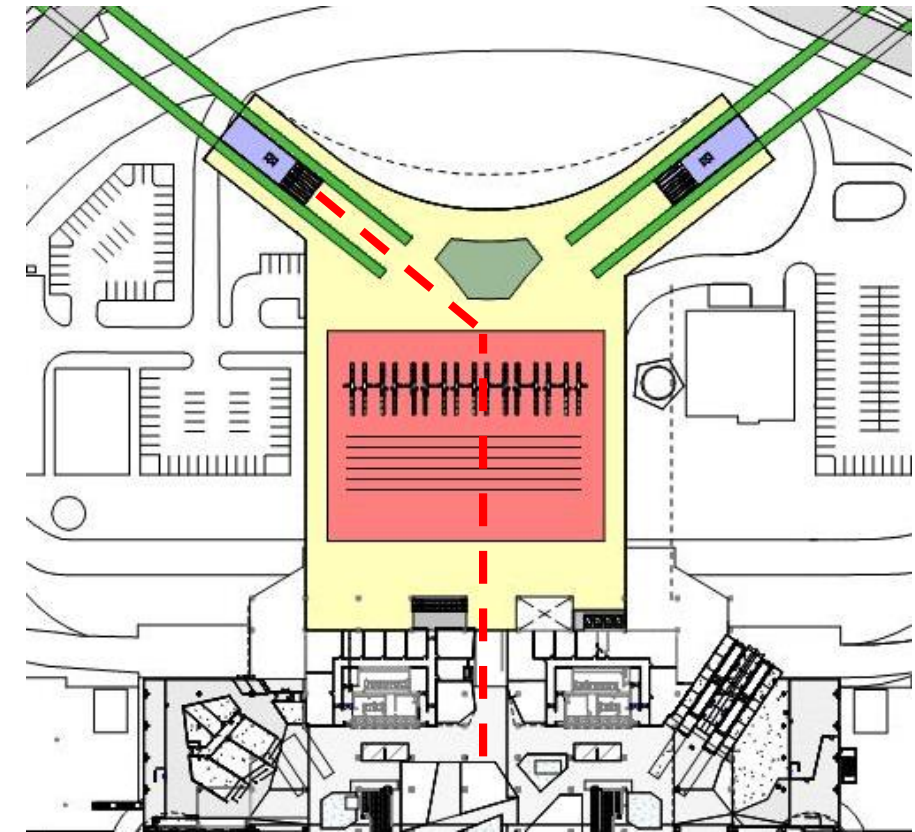
WALK DISTANCE = 675'

MPU Preferred Alternative



WALK DISTANCE = 900'

05/24 Concept

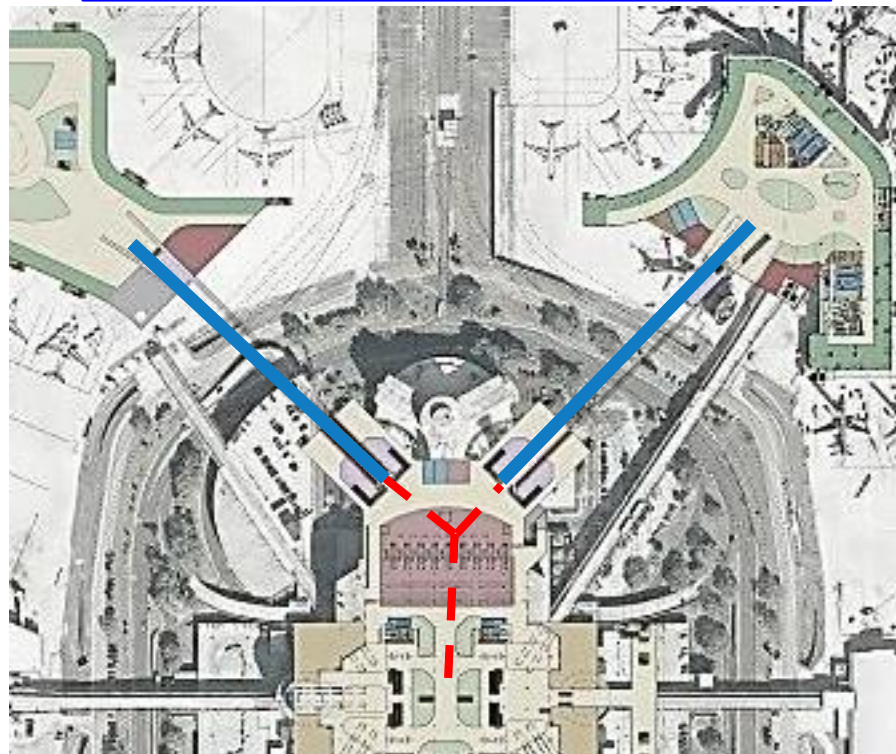


WALK DISTANCE = 680'

06/20 Concept - NEW

Option 1

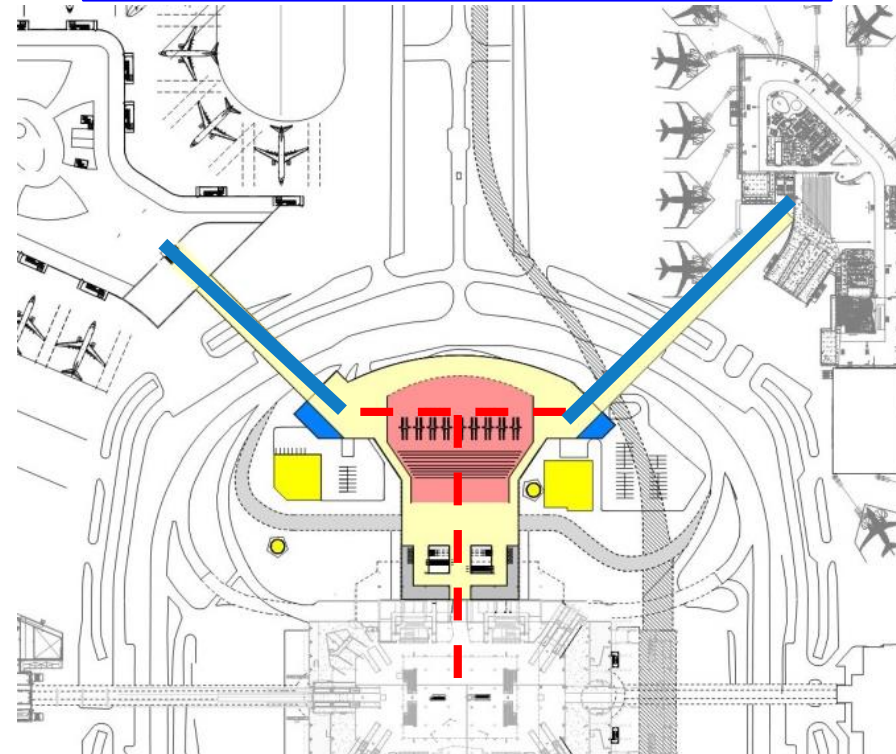
APM DISTANCE =
AIRSIDE C= 650'
AIRSIDE D= 525'



MPU Preferred Alternative

WALK DISTANCE = 675'

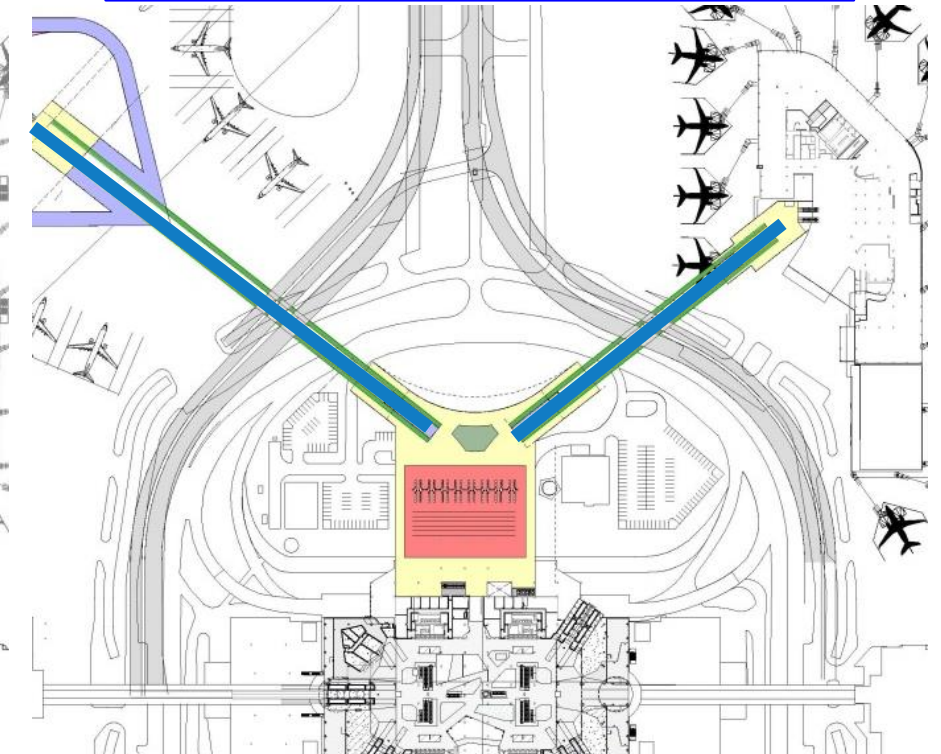
APM DISTANCE =
AIRSIDE C= 555'
AIRSIDE D= 440'



05/24 Concept

WALK DISTANCE = 900'

APM DISTANCE =
AIRSIDE C= 700'
AIRSIDE D= 900'



06/20 Concept

WALK DISTANCE = 680'

Option 1

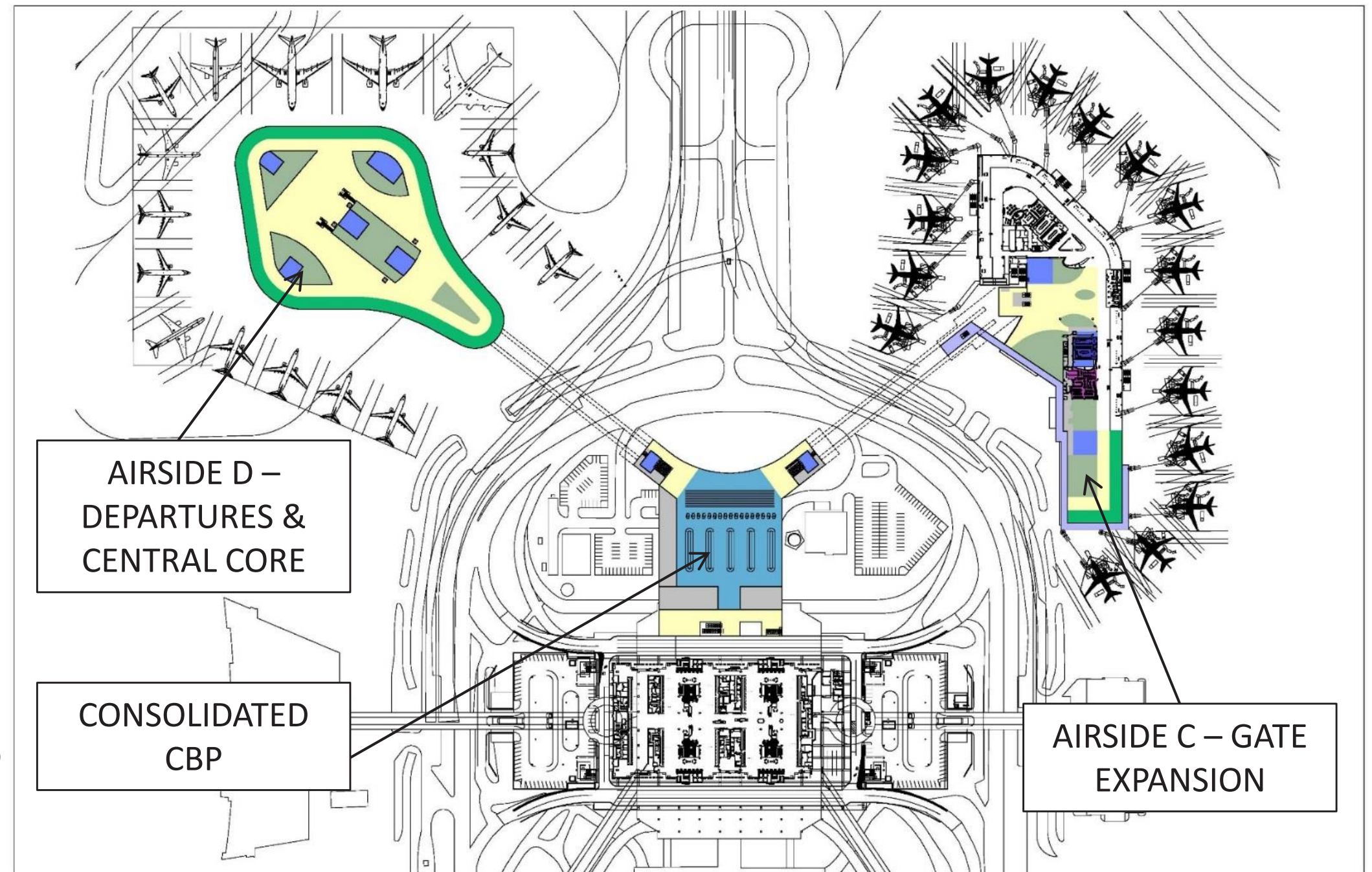
Level 2 - CBP / Departure

Airside D:

- ✓ APM located on Level 3 above
- ✓ Vertical circulation down directly into center concession core
- ✓ Creates minimal walking distances airside and maximize revenue generation
- ✓ Airline Clubs on Upper level (access via Level 2)

Sterile:

- ✓ Escalators down from sterile APM lobbies to CBP
- ✓ CBP on Level 2
- ✓ Vertical Circulation lobby up to meet/greeter and connecting flights or down to international arrivals curb

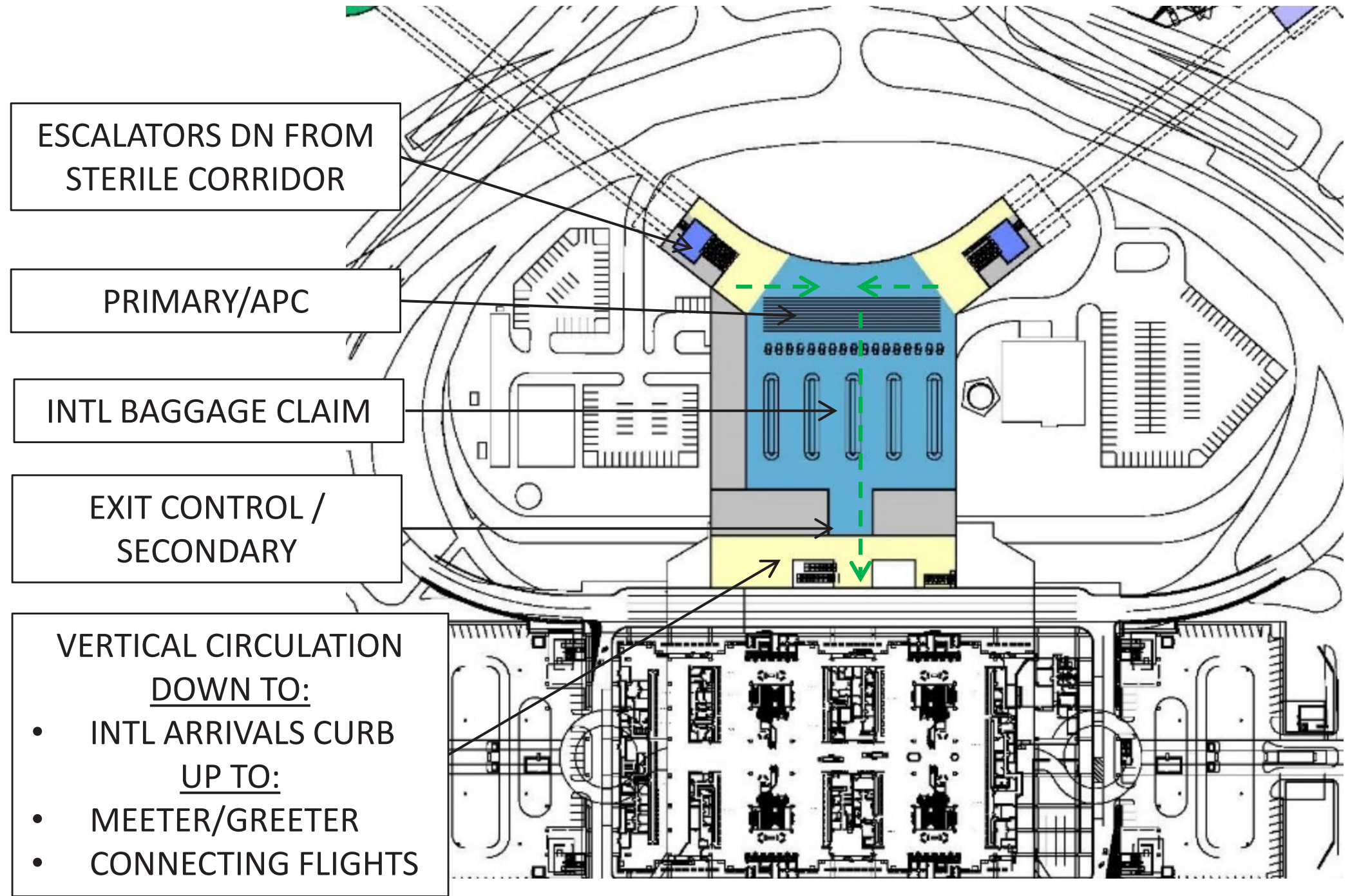


Option 1

Level 2 - CBP/Departure

CBP:

- ✓ Escalators down from sterile APM lobbies to CBP
- ✓ CBP on Level 2
- ✓ Post CBP - vertical circulation lobby up to meeter/greeter and connecting flights and down to international arrivals curb
- ✓ Flexibility to expand in future (only 4 required; 5 shown for flexibility)



Option 1

Level 1 - Arrivals / Apron

Terminal

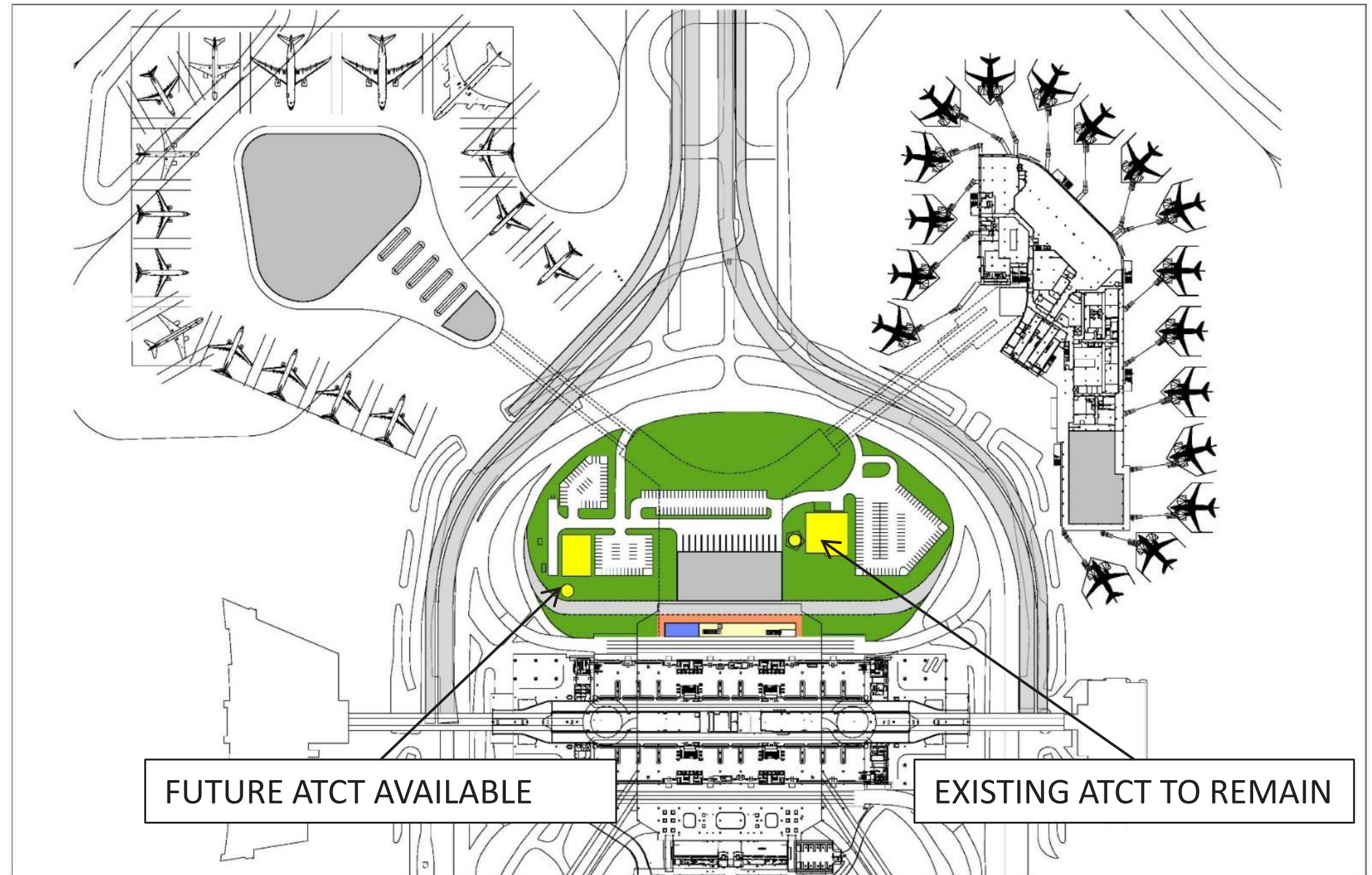
- ✓ International Arrivals curb and roadway
- ✓ Pickup on passenger side of vehicle
- ✓ Provides red side congestion relief

Airside C:

- ✓ Baggage makeup
- ✓ Building support

Airside D:

- ✓ Baggage makeup
- ✓ Building support

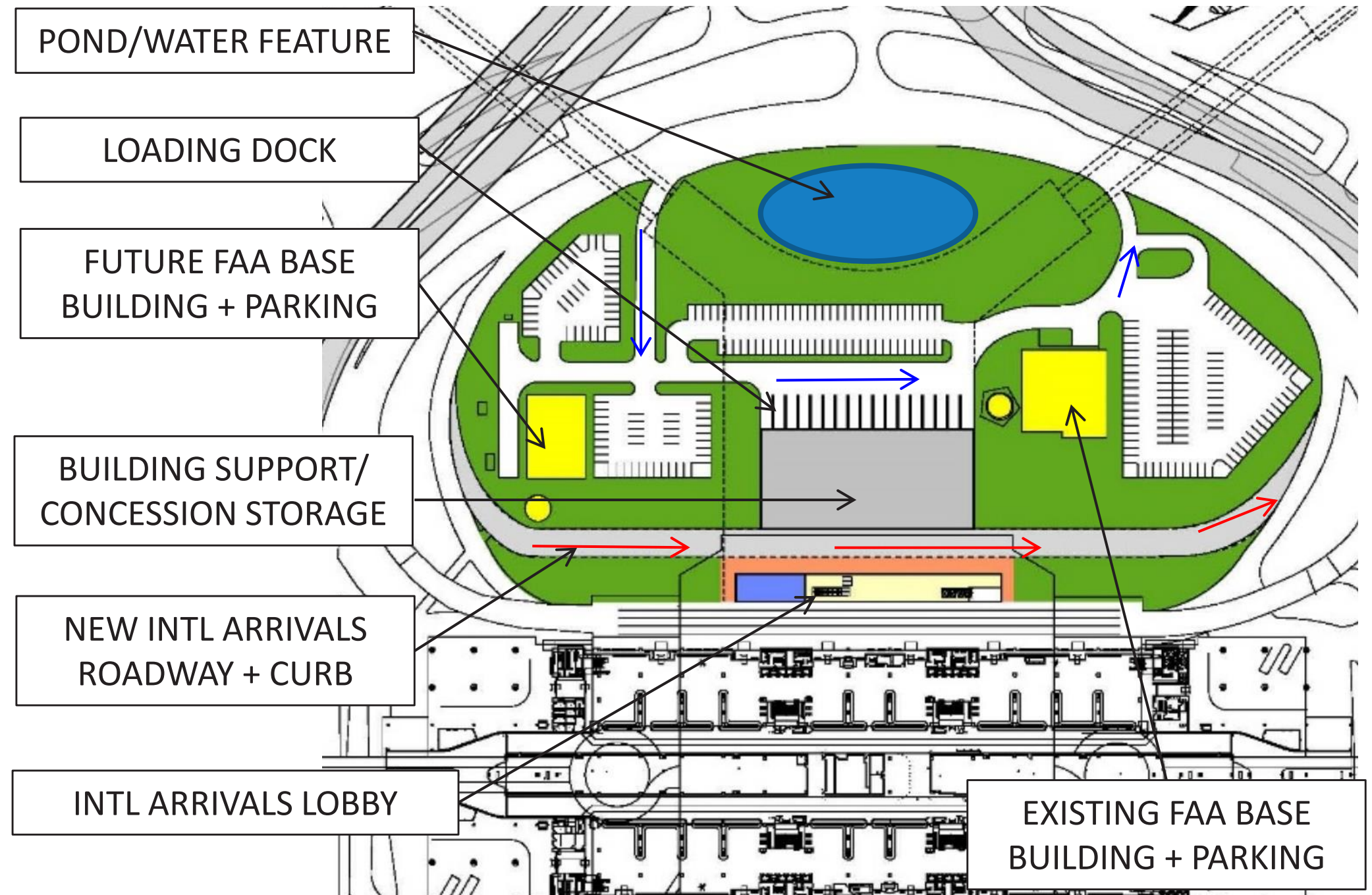


Option 1

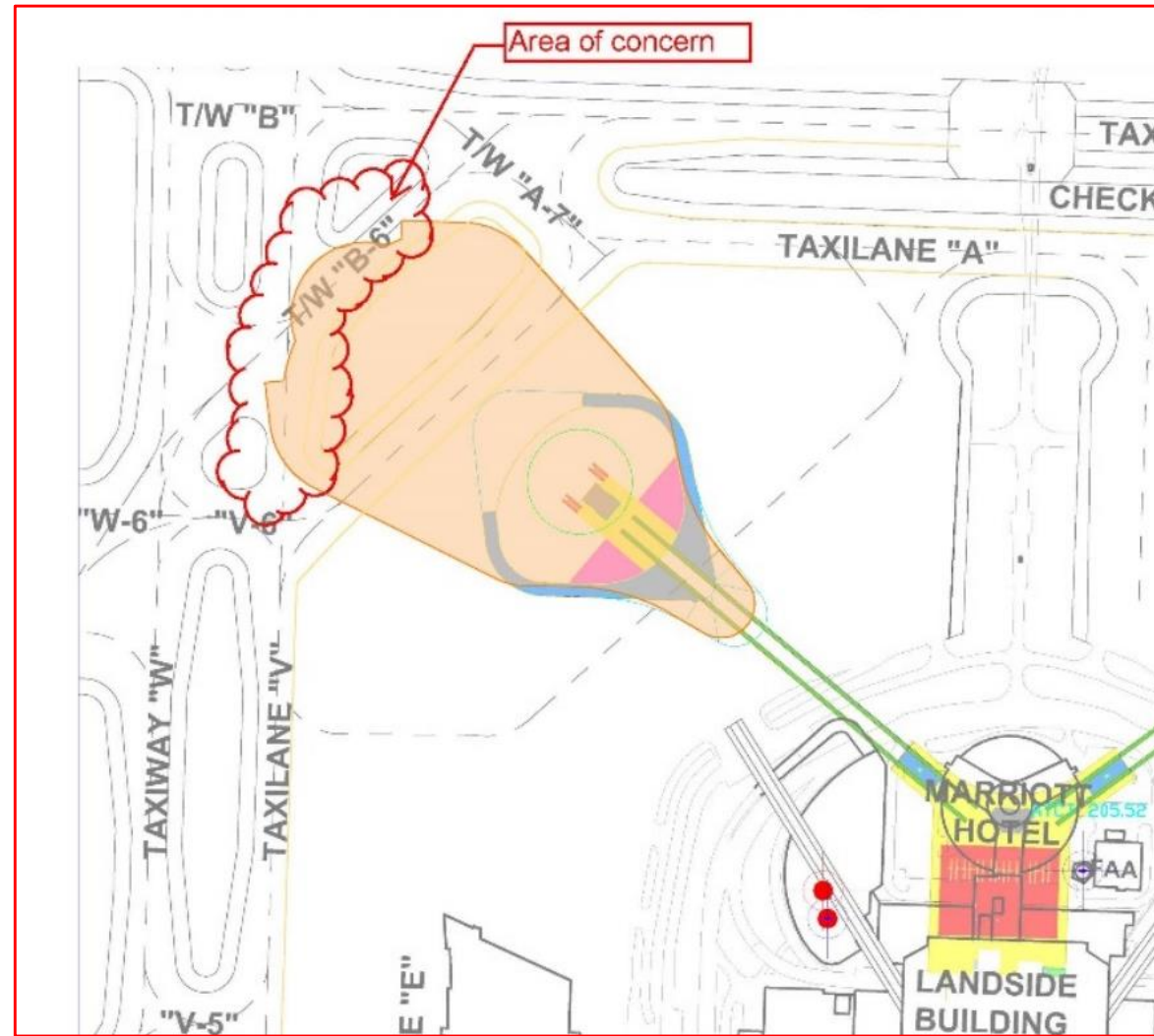
Level 1 - Arrivals

Terminal

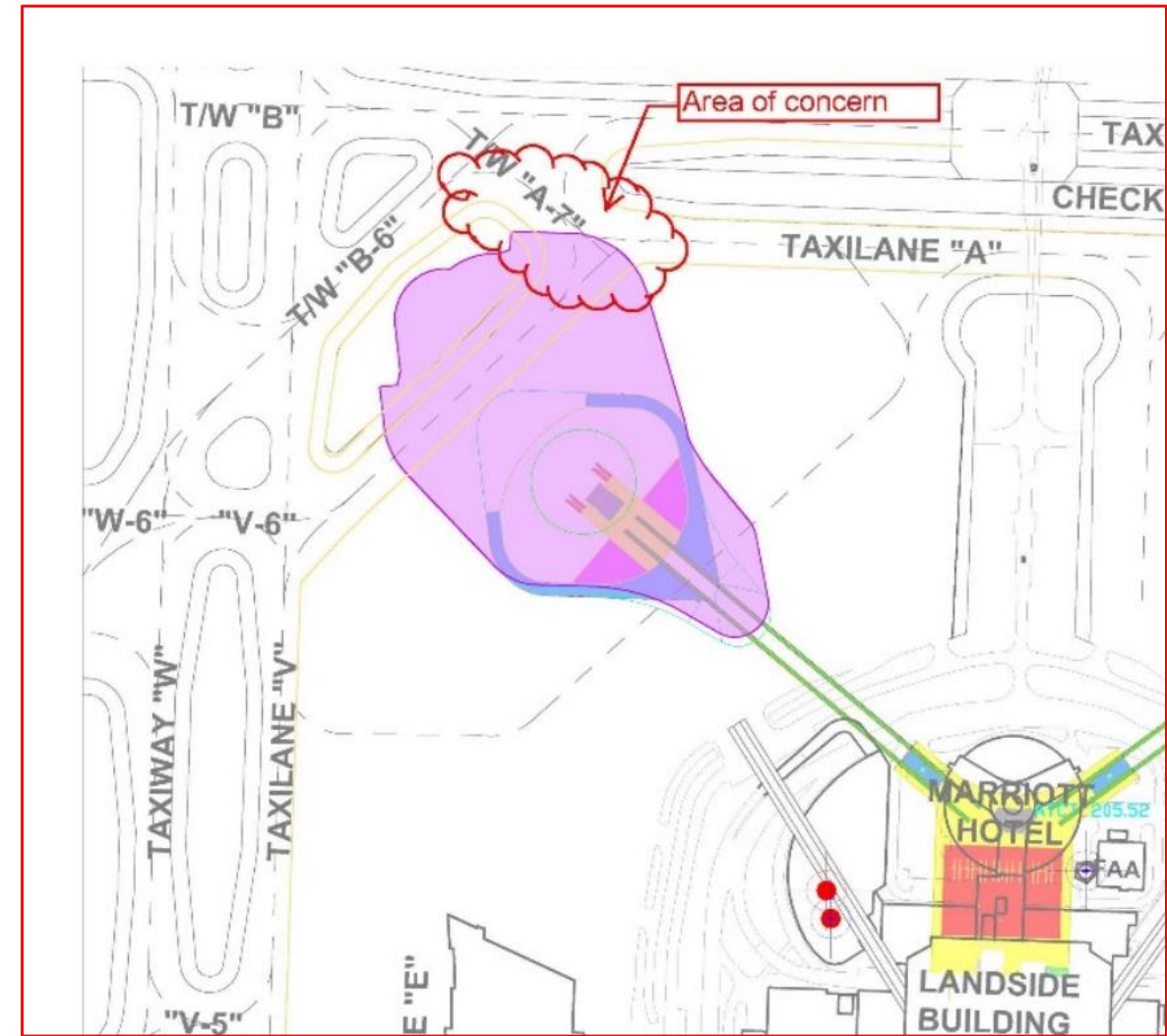
- ✓ International Arrivals curb, roadway and lobby
- ✓ Pickup on passenger side of vehicle
- ✓ Provides red side congestion relief
- ✓ Loading Dock
- ✓ Parking for CBP, FAA and Airport (partially covered)
- ✓ Building Support
 - ✓ Mechanical
 - ✓ Electrical
 - ✓ Storage
 - ✓ Concession Storage



Option 1 – Line of Sight Shadow



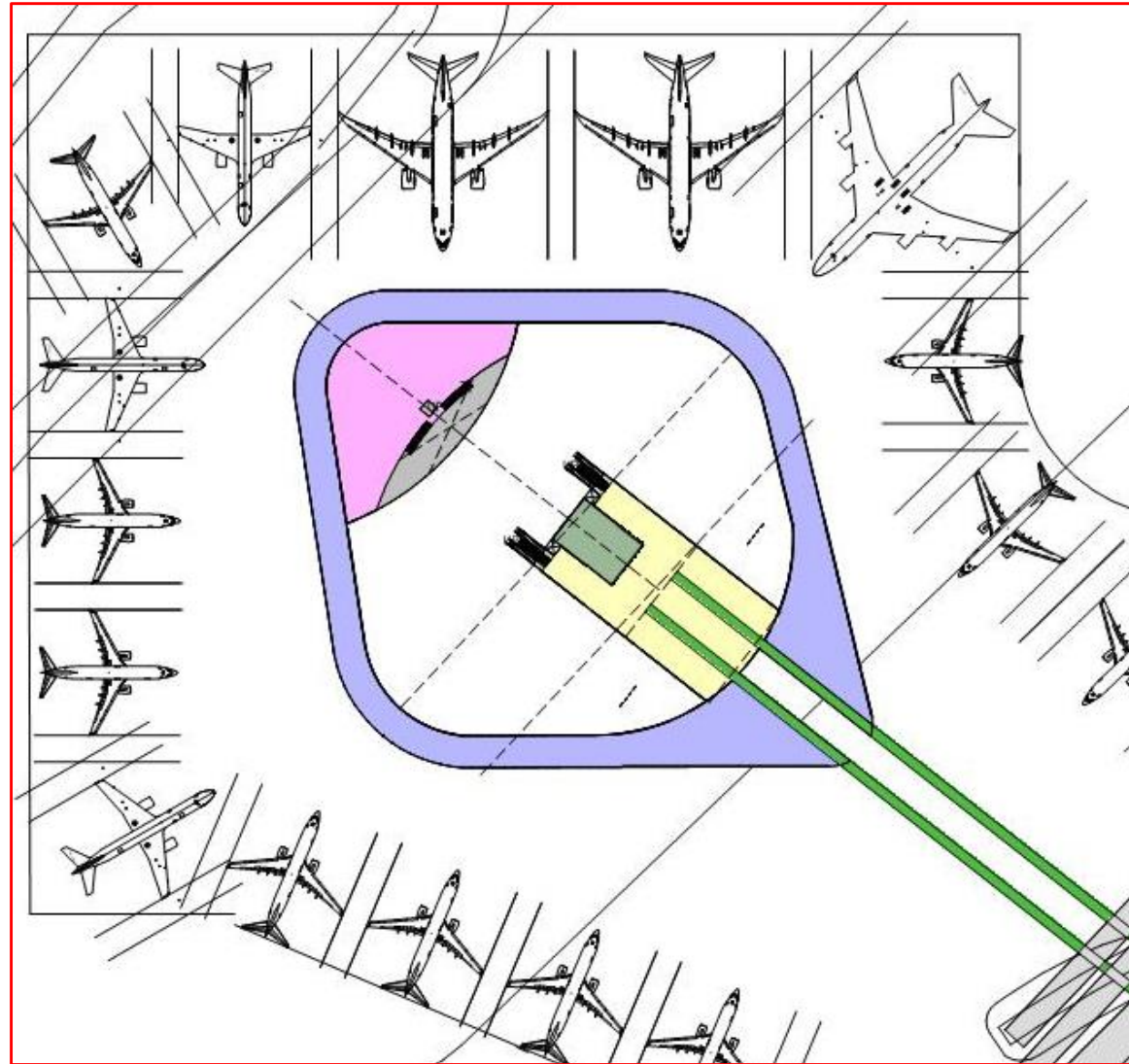
Existing Control Tower



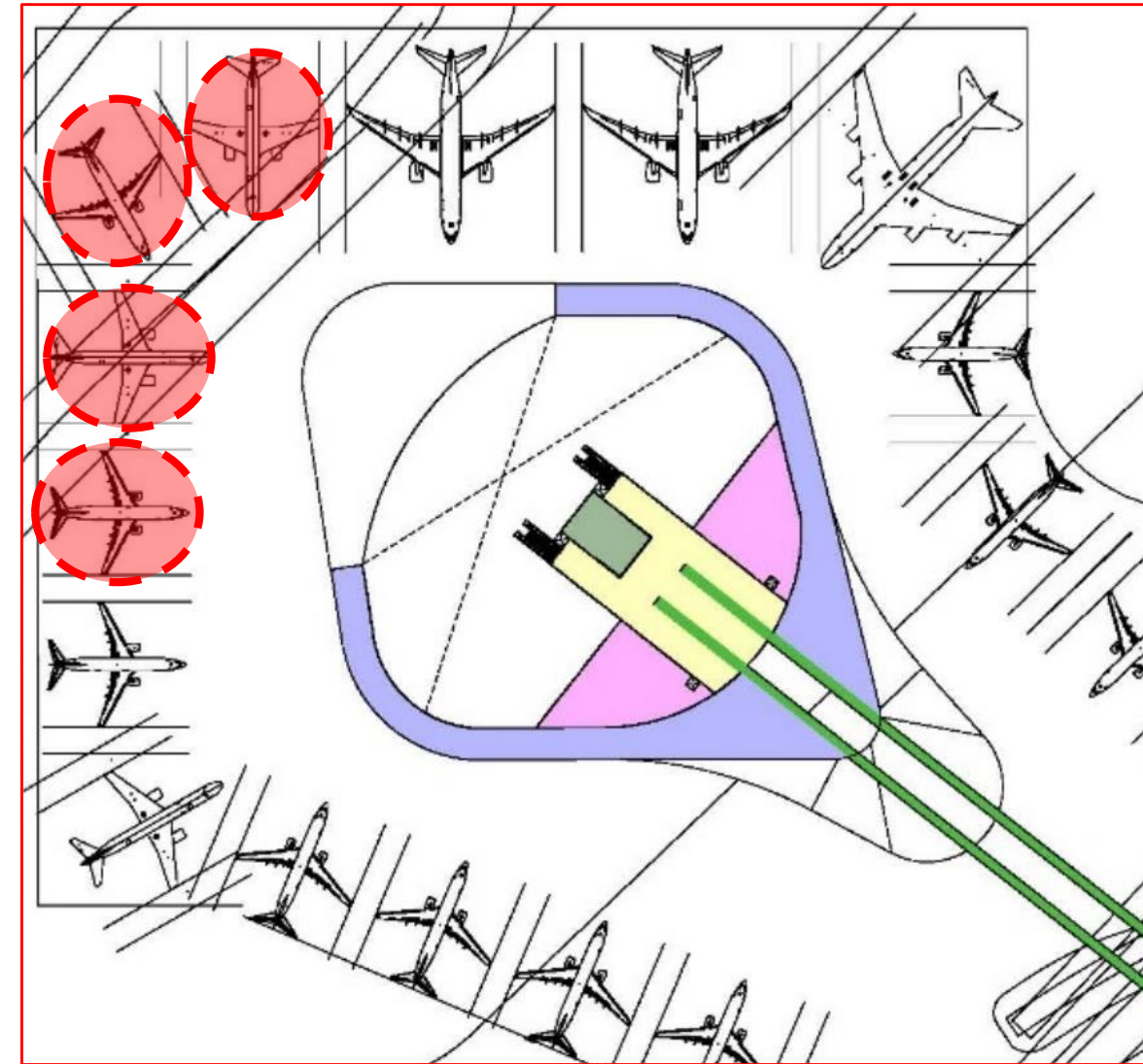
Future Control Tower

Option 1 – Line of Sight Comparison

Previous MP Alternative– 10 Sterile Gates



Early Concept – 16 Sterile Gates



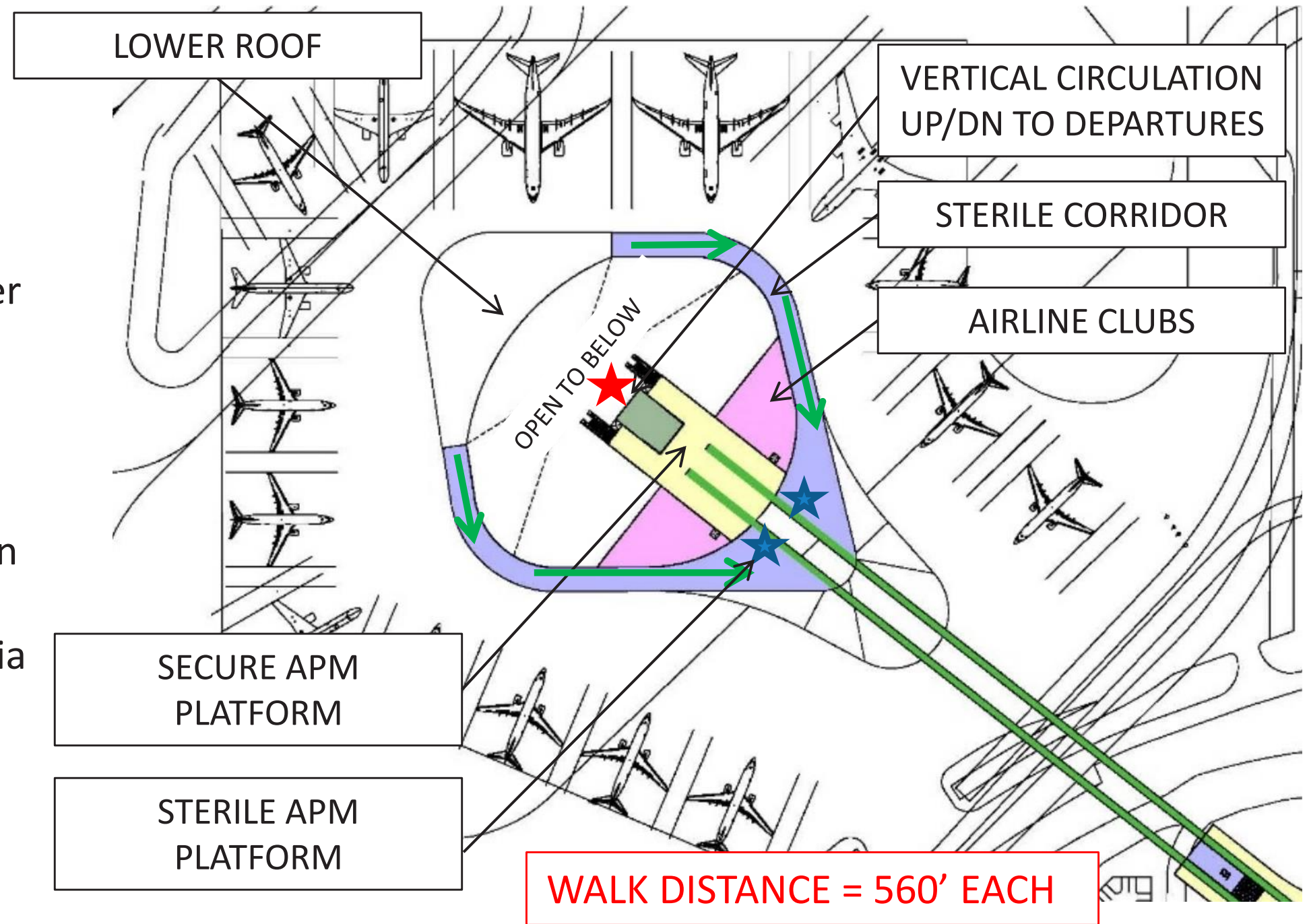
With Line of Sight Adjustment – 12 Sterile Gates

Option 1

Level 3 - Airside D - Sterile

Plan Elements:

- ✓ New APM located on upper level
- ✓ Separate sterile vs secure APM platforms/lobbies
- ✓ Vertical circulation down directly into the concession core below
- ✓ Airline Clubs with access via private elevator core

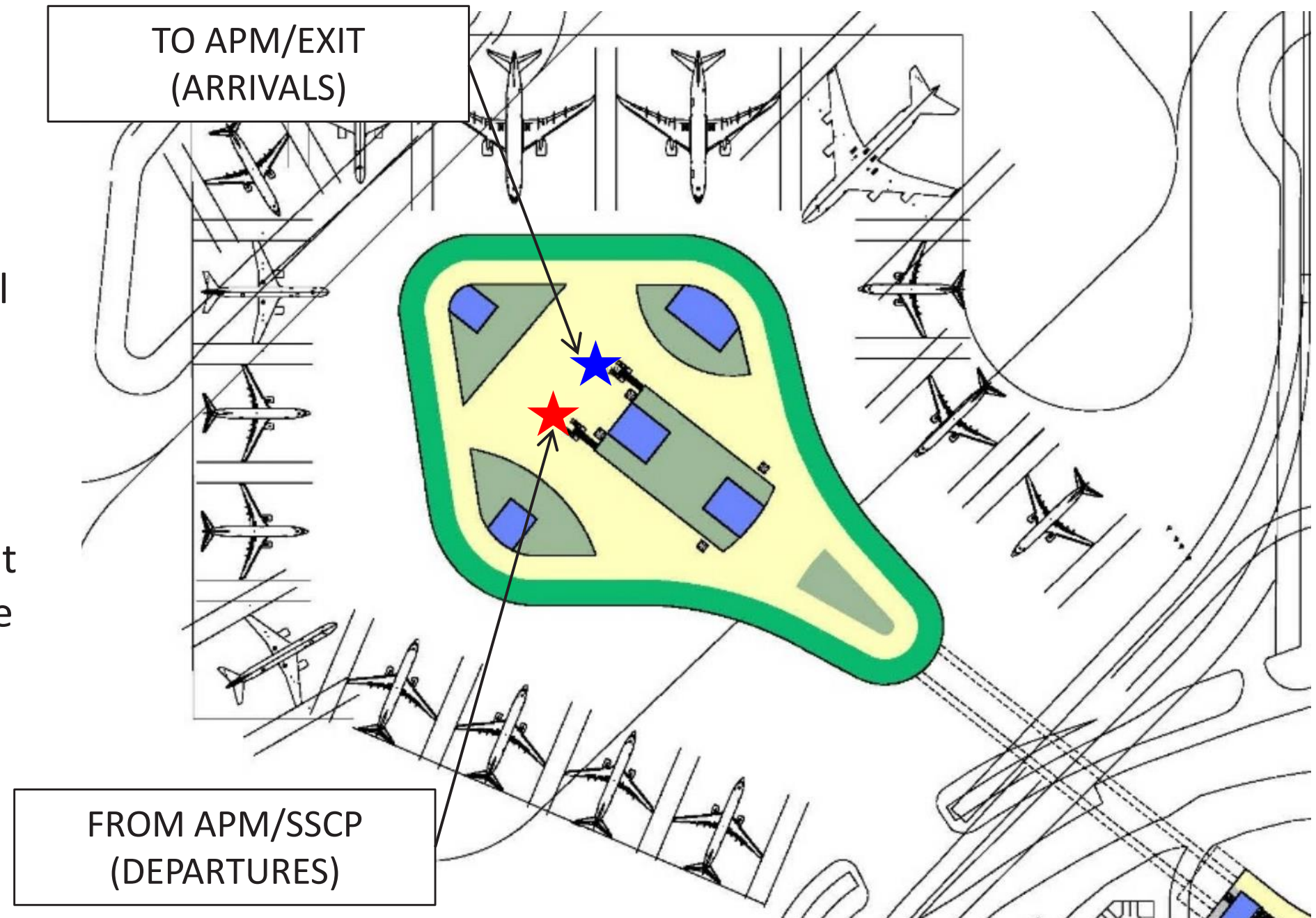


Option 1

Level 2 - Airside D – Departure

Plan Elements:

- ✓ APM & SSCP located on level 3 with vertical circulation down directly into center concession core of this level
- ✓ Central Concession Core
- ✓ Ample restrooms throughout
- ✓ Access to Airline Clubs above via private elevator core



Option 1

Level 1 - Airside D - Apron

Plan Elements:

- ✓ Baggage Makeup
- ✓ Loading Dock
- ✓ Airline Support
- ✓ Mechanical / Electrical
- ✓ IT
- ✓ GSE Storage
- ✓ APM Maintenance
- ✓ Concession Storage



Apron – Head of Stand Examples



Madrid Barajas Airport



Frankfurt Airport

Option 1

Level 2 - Airside C - Departure

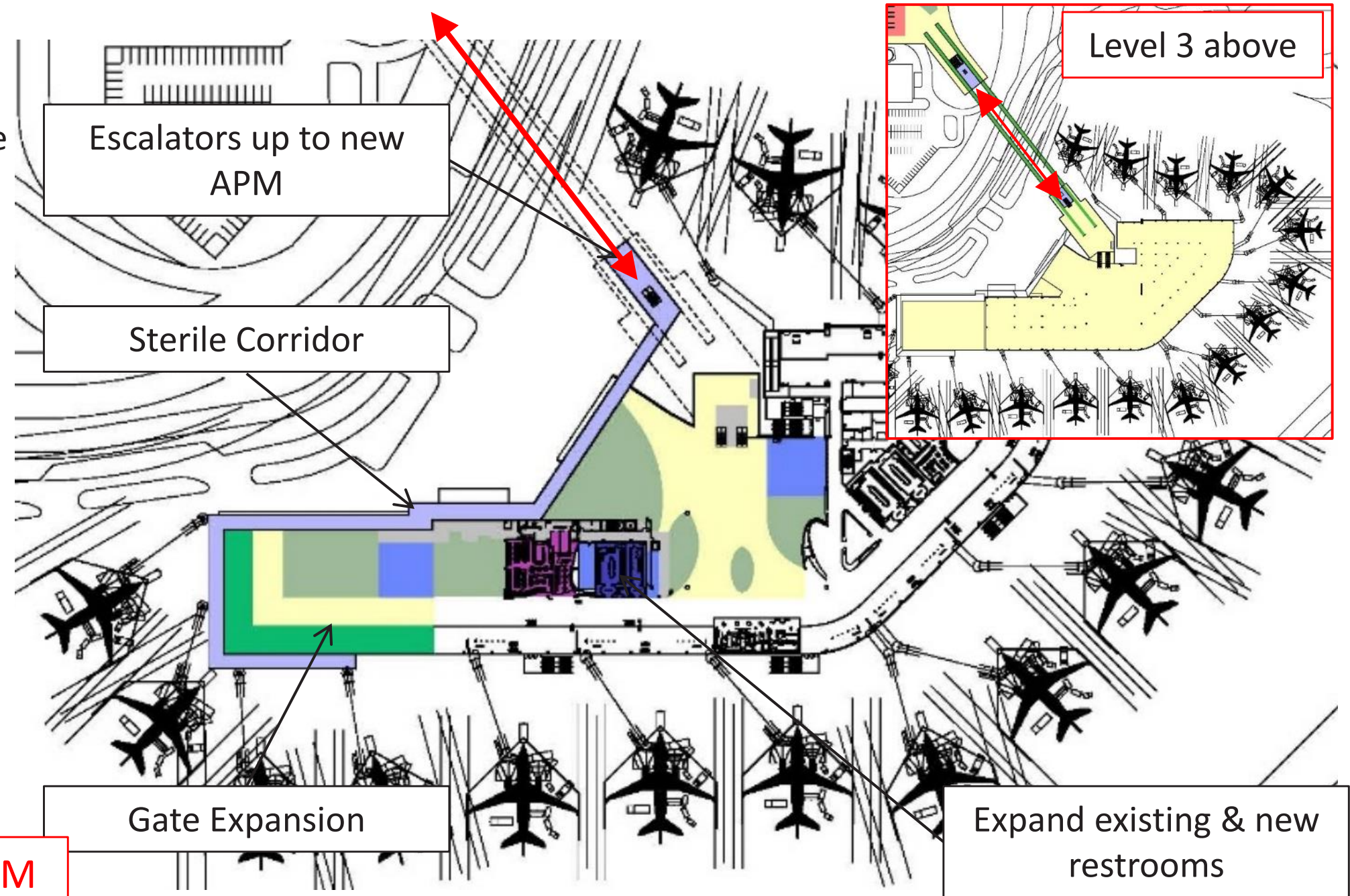
Existing Building:

- ✓ Expand Restroom Core
- ✓ New concession core at existing SSCP

Building Expansion:

- ✓ 4 Gates
- ✓ Sterile Corridor
- ✓ Additional Restrooms
- ✓ Additional Concessions

WALK DISTANCE = 905' TO APM



Option 1

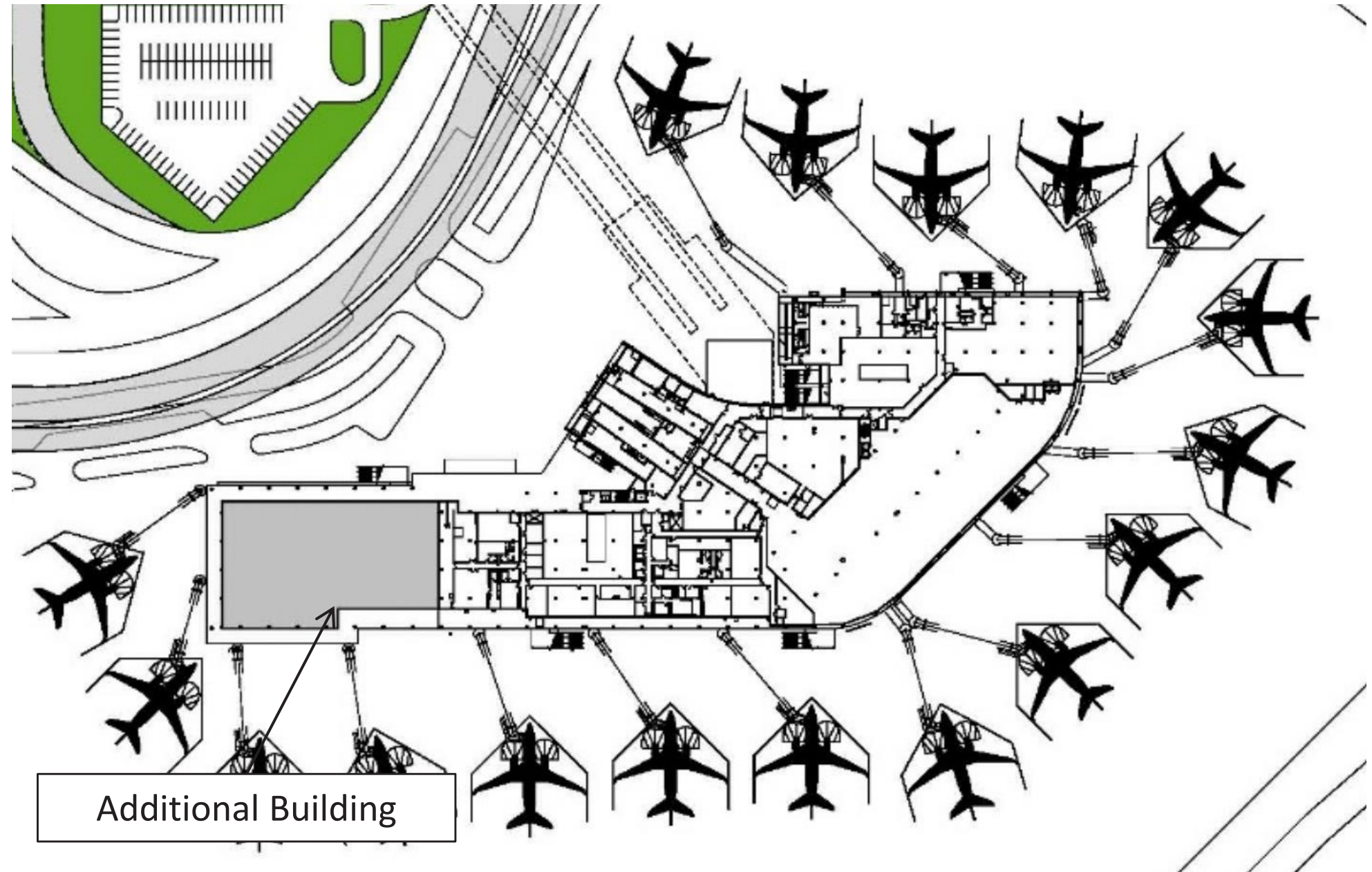
Level 1- Airside C - Apron

Existing Building:

- ✓ MEP upgrades for Departure level modifications

Building Expansion:

- ✓ 4 Gates
- ✓ Sterile Corridor
- ✓ Outbound Baggage expansion
- ✓ Airline support
- ✓ Building support





Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Terminal Planning Alternatives

Option 2 – “Hybrid” – “The Cloud”

Option 2

No SSCP consolidation

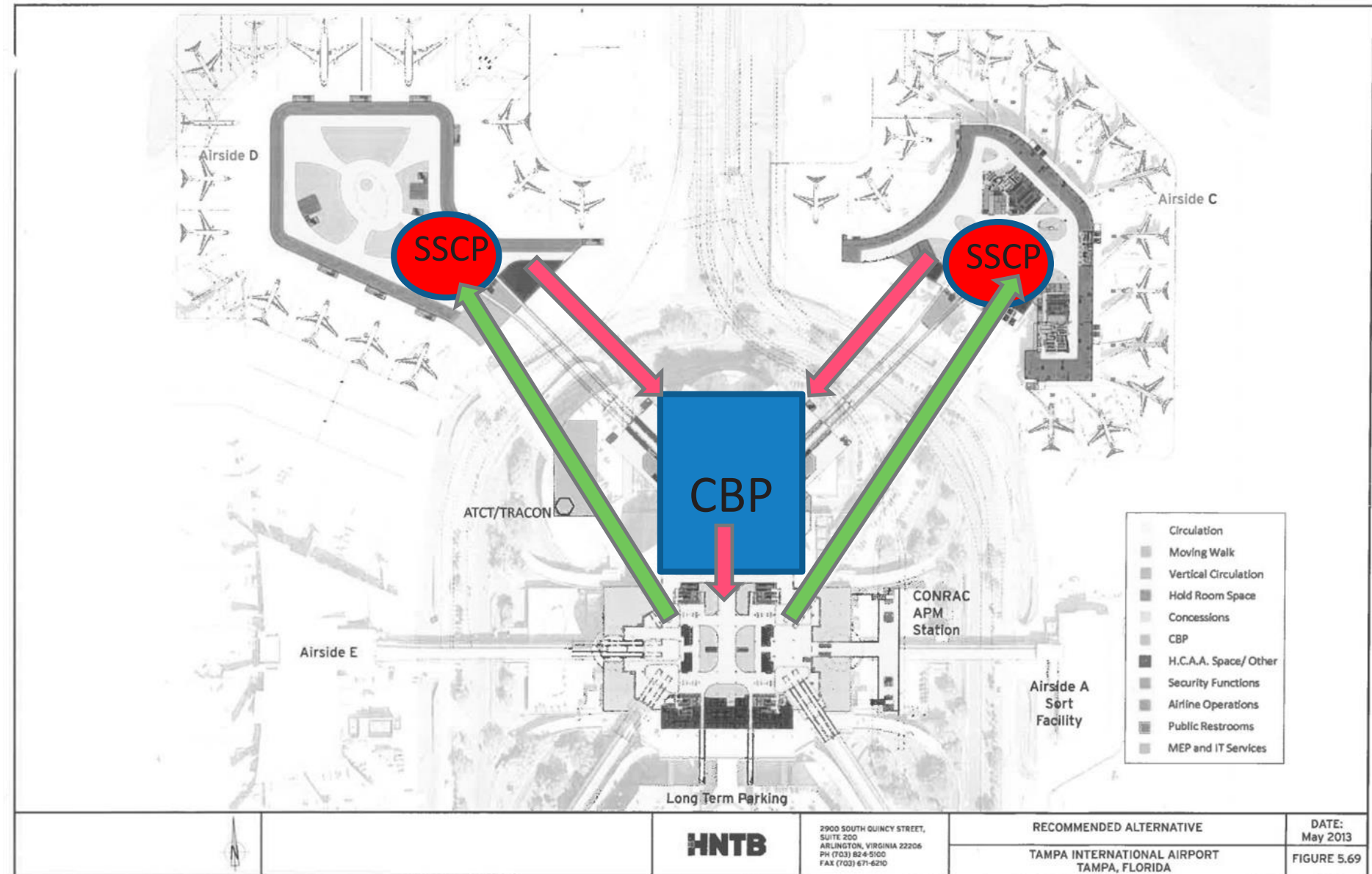
1. Preserve Airside C APM
2. Build Domestic/Departure Airside D APM

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Preserves existing & future ATCT site
- Shorter Departure Walking Distances
- Less Overall Building SF

Cons:

- No consolidated SSCP
- Does not preserve hotel
- Additional Road Crossing



Option 2

Hybrid - "The Cloud"

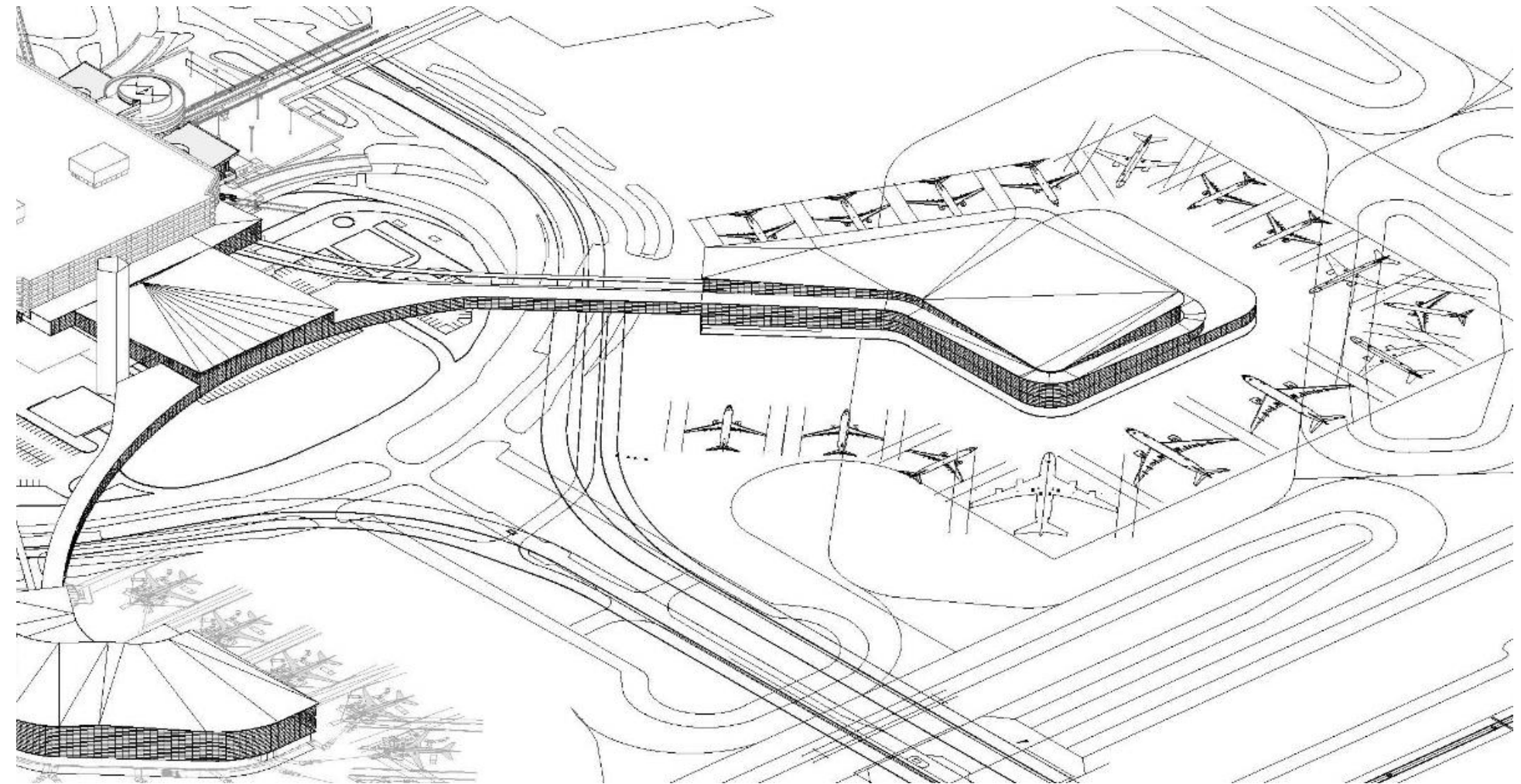
1. Preserve Airside C APM
2. Build Domestic/Departure Airside D APM

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Preserves existing & future ATCT site
- Shorter departure walking distances
- Less overall building SF

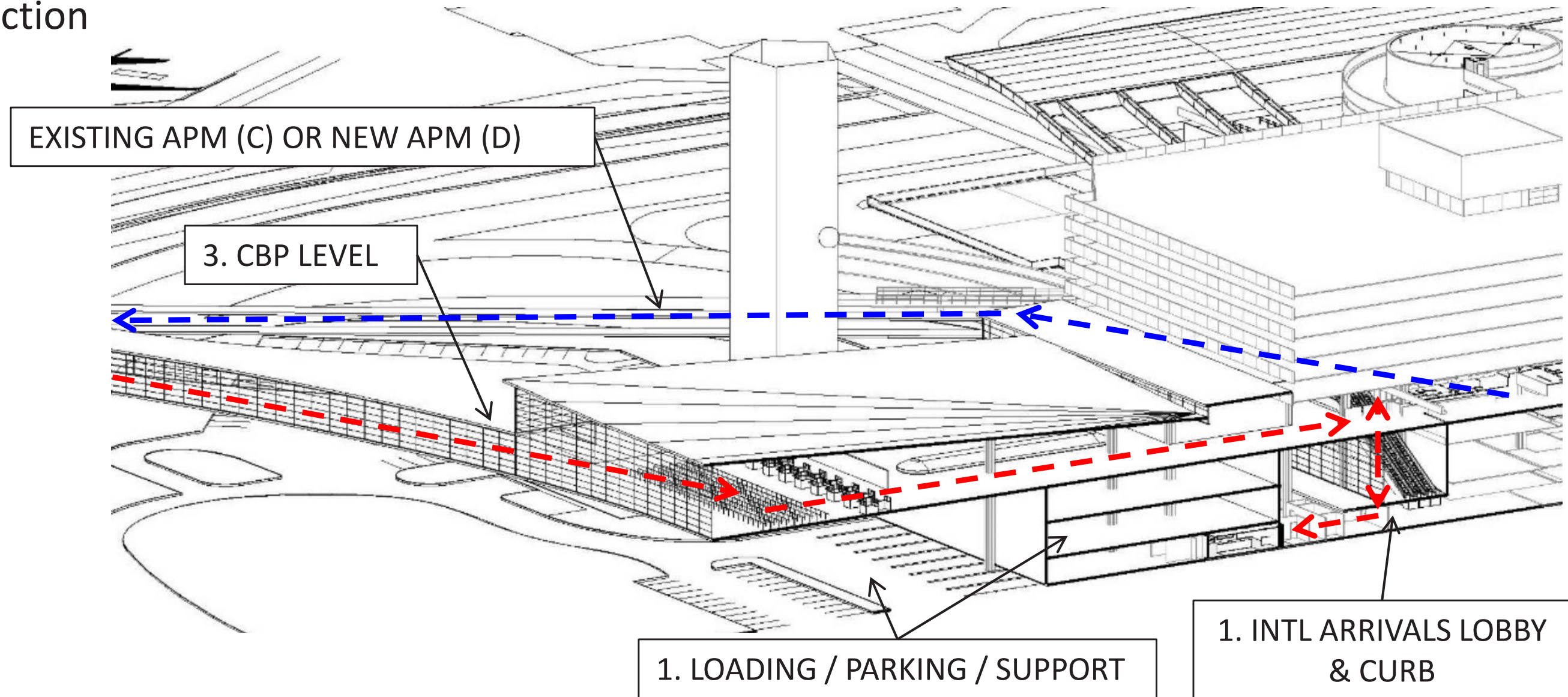
Cons:

- No consolidated SSCP
- Does not preserve hotel
- Additional road crossing at sterile level



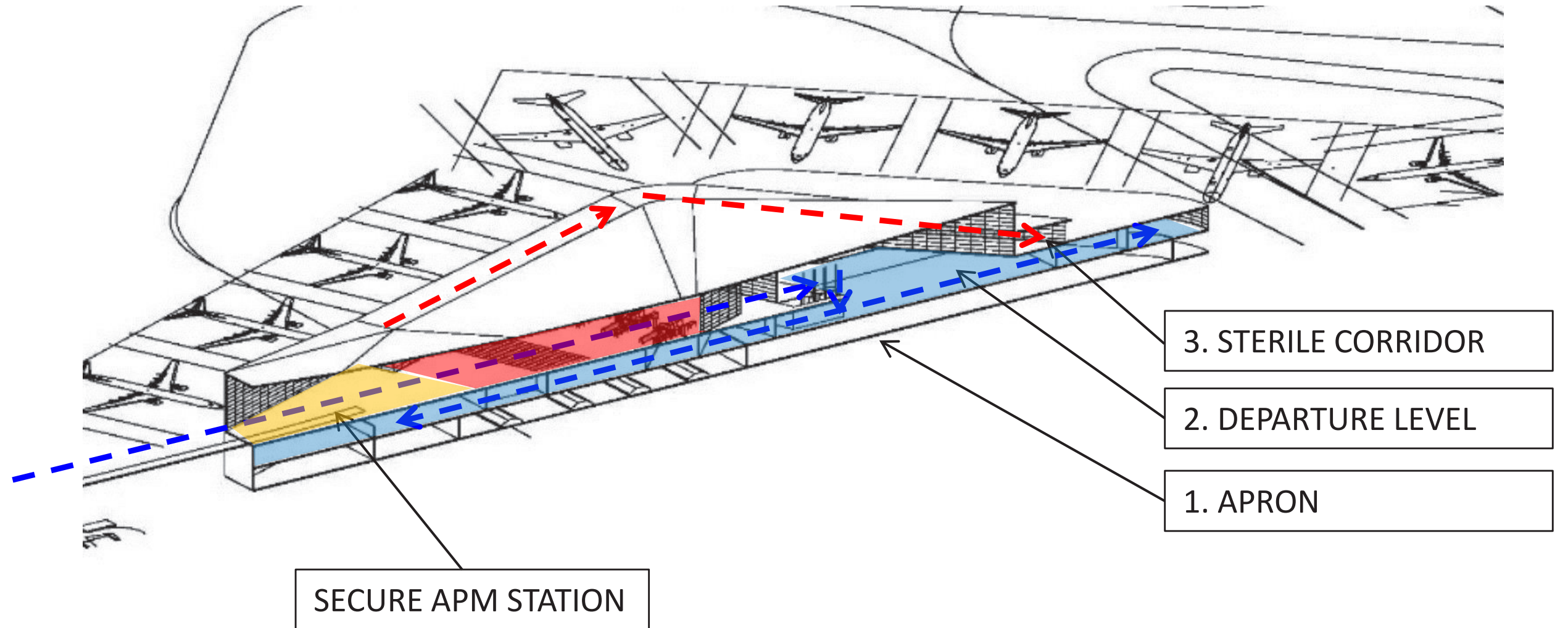
Option 2 – Passenger Circulation

Section



Option 2 – Passenger Circulation

Section – Airside D



Option 2

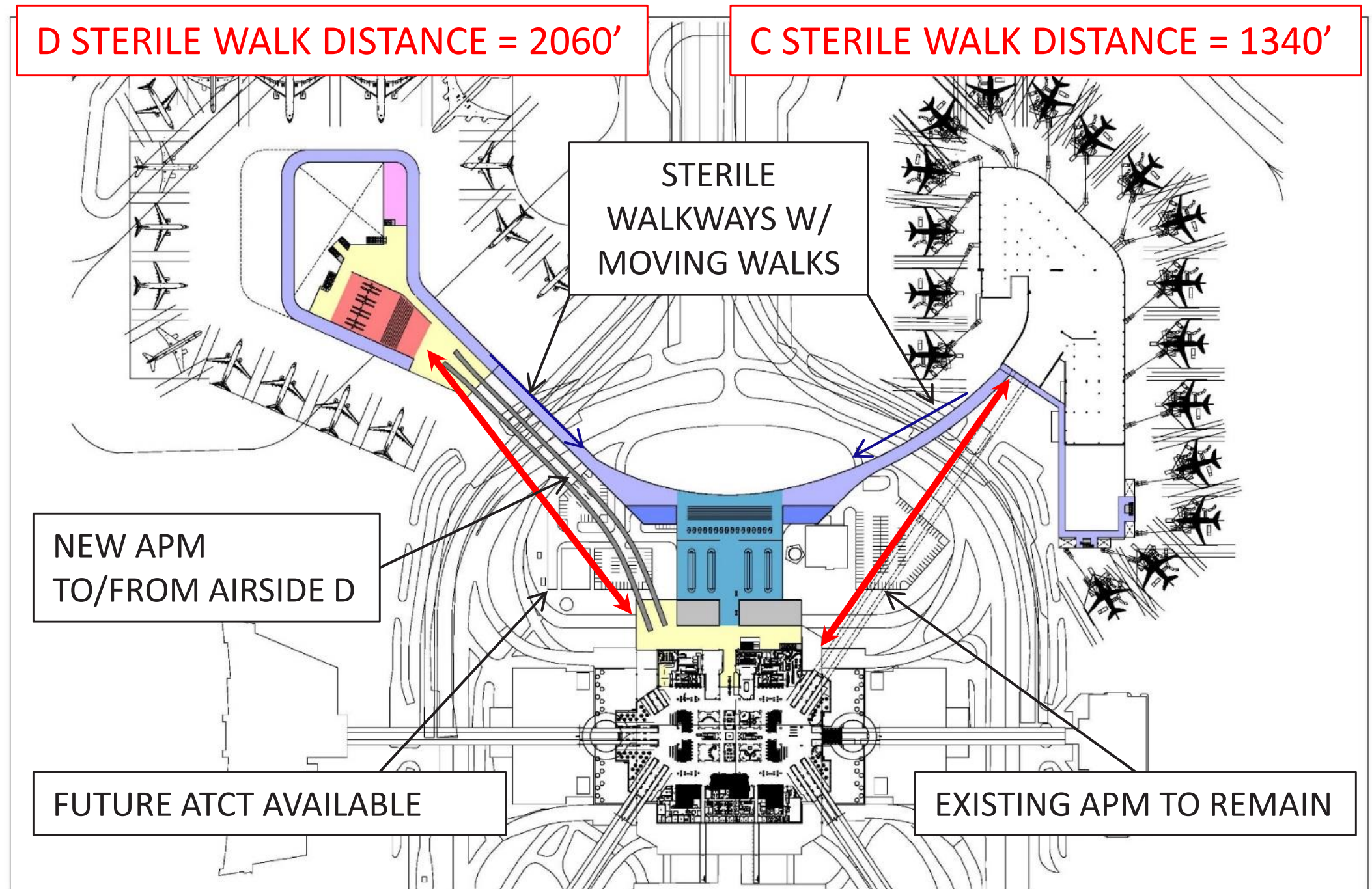
Level 3 - Transfer / CBP

Departure/Domestic:

- ✓ APM from Transfer Level to Airside Level 3
- ✓ Airside C – existing APM
- ✓ Airside D – new APM
- ✓ SSCP located airside on level 3 with vertical circulation down directly into center concession core
- ✓ Airline Clubs on Upper level (access via Levels 2 & 3)

Sterile:

- ✓ Bridge/Walkways for Sterile Passengers (C & D)
- ✓ Airside C gate expansion with sterile connectivity
- ✓ CBP on Transfer Level (eliminated vertical transitions)

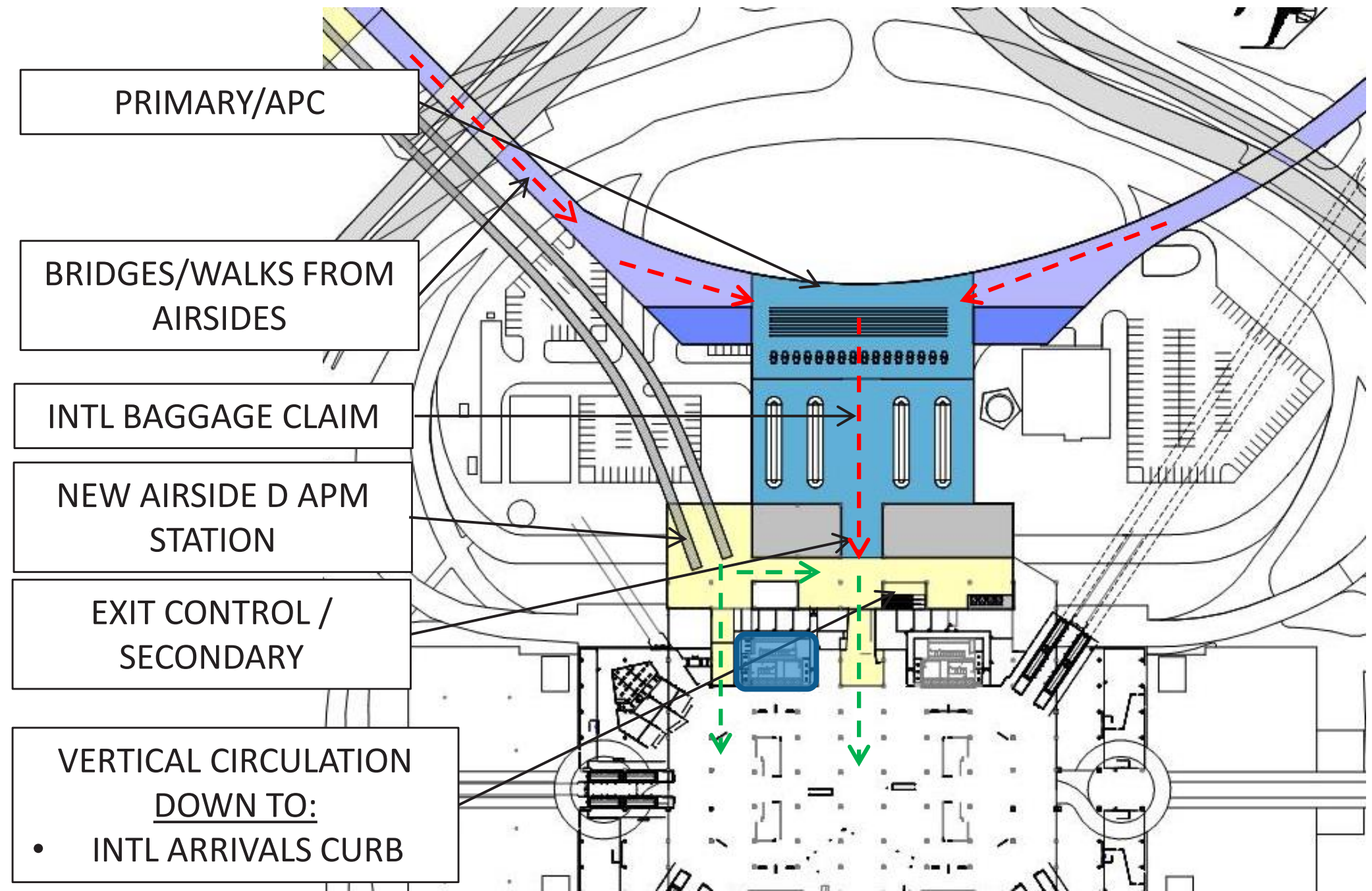


Option 2

Level 3 - Transfer / CBP

CBP:

- ✓ Bridges over roadways with moving walks to access CBP
- ✓ CBP on Level 3
- ✓ Direct access from CBP to Transfer level of terminal (no vertical transitions)



Option 2

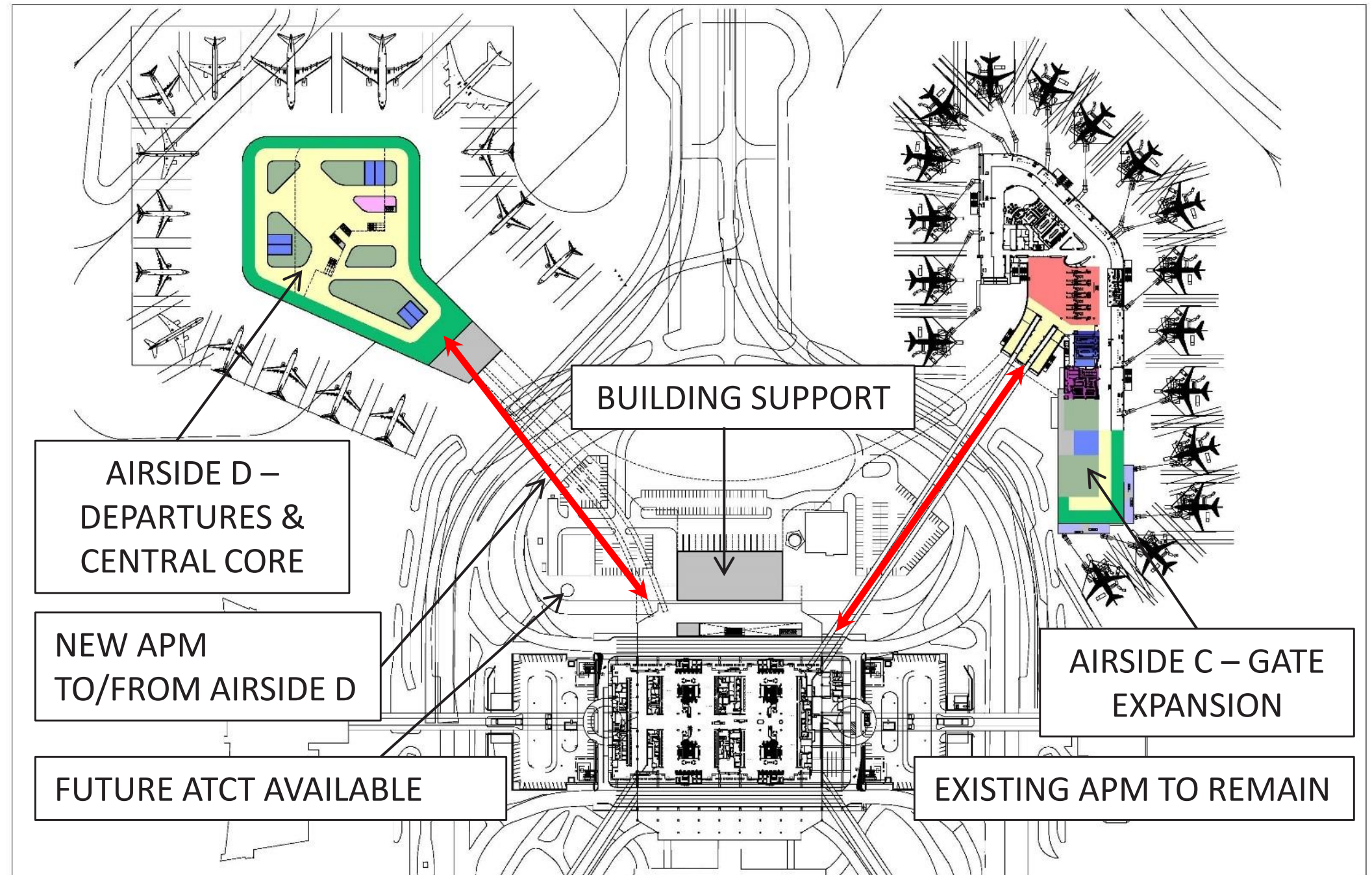
Level 2 - Departure

Airside D

- ✓ New APM to Airside D
- ✓ SSCP located on level 3 with vertical circulation down directly into center concession core of this level
- ✓ Central Concession Core
- ✓ Ample restrooms throughout
- ✓ Access to Airline Clubs above via private elevator core

Airside C:

- ✓ Utilize existing APM
- ✓ Gate & SSCP Expansion



Option 2

Level 1 - Arrivals / Apron

Terminal

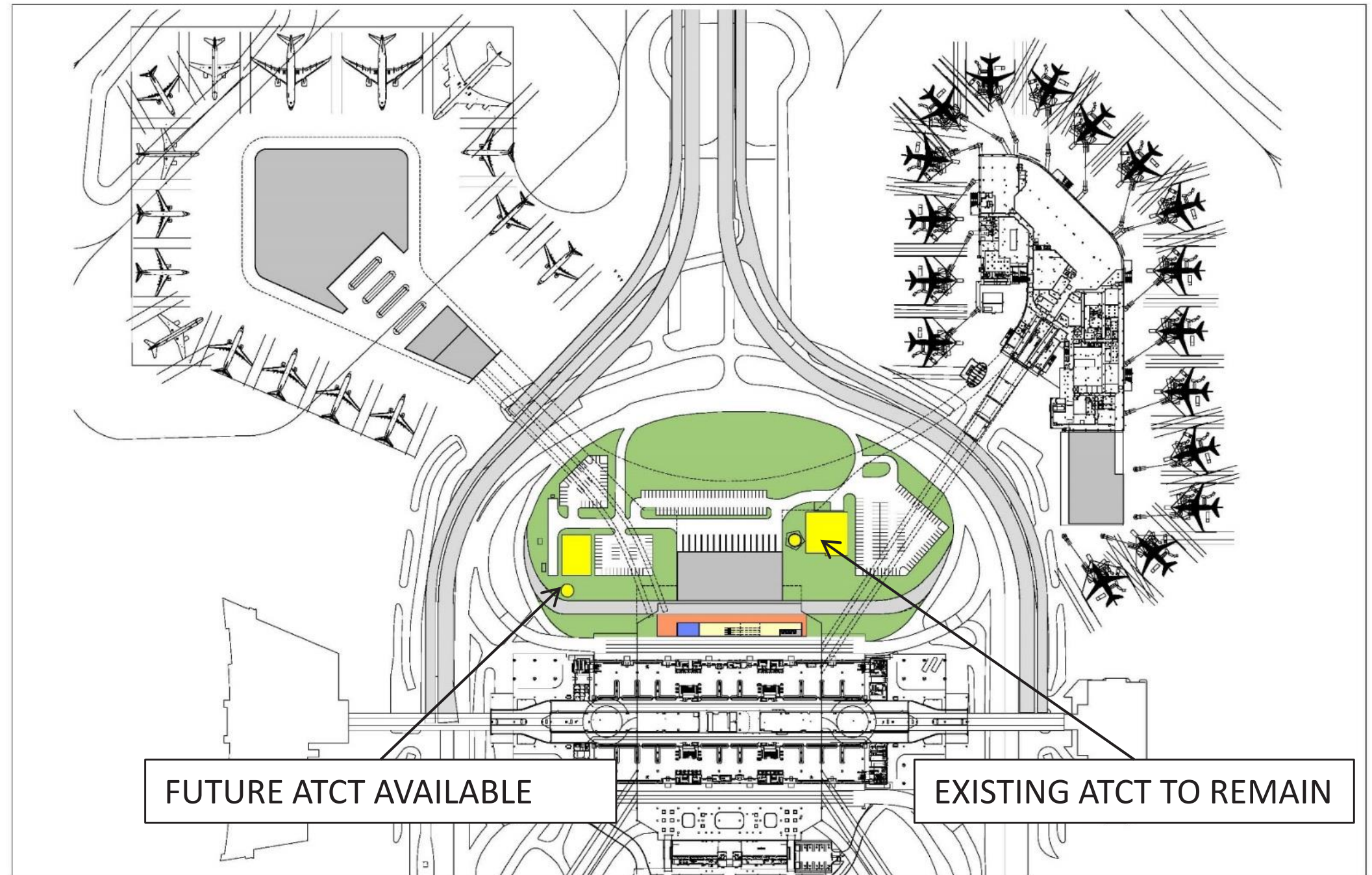
- ✓ International Arrivals curb and roadway
- ✓ Pickup on passenger side of vehicle
- ✓ Provides red side congestion relief

Airside C:

- ✓ Utilize existing APM
- ✓ Gate & SSCP Expansion

Airside D:

- ✓ Baggage makeup
- ✓ Building support

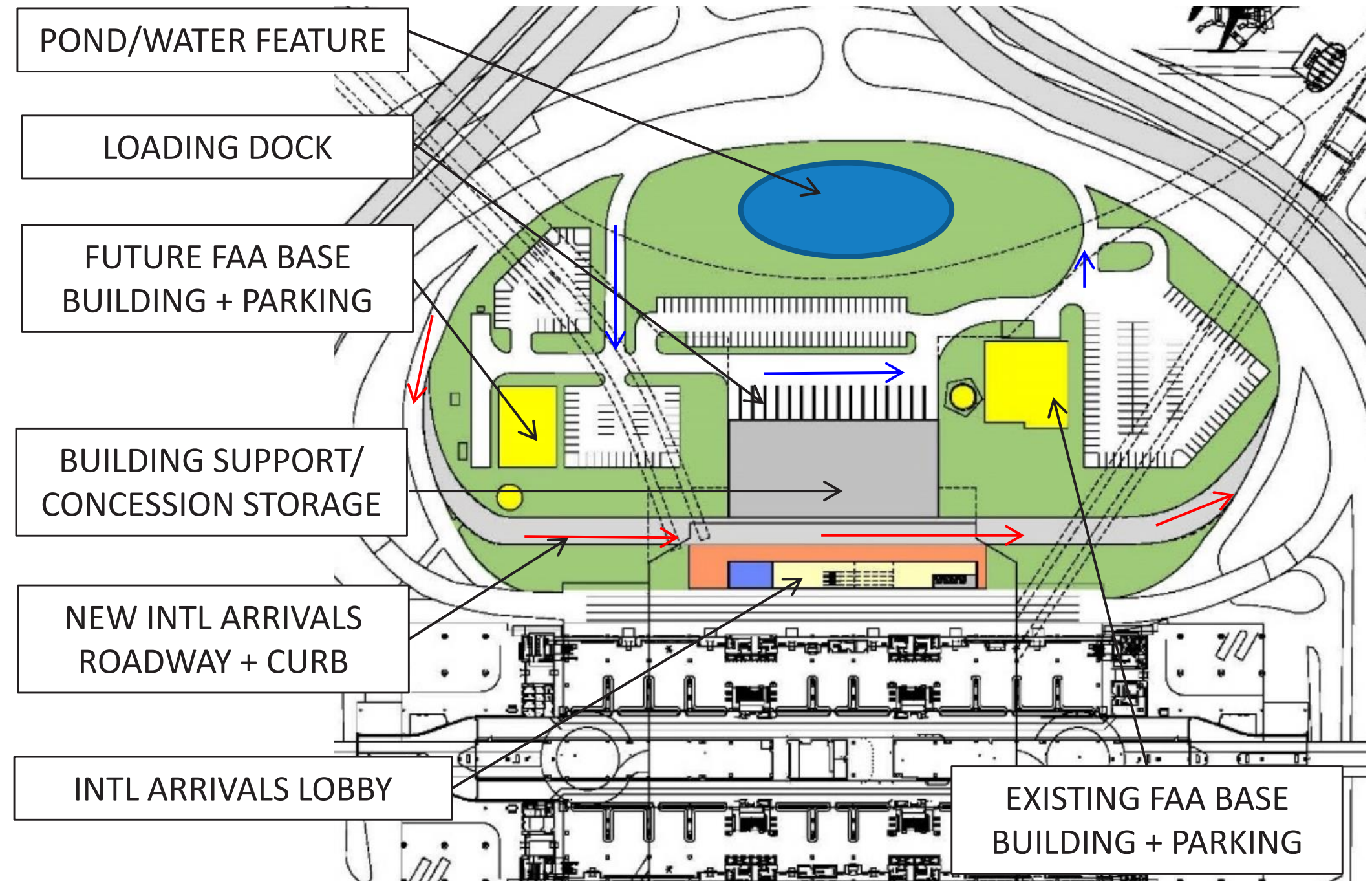


Option 2

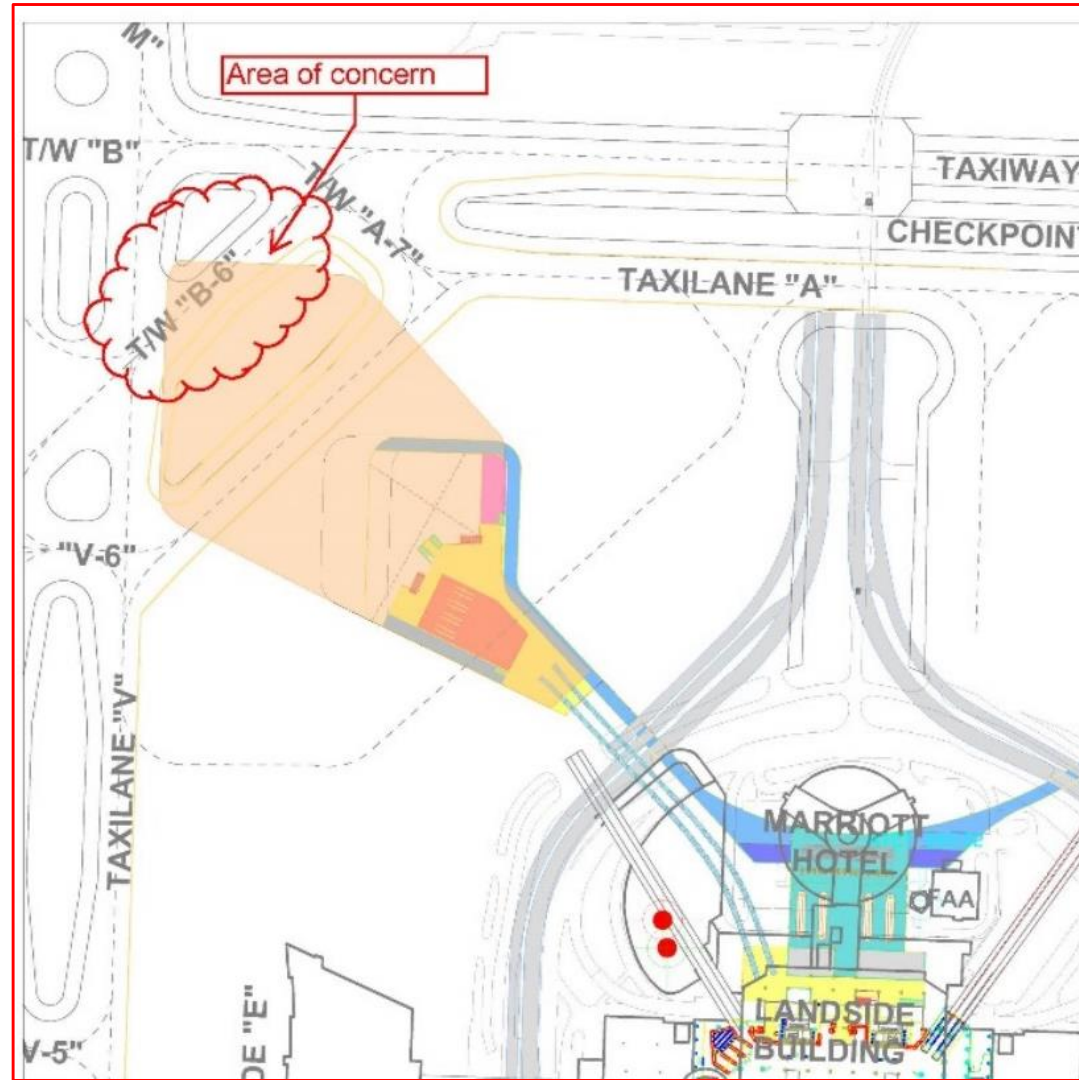
Level 1 - Arrivals

Terminal

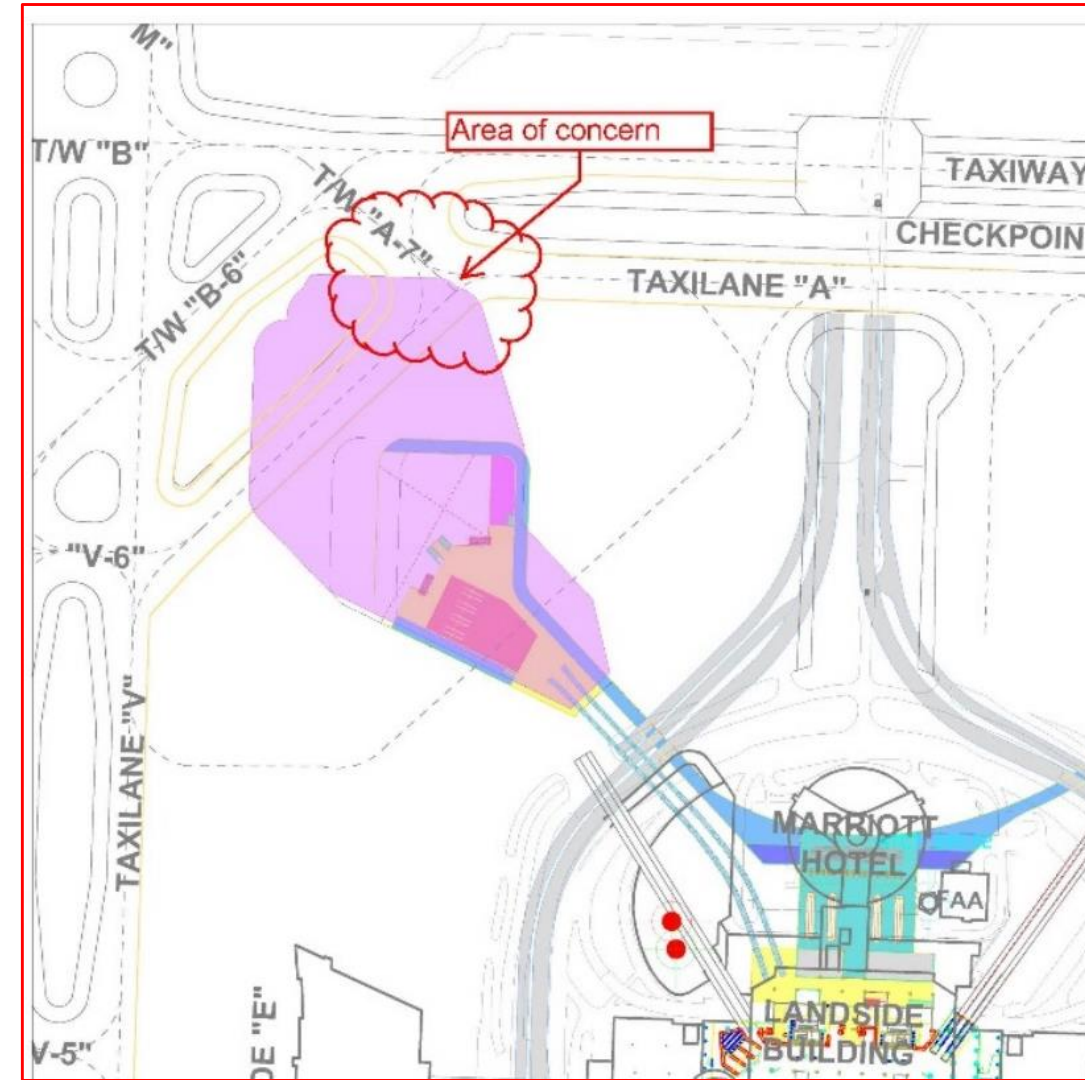
- ✓ International Arrivals curb, roadway and lobby
- ✓ Pickup on passenger side of vehicle
- ✓ Provides red side congestion relief
- ✓ Loading Dock
- ✓ Parking for CBP, FAA and Airport (partially covered)
- ✓ Building Support
 - ✓ Mechanical
 - ✓ Electrical
 - ✓ Storage
 - ✓ Concession Storage



Option 2 – Line of Sight Shadow



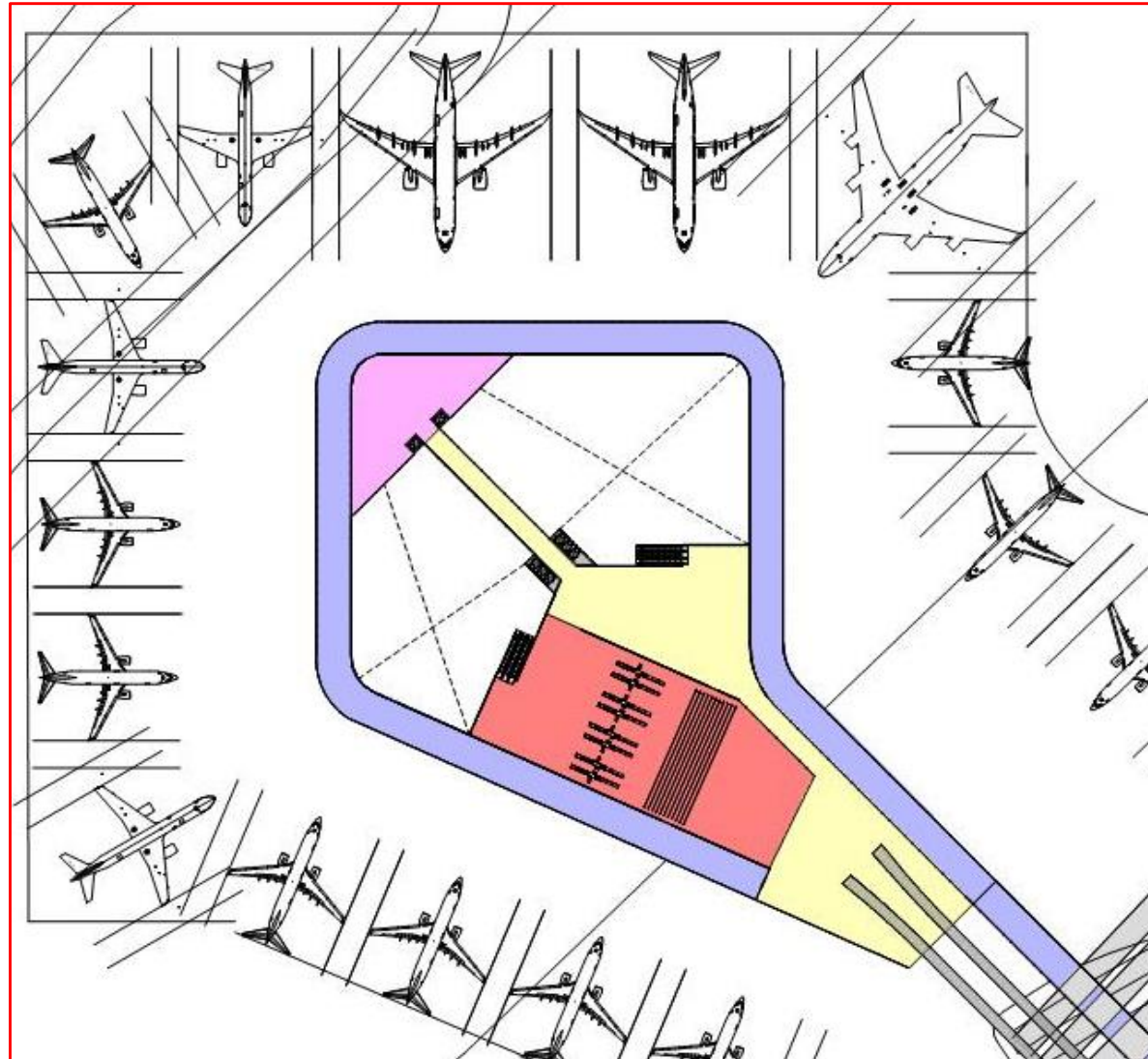
Existing Control Tower



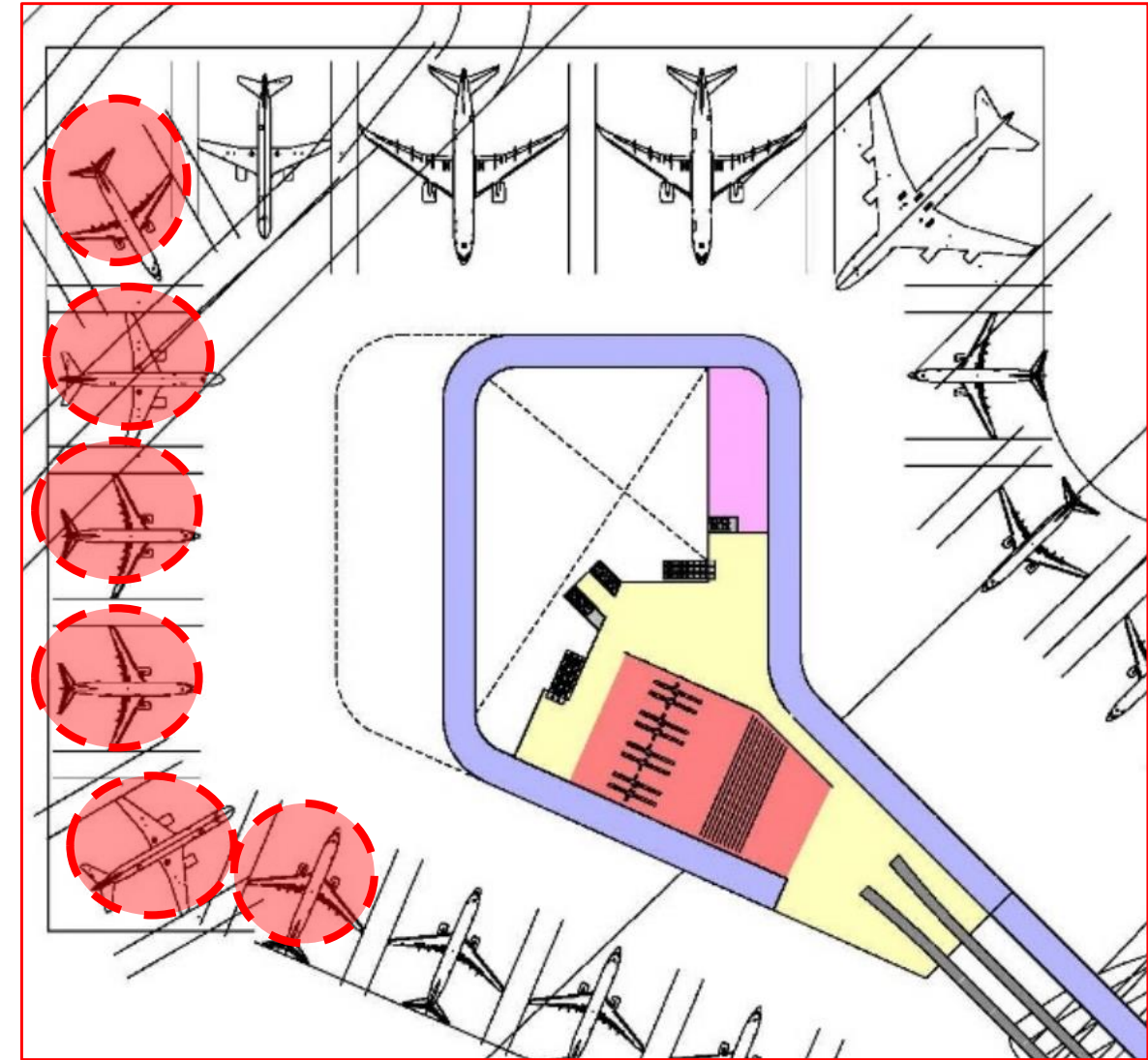
Future Control Tower

Option 2 – Line of Sight Comparison

Previous MP Alternative– 10 Sterile Gates



Previous – 16 Sterile Gates



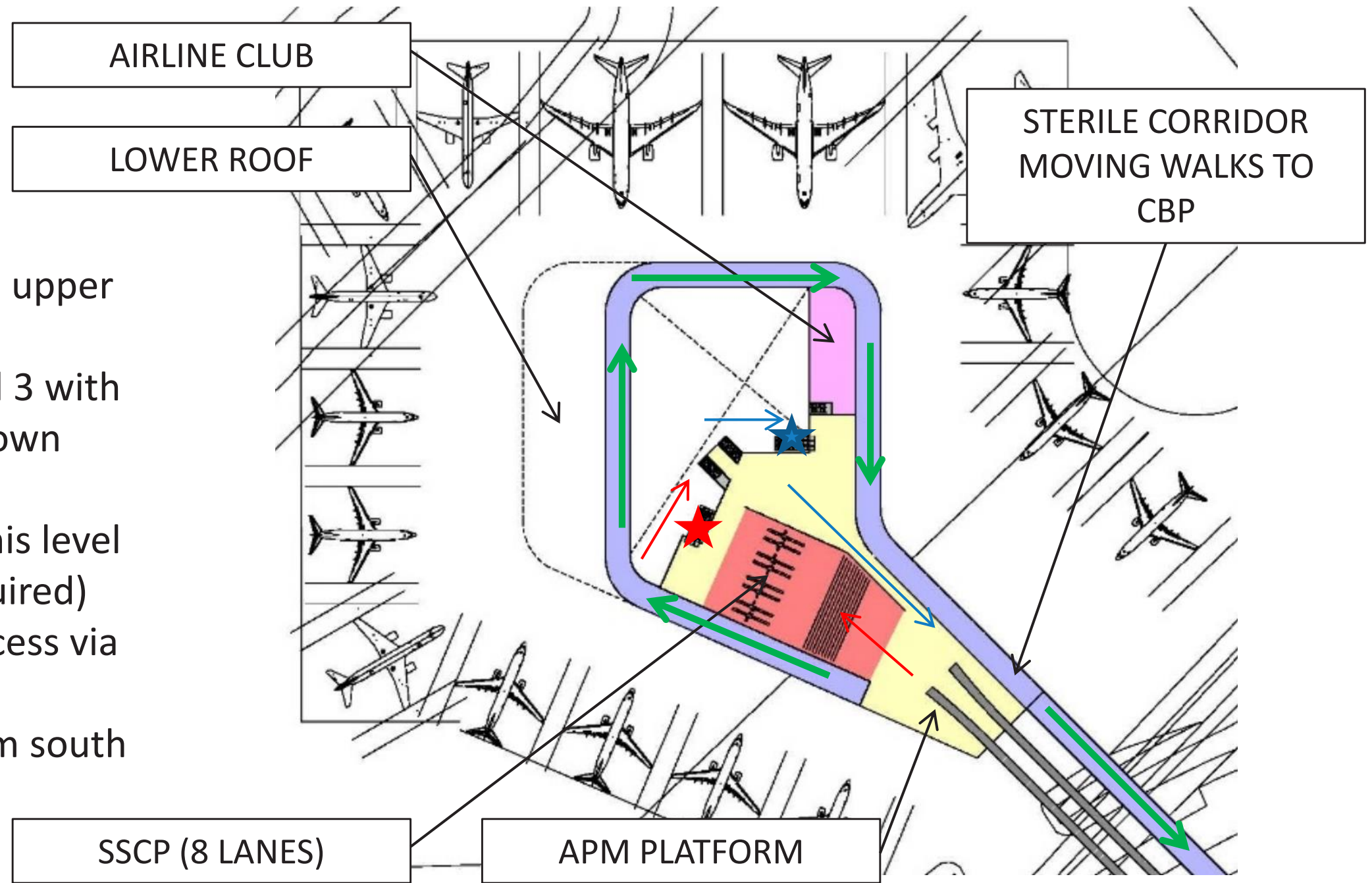
With Line of Sight Adjustment – 10 Sterile Gates

Option 2

Level 3 - Airside D - Sterile

Plan Elements:

- ✓ New APM located on upper level
- ✓ SSCP located on level 3 with vertical circulation down directly into center concession core of this level (8 lanes – only 7 required)
- ✓ Airline Clubs with access via private elevator core
- ✓ Long sterile walk from south gates (CON)

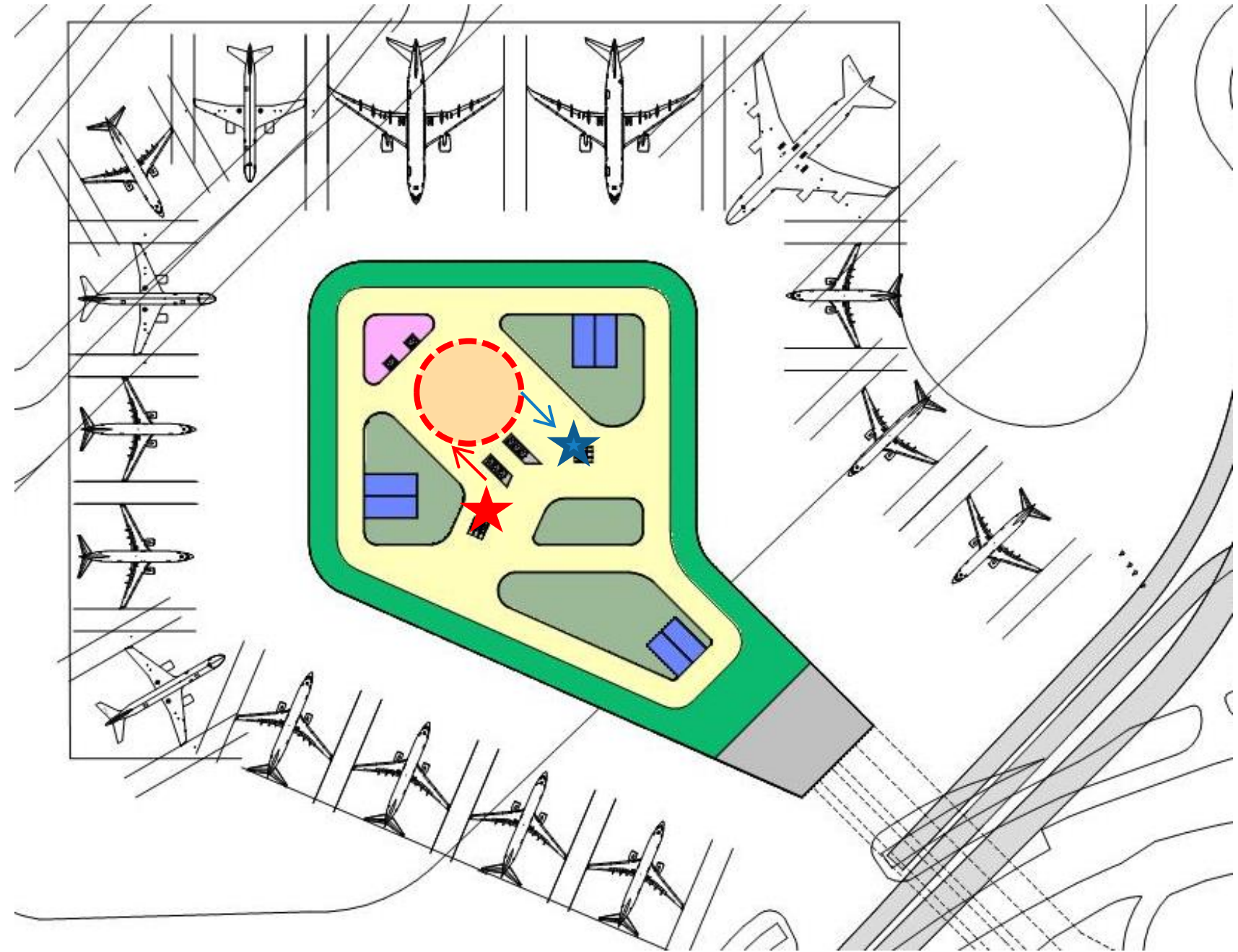


Option 2

Level 2 - Airside D – Departure

Plan Elements:

- ✓ New APM to Airside D
- ✓ SSCP located on level 3 with vertical circulation down directly into center concession core of this level
- ✓ Central Concession Core
- ✓ Ample restrooms throughout
- ✓ Access to Airline Clubs above via private elevator core

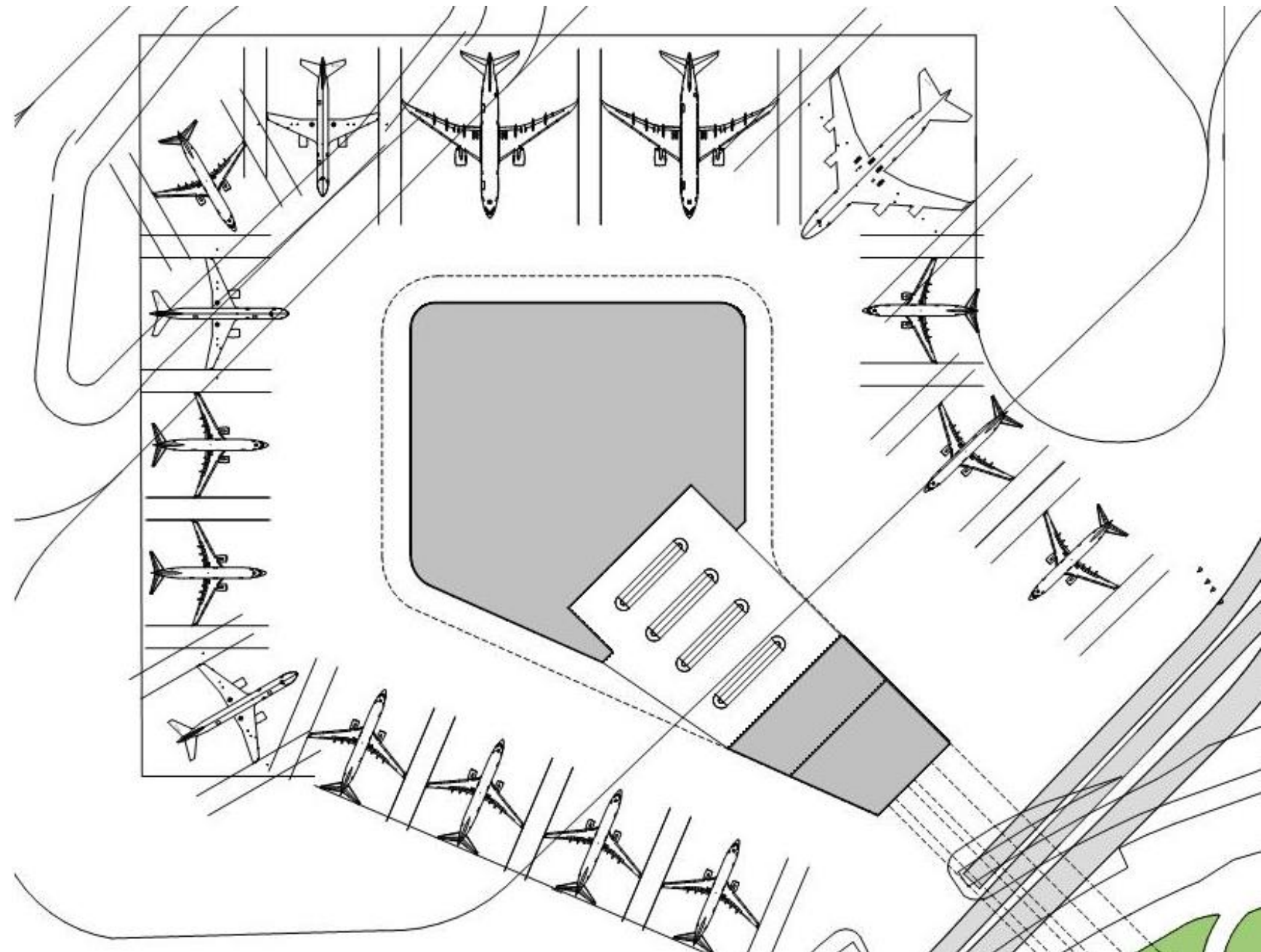


Option 2

Level 1 - Airside D - Apron

Plan Elements:

- ✓ Baggage Makeup
- ✓ Loading Dock
- ✓ Airline Support
- ✓ Mechanical / Electrical
- ✓ IT
- ✓ GSE Storage
- ✓ APM Maintenance
- ✓ Concession Storage



Option 2

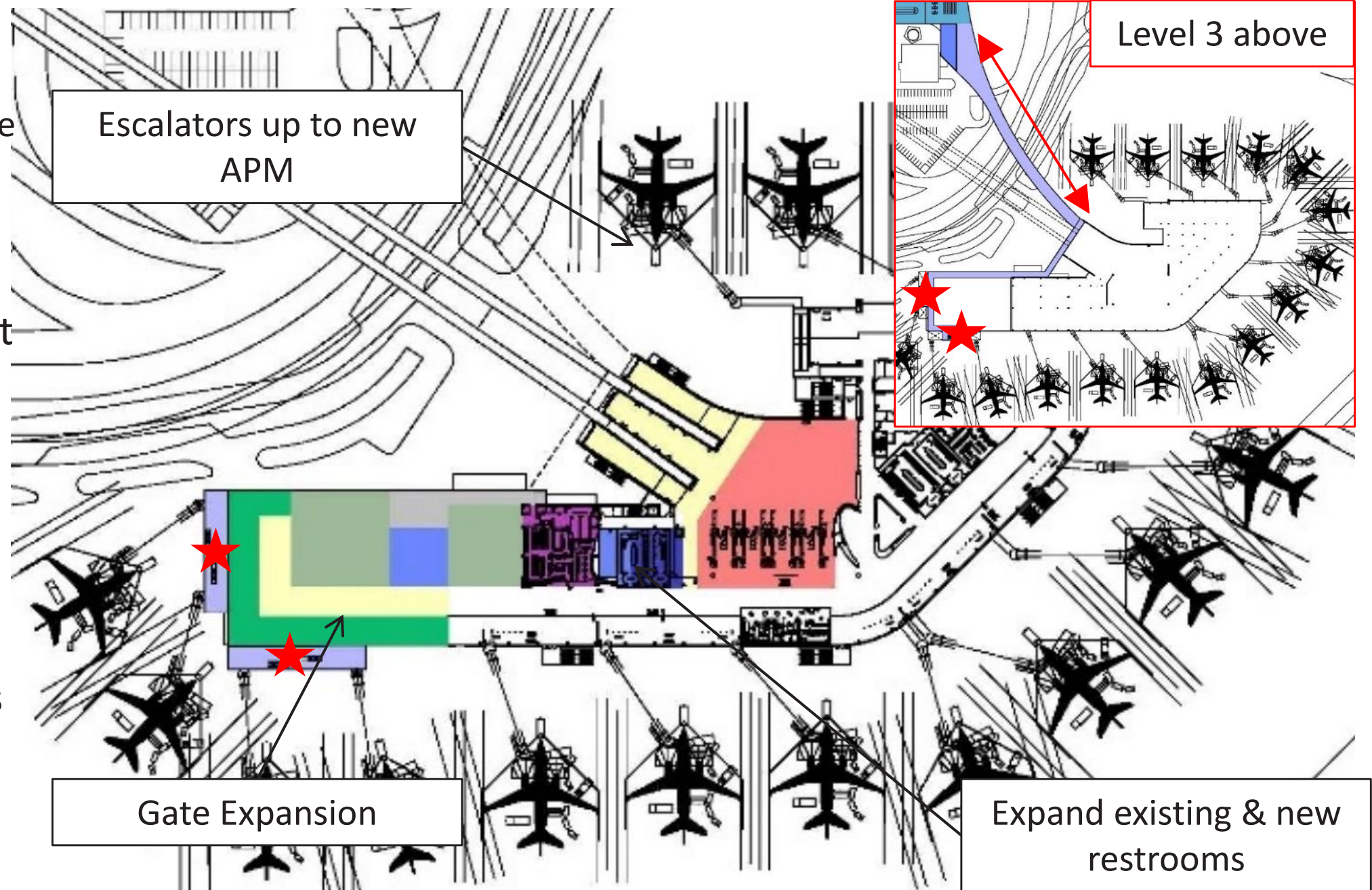
Level 2 - Airside C - Departure

Existing Building:

- ✓ Expand Restroom Core
- ✓ New concession core at existing SSCP

Building Expansion:

- ✓ 4 Gates
- ✓ Sterile Corridor
- ✓ Additional Restrooms
- ✓ Additional Concessions



Option 2

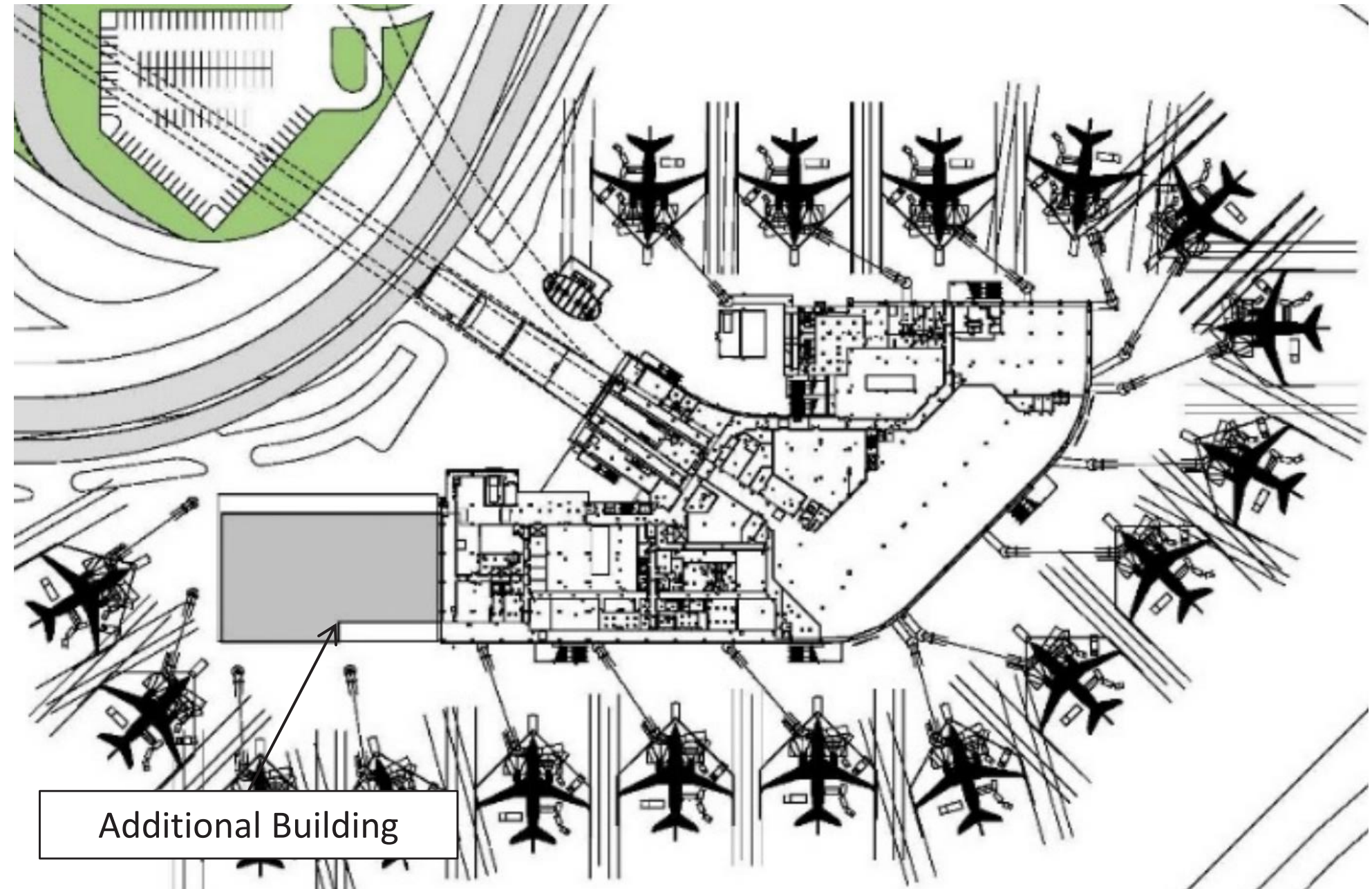
Level 1- Airside C - Apron

Existing Building:

- ✓ MEP upgrades for Departure level modifications

Building Expansion:

- ✓ 4 Gates
- ✓ Outbound Baggage expansion
- ✓ Airline support
- ✓ Building support





Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Terminal Planning Alternatives

Option 3 – “Standalone” – “The Kite”

Option 3

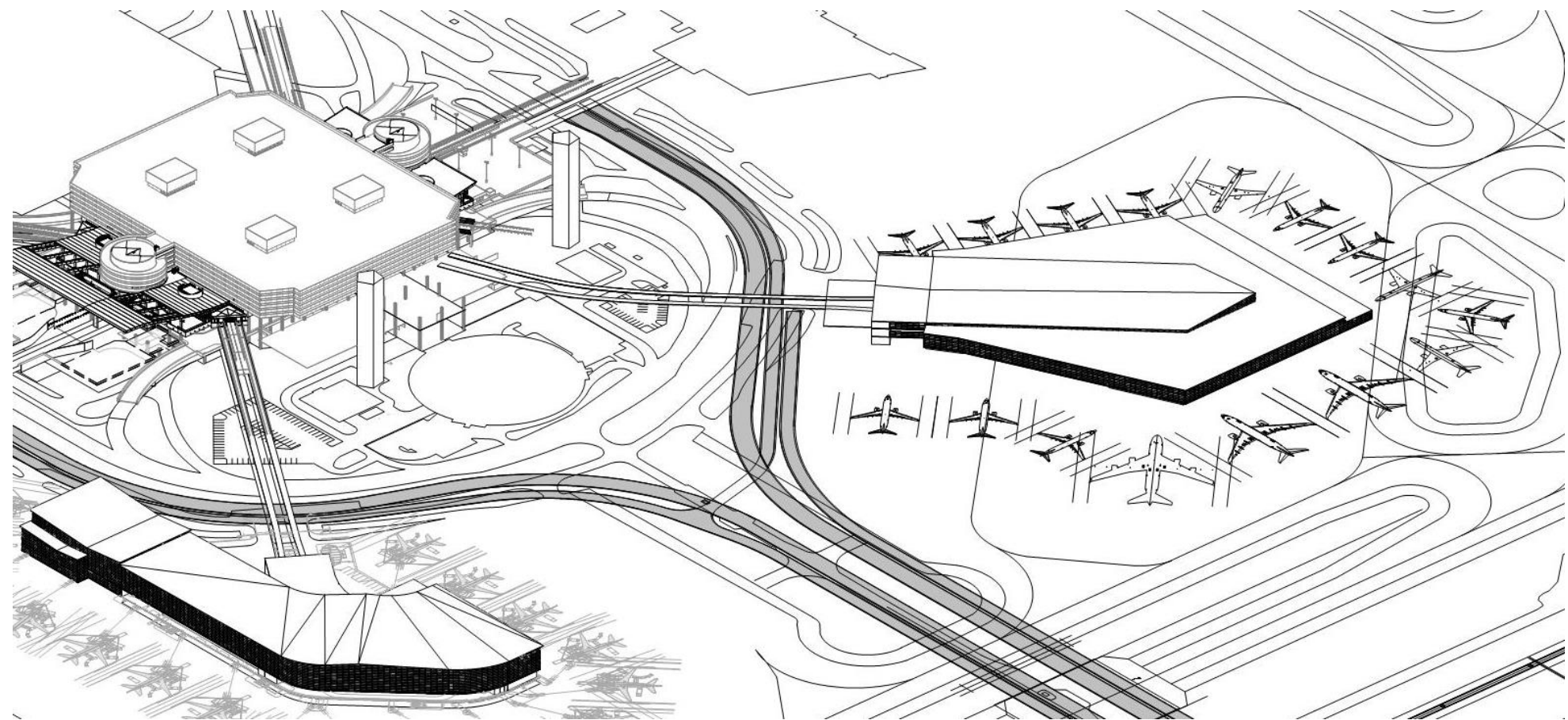
Standalone D – “The Kite”

Pros:

- ✓ Maintain existing hotel, existing and future ATCT
- ✓ Less impact to passengers during construction (mostly airside project)
- ✓ Less SF = Less Cost
- ✓ Future Hotel Conference Center on existing ATCT site after demo?

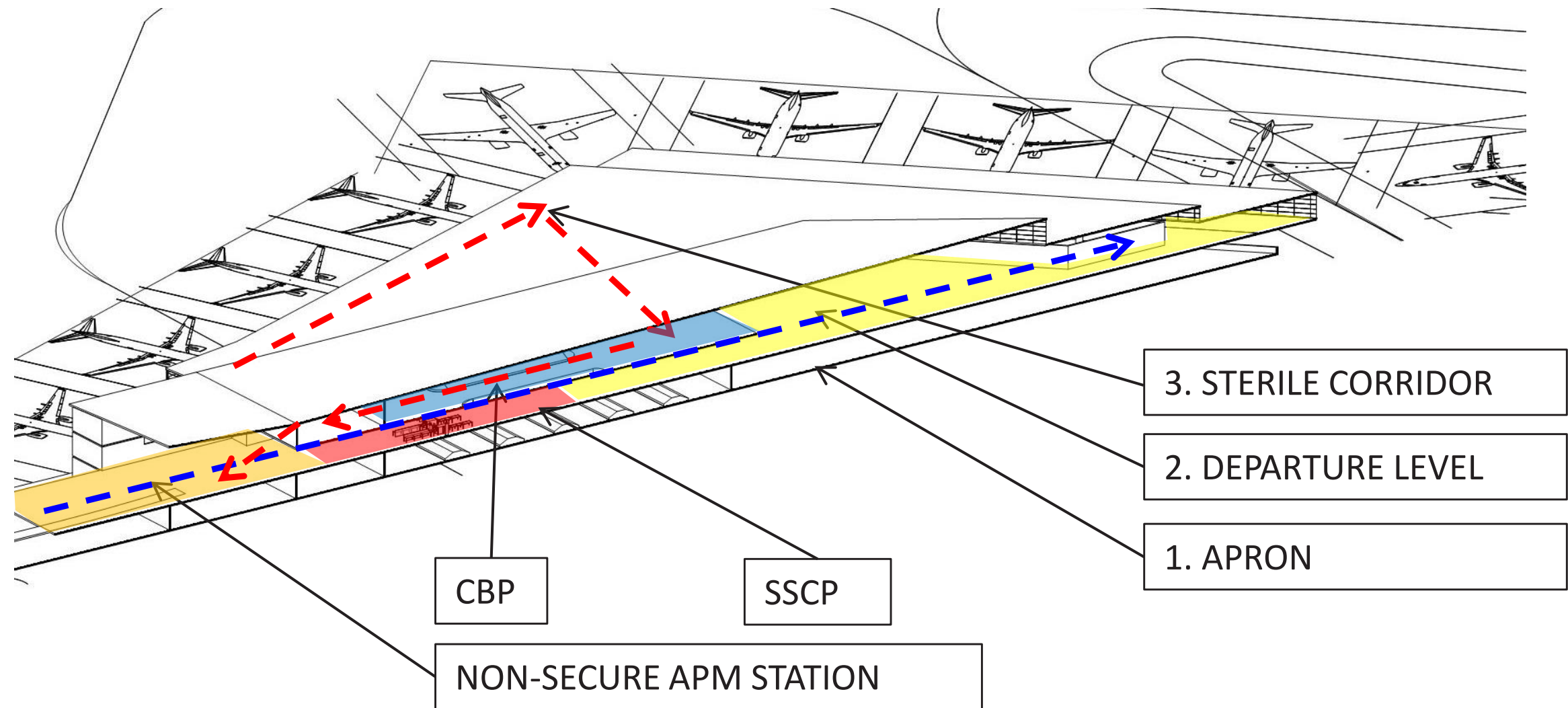
Cons:

- ✓ Intl passengers must take baggage on APM to the terminal (similar to F)



Option 3 – Passenger Circulation

Section – Airside D



Option 3

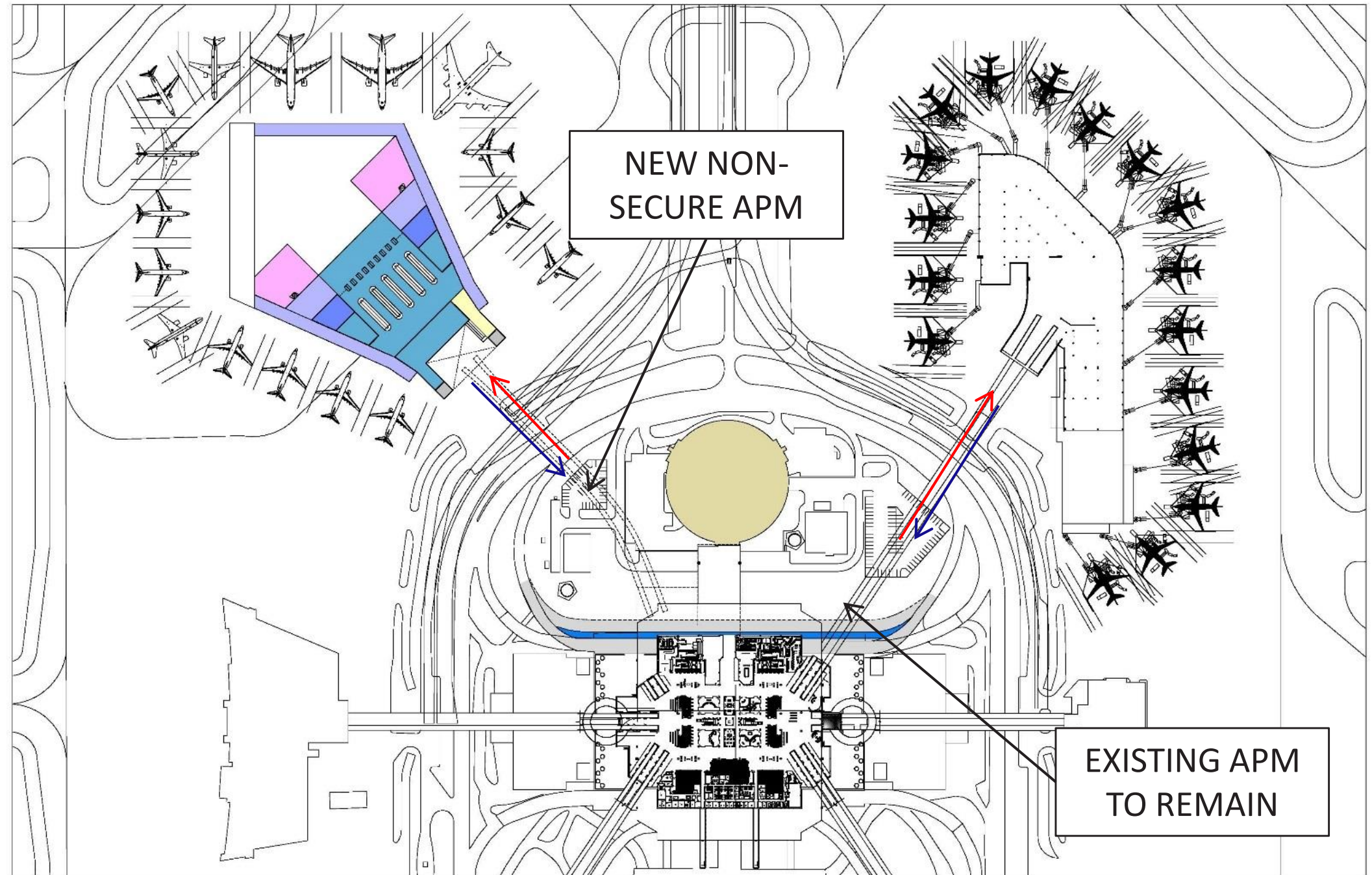
Level 3 - Transfer / CBP

Airside D:

- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Airline Clubs on Upper level (access via Level 2)
- ✓ Cleared passengers go down directly to the new APM station at Airside D

Airside C:

- ✓ No sterile connection to the CBP
- ✓ If required, a separate CBP located on apron level would be built

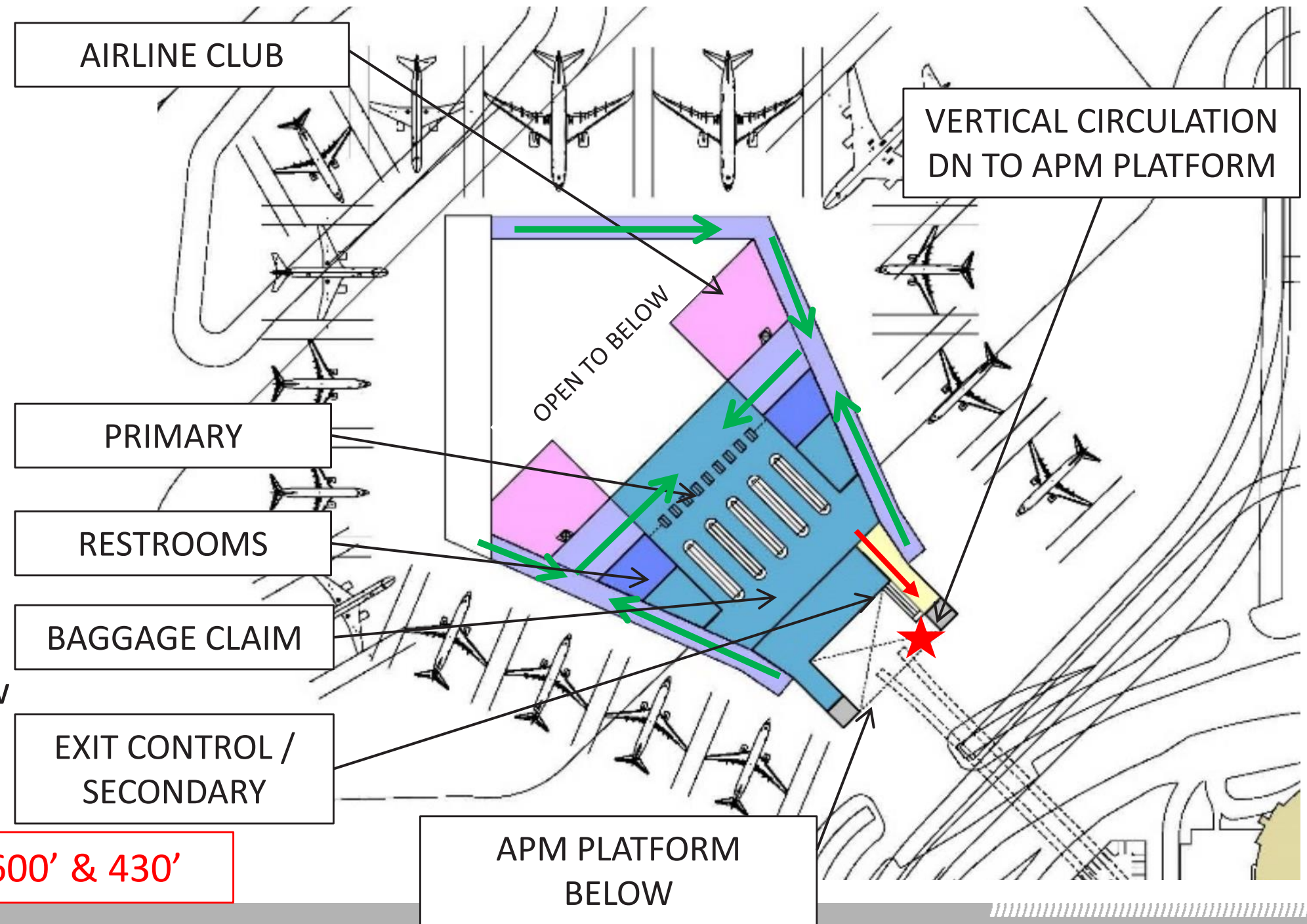


Option 3

Level 3 - Airside D - Sterile

Plan Elements:

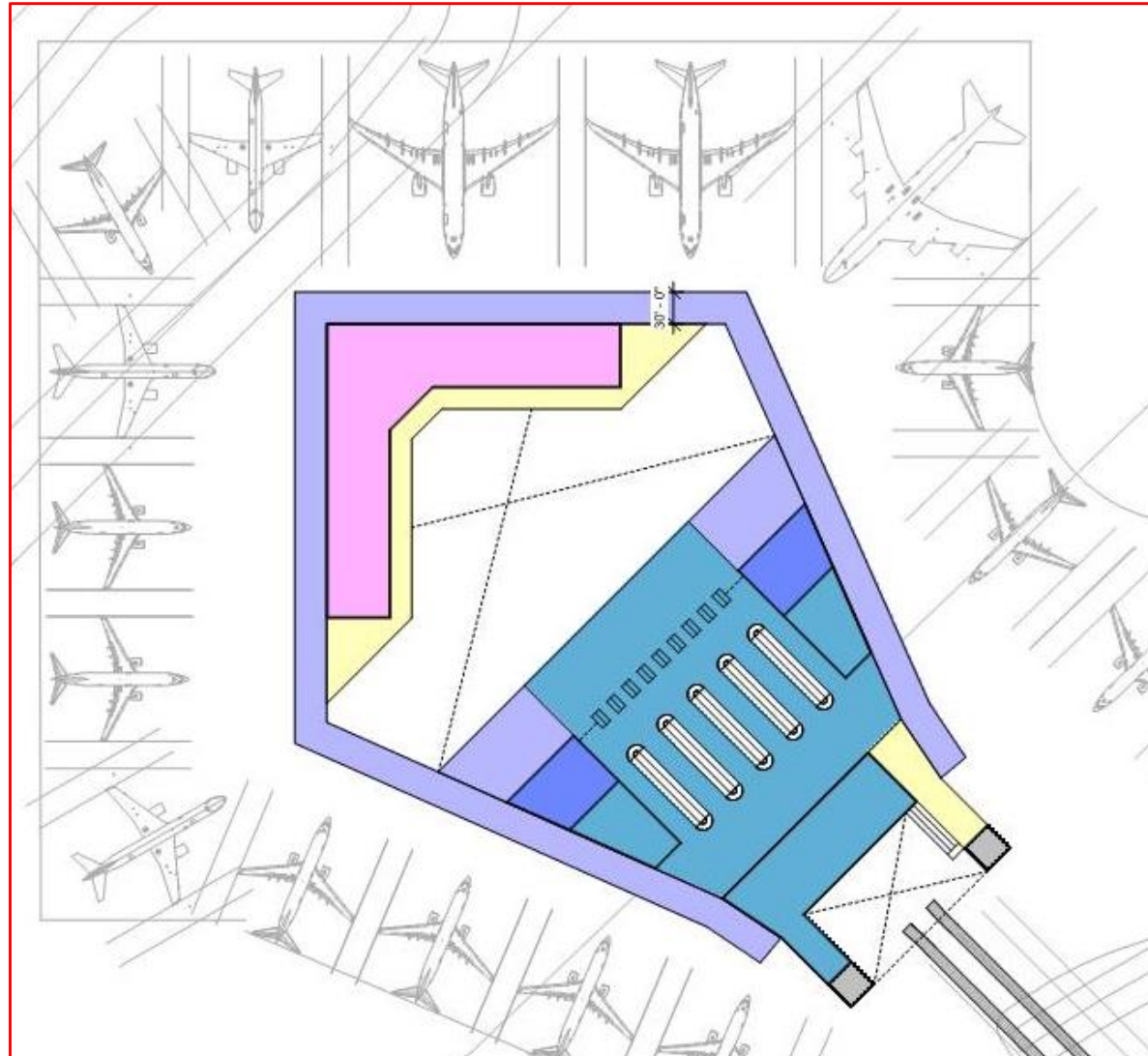
- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Airline Clubs on Upper level (access via Level 2)
- ✓ Cleared passengers go down directly to the new APM station at Airside D



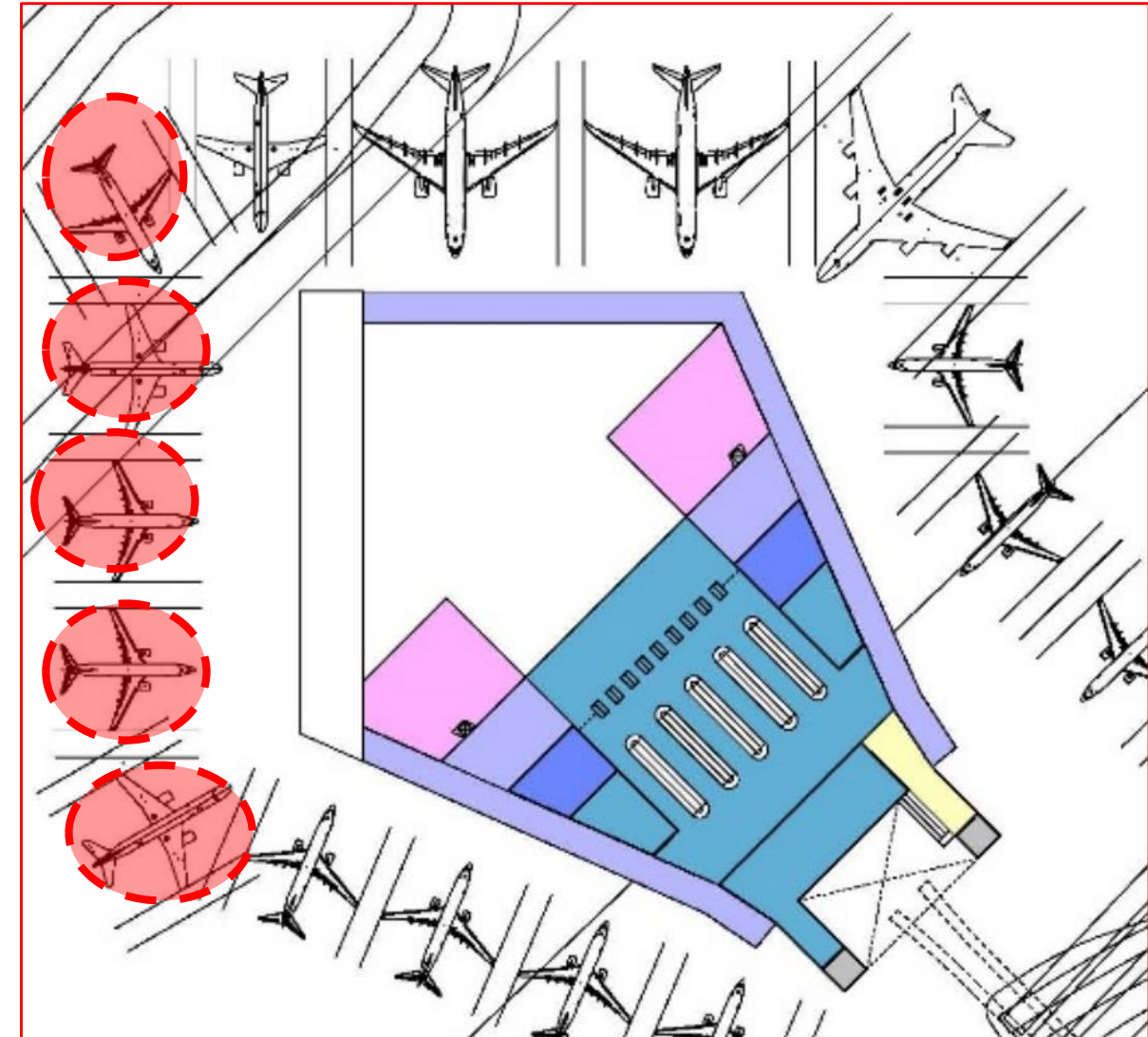
STERILE WALK DISTANCE = 600' & 430'

Option 3 – Line of Sight Comparison

Previous MP Alternative– 10 Sterile Gates



Previous – 16 Sterile Gates



With Line of Sight Adjustment – 11 Sterile Gates

Option 3

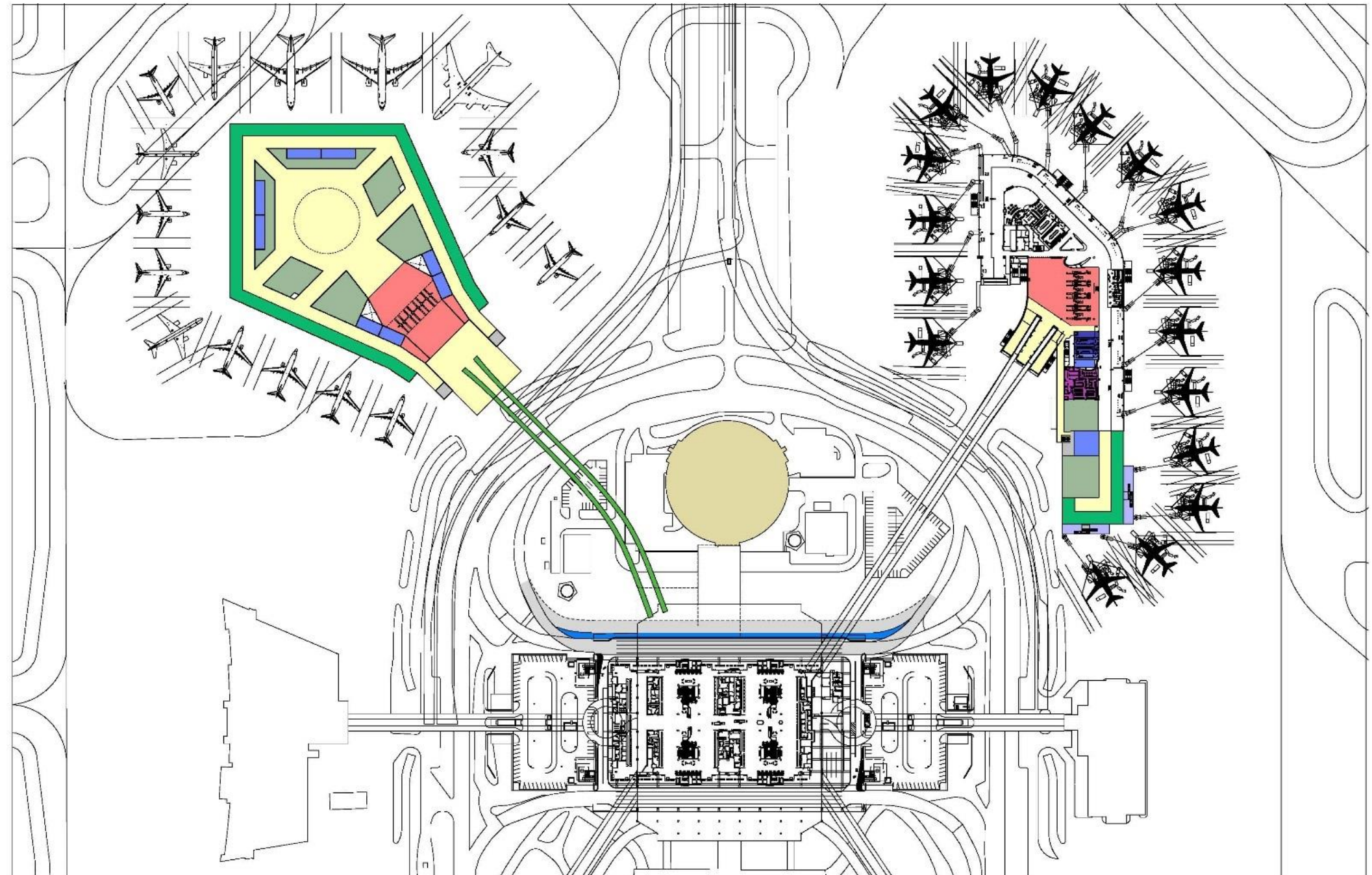
Level 2- Departure

Airside D

- ✓ New APM to Airside D
- ✓ 8 lane SSCP with flexibility
- ✓ Central Concession Core
- ✓ Ample restrooms throughout
- ✓ Access to Airline Clubs above via private elevator core

Airside C:

- ✓ Utilize existing APM
- ✓ Gate & SSCP Expansion

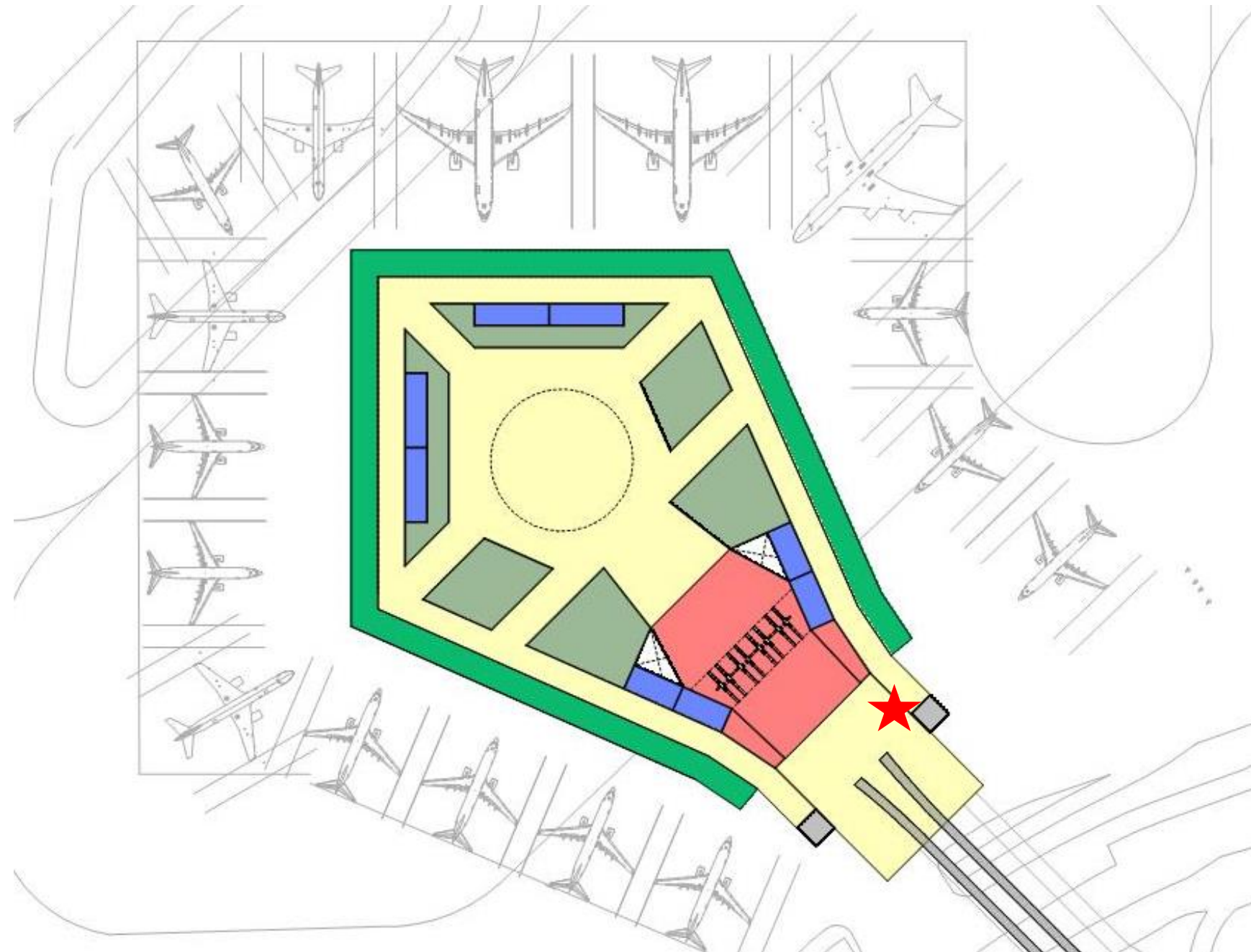


Option 3

Level 2 - Airside D – Departure

Plan Elements:

- ✓ New APM to Airside D on departure level
- ✓ SSCP – 8 lanes
- ✓ CBP located above
- ✓ Vertical Circulation from CBP down to APM platform on this level
- ✓ Central Concession Core
- ✓ Ample restrooms throughout
- ✓ Access to Airline Clubs above via private elevator core



Option 3

Level 1 - Arrivals / Apron

Terminal

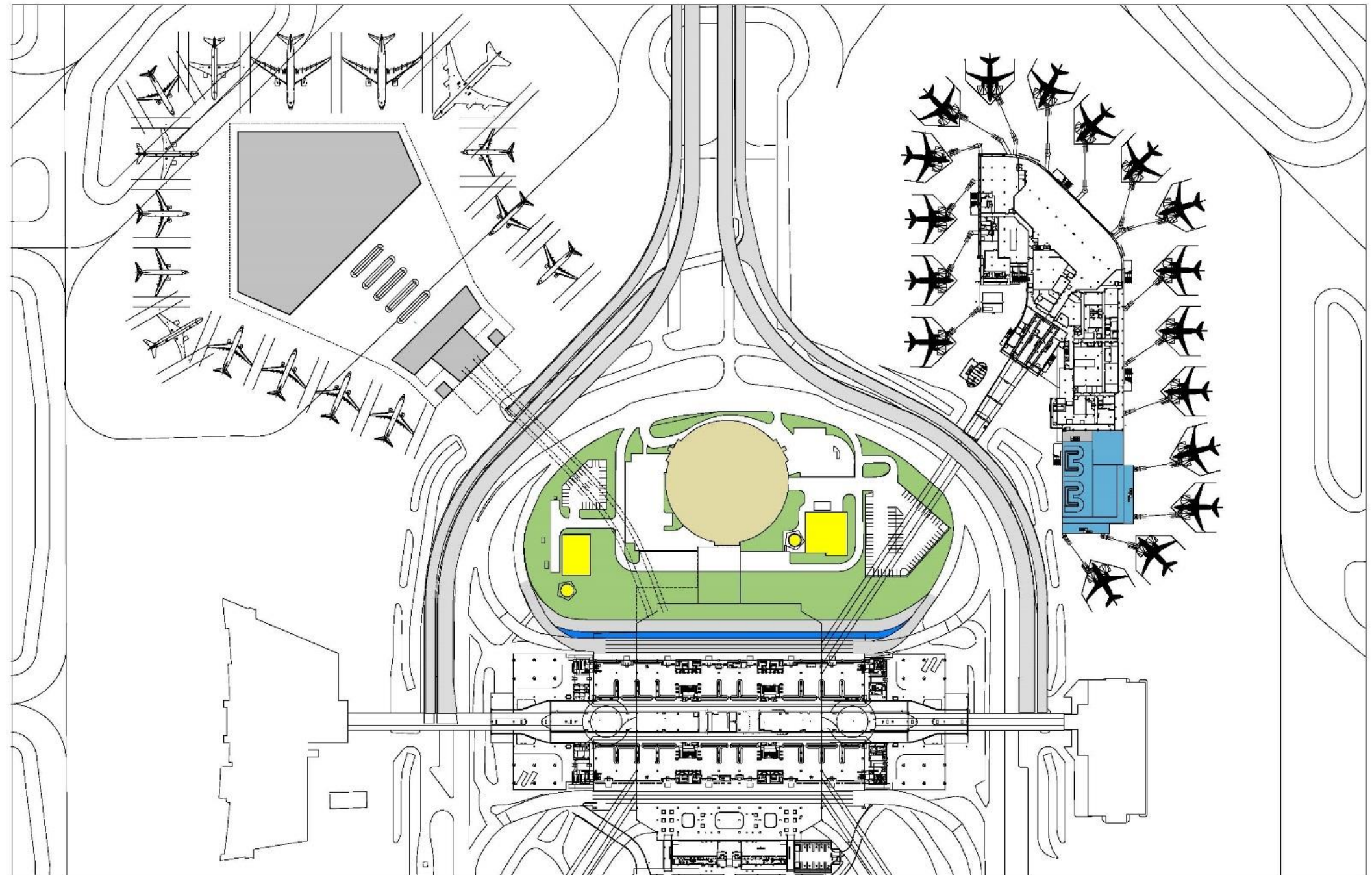
- ✓ No dedicated International Arrivals curb and roadway
- ✓ Additional median north of red side arrivals roadway
- ✓ 3 additional lanes north of this median provide relief and additional intl capacity

Airside C:

- ✓ Potential separate CBP located on ground level
- ✓ Additional Baggage makeup
- ✓ Building support

Airside D:

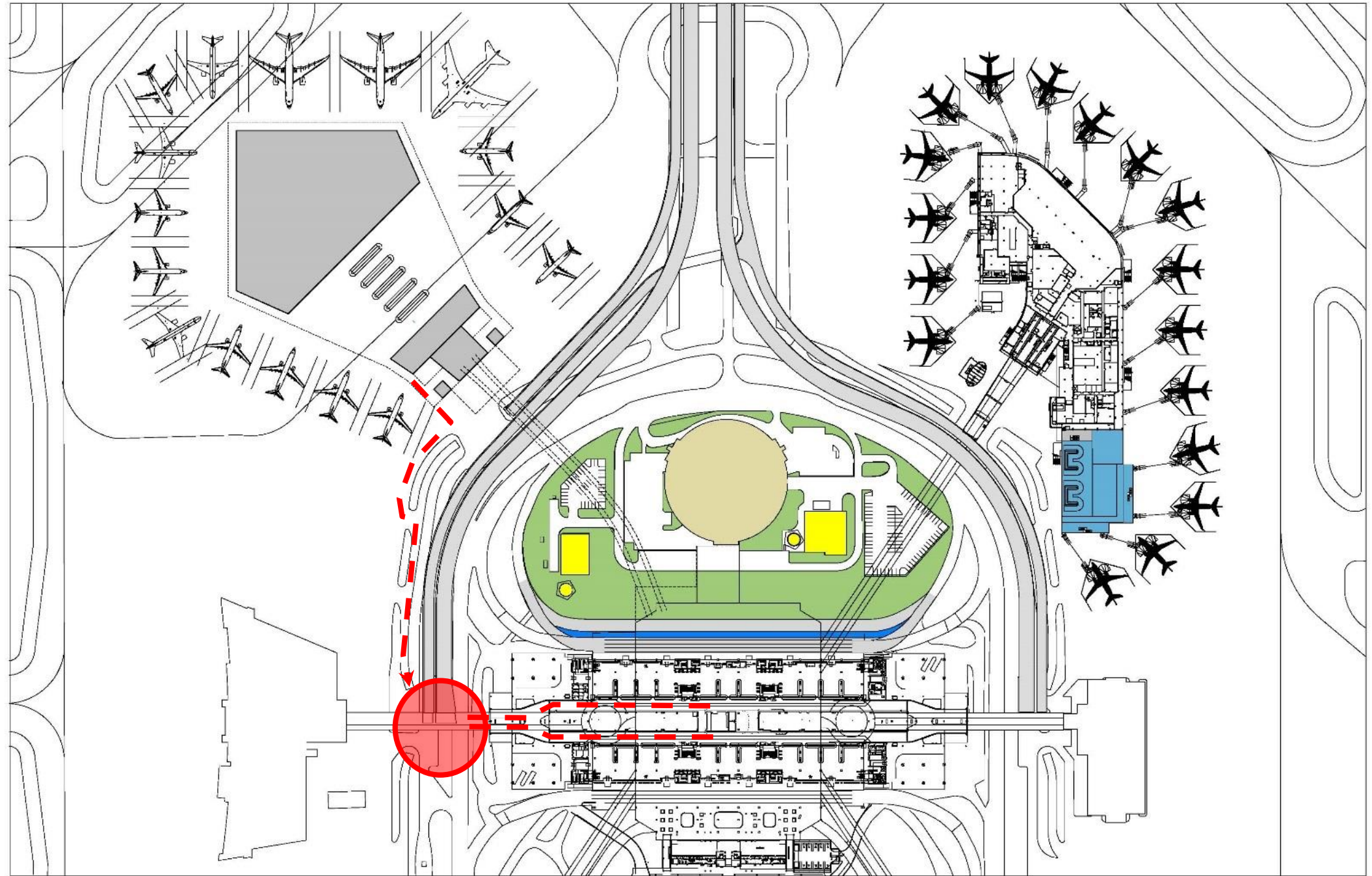
- ✓ Baggage makeup
- ✓ Building support



Option 3

Baggage Routing

- ✓ Utilize existing ramps from near Airside E to the underground terminal baggage area

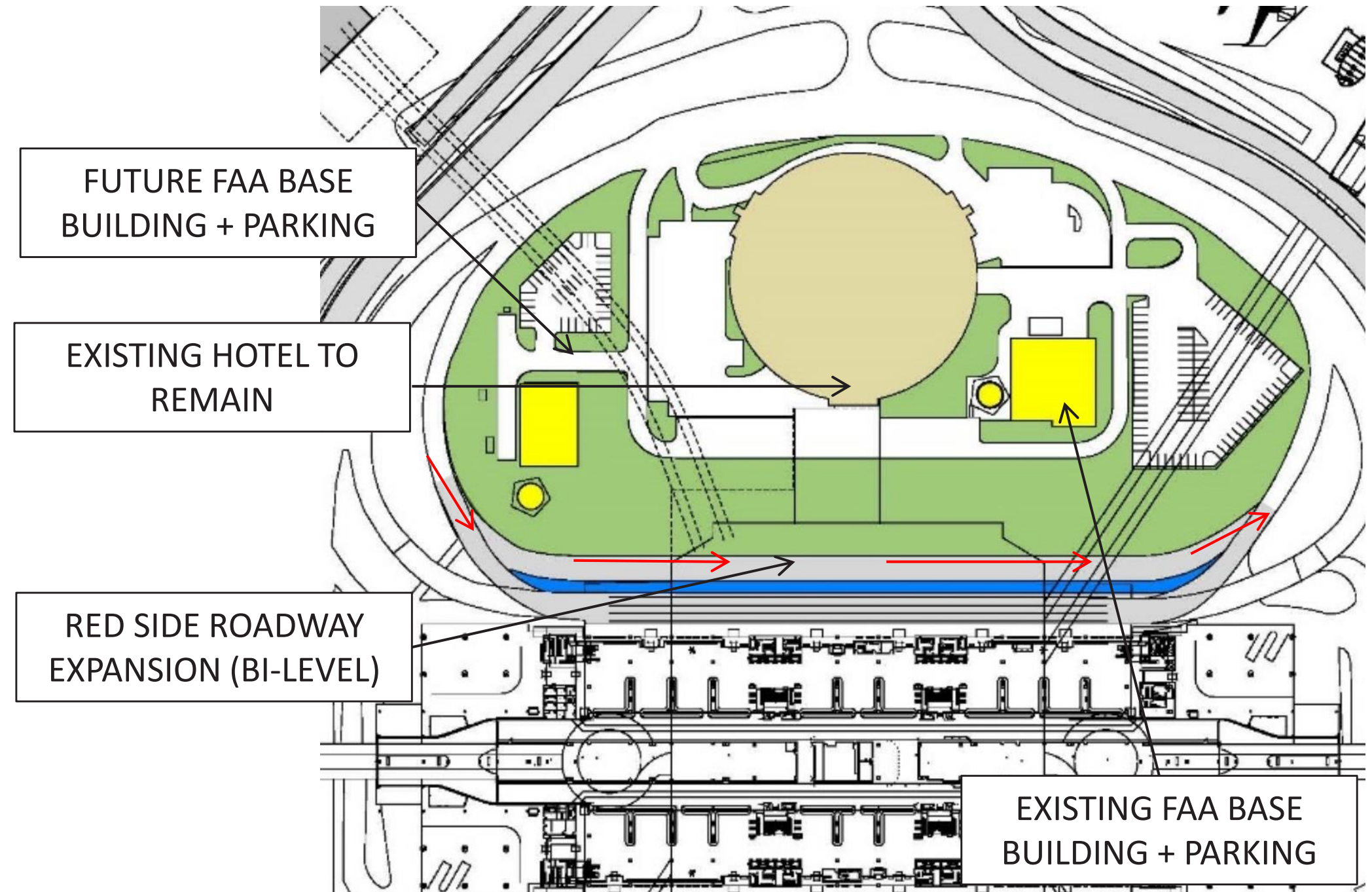


Option 3

Level 1- Arrivals

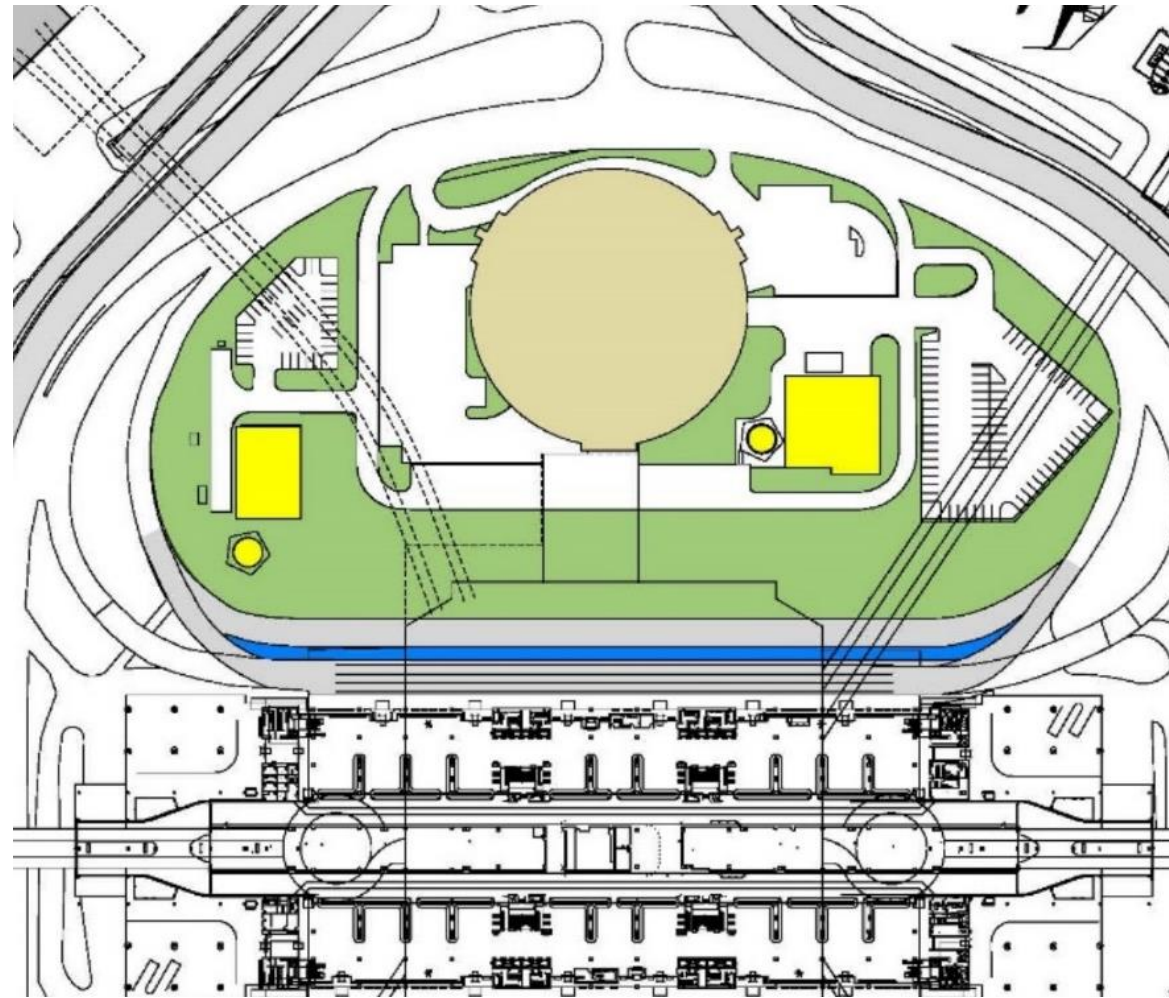
Terminal

- ✓ Hotel to remain
- ✓ Existing and Future ATCT and base buildings to remain
- ✓ Less parking on central site than other options
- ✓ Demo existing office building and relocated CEP
- ✓ No dedicated International Arrivals curb and roadway
- ✓ Additional lanes on red side provide congestion relief

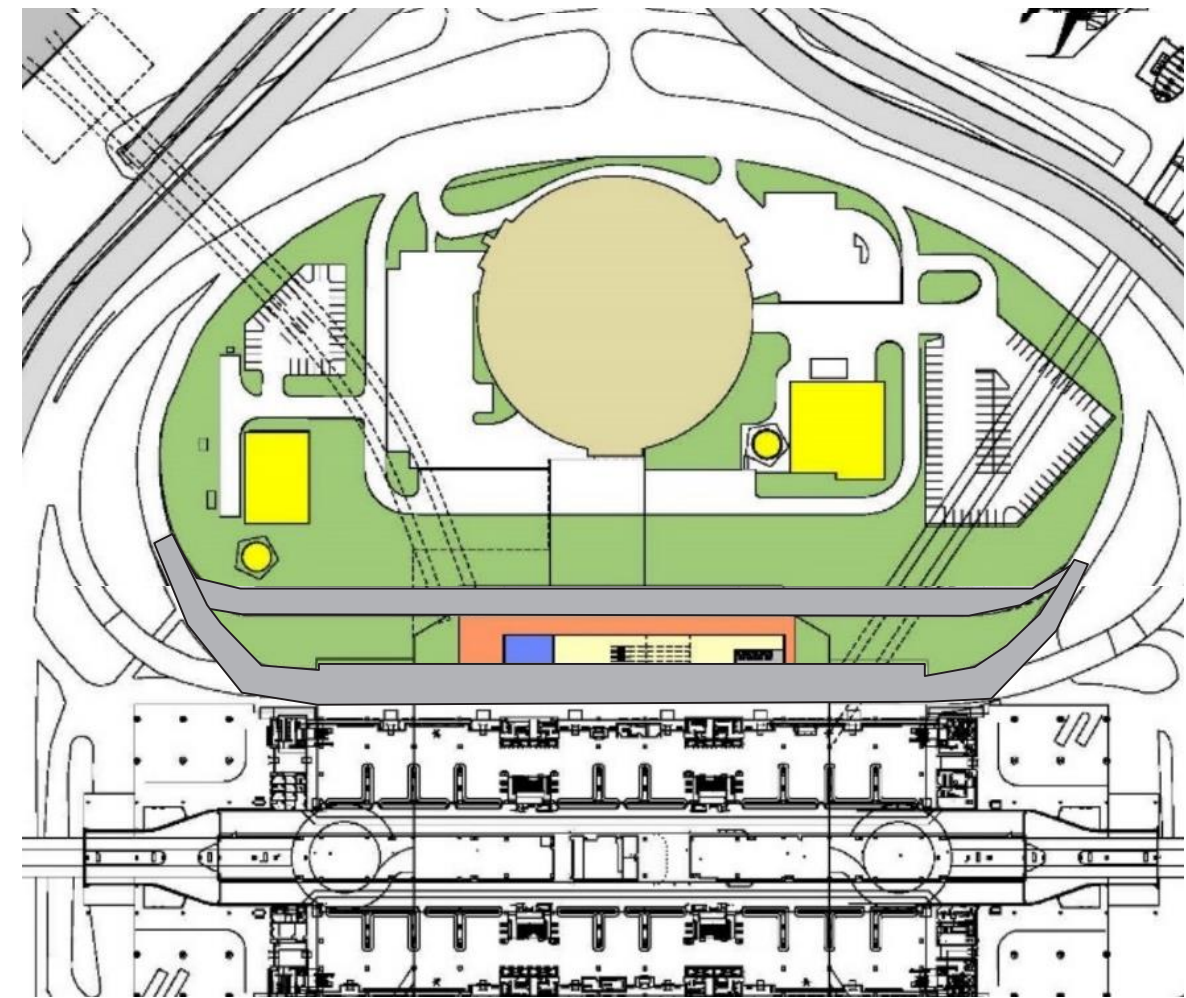


Option 3

Level 1- Arrivals Options



Option 3a – No dedicated international curb
(median only)



Option 3b – Dedicated international curb/lobby
(similar to other options)

Option 3

Level 1 - Airside D - Apron

Plan Elements:

- ✓ Baggage Makeup
- ✓ Loading Dock
- ✓ Airline Support
- ✓ Mechanical / Electrical
- ✓ IT
- ✓ GSE Storage
- ✓ APM Maintenance
- ✓ Concession Storage



Option 3

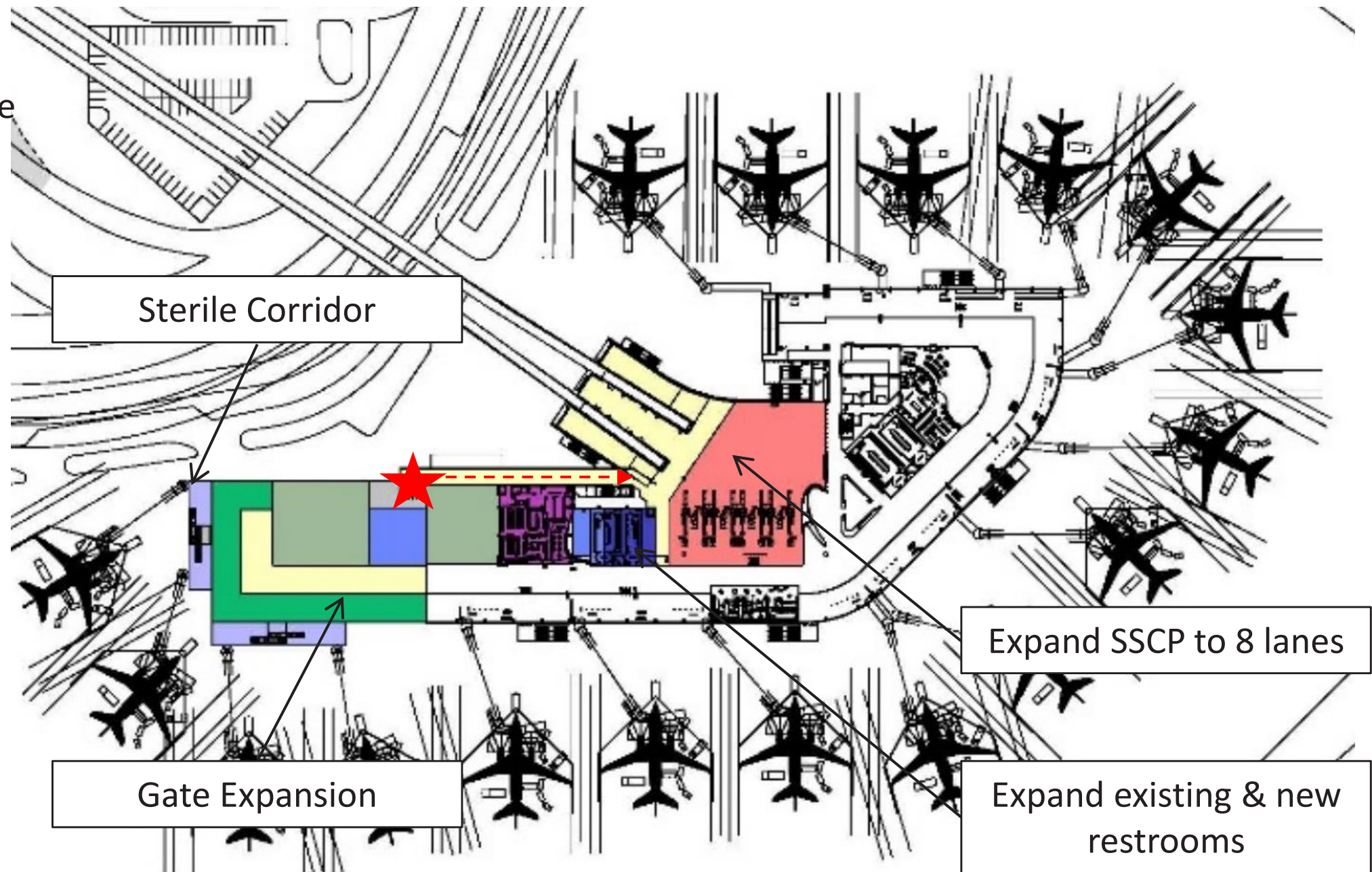
Level 2 - Airside C - Departure

Existing Building:

- ✓ Expand restroom core
- ✓ Expand existing SSCP to 8 lanes

Building Expansion:

- ✓ 4 Gates
- ✓ Sterile Corridor
- ✓ Additional restrooms
- ✓ Additional concessions



Option 3

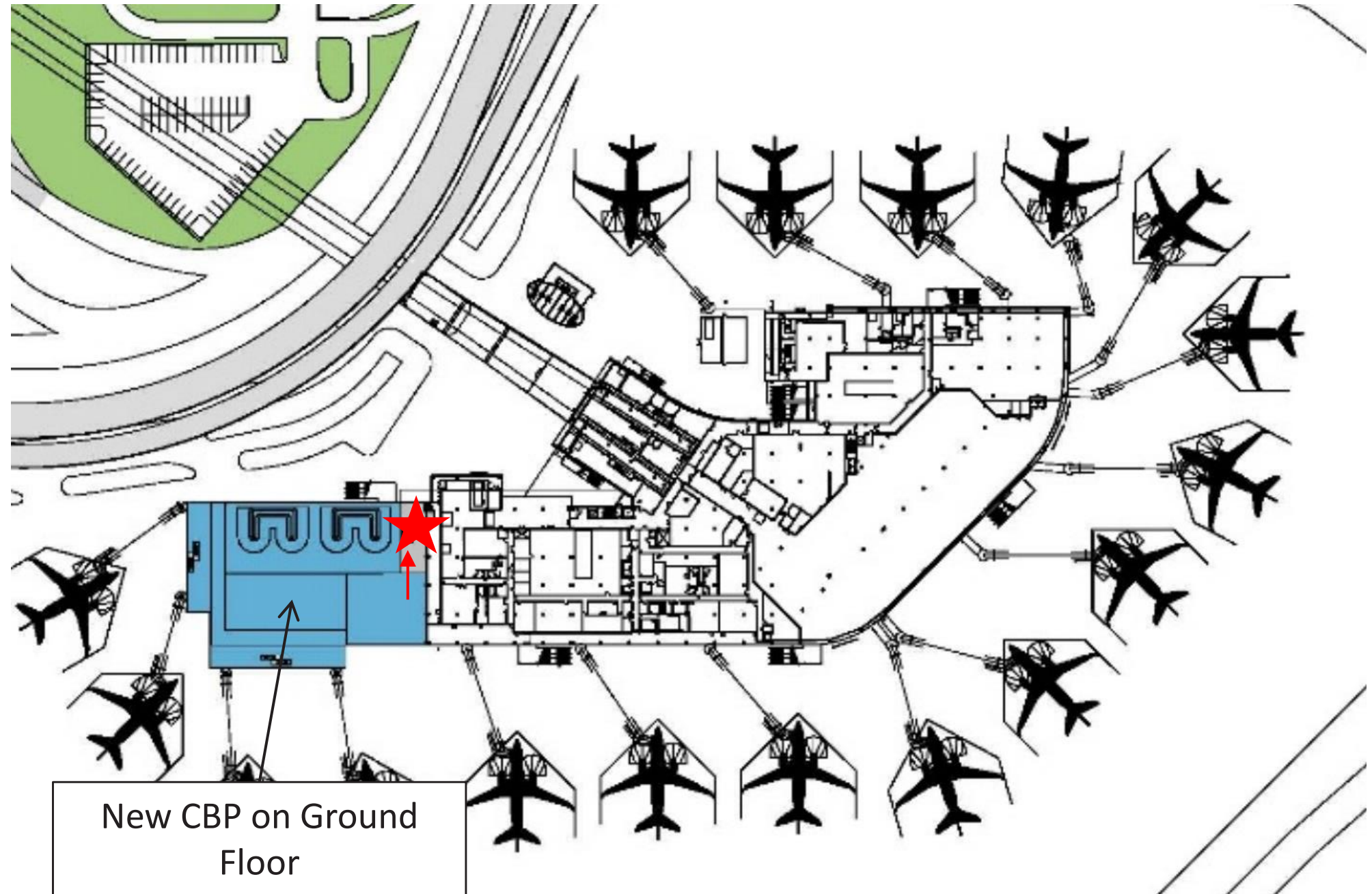
Level 1- Airside C - Apron

Existing Building:

- ✓ MEP upgrades for Departure level modifications

Building Expansion:

- ✓ 4 Gates
- ✓ Sterile Corridor
- ✓ New CBP





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Terminal Planning Alternatives Site and APM

APM - Vertical Elevations

Airside C & D

Upper Roof – 76'

Mid Roof – 70'

Sterile / Lower Roof – 60'

Departure – 42' / 44'

Apron – 26' / 28'

APM Transitions

Concept 1 & 2 (3')

Existing (15') + Concept 3 (13')

Terminal / Expansion

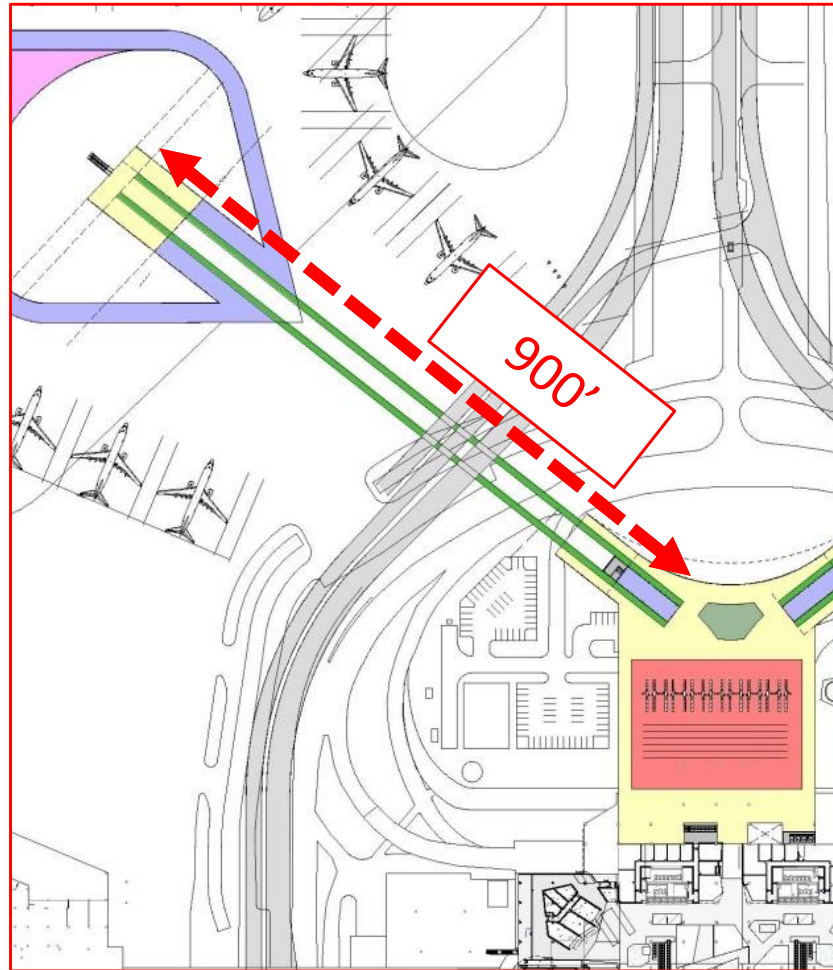
Parking Levels Above / Roof

Transfer / SSCP – 57'

Ticketing / CBP – 35'

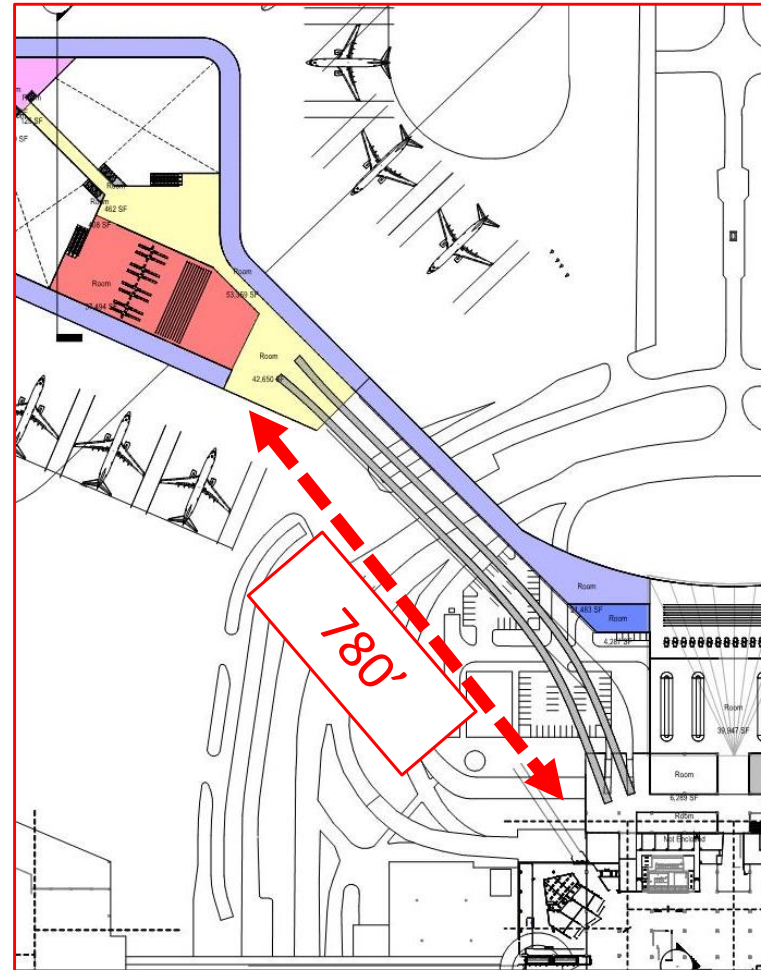
Bag Claim / Intl Arrivals – 18'

APM - Distances



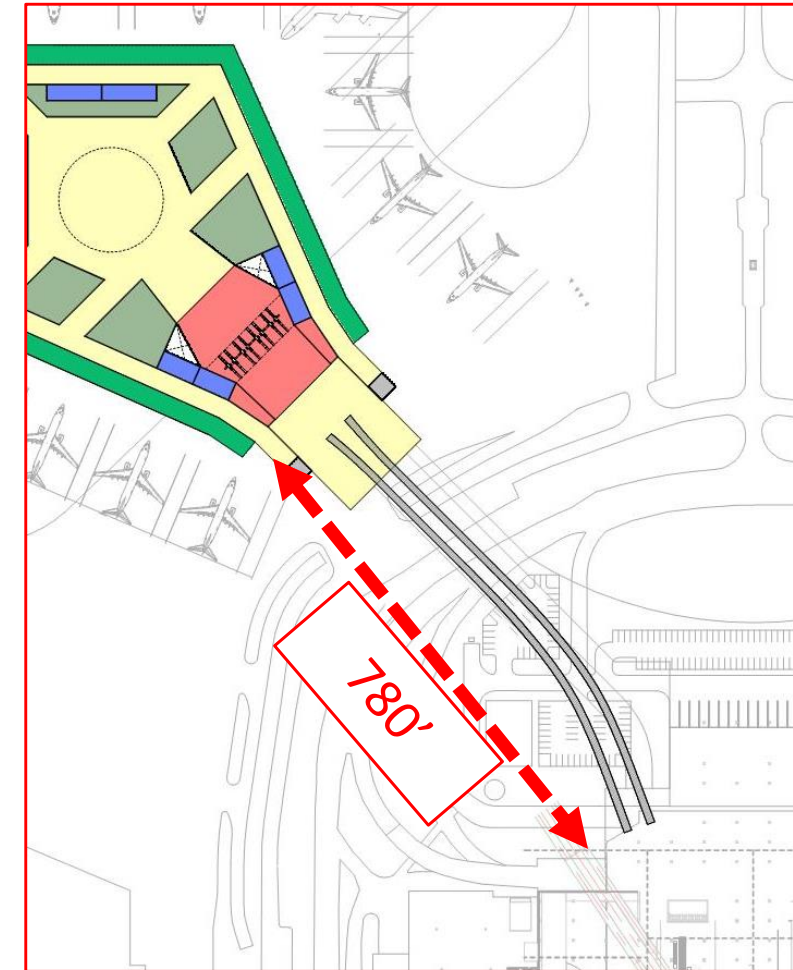
Option 1 –
“Consolidated”

VERTICAL TRANSITION = 3’



Option 2 –
“Hybrid”

VERTICAL TRANSITION = 3’



Option 1 –
“Standalone”

VERTICAL TRANSITION = 13’

APM – Terminal Stations

Option A–

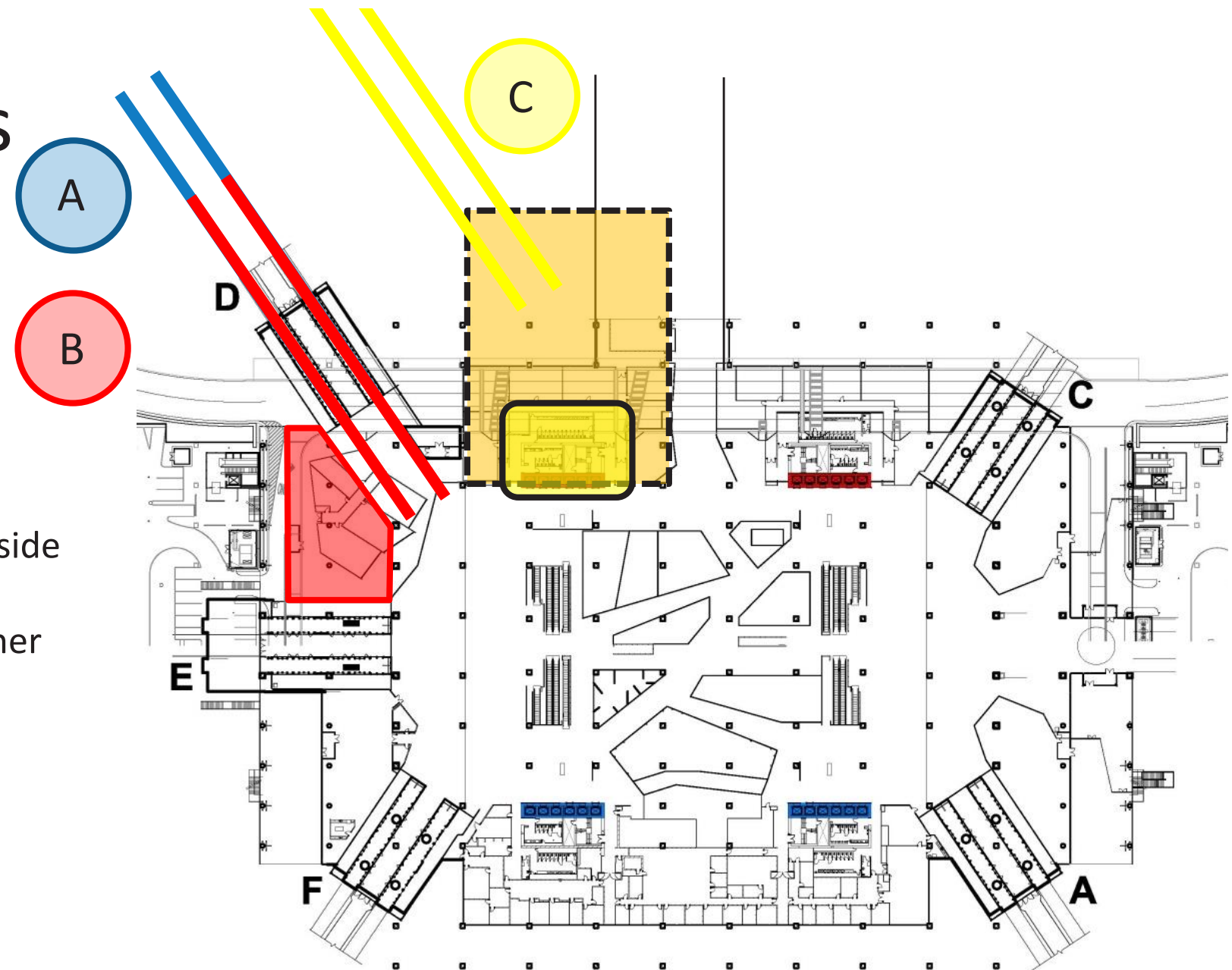
- ✓ Located at previous D guideway area but outside the existing building
- ✓ Access through the food court (circulation issues?)

Option B–

- ✓ Located at previous D guideway location inside the building
- ✓ Demo of new food court required and further structural study required

Option C –

- ✓ Located to west of existing “Gallery”
- ✓ Bypasses FAA future ATCT site allowing ultimate flexibility
- ✓ Main access via Gallery or CBP lobby (depending on option)
- ✓ Additional access adjacent to food court



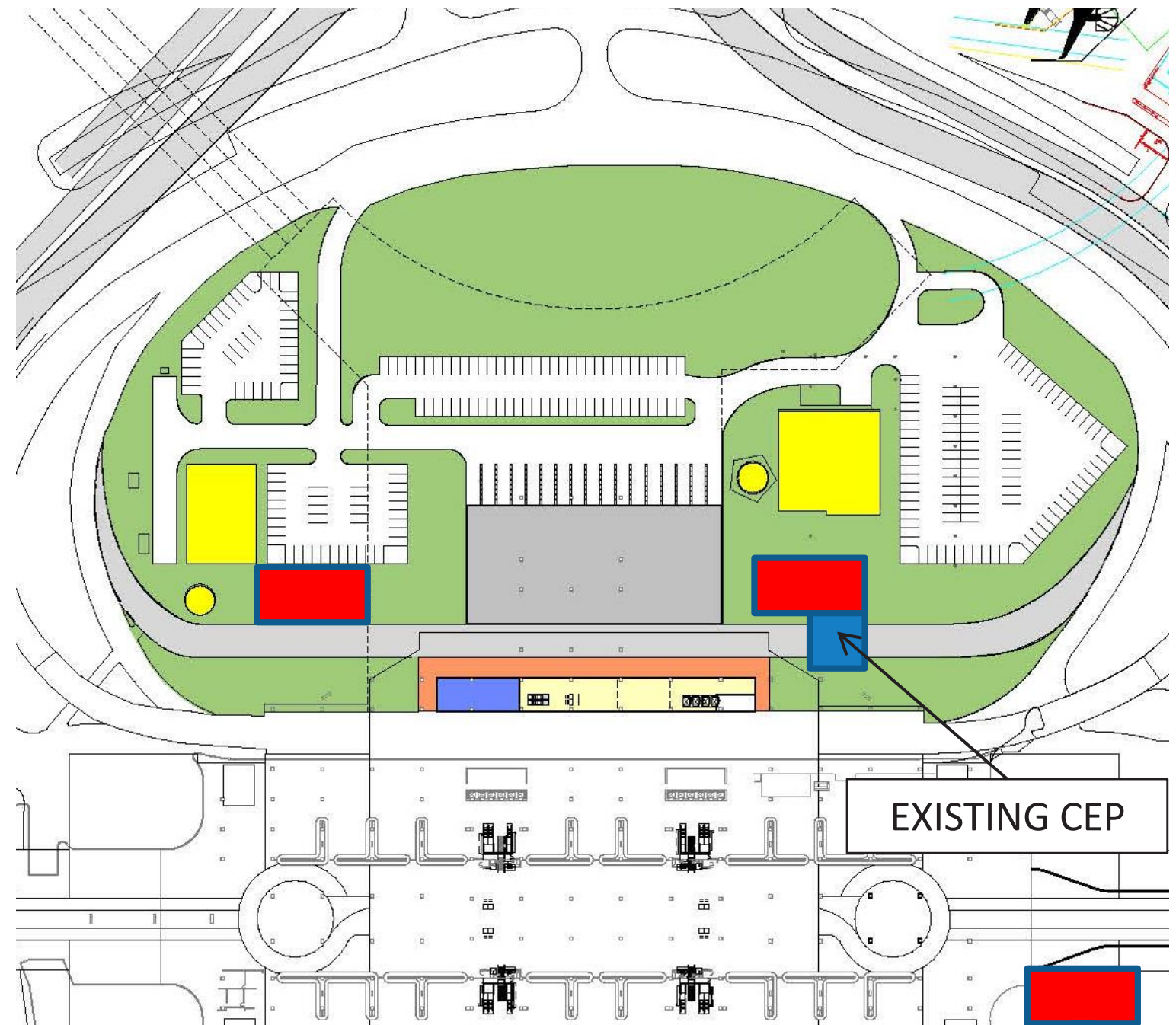
Site – Central Energy Plant

When existing Admin Building is demolished:

- Existing CEP will need to be relocated.
- Located in right-of-way for additional redside roadway capacity

Options:

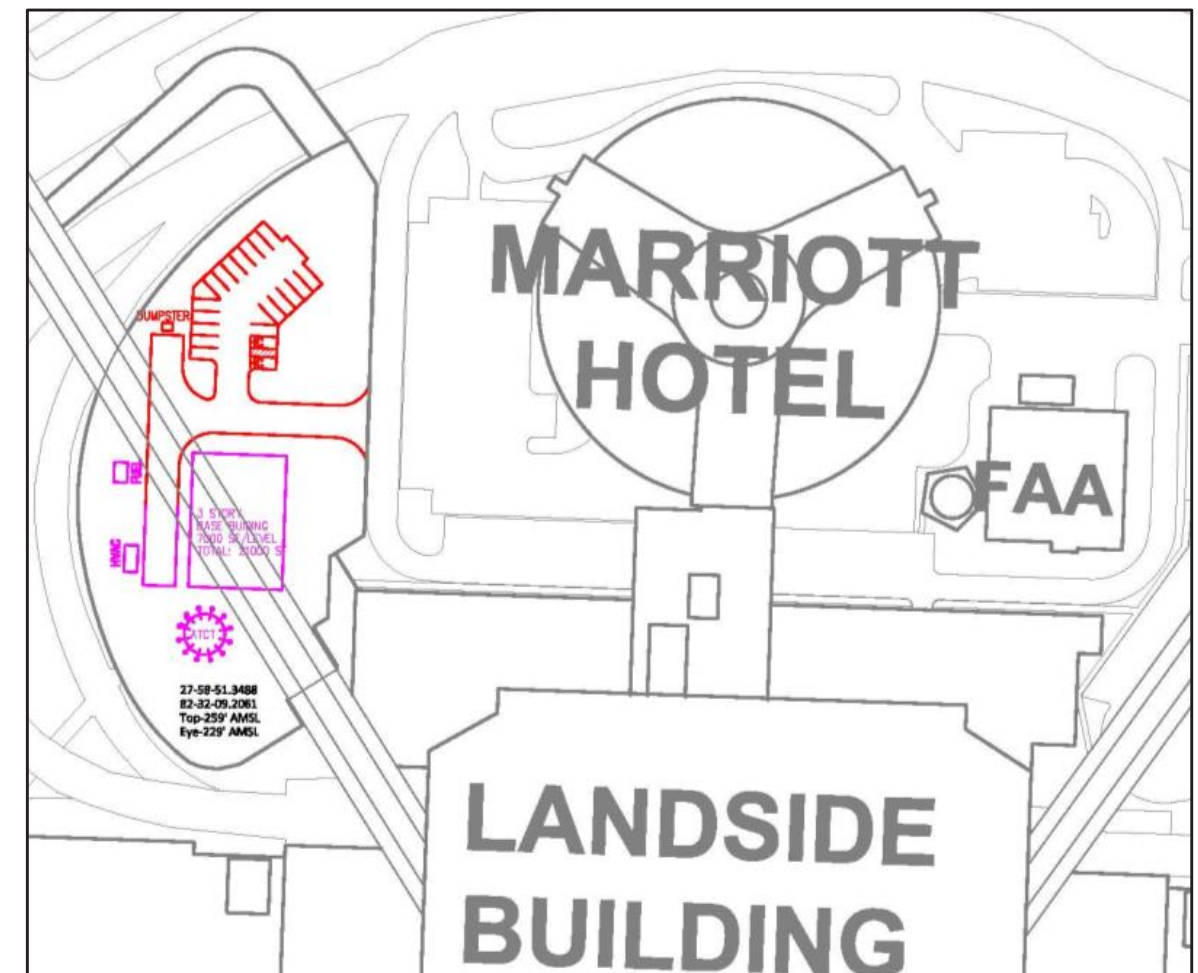
1. East of demolished Admin Building
2. West of demolished Admin Building
3. SE corner of Landside Terminal Building between Airside A APM guideway and Blue Side roadways.



Site - FAA

FAA Requirements:

- The tower shaft will be separate from the base building and the cab will be 650 sf.
- The base building (including TRACON) will need to be about 21,000 sf.
- Parking requirements are 120 – 140 spaces, including 20-40 spaces for Government vehicles.
- Delivery truck capability (small semitrailers)
- Safe access to the site
- Safe egress from the site

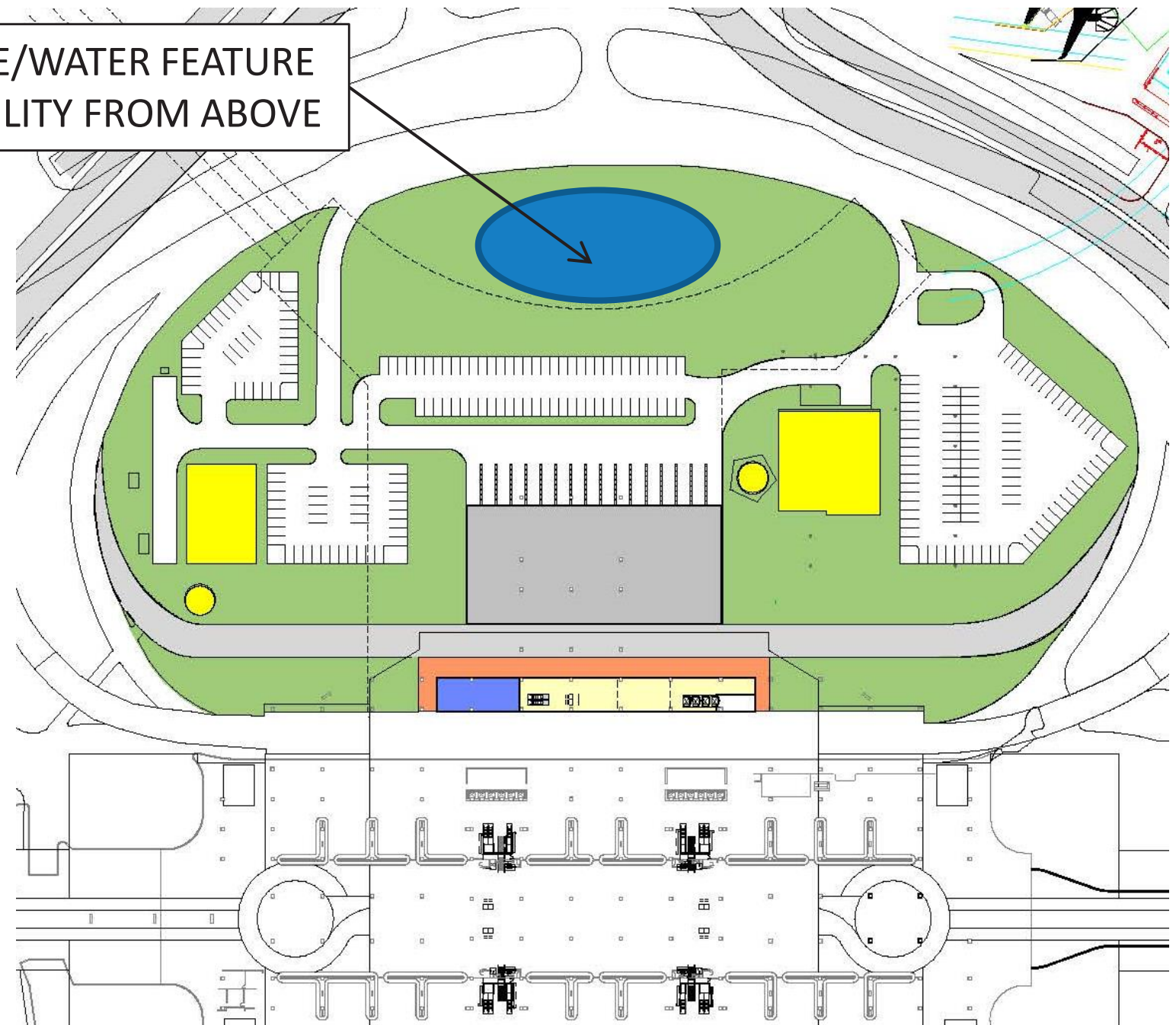


Site - Parking

FAA Requirements:

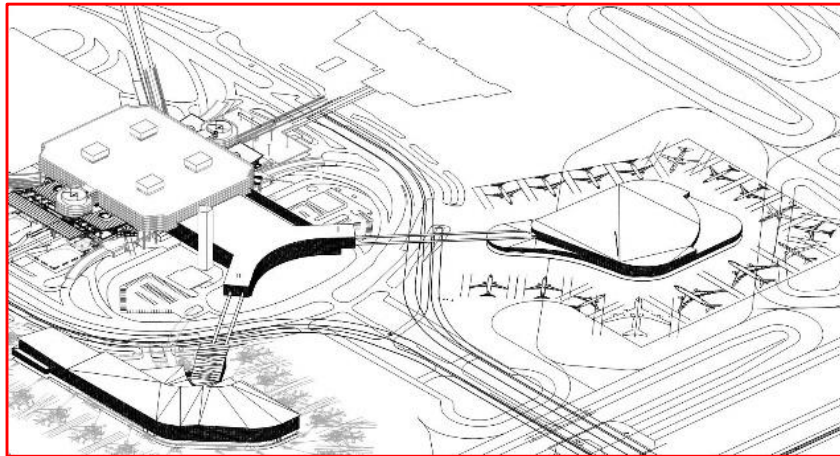
- *Parking requirements are 120 – 140 spaces, including 20-40 spaces for Government vehicles.*
- Total Parking Spaces shown: 226
- When existing ATCT is demolished, additional parking can be developed
- Allows ample parking for all agencies:
 - TSA
 - CBP
 - TIA Employee

LANDSCAPE/WATER FEATURE
WITH VISIBILITY FROM ABOVE



Summary – Airside C + D Concepts

Option 1 – Consolidated - \$\$\$



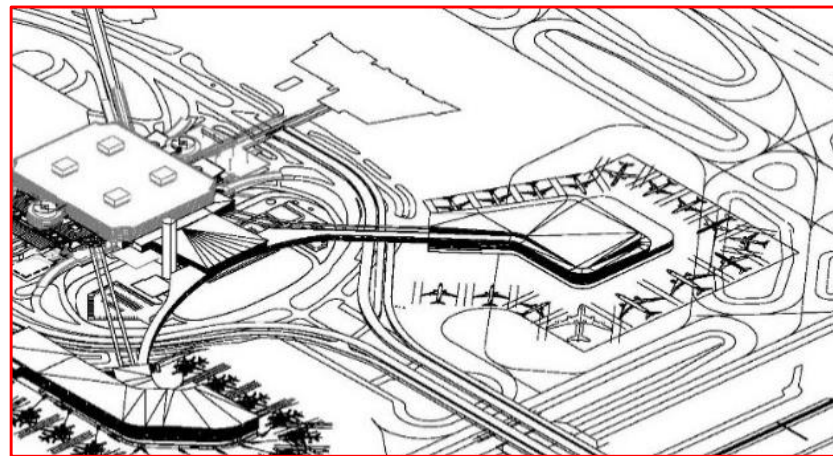
Pros:

- ✓ Continue with modified version of recommended MPU plan
- ✓ Consolidated Airside C&D (SSCP & CBP)
- ✓ Allows Intl gate expansion for SWA
- ✓ Maintains ex. & future ATCT / Base Bldg

Cons:

- ✓ Does not preserve hotel
- ✓ Likely most expensive (most SF) and rebuild both Airside APMs
- ✓ Admin Building and CEP relocation

Option 2 – Hybrid - \$\$



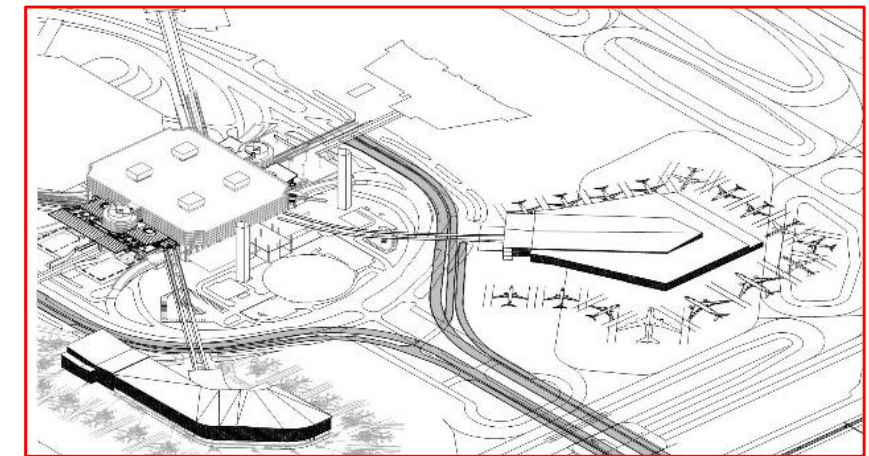
Pros:

- ✓ Sterile connectivity for Airsides C & D (1 CBP facility)
- ✓ Maintains ex. & future ATCT / Base Bldg
- ✓ Maintain existing Airside C APM
- ✓ Less overall building SF than Option 1

Cons:

- ✓ No consolidated SSCP (PRO or CON)
- ✓ Does not preserve hotel
- ✓ Additional road crossing at sterile level
- ✓ Admin Building and CEP relocation

Option 3 – Standalone - \$



Pros:

- ✓ Maintains ex. & future ATCT / Base Bldg
- ✓ Maintain existing Hotel
- ✓ Maintain existing Airside C APM
- ✓ Less impact to passengers during construction (mostly airside project)
- ✓ Least SF = Less Cost
- ✓ Additional red side road capacity (bi-level)

Cons:

- ✓ Intl passengers must take baggage on APM to the terminal (similar to F)
- ✓ Less parking on site for agencies and TIA
- ✓ Admin Building and CEP relocation



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Terminal Planning Alternatives

Airside A

Airside A

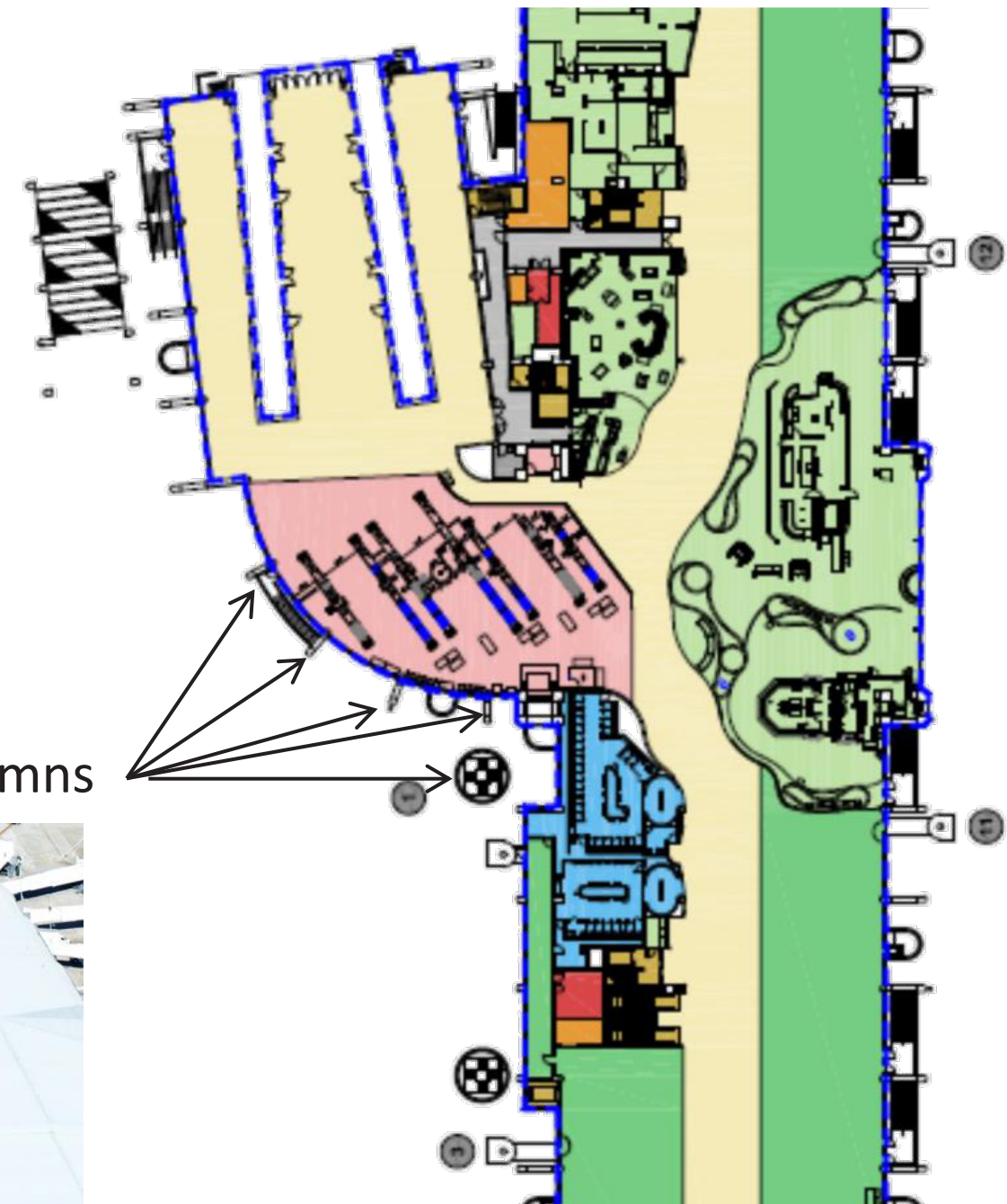
Security Checkpoint Expansion

- Need additional:
 - (1) Lane (minimum)
 - Queuing
- Currently non-standard lanes; need more re-vest area

Issues:

- Structural Columns
- Exit Stairs
- Silver Jet Hardstand access

Large Structural Columns

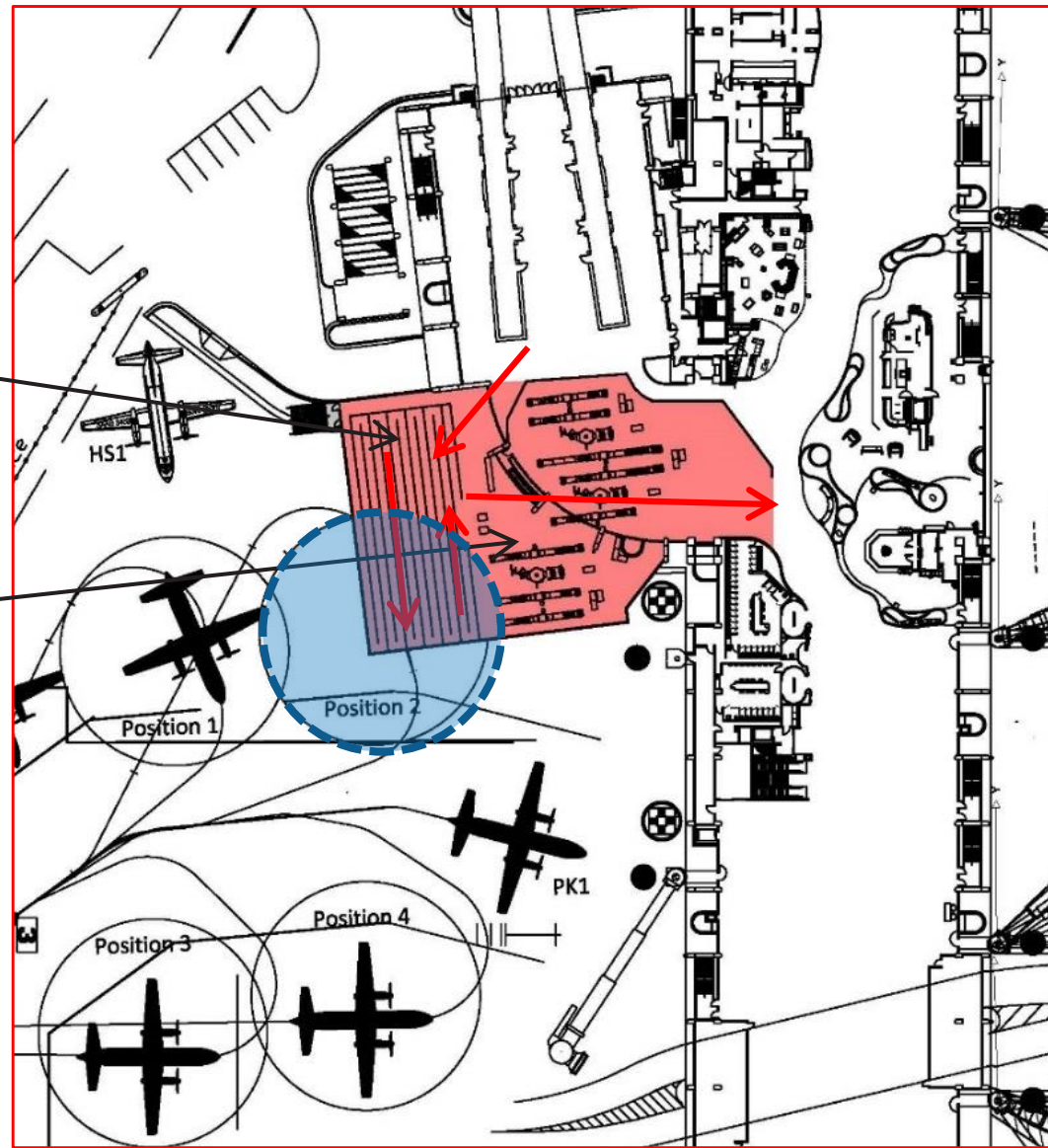
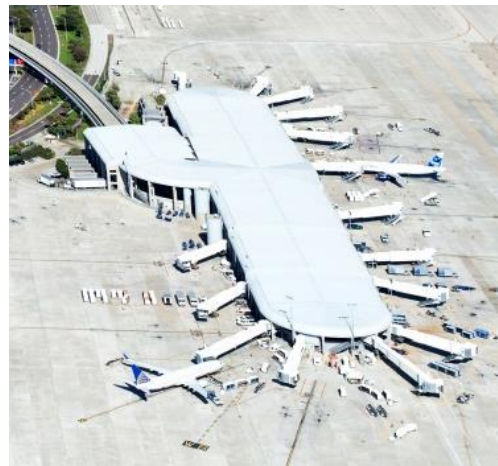


Existing

Airside A

QUEUE
4100 SF
(2000 ADDITIONAL)

8 LANES
(1 ADDITIONAL)



Proposed

SILVER AIRWAYS - HARDSTANDS
PARKED N-S = LOSE ONE POSITION
PARKED E-W = NO LOSS

*TO BE VERIFIED



Existing

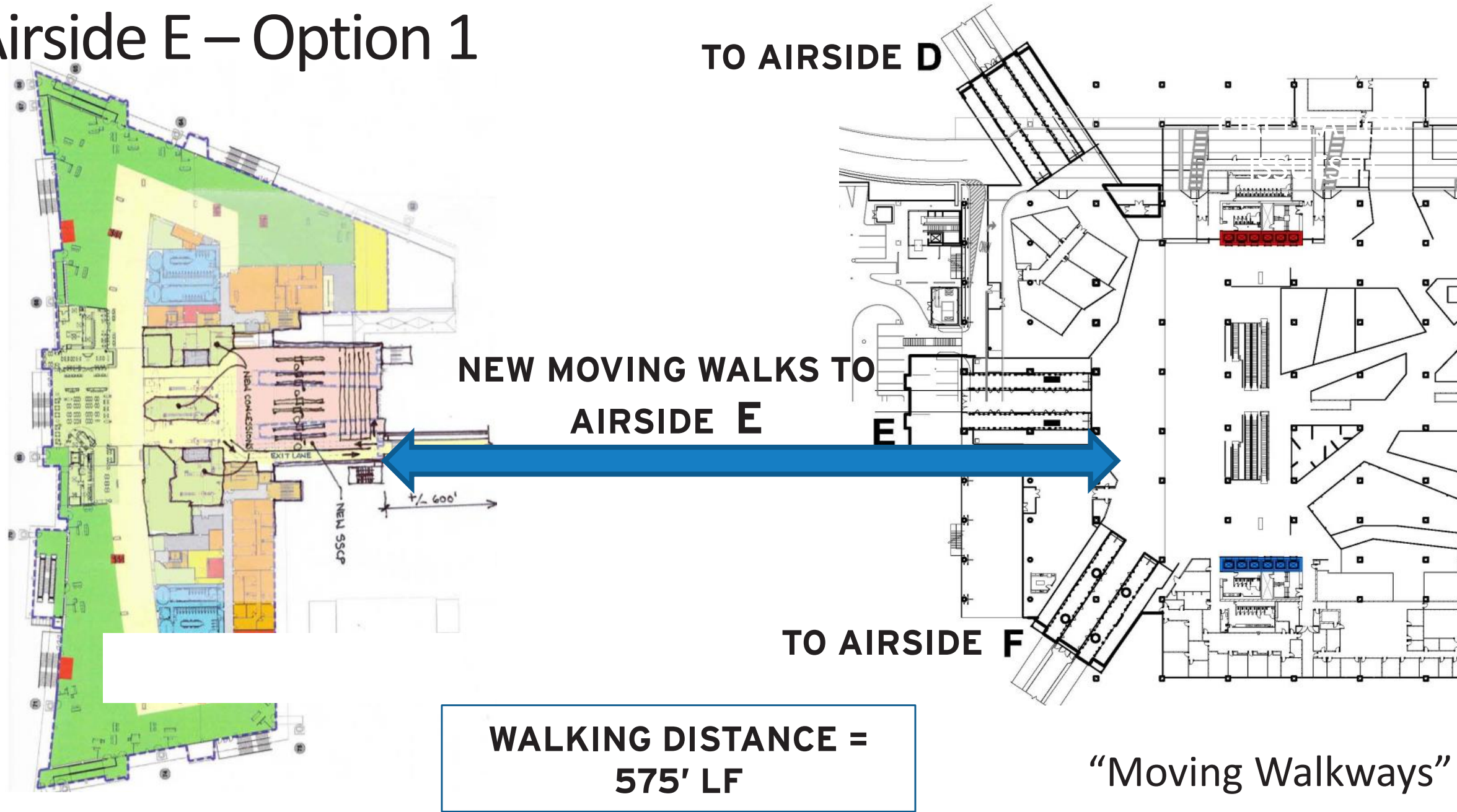


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Terminal Planning Alternatives

Airside E

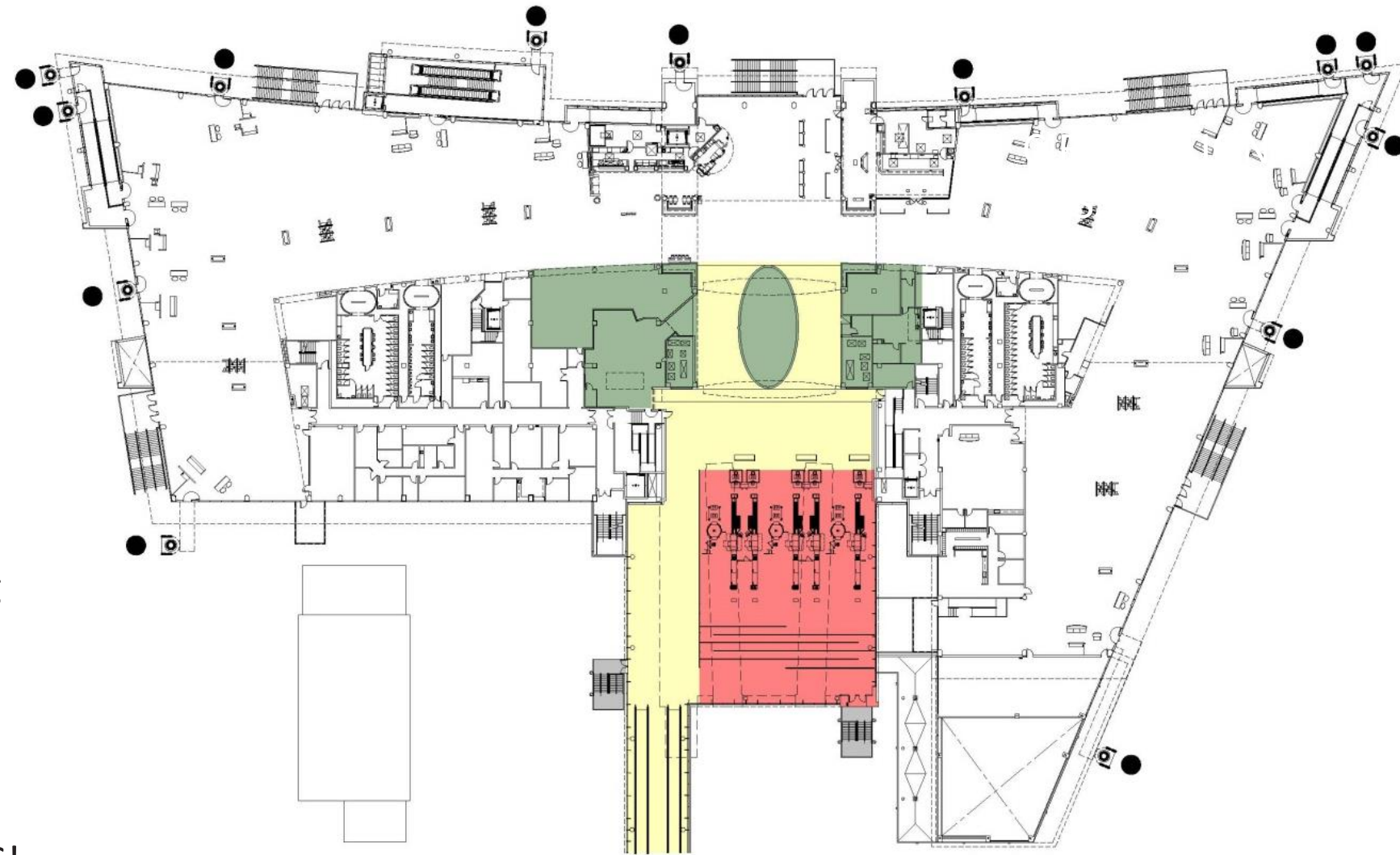
Airside E – Option 1



Airside E

Option 1

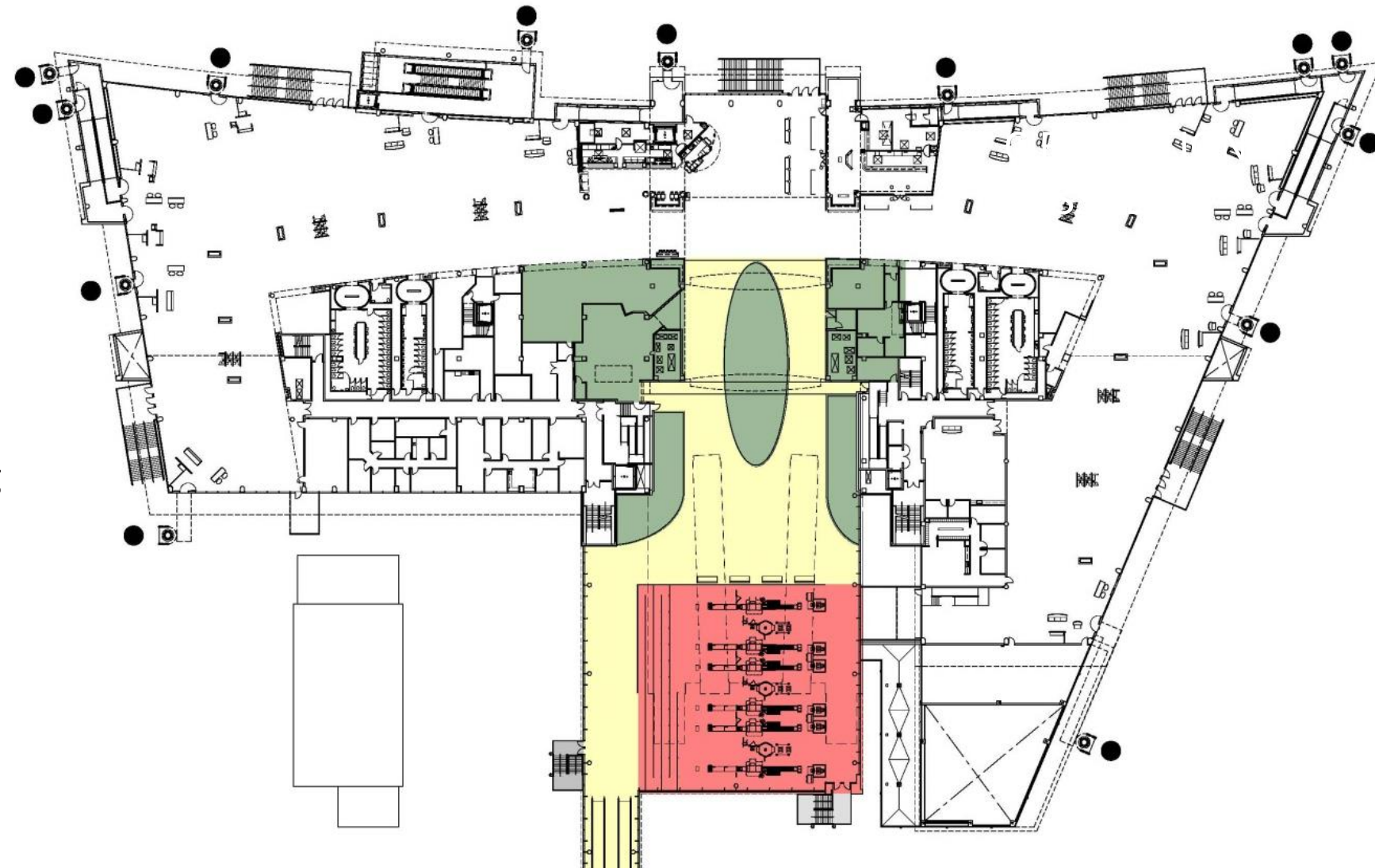
- ✓ New moving walk bridge located south of existing APM platform and tracks
- ✓ SSCP located east-west (similar to existing) BUT on flat floor (infill existing tracks)
- ✓ New concessions located at existing SSCP including ramps to Airside E gates
- ✓ Need to relocate exit stair and build new corridor to south
- ✓ CAN ONLY ACCOMMODATE 5 LANES!
REQUIREMENT FOR 6!



Airside E

Option 2

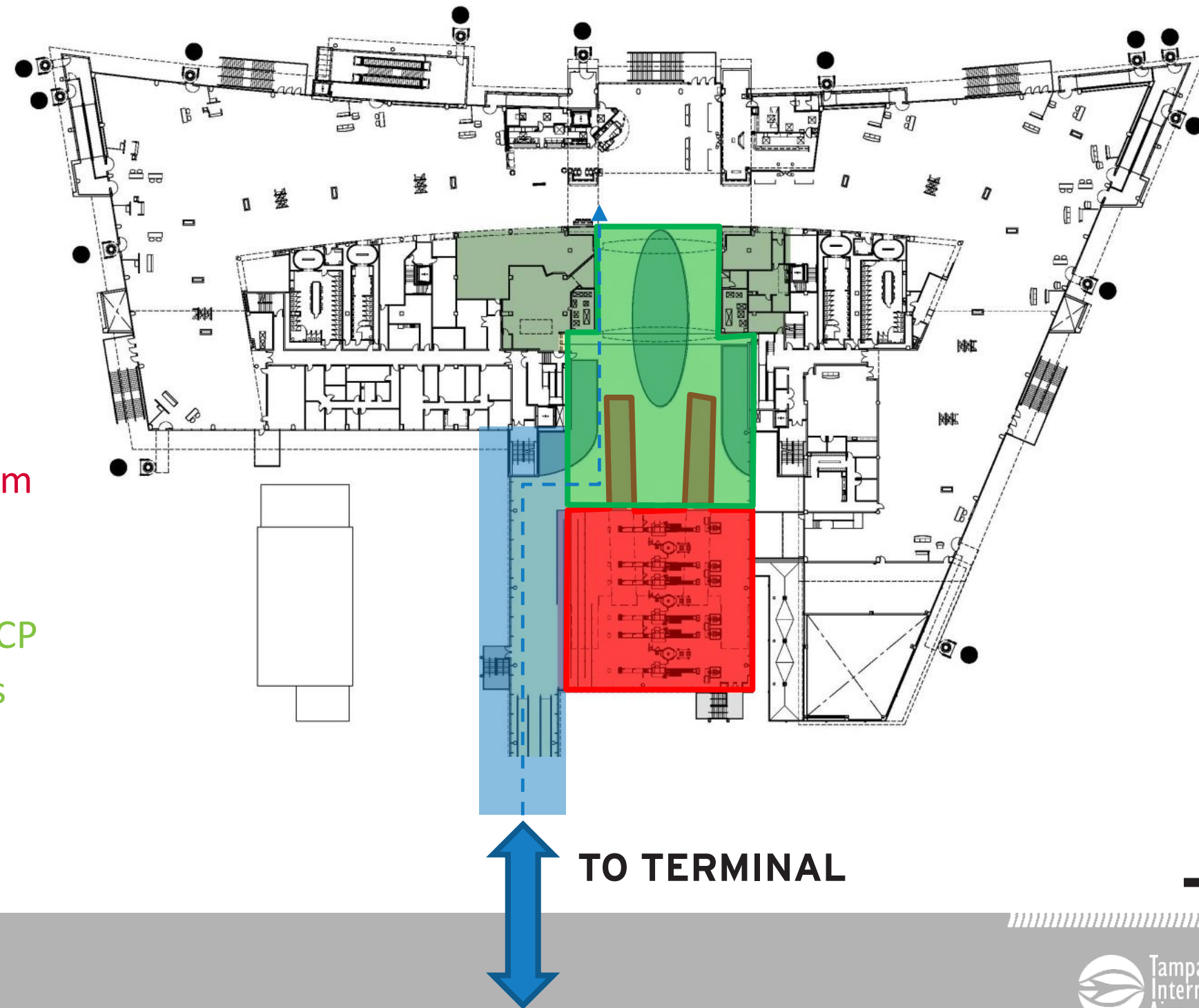
- ✓ New moving walk bridge located south of existing APM platform and tracks
- ✓ SSCP located north-south
- ✓ New concessions located at existing SSCP including ramps to Airside E gates (more than Option 1)
- ✓ Need to relocate exit stair and build new corridor to south and building extension east.
- ✓ CAN ACCOMMODATE **ALL 6 LANES REQUIRED!**



Airside E

Phased Approach

1. Build New Walkway (with moving walks)
2. Open New Corridor
3. Demo existing APM tracks
4. Demo/infill station platform and new SSCP
5. Open new SSCP
6. Decommission existing SSCP
7. Build out new concessions (floor transitions)





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Terminal Planning Alternatives

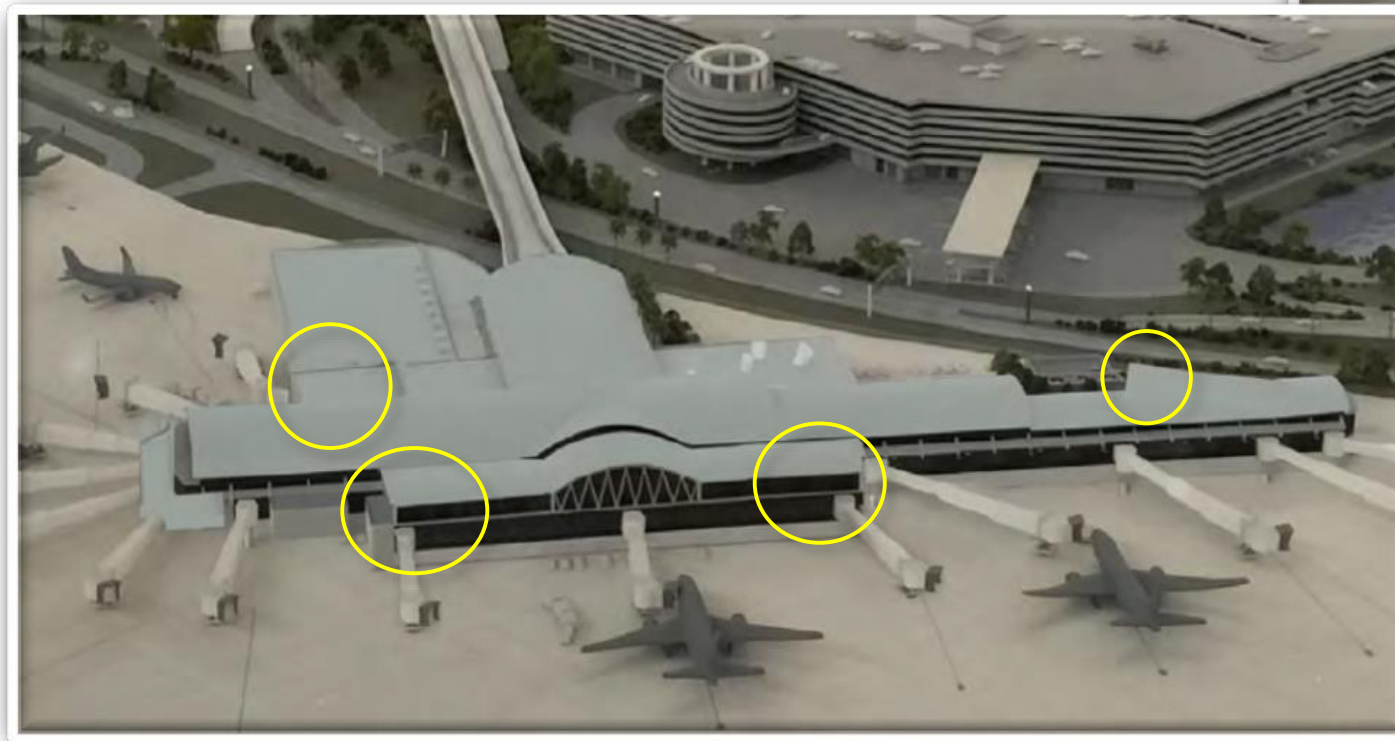
Airside F

Airside F – Exterior Configurations

- Expansion occurs in four main areas of the building, on all three levels (ramp, boarding & club)
- Existing Airside F functionality and architectural expression is maintained



Existing



Proposed

Airside F – Ramp Level

Expand Holdrooms at Gates 84 & 86 above:

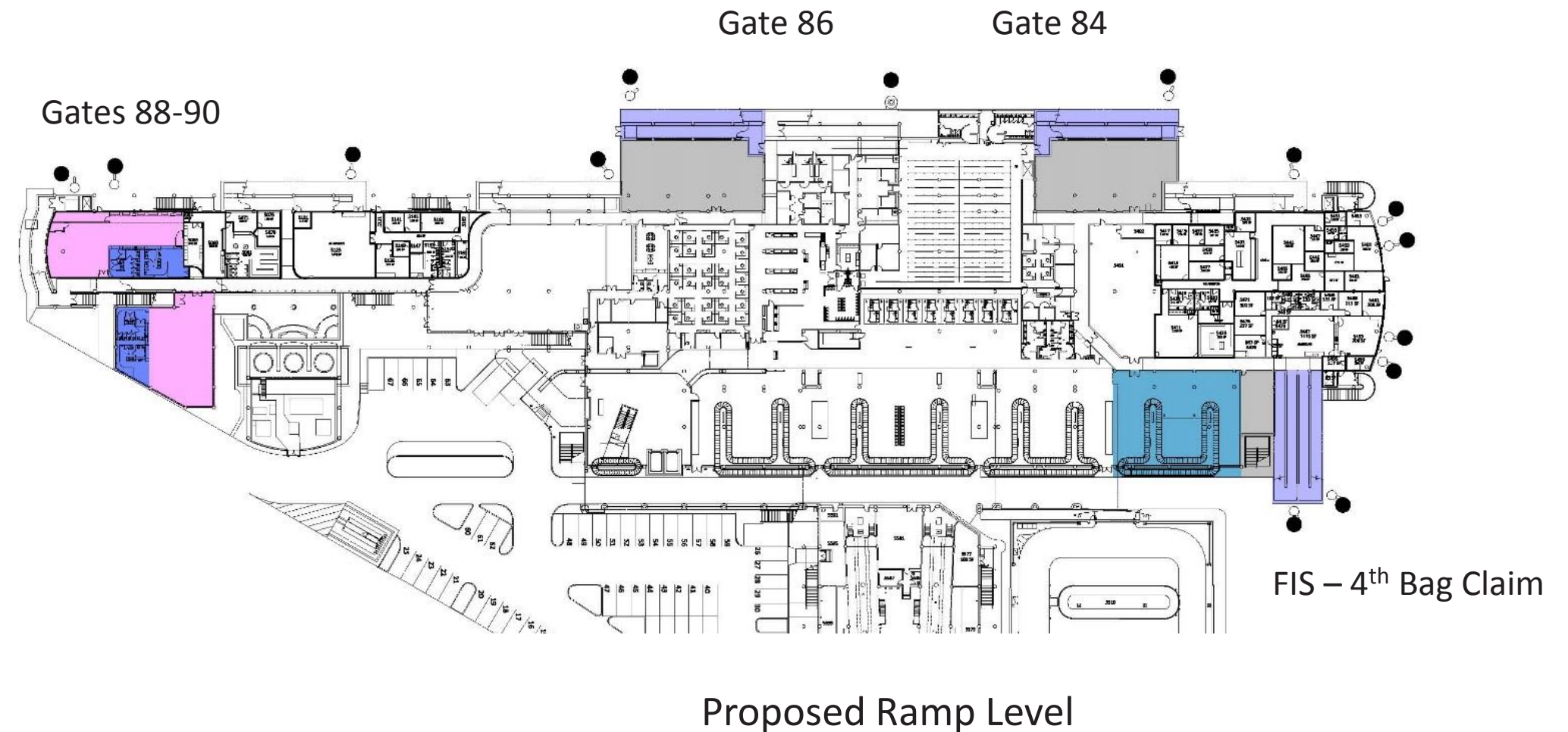
- ✓ Allows FIS support expansion and overflow for passenger queue
- ✓ Includes new sterile ramps into the FIS for these gates

Intransit Lounge:

- ✓ No longer used
- ✓ 2 separate rooms
- ✓ Develop as an Intl Lounge

FIS:

- ✓ 4th Additional Bag Claim and necessary circulation



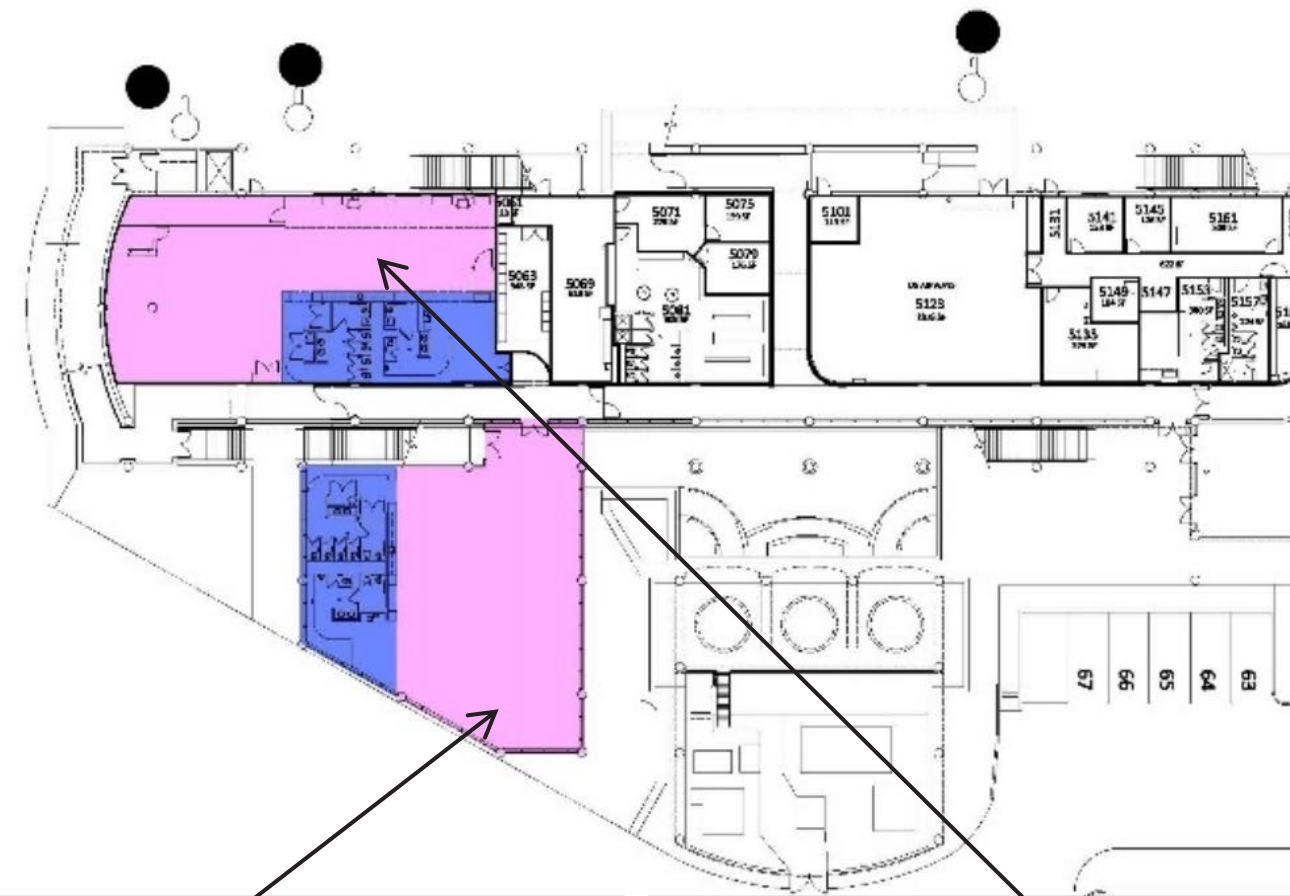
Airside F – Ramp Level

Expansion of the International Lounge needed:

- InTransit Lounge is no longer utilized
- Small lounge underutilized as storage; does not have restroom facilities
- Rooms are separated by sterile corridor and not physically possible to connect

Proposal:

- Utilize existing InTransit Lounge (without changes)
- Also utilize existing small lounge with expansion of additional SF and restroom facilities



Existing Room/Lounge



Existing In-Transit Lounge



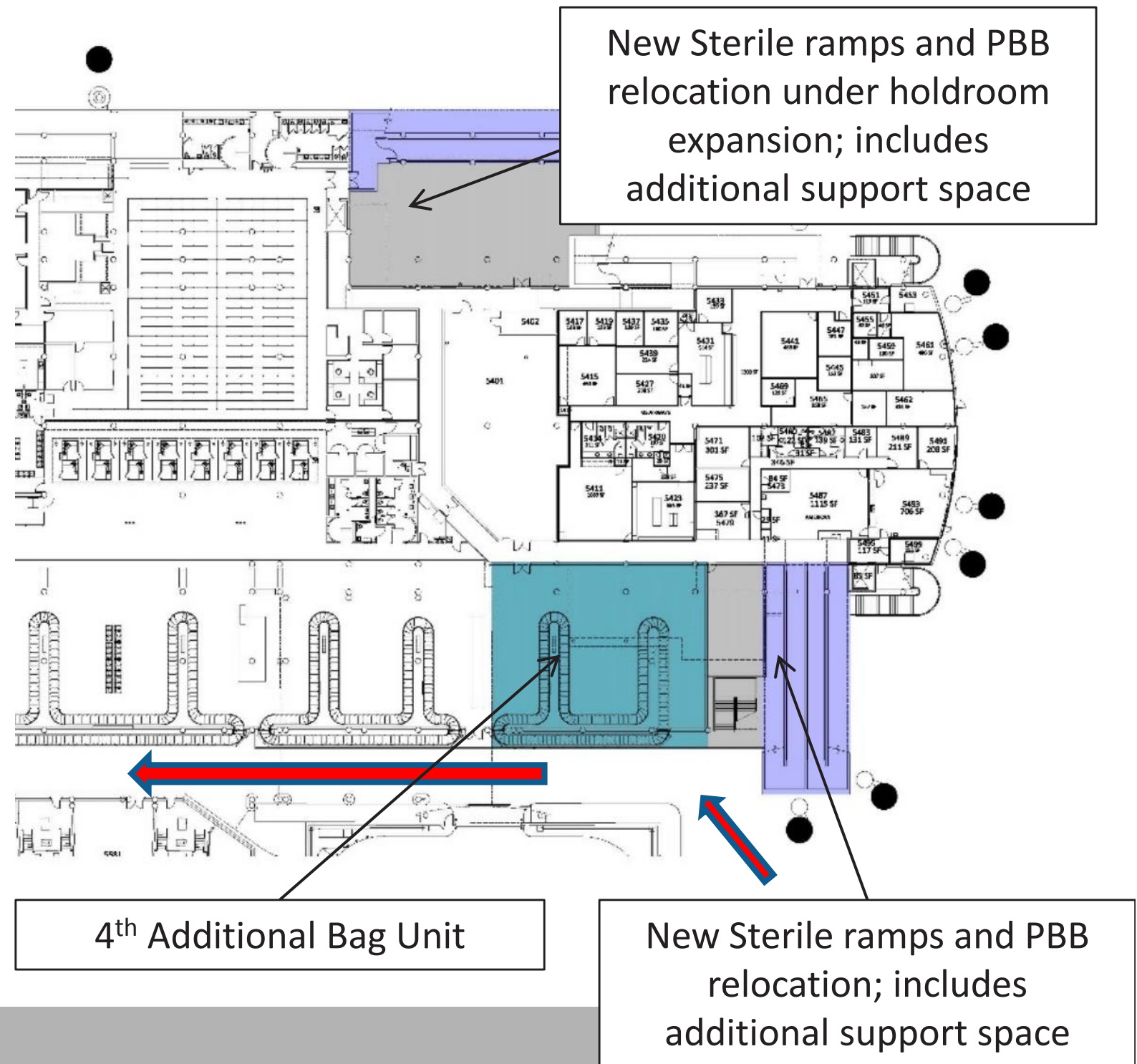
Airside F – Ramp Level

FIS Expansion:

- Inclusion of 4th Widebody will require additional baggage claim
- Additional queue overflow would be beneficial
- FIS offices, secondary and exit control are adequately sized

Proposal:

- Expand building to northwest for the additional 4th unit
- Additional gates will be tied into the sterile corridor system.



Airside F – Boarding Level

Expand Holdrooms at Gates 84 & 86:

- ✓ Additional holdroom needed
- ✓ Includes new sterile ramps into the FIS for these gates

Expand Holdroom at 88-90:

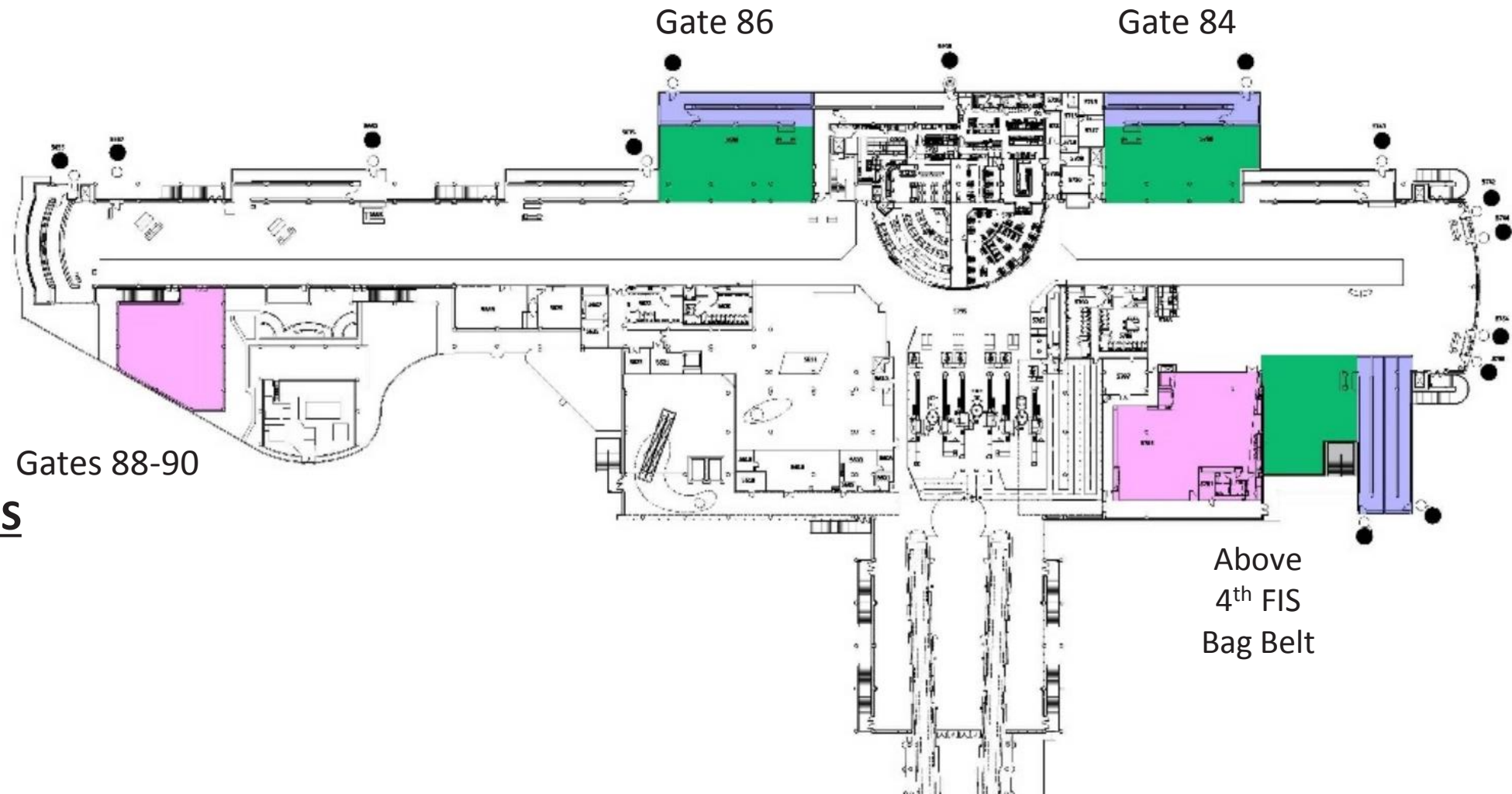
- ✓ Expand over the new Intl Lounge on level below

Expand Holdroom over new 4th FIS baggage unit:

- ✓ Additional holdroom needed
- ✓ Includes new sterile ramps into the FIS for these gates

International Club:

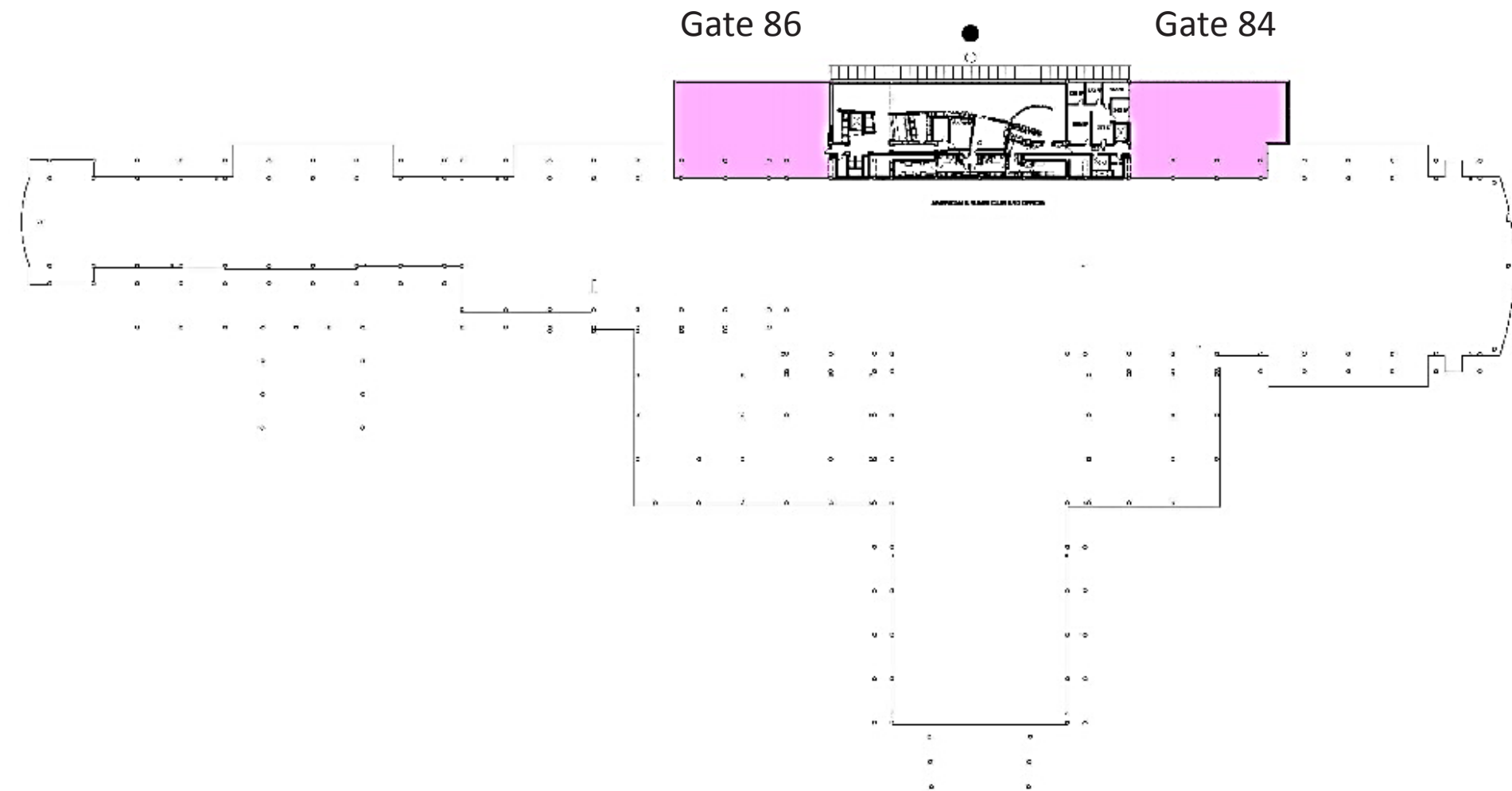
- ✓ Expand Club by double capacity



Airside F – Club Level

Additional Club Lounges:

- ✓ When Gates 84 and 86 are expanded, it opens an opportunity to expand the Club lounges on upper level
- ✓ Office space could also be included

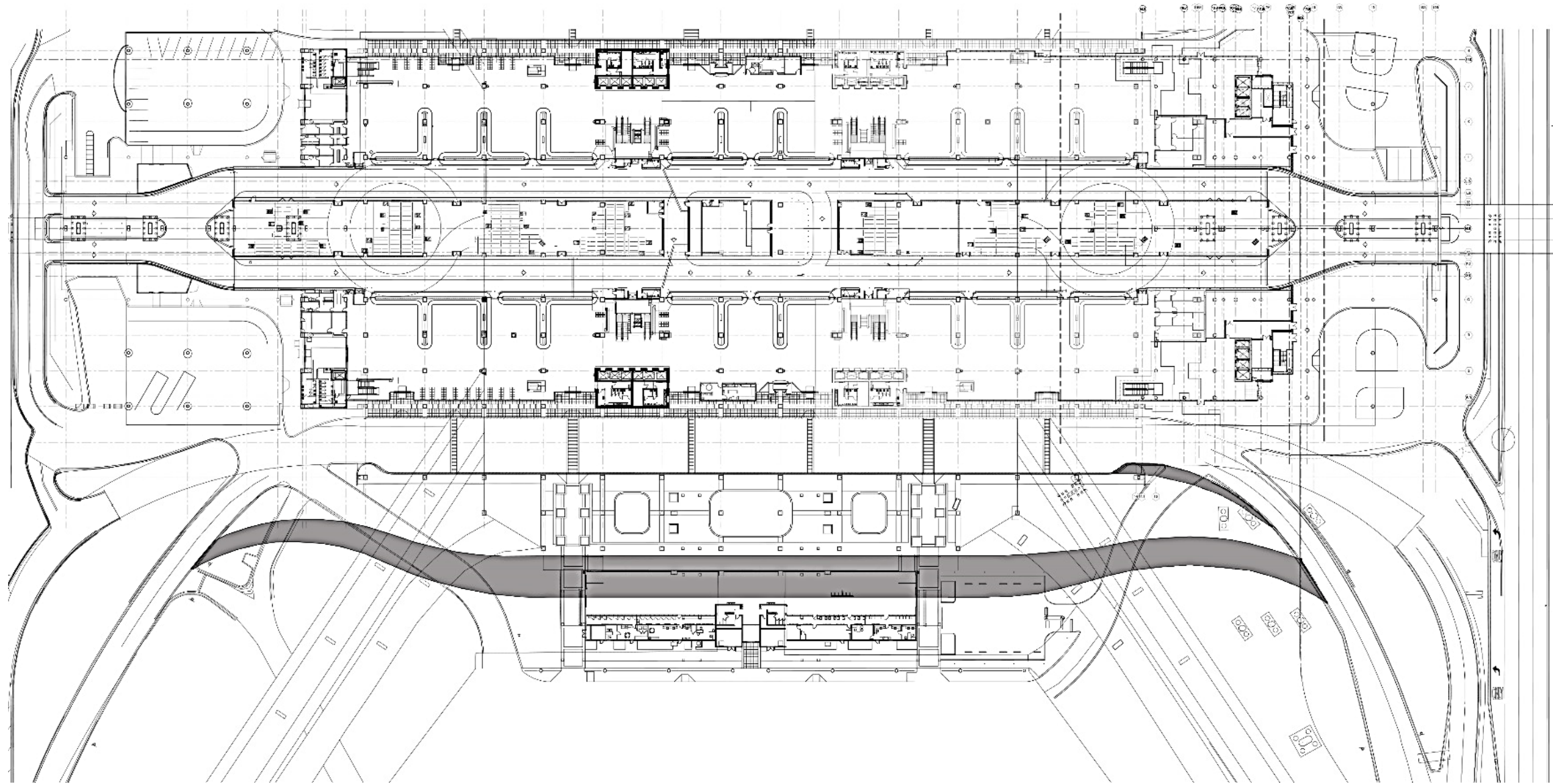




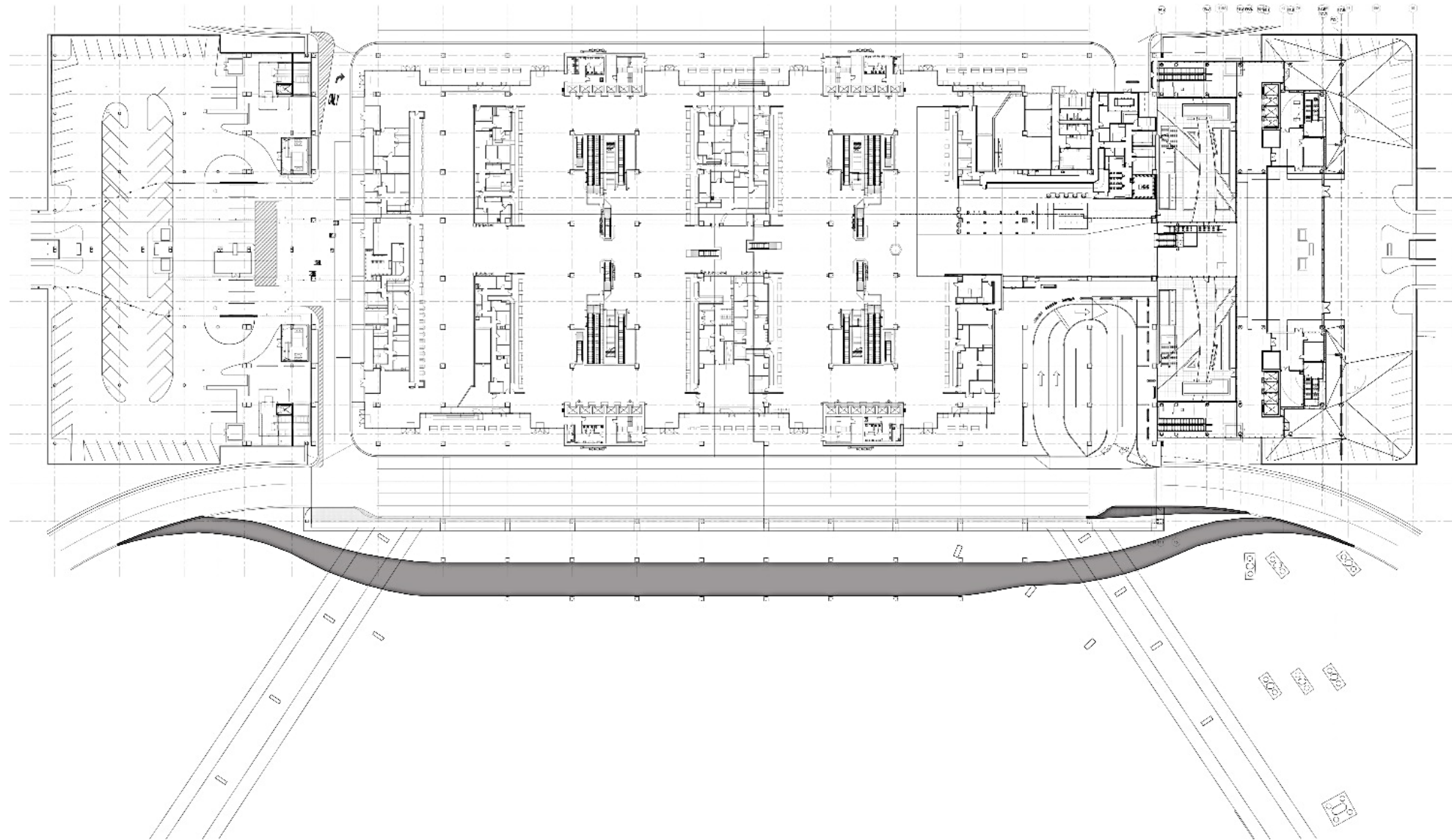
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Site Curbside & Roadway

Site – Blue Side Curb Expansion – Level 1



Site – Blue Side Curb Expansion – Level 2



Site – Roadway Alignments

Purpose:

- Third lane on the off-ramp from northbound George Bean Parkway to blue side arrival/departure curbside roads

Challenges:

- Pinchpoints
- Drainage
- Existing Signage

Utilities:

- Utilities appear to only require minor adjustments.
- Existing irrigation system will need to be removed/relocated.



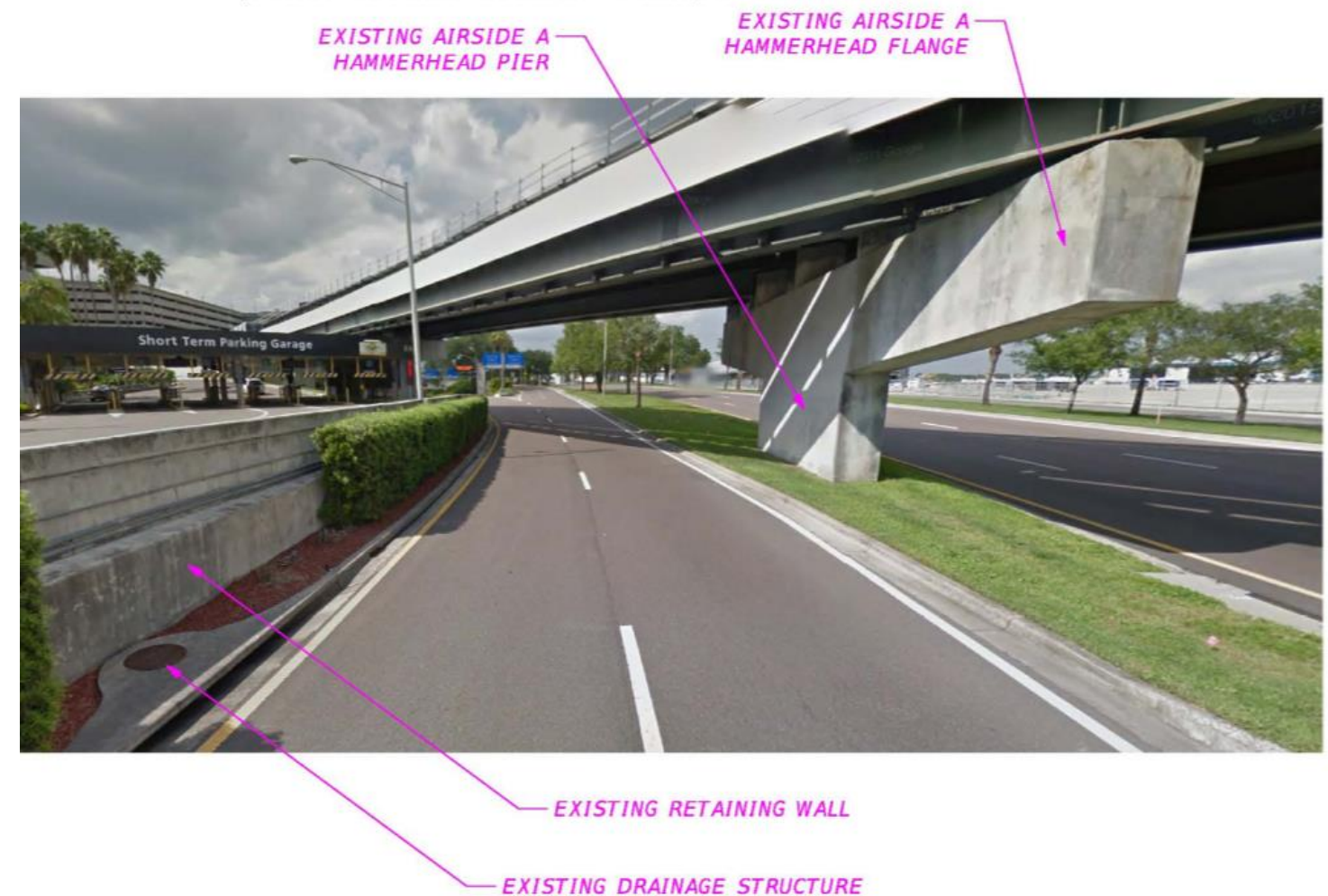
Site – Roadway Alignments

Pinchpoint #1:

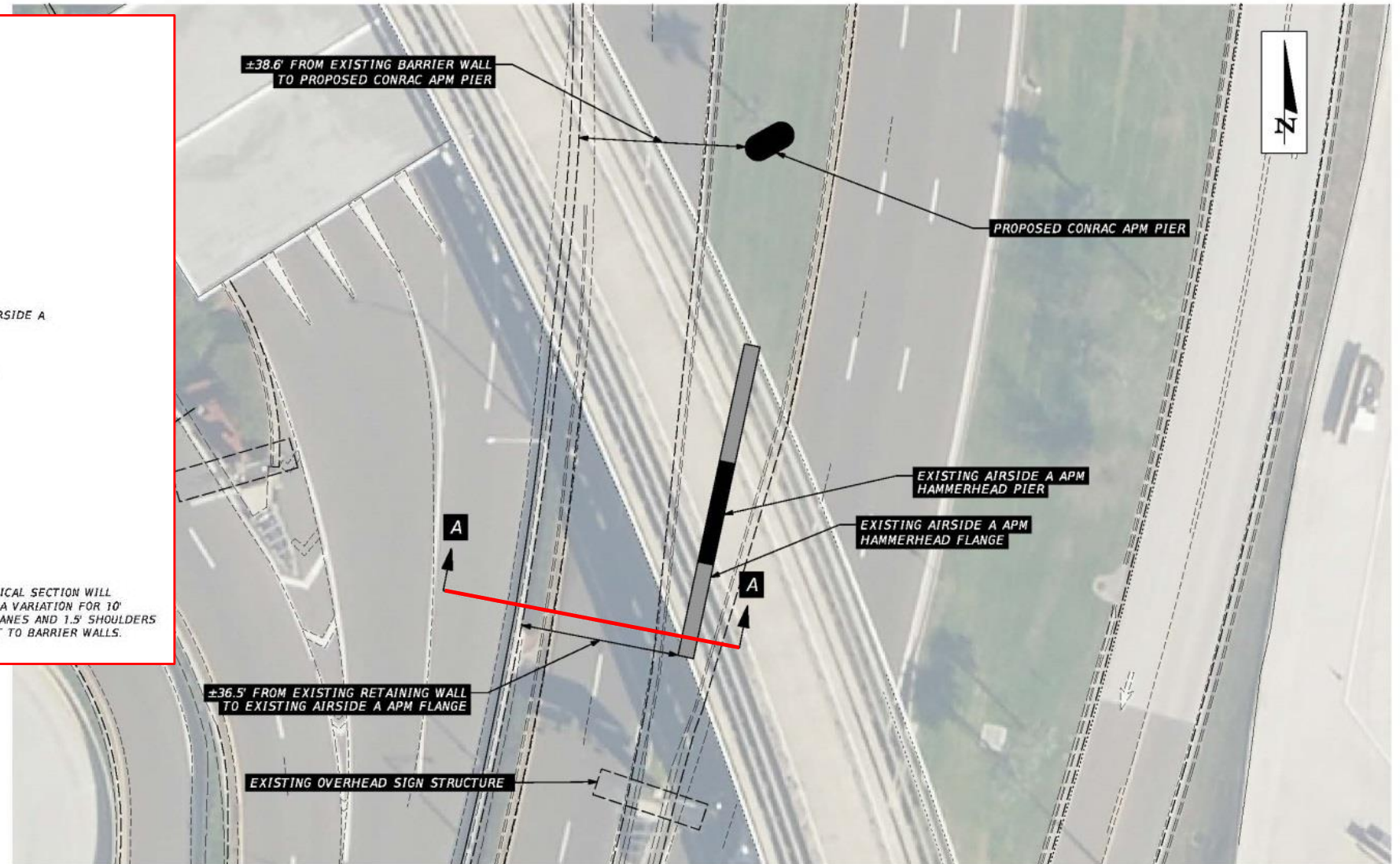
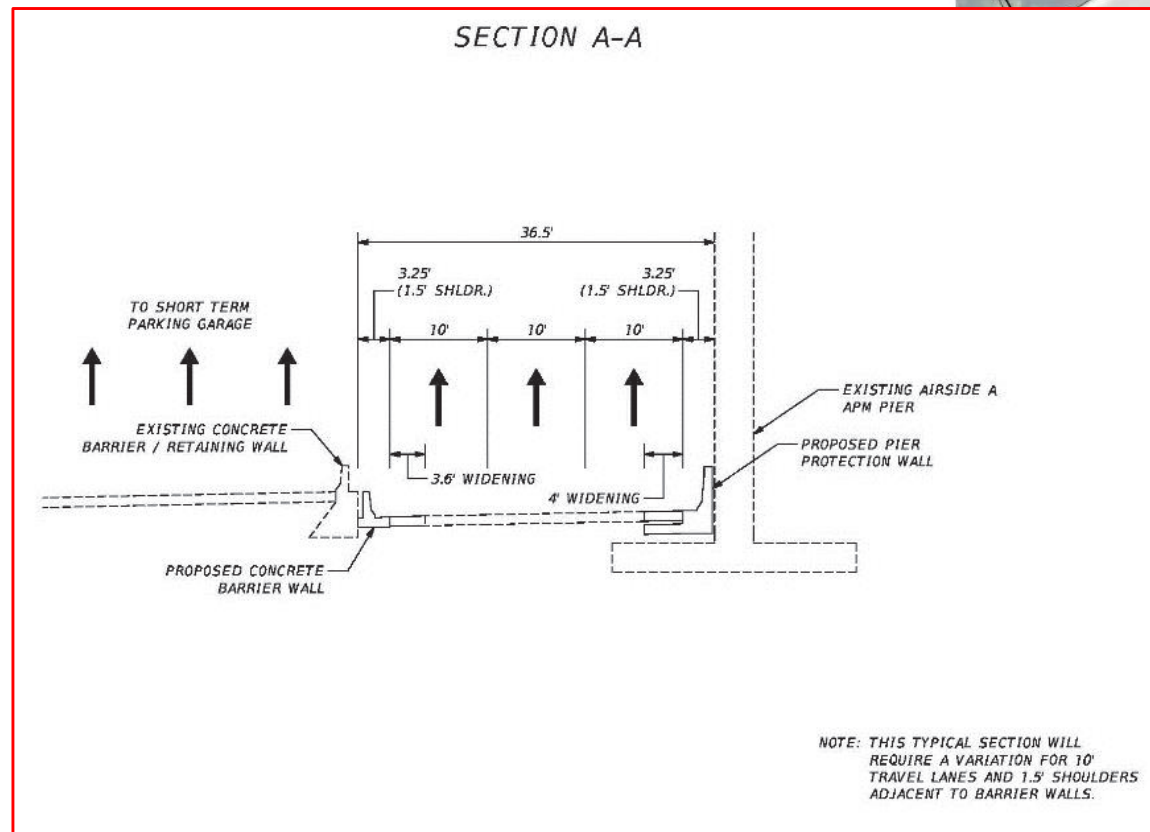
Pinchpoint between the existing hammerhead pier for Airside A APM and existing retaining/barrier wall adjacent to the entrance of short term parking garage.

- Only approximately 36.5' from the hammerhead flange to the existing retaining wall separating the Blue Terminal Roadway and the Short Term Parking Garage entrance.
- Only allows enough room for 3-10' lanes and 1'6" shoulders with barrier walls on each side.
- Would require a variation for 10' lane widths and providing substandard shoulders adjacent to barrier walls (they should be 2'6")
- Optimal (Typical): Require 44' (3-12' lanes, 2'6" shoulders and 1'6" barrier walls each side)

LOOKING NORTH FROM BLUE TERMINAL ROADWAY
(FROM GOOGLE STREET VIEW, APRIL 2015)



Site – Roadway Alignments



Site – Roadway Alignments

Pinchpoint #2:

Pinchpoint at the proposed ConRAC APM pier

- There is 38.6' from the existing retaining/barrier wall to the pier so this area would still require 3-10' lanes but there is enough room to fit in a standard pier protection wall with a standard 2'6" shoulder to protect the ConRAC APM pier.

PHOTO FROM JUNE 16, 2016



RECENTLY CONSTRUCTED CONRAC APM PIER

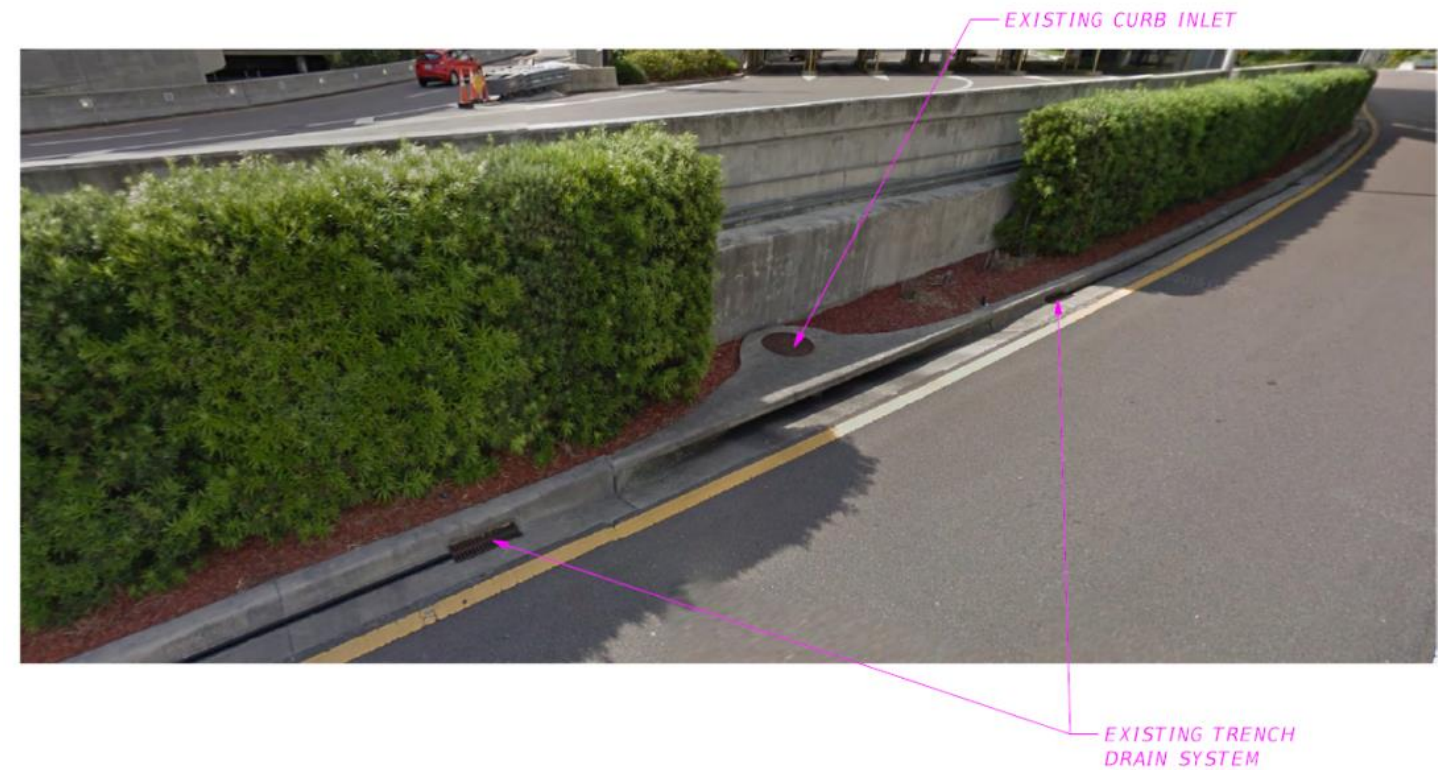
EXISTING AIRSIDE A APM
HAMMERHEAD PIER

Site – Roadway Alignments

Drainage:

- There is an existing curb inlet running along the west side of the Blue Terminal Roadway that would need to be converted to a barrier wall inlet.
- There is trench drain system within the existing curb and gutter that would need to be reconstructed as part of the new barrier wall along the west side of the Blue Terminal Roadway.

LOOKING WEST FROM BLUE TERMINAL ROADWAY
(FROM GOOGLE STREET VIEW, APRIL 2015)



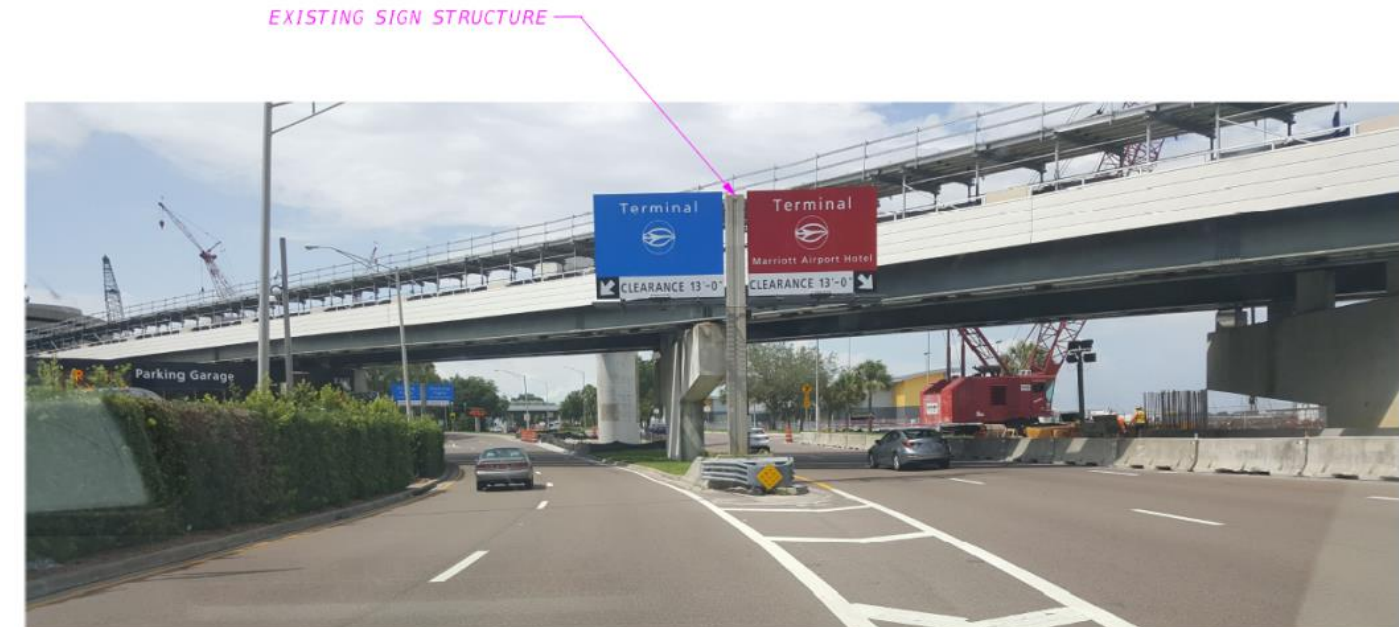
Site – Roadway Alignments

Existing Sign:

- There is a large sign structure just south of the Existing Airside A APM that will need to be relocated due to the widening that will be necessary.

Options?

- Mount to the Existing Airside A APM superstructure (needs more study)
- Move it farther to the south and convert it to an overhead sign structure.



Next Steps/Schedule:

- ~~Workshop #1: April 11, 2016~~
- ~~Workshop #2: May 24, 2016~~
- **Workshop #3: June 20, 2016 (TODAY)**
- Final workshop #4: August 9, 2016
 - Final recommendations
 - Conceptual Renderings
 - ROM Cost Estimate for recommended alternatives
- Airline Meetings: October, November, December 2016
- Board workshop: January 2017
- FY 17 CIP amendment for master plan Phase 2 presented to the Board: February 2, 2017



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Discussion / Questions and Answers



TIA Master Plan Update – Terminal Alternatives

Workshop 4 – August 9, 2016



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
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TIA Master Plan Update – Terminal Alternatives

Agenda:

- Introductions / Recap
- Presentation of Terminal Planning Concepts
 - Airside D
 - Airside C
 - Terminal - APM Alignments + Site Alternatives
 - Airside A
 - Airside E
 - Airside F
 - Roadway Alignments
- Phasing
- Next Steps/Schedule

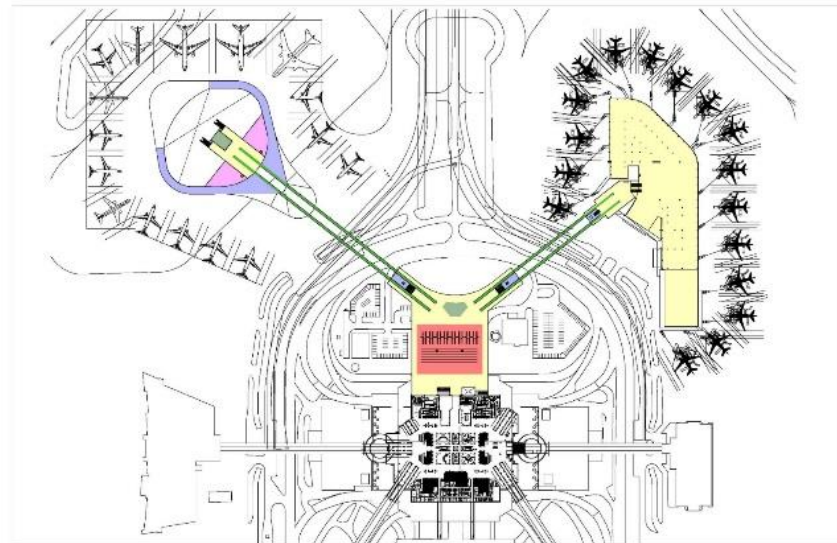


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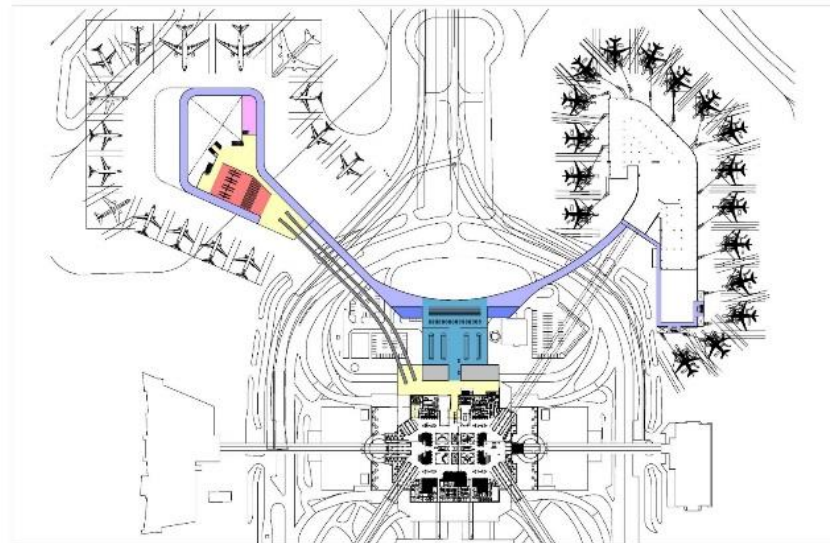
Terminal Planning Alternatives

Airside D

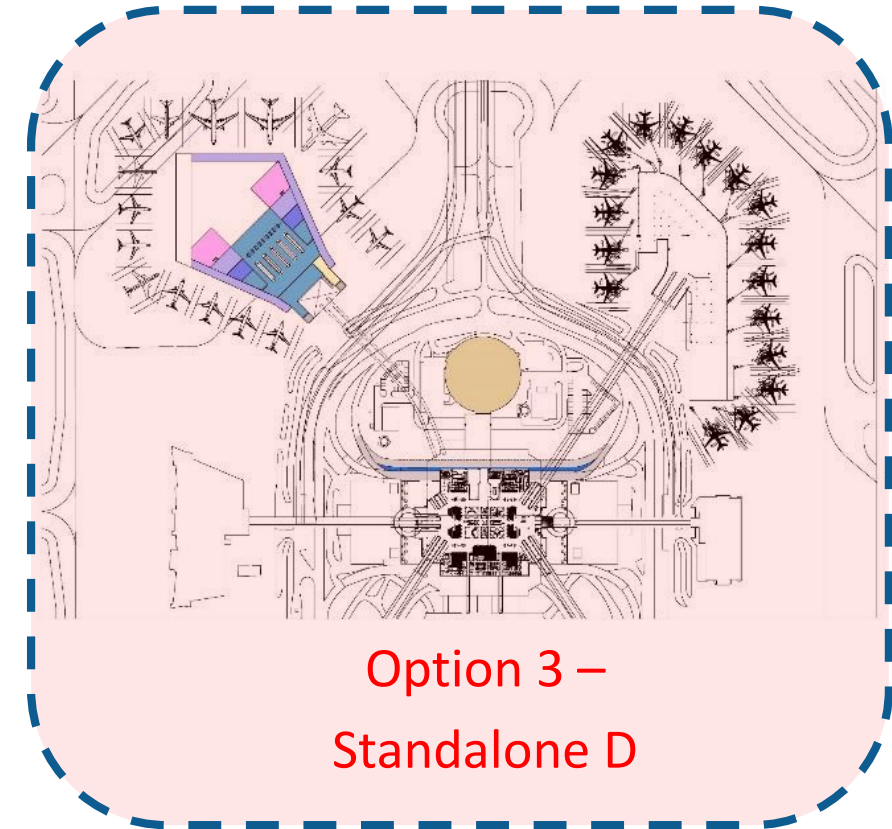
Options – Shortlist from June 20 Meeting



Option 1 –
Consolidated C+D



Option 2 –
SSCP Airside w/ CBP centralized



Option 3 –
Standalone D

Preferred Alternative - Airside D

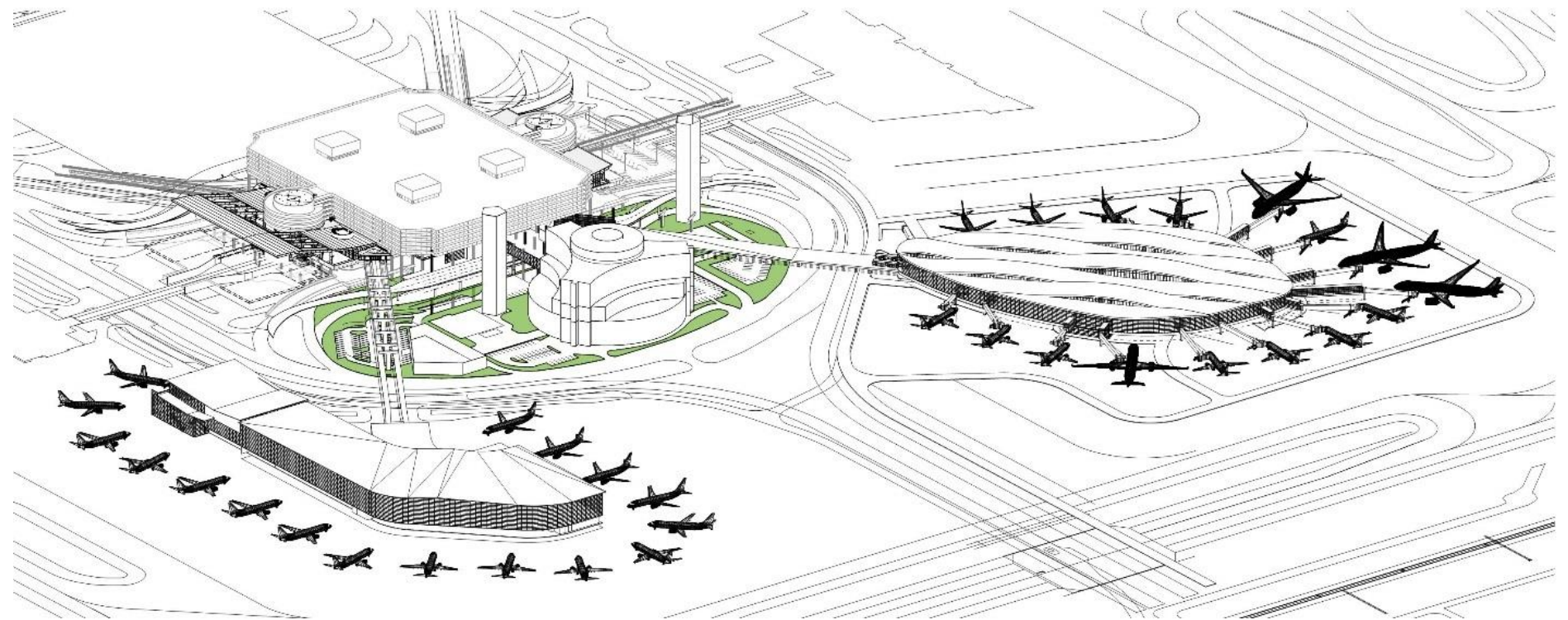
Standalone D

Pros:

- ✓ Maintain existing hotel, existing and future ATCT
- ✓ Less impact to passengers during construction (mostly airside project)
- ✓ Less SF from previous schemes = Less Cost
- ✓ Flexibility in terminal area for future landside capacity

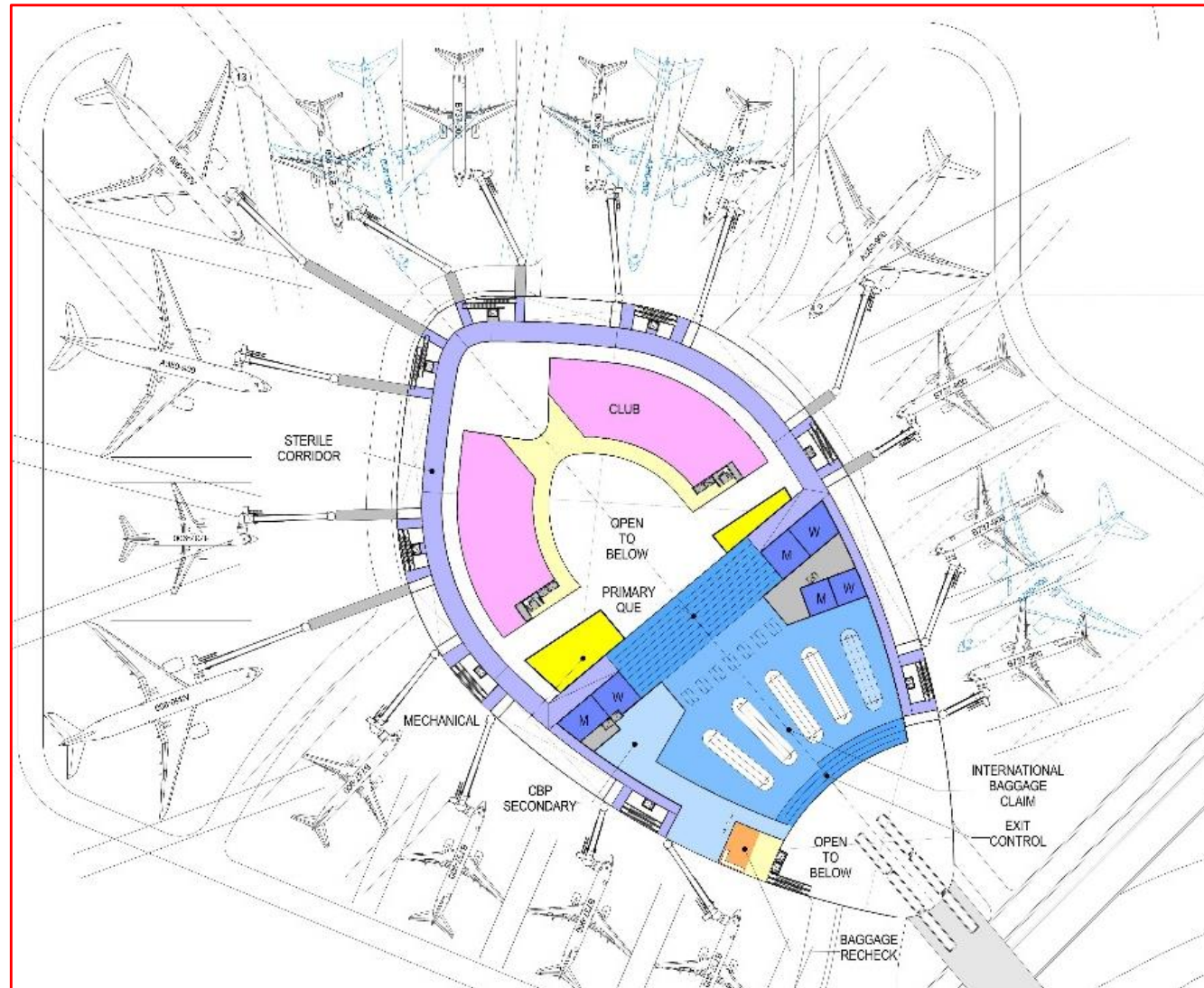
Cons:

- ✓ Intl passengers must take baggage on APM to the terminal (similar to F)
- ✓ Must relocate Central Energy Plant and Admin Building

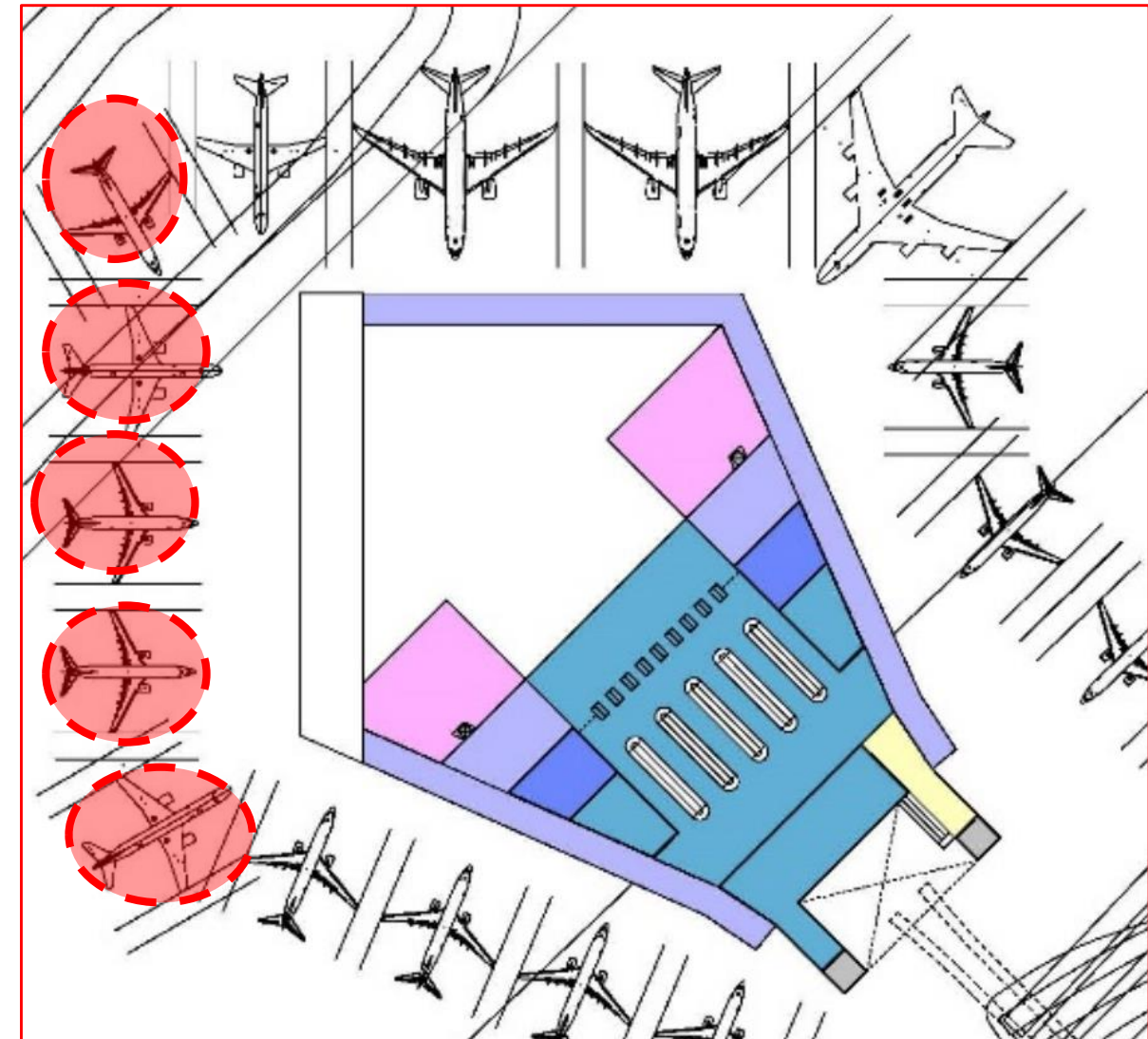


Airside D – Line of Sight Comparison

Previous MP Alternative– 10 Sterile Gates

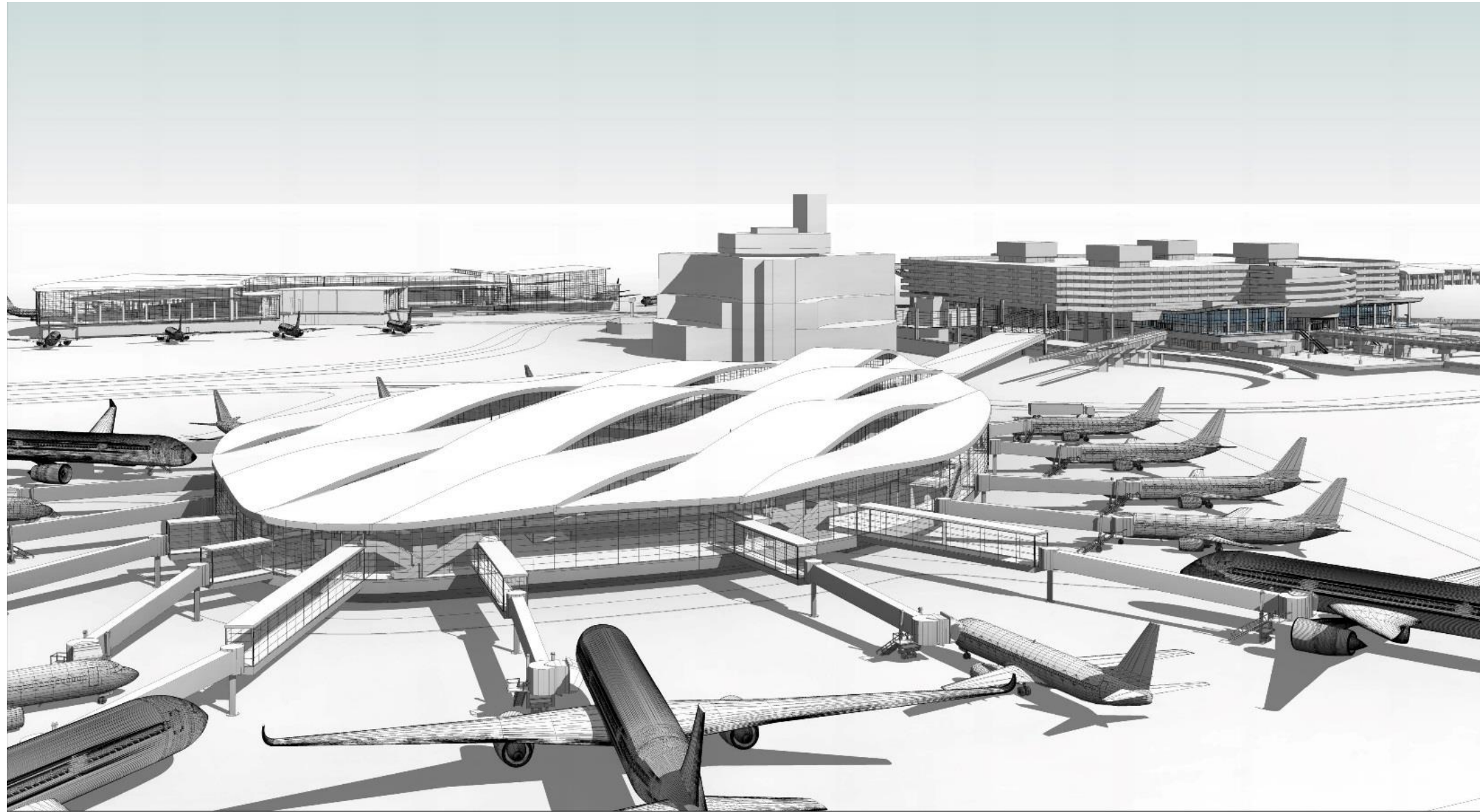


New – All 16 Sterile Connected Gates



Previous with only 11 Sterile Gates

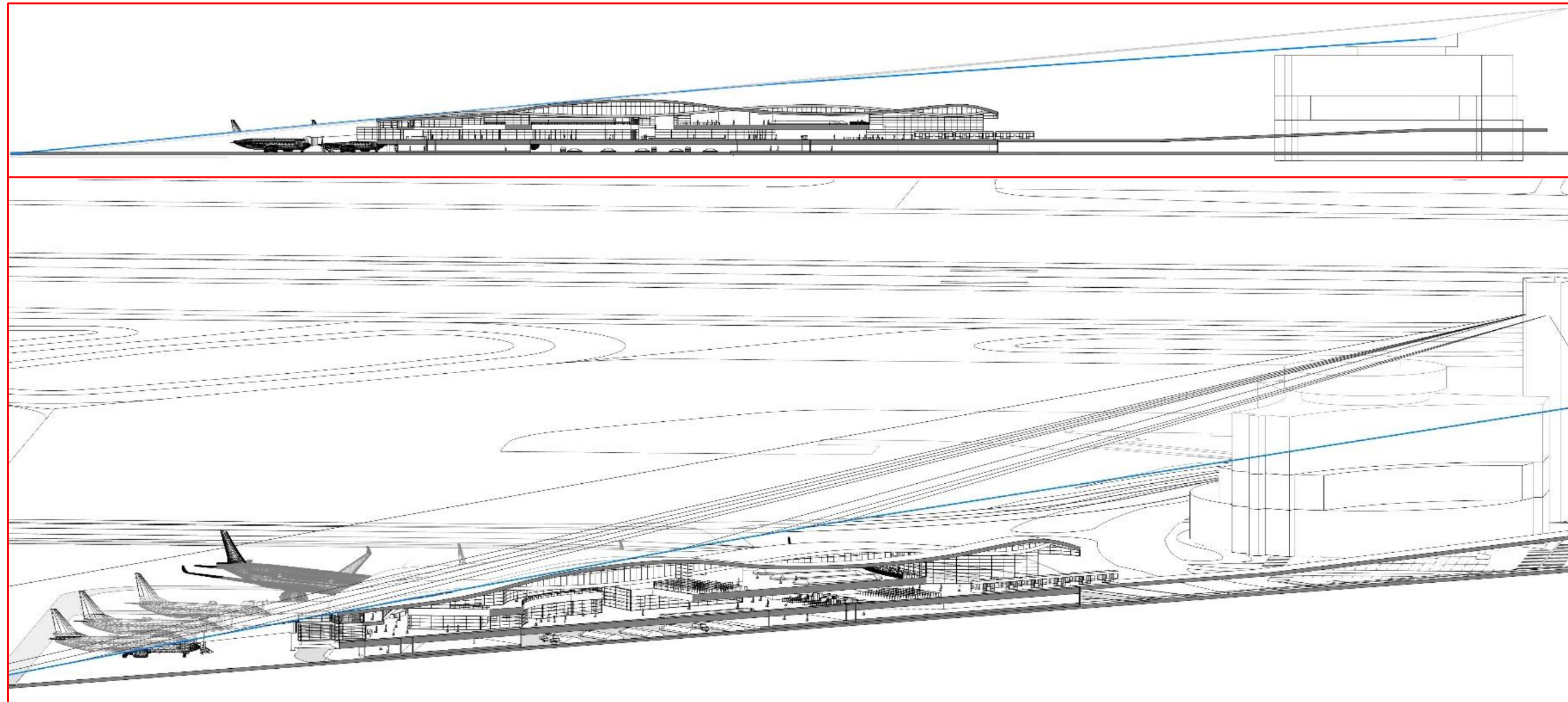
Airside D – Roof Option 1



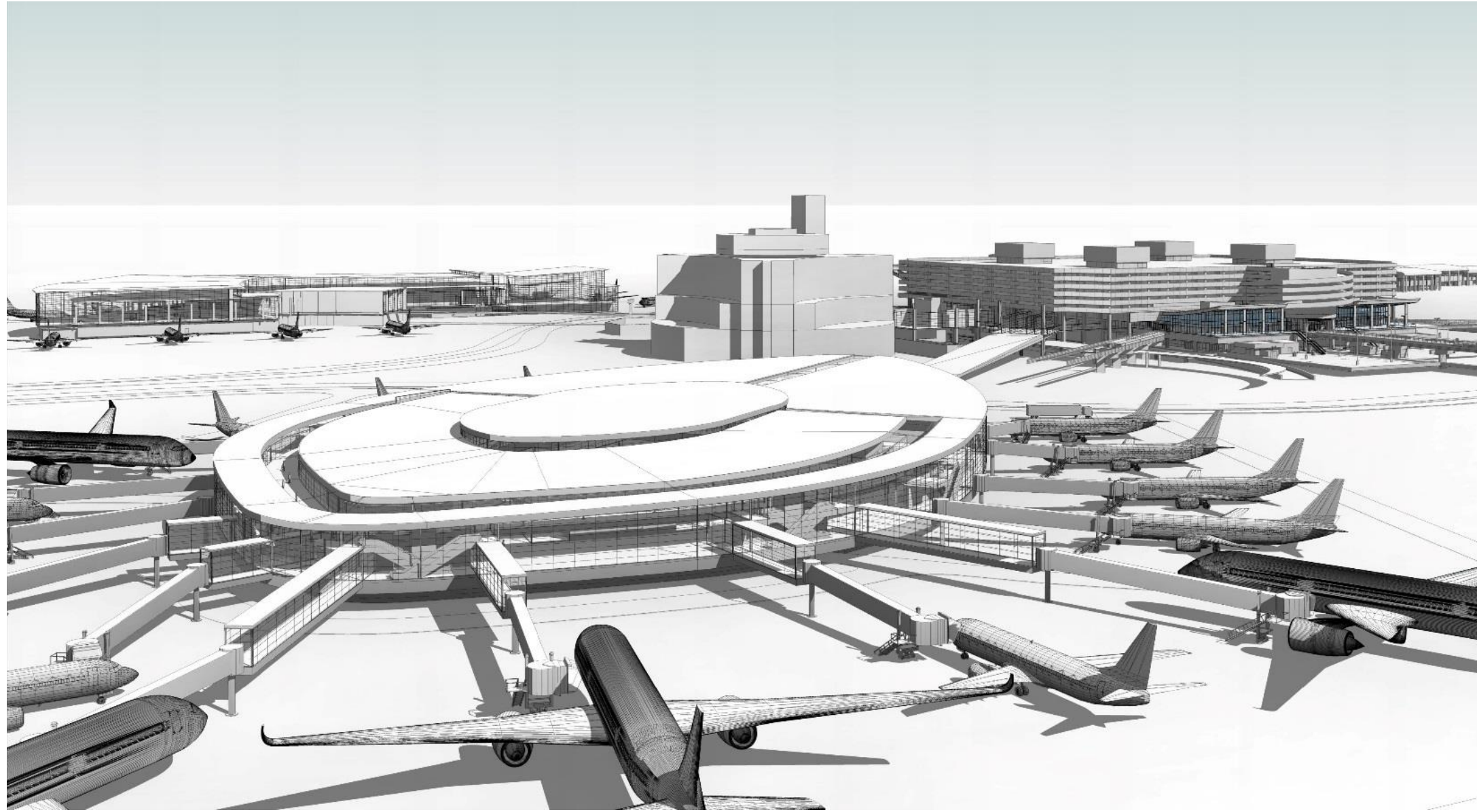
TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



Airside D – Line of Sight Shadow – Roof Option 1



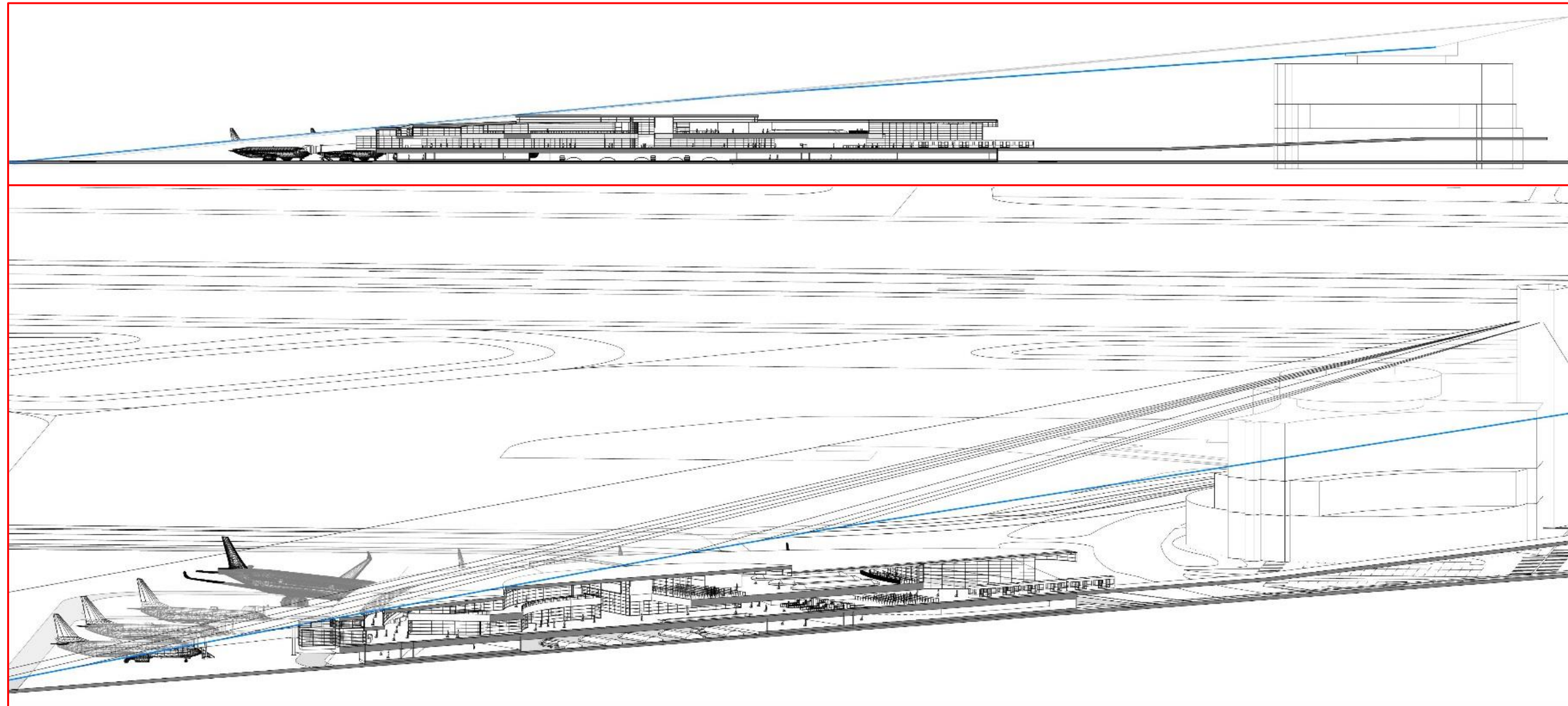
Airside D – Roof Option 2



TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016

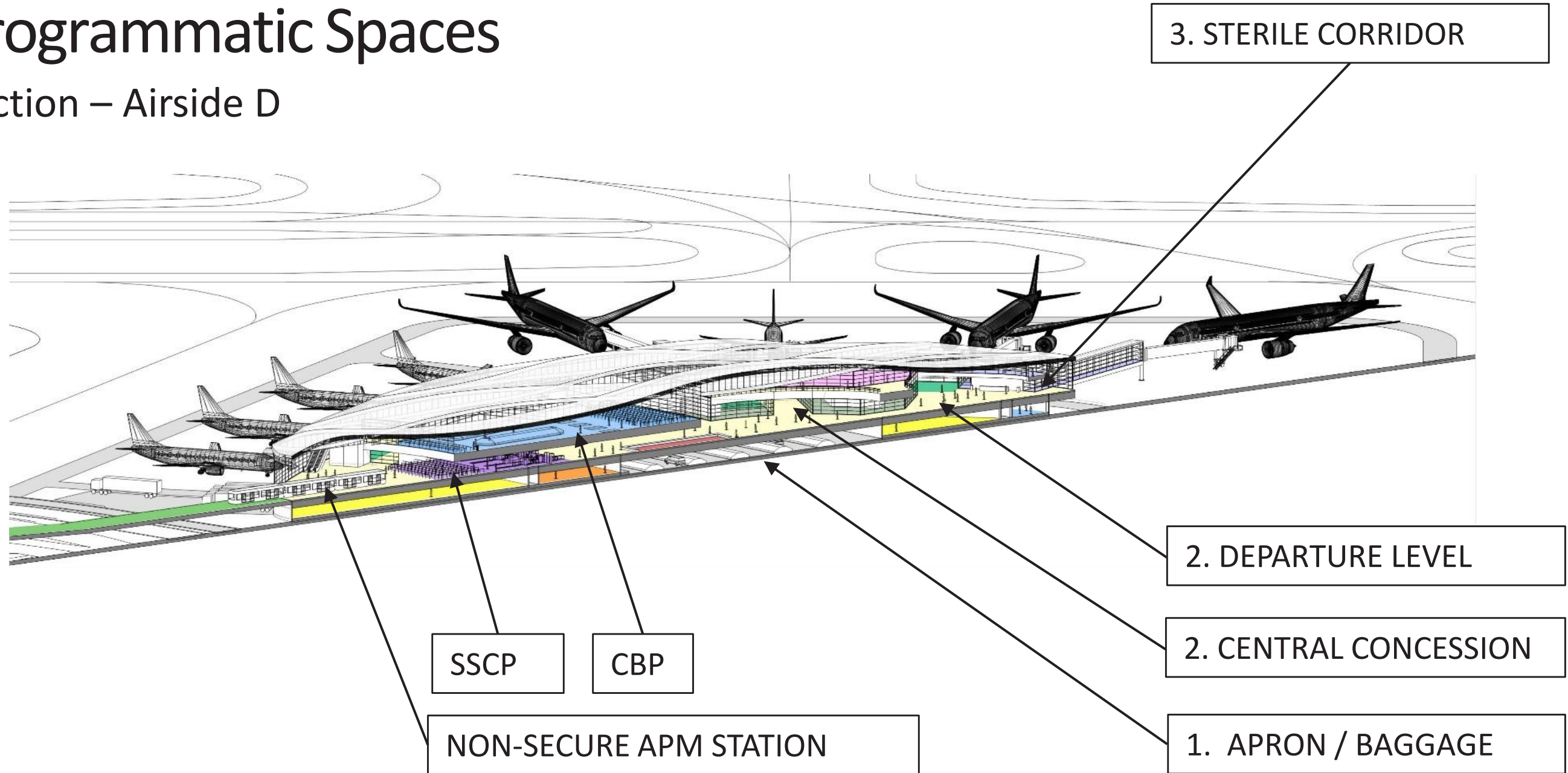


Airside D – Line of Sight Shadow – Roof Option 2



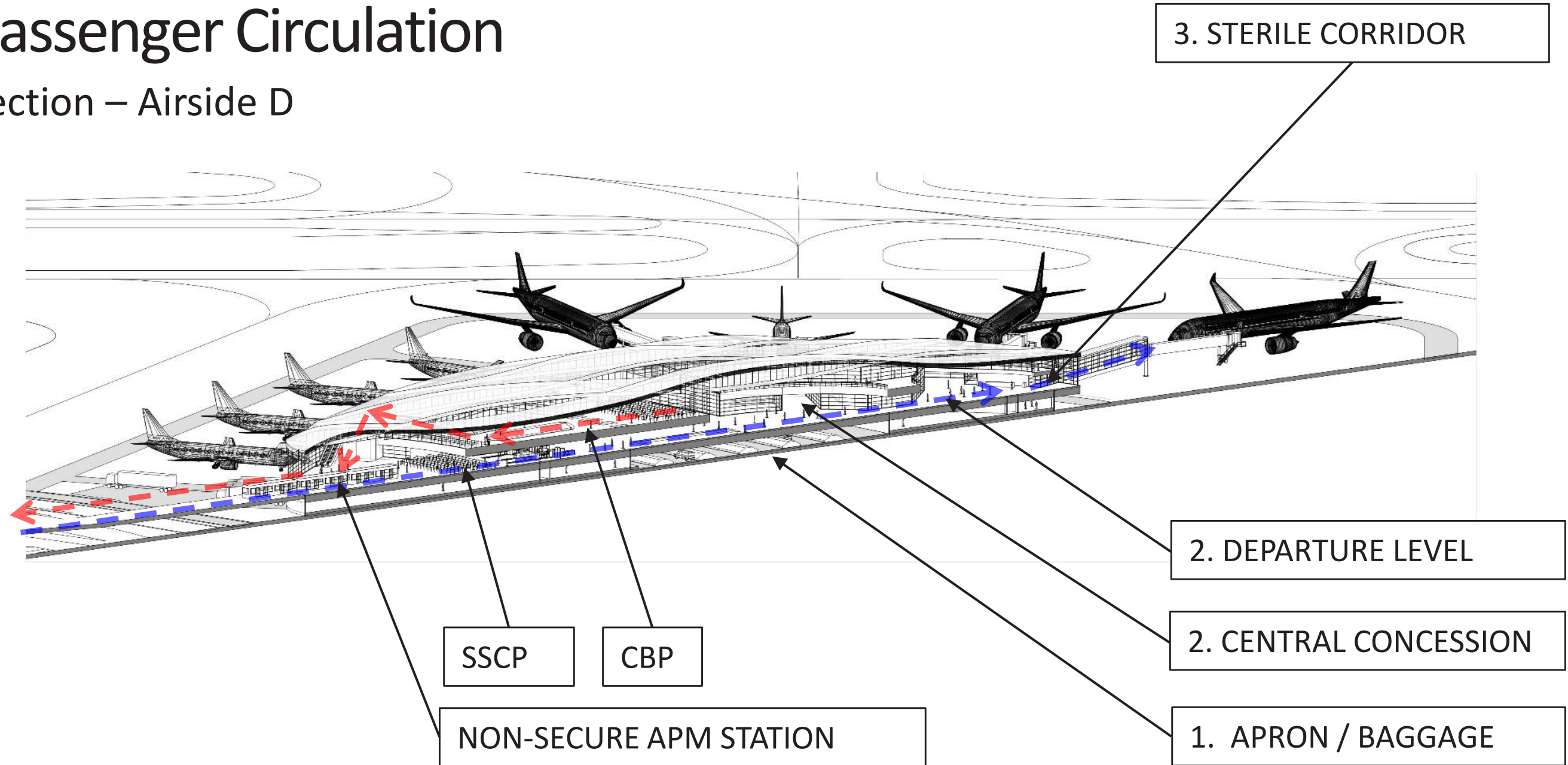
Programmatic Spaces

Section – Airside D



Passenger Circulation

Section – Airside D



Airside D

Level 3 - Transfer / CBP

Airside D:

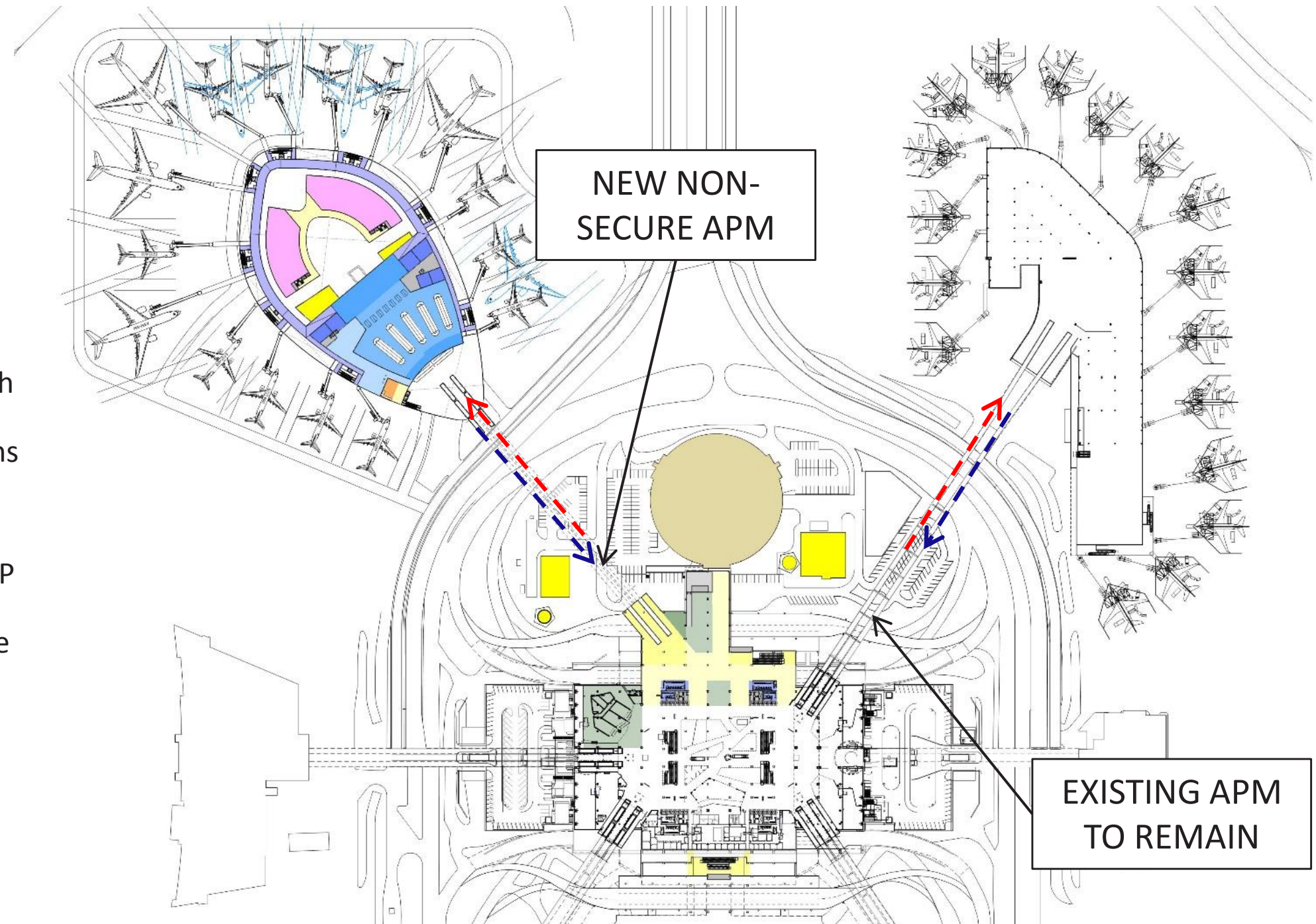
- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Airline Clubs on upper level with balconies
- ✓ Potential for bi-level concessions

Airside C:

- ✓ No sterile connection to the CBP
- ✓ If required, a separate CBP located on apron level would be built

Terminal:

- ✓ New APM with connectivity to Hotel Gallery, Intl Arrivals curb and transfer level concessions

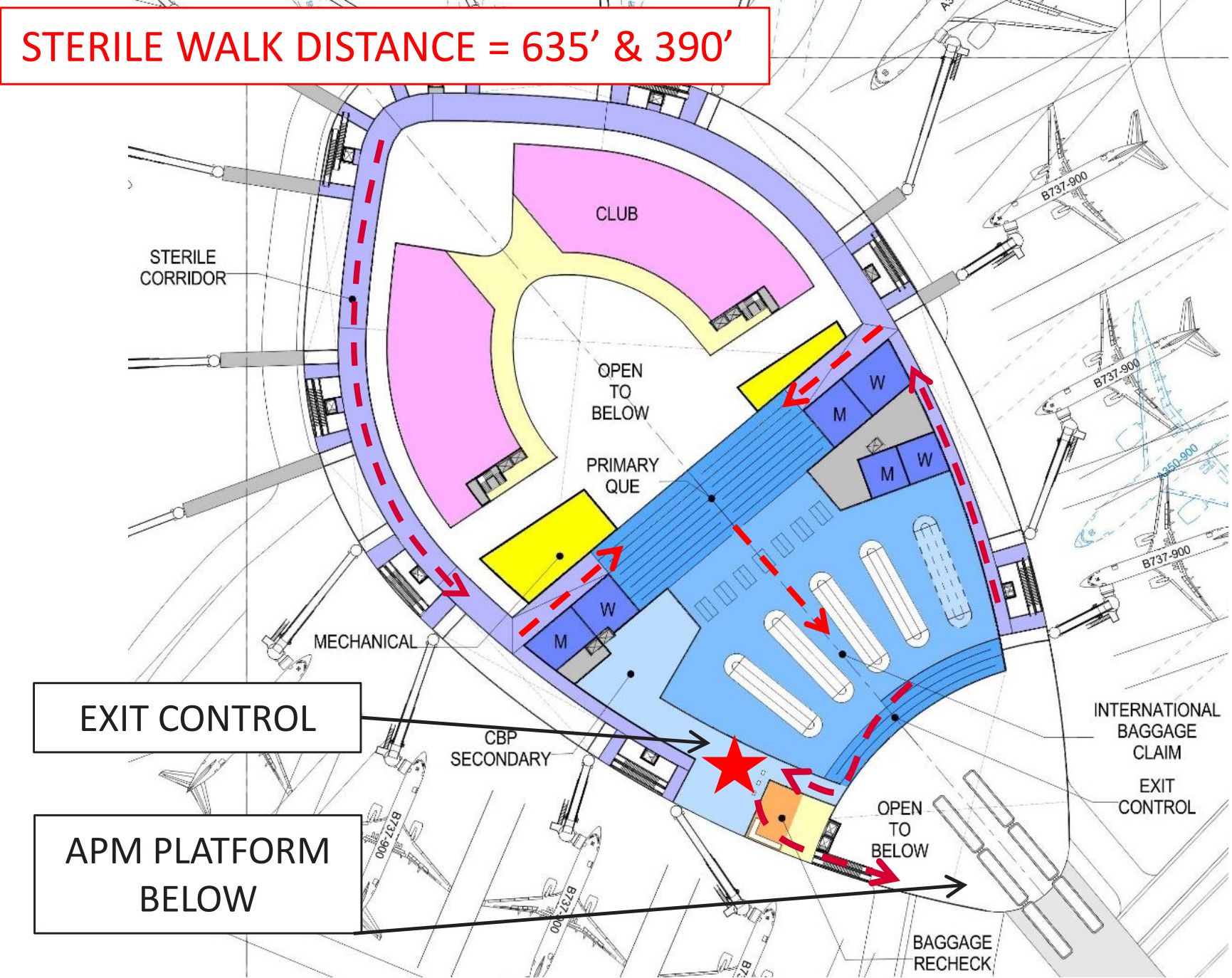


Airside D

Level 3 – Sterile (Enlarged)

Plan Elements:

- ✓ Sterile boarding pods integrated into building footprint
- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Airline Clubs on upper level with balconies overlooking core below.
- ✓ Cleared passengers go down directly to the new APM station

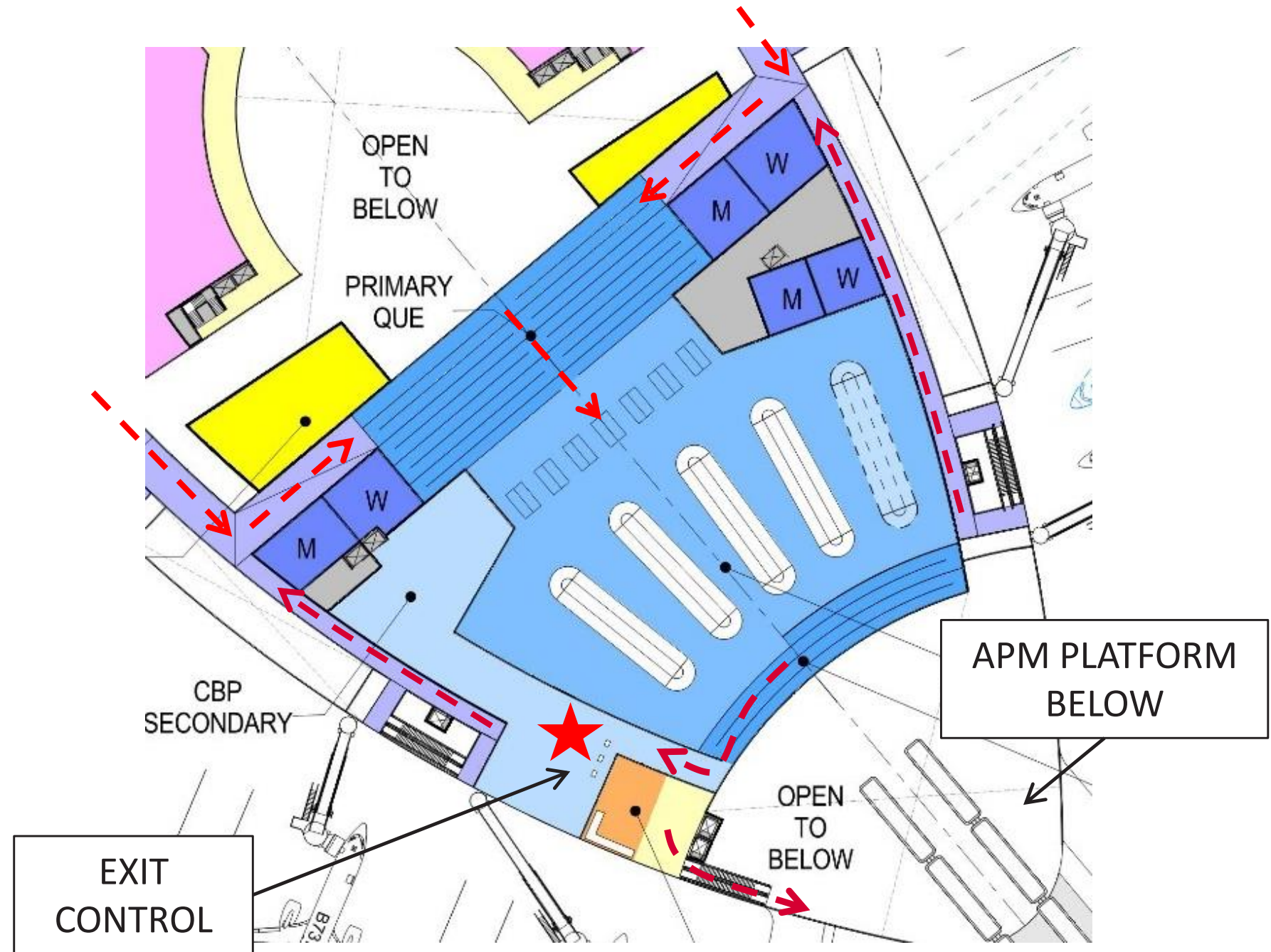


Airside D

Level 3 – Sterile (Enlarged CBP)

Plan Elements:

- ✓ Sterile boarding pods integrated into building footprint
- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Flexibility for future (only 4 carousels needed but with expansion capability)
- ✓ Cleared passengers go down directly to the new APM station



Airside D

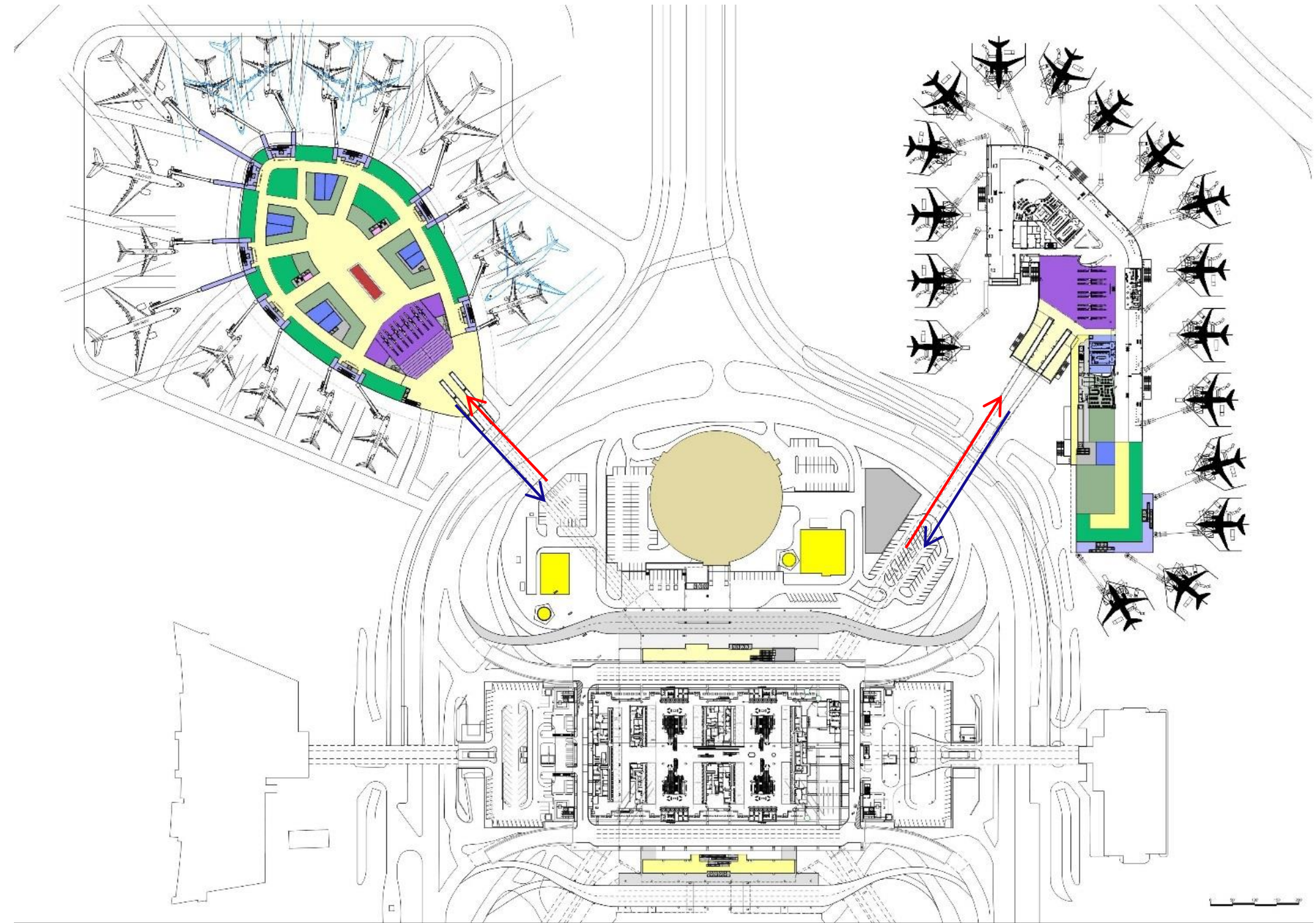
Level 2- Departure

Airside D

- ✓ New APM to Airside D
- ✓ 8 lane SSCP with flexibility
- ✓ Central Concession Core
- ✓ Ample restrooms
- ✓ Access to Airline Clubs above via private elevator core
- ✓ Concessions close to every gate

Airside C:

- ✓ Utilize existing APM
- ✓ Gate & SSCP Expansion

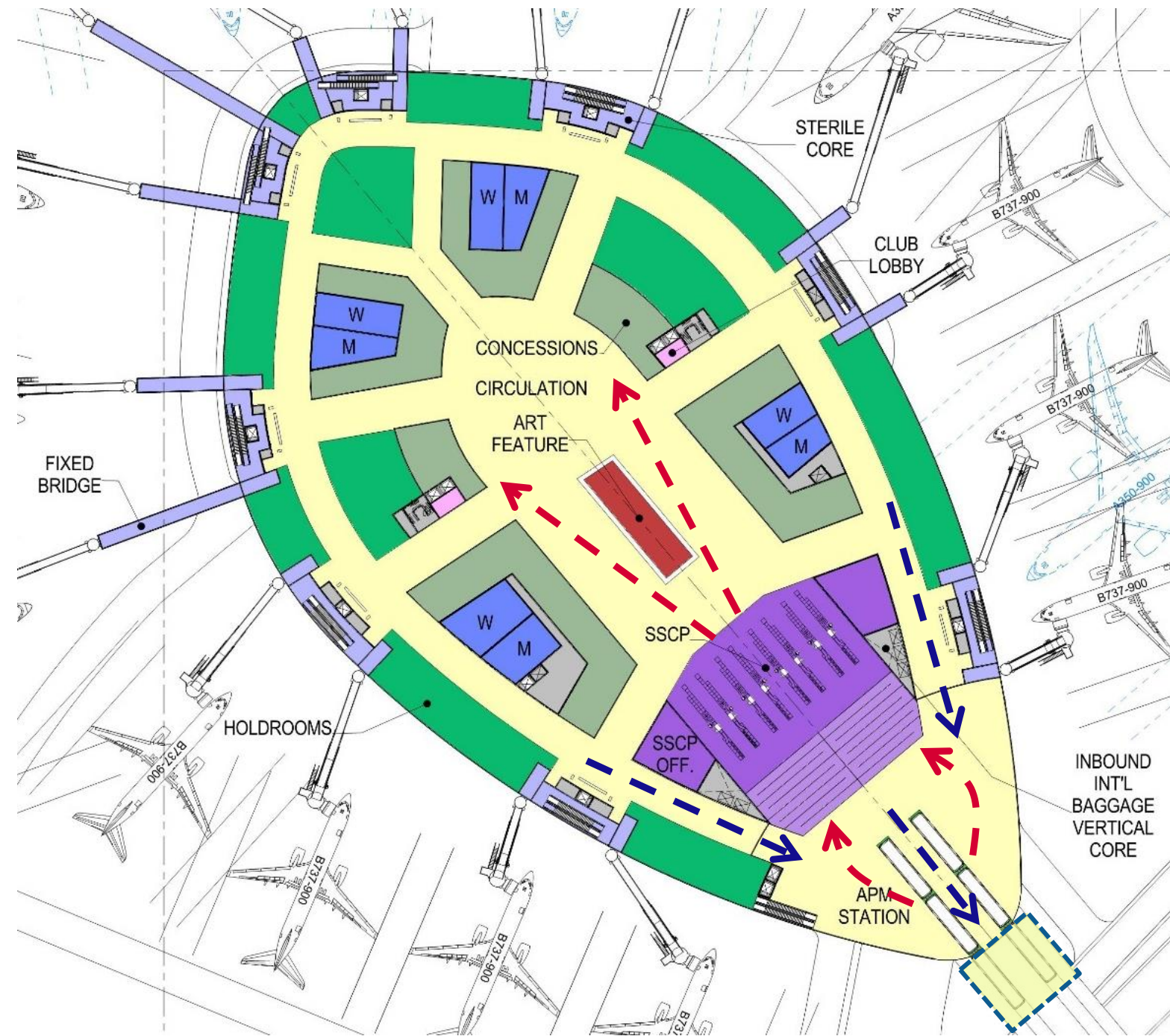


Airside D

Level 2 – Departure (Enlarged)

Plan Elements:

- ✓ New APM to Airside D on departure level
- ✓ SSCP – 8 lanes
- ✓ CBP located above
- ✓ Vertical Circulation from CBP down to APM platform on this level (red star)
- ✓ Central Concession Core with excellent line-of-sight to holdrooms
- ✓ Ample restrooms throughout
- ✓ Access to Airline Clubs above via private elevator core



Airside D

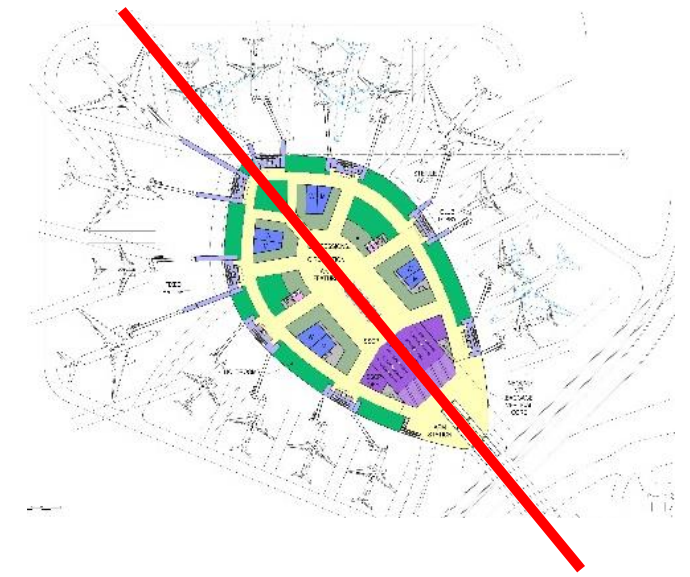
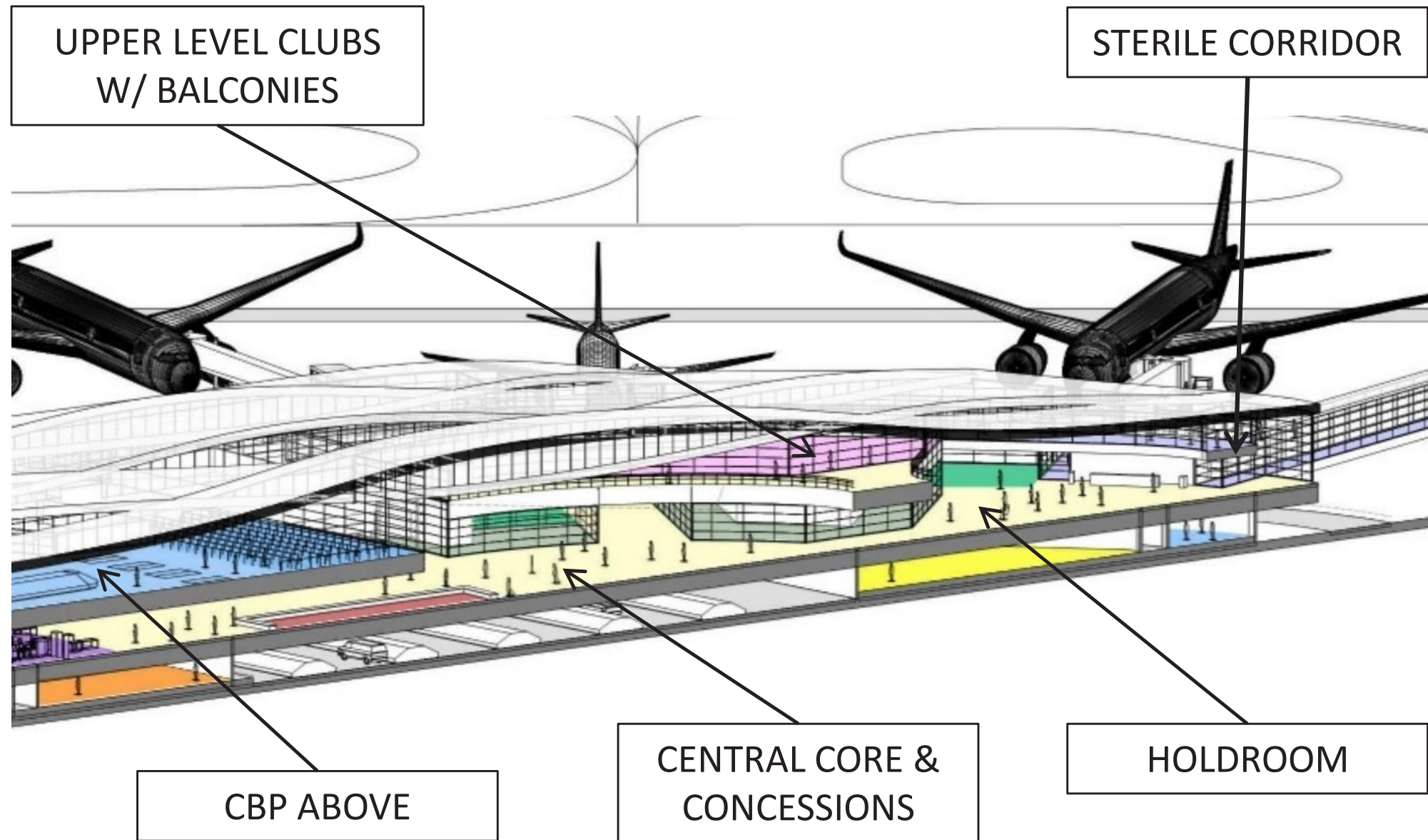
Level 2 - Departure

LAX TBIT Example:

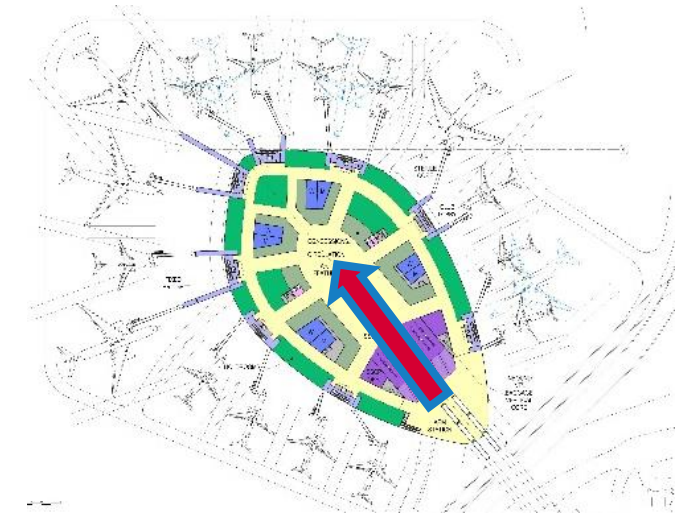
- ✓ Sterile corridor suspended above
- ✓ Passenger holdrooms below
- ✓ View from both levels
- ✓ Light at both levels
- ✓ Dynamic space
- ✓ Intuitive wayfinding



Airside D – Central Concession Core



Airside D – Central Concession Core



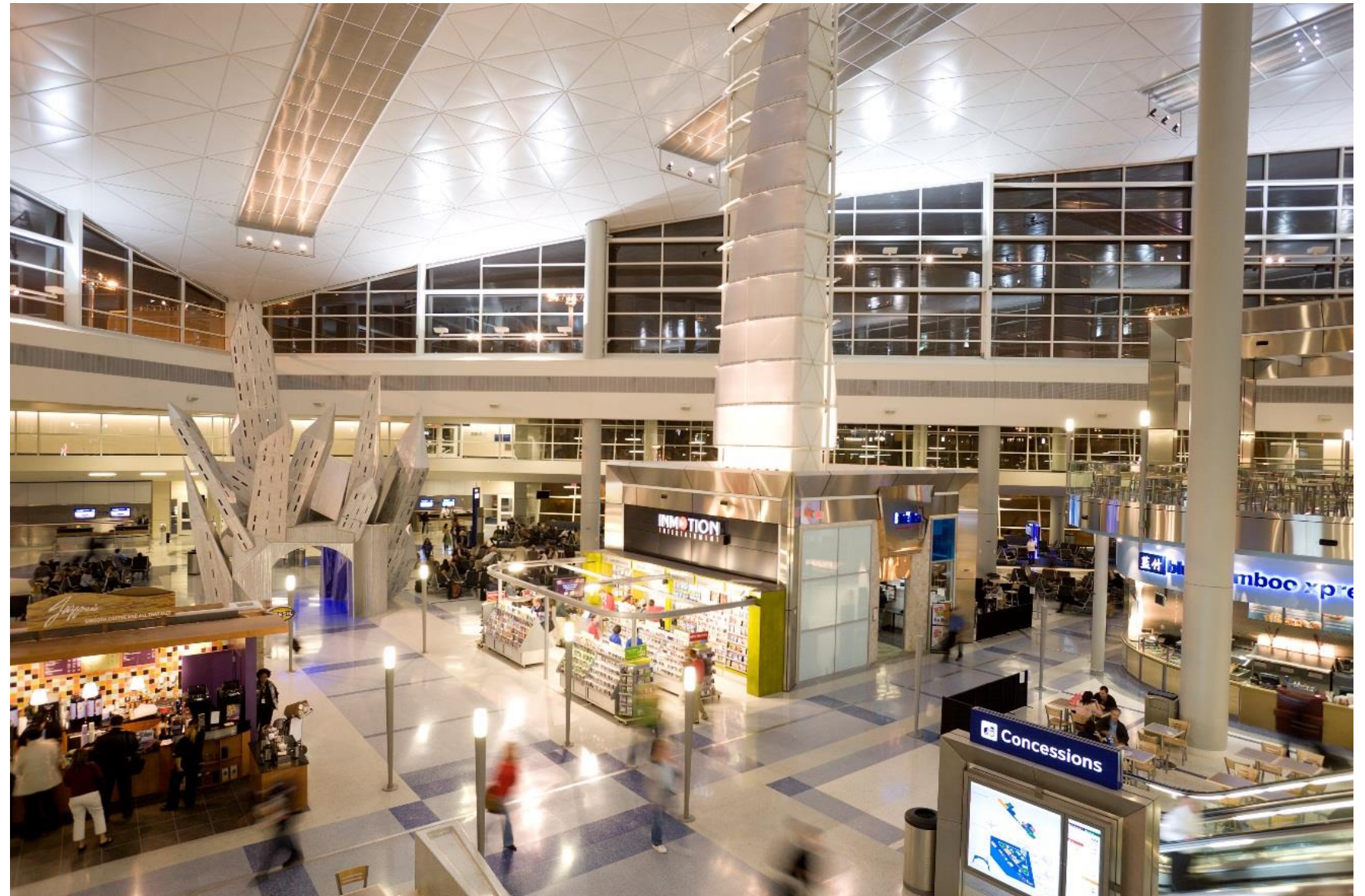
TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



Airside D

DFW Int'l Terminal D central concessions example:

- ✓ Central Airside concessions and Art
- ✓ Synergistic hub for revenue
- ✓ View from both levels
- ✓ 2nd level destination restaurants
- ✓ Every gate close to concessions



Airside D

Level 1 - Arrivals / Apron

Terminal

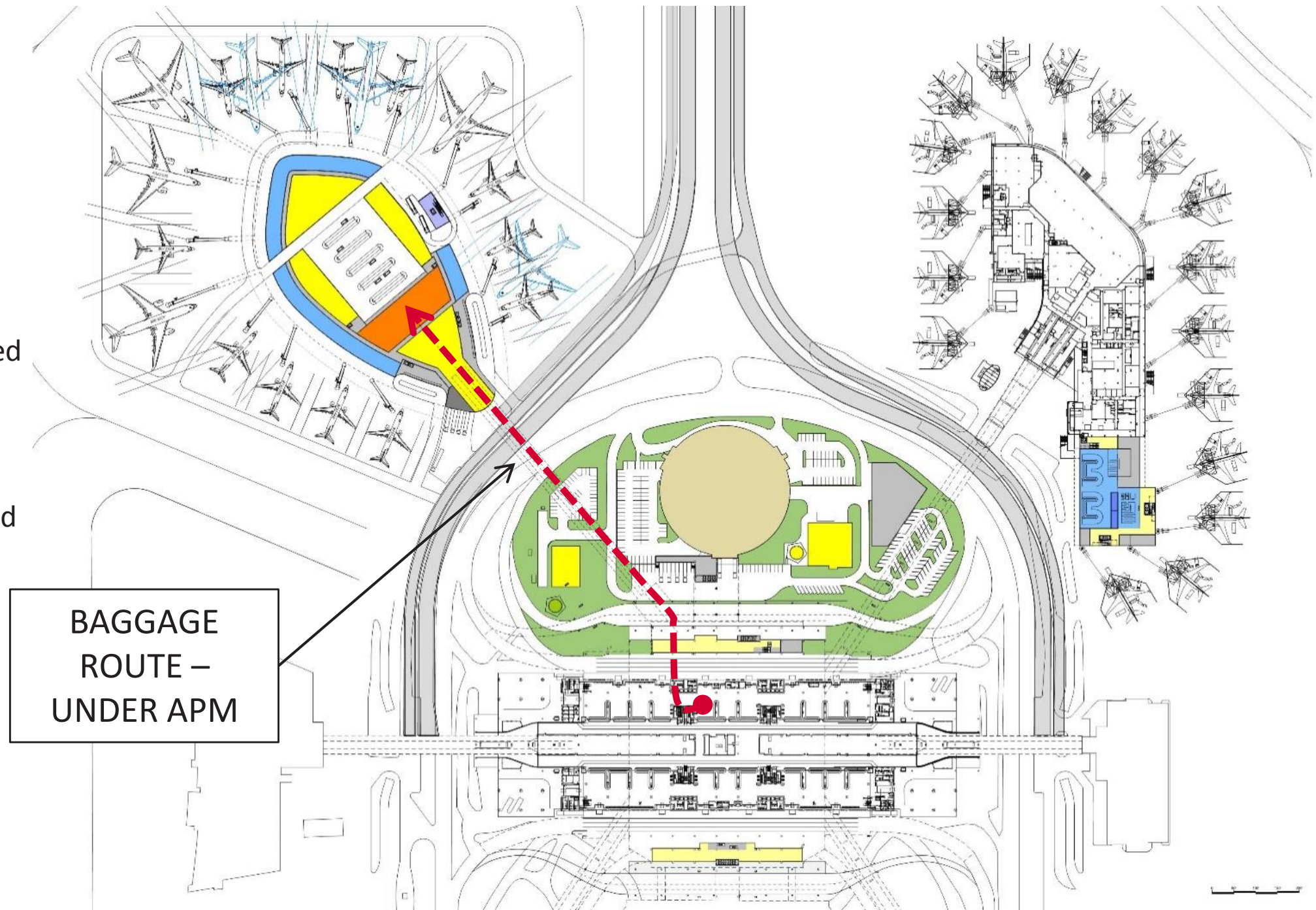
- ✓ Dedicated International Arrivals curb/roadway
- ✓ Additional median north of red side arrivals roadway

Airside C:

- ✓ Potential separate CBP located on ground level
- ✓ Building support

Airside D:

- ✓ Baggage
- ✓ Building support (MEP)
- ✓ Loading Dock

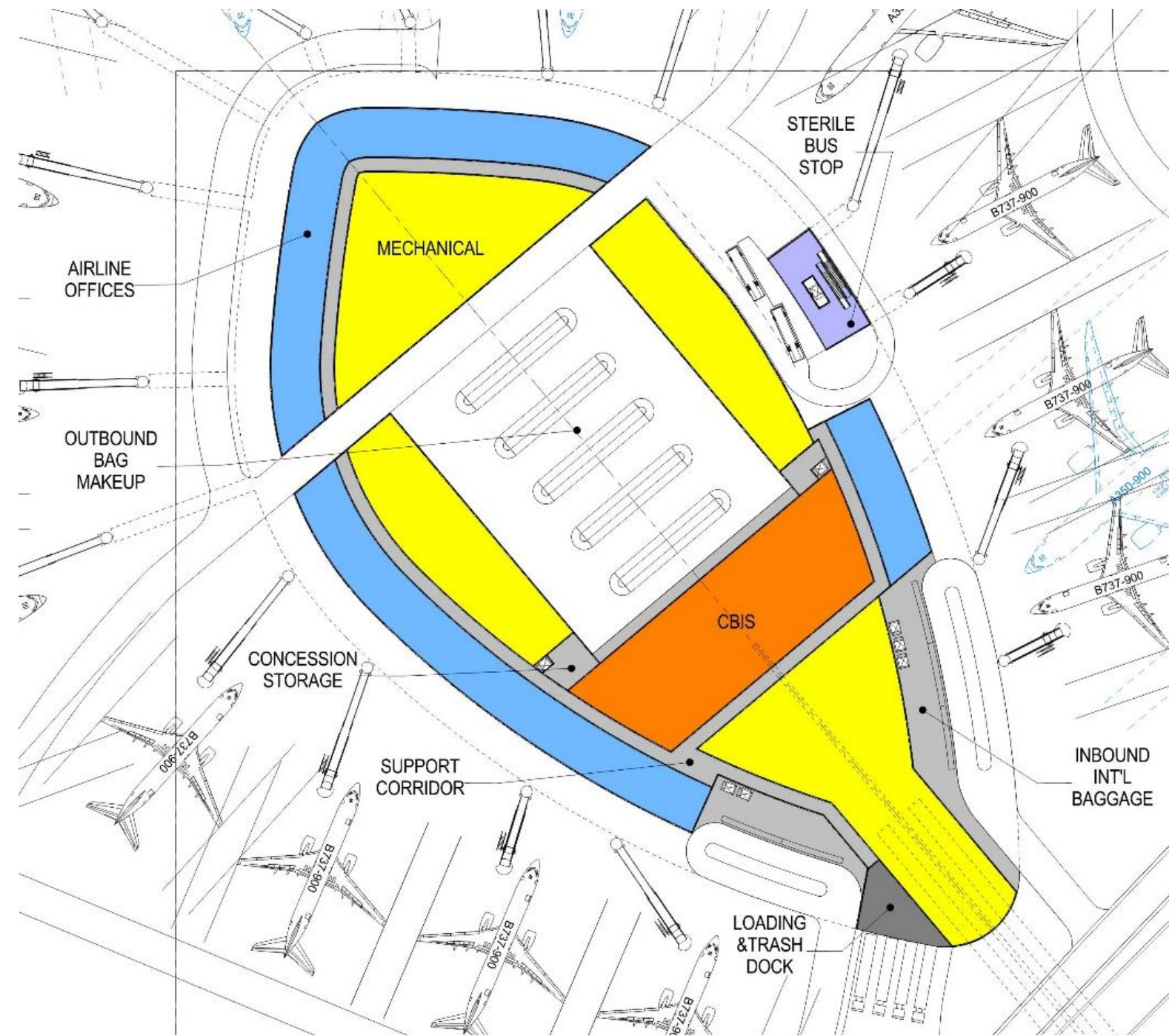


Airside D

Level 1 – Apron (Enlarged)

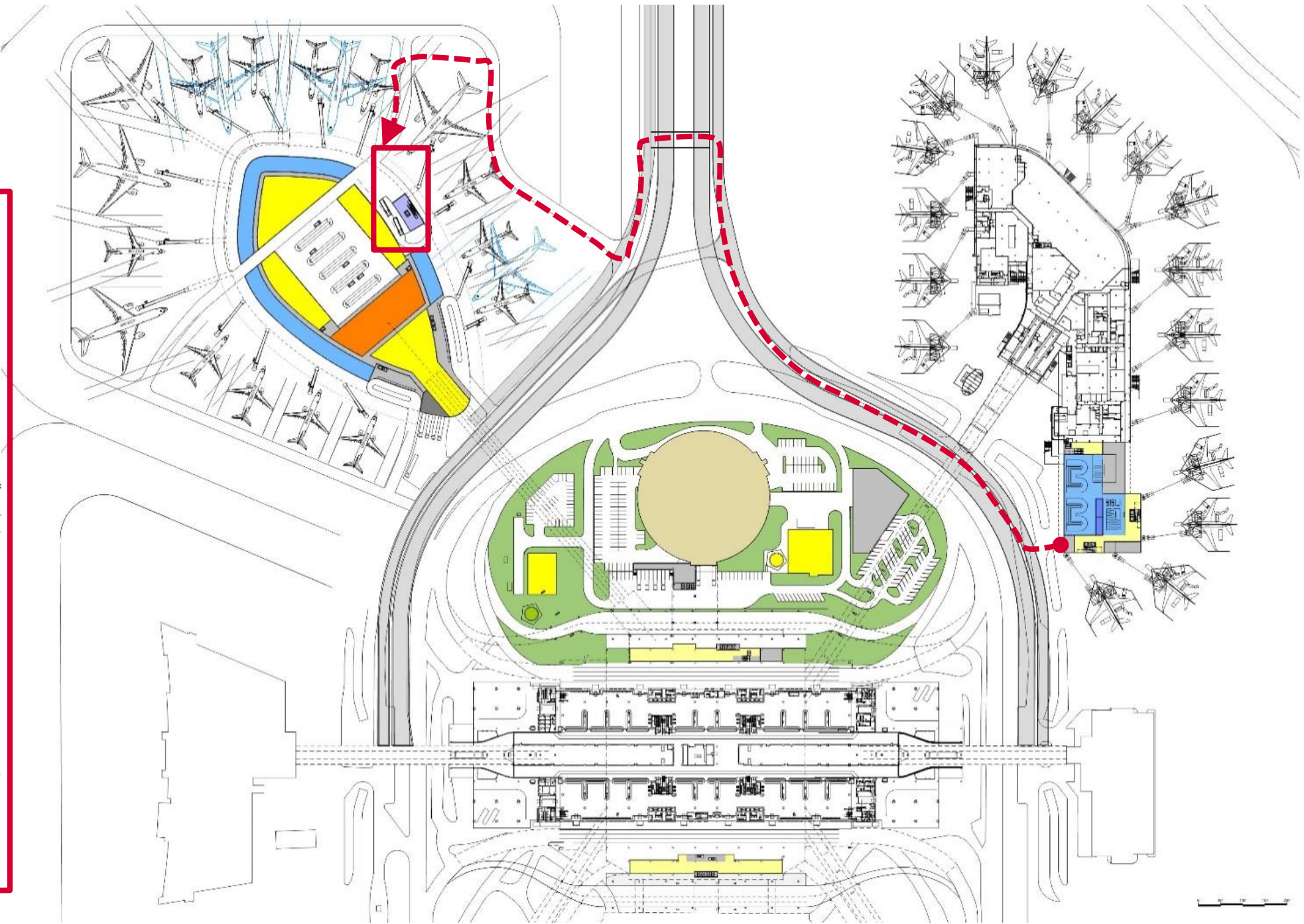
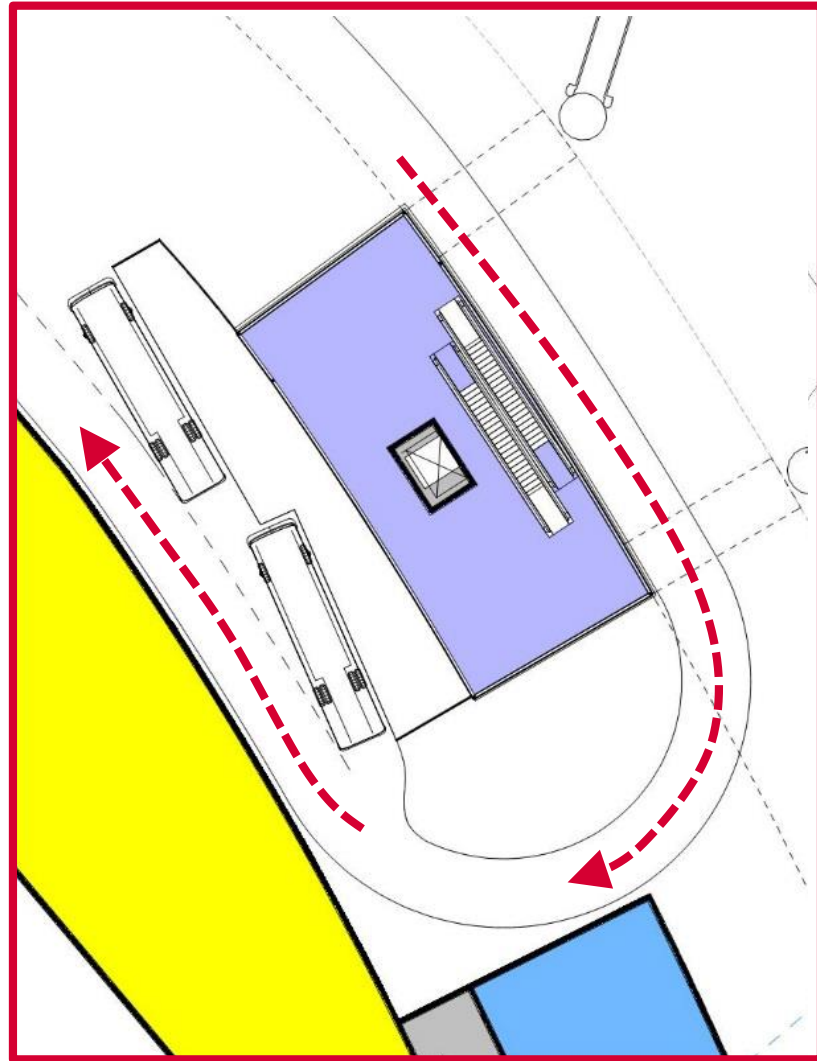
Plan Elements:

- ✓ Outbound baggage
- ✓ CBIS bag screening
- ✓ Inbound Intl Baggage input
- ✓ Loading / trash Dock
- ✓ Airline Support
- ✓ Mechanical / Electrical
- ✓ IT spaces
- ✓ Concession Storage
- ✓ Bus dock
- ✓ Partial Ahead of stand road



Bus Route

Level 3 - Transfer / CBP





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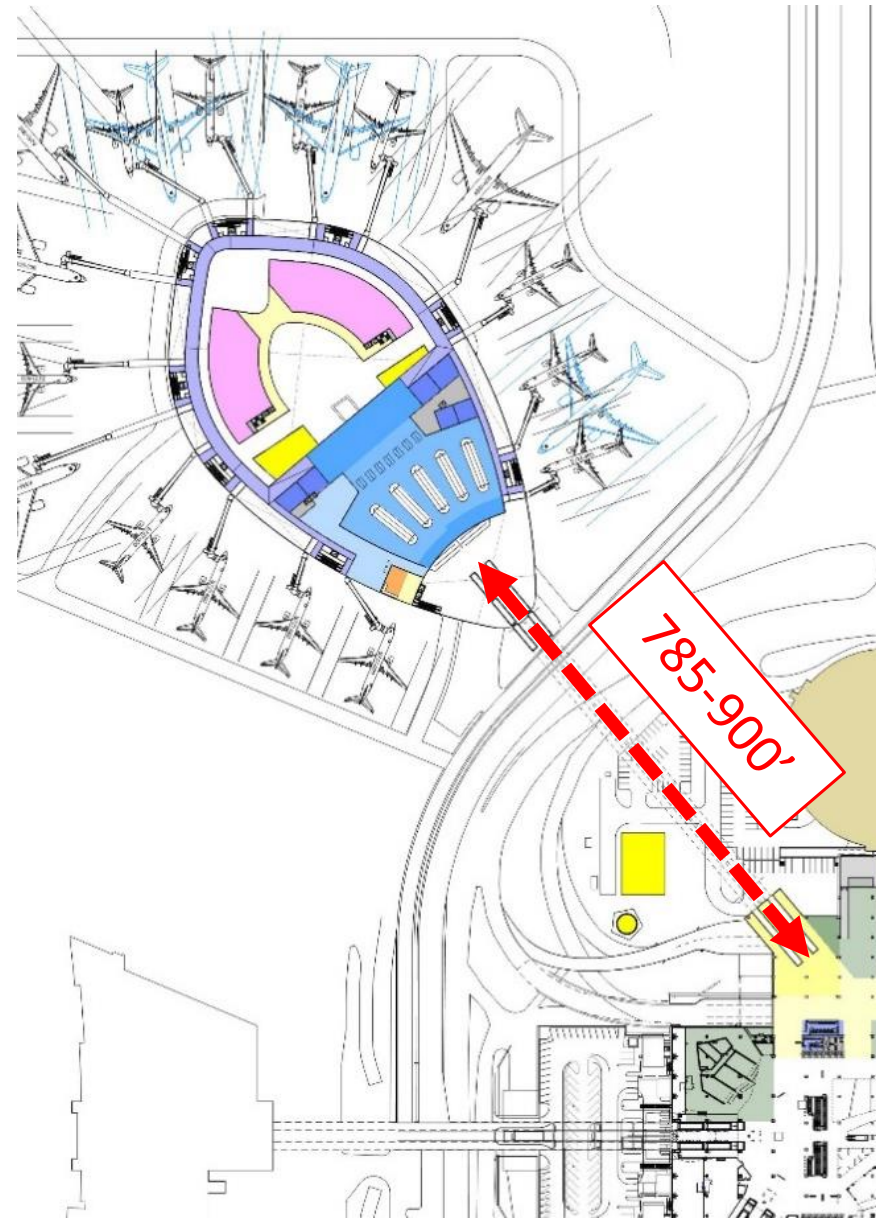
Terminal Planning Alternatives

Terminal – Site + APM

APM Distances

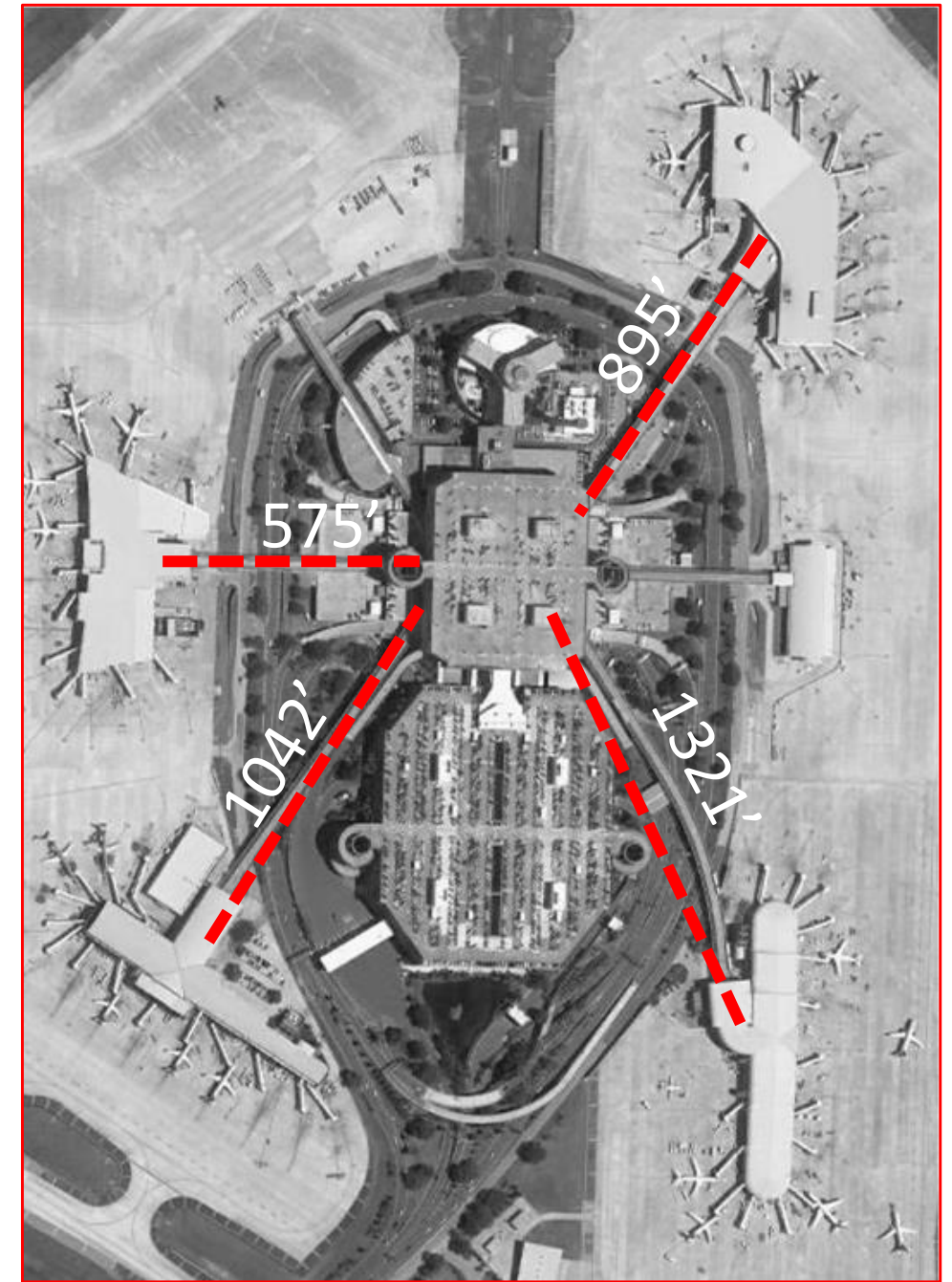
New Airside D APM:

- ✓ New APM distance is between 785'-900' depending on the option for the Terminal station



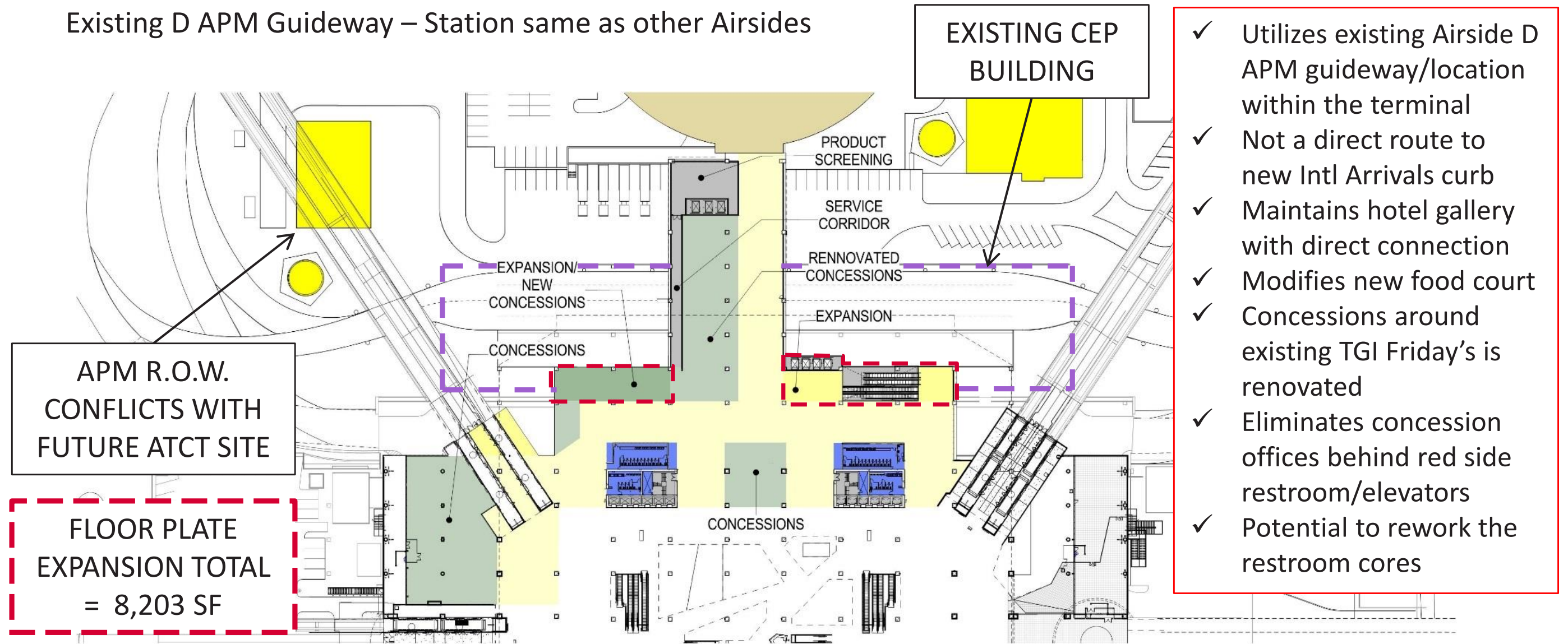
Preferred Alternative

VERTICAL TRANSITION = 13'



Terminal APM – Option A

Existing D APM Guideway – Station same as other Airsides

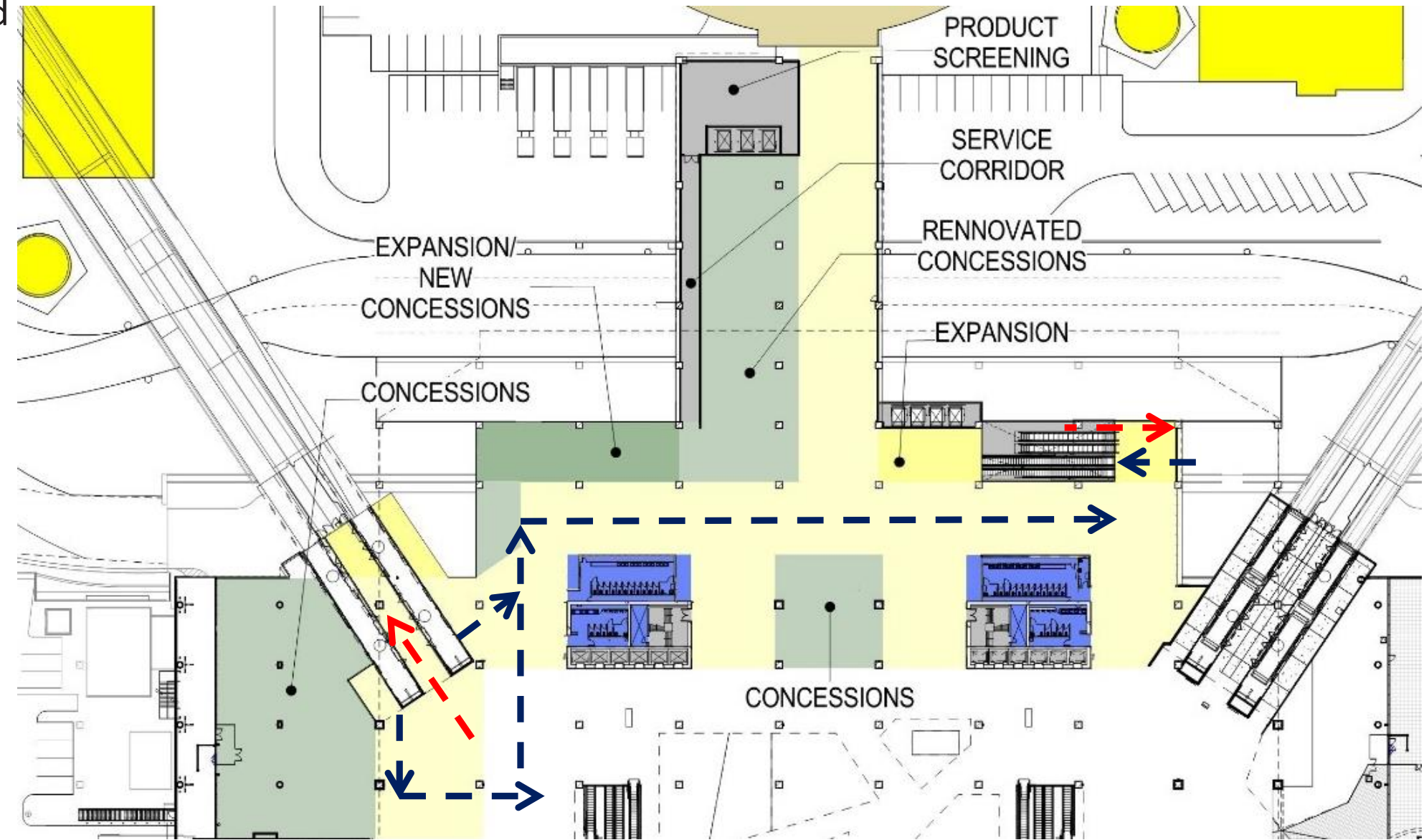


- ✓ Utilizes existing Airside D APM guideway/location within the terminal
- ✓ Not a direct route to new Intl Arrivals curb
- ✓ Maintains hotel gallery with direct connection
- ✓ Modifies new food court
- ✓ Concessions around existing TGI Friday's is renovated
- ✓ Eliminates concession offices behind red side restroom/elevators
- ✓ Potential to rework the restroom cores

Terminal APM – Option A

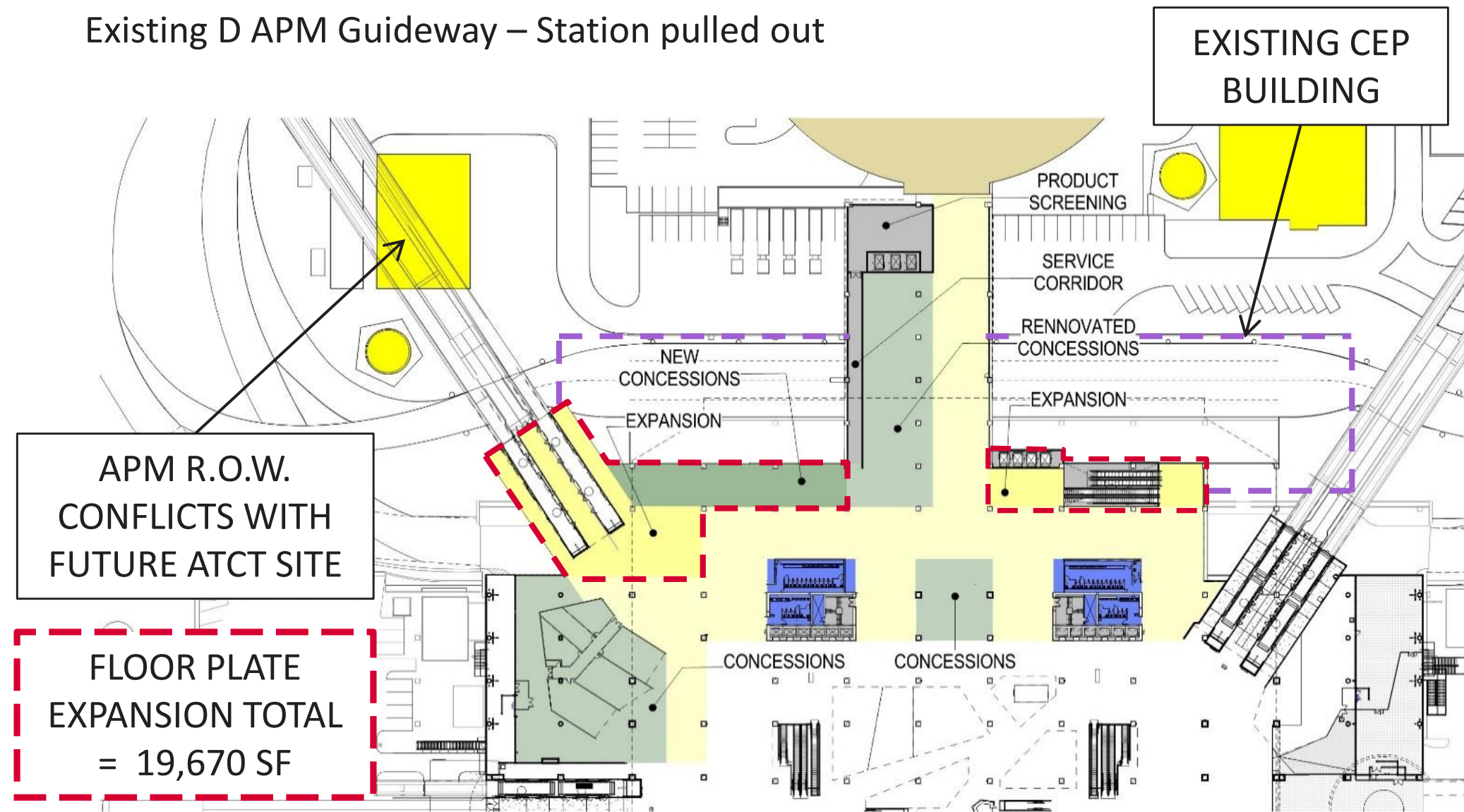
Passenger Circulation - Enlarged

- ✓ Utilizes existing Airside D APM guideway/location within the terminal
- ✓ Not a direct route to new Intl Arrivals curb
- ✓ Maintains hotel gallery with direct connection
- ✓ Modifies new food court
- ✓ Concessions around existing TGI Friday's is renovated
- ✓ Eliminates concession offices behind red side restroom/elevators
- ✓ Potential to rework the restroom cores



Terminal APM – Option B

Existing D APM Guideway – Station pulled out

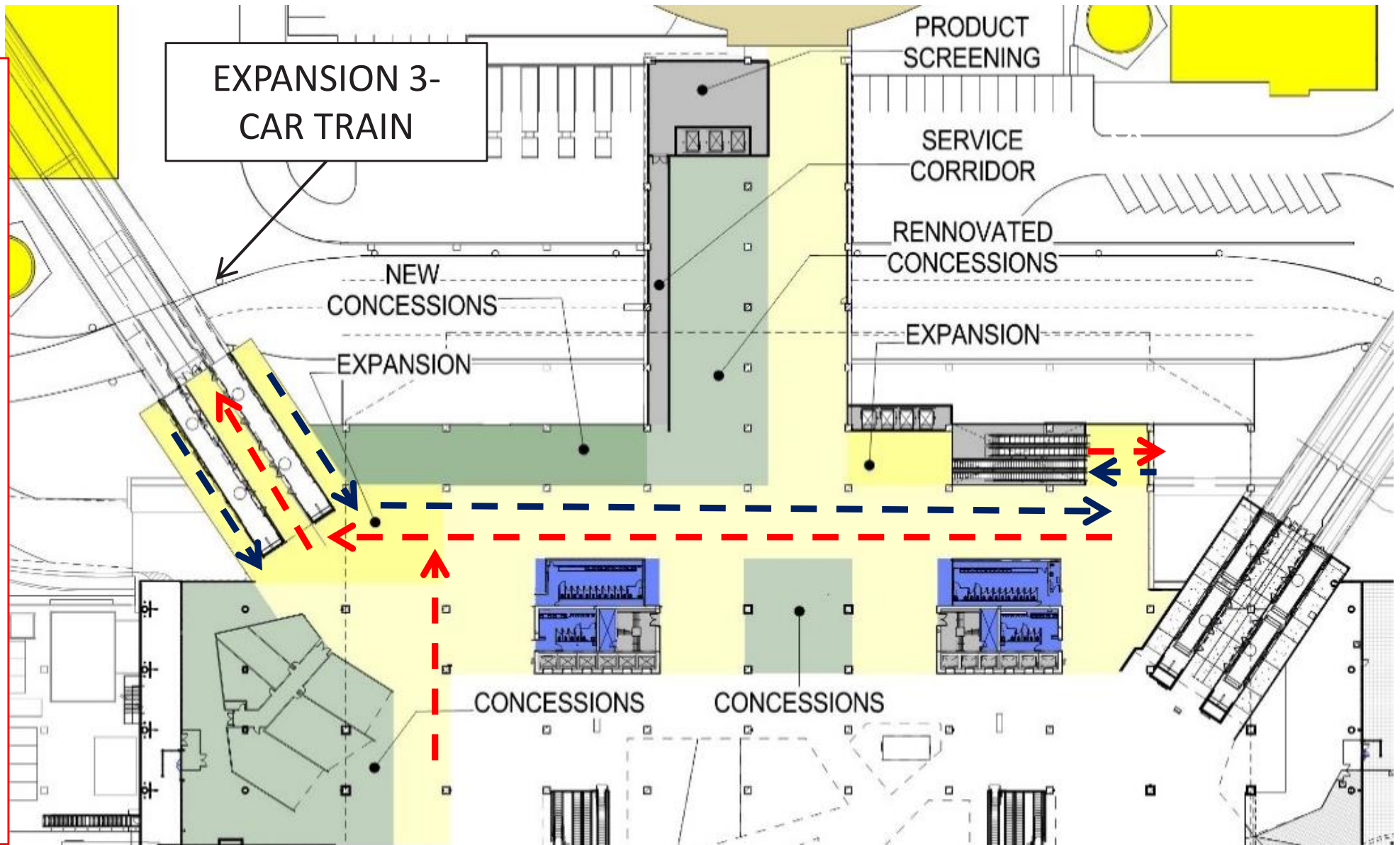


- ✓ Utilizes existing Airside D APM guideway/location + moves out of terminal
- ✓ Incorporates new vertical circulation for Intl arrivals curb + ticketing
- ✓ Maintains hotel gallery with direct connection
- ✓ Maintains new food court location
- ✓ Concessions around existing TGI Friday's is renovated
- ✓ Eliminates concession offices behind red side restroom/elevators
- ✓ Potential to rework the restroom cores

Terminal APM – Option B

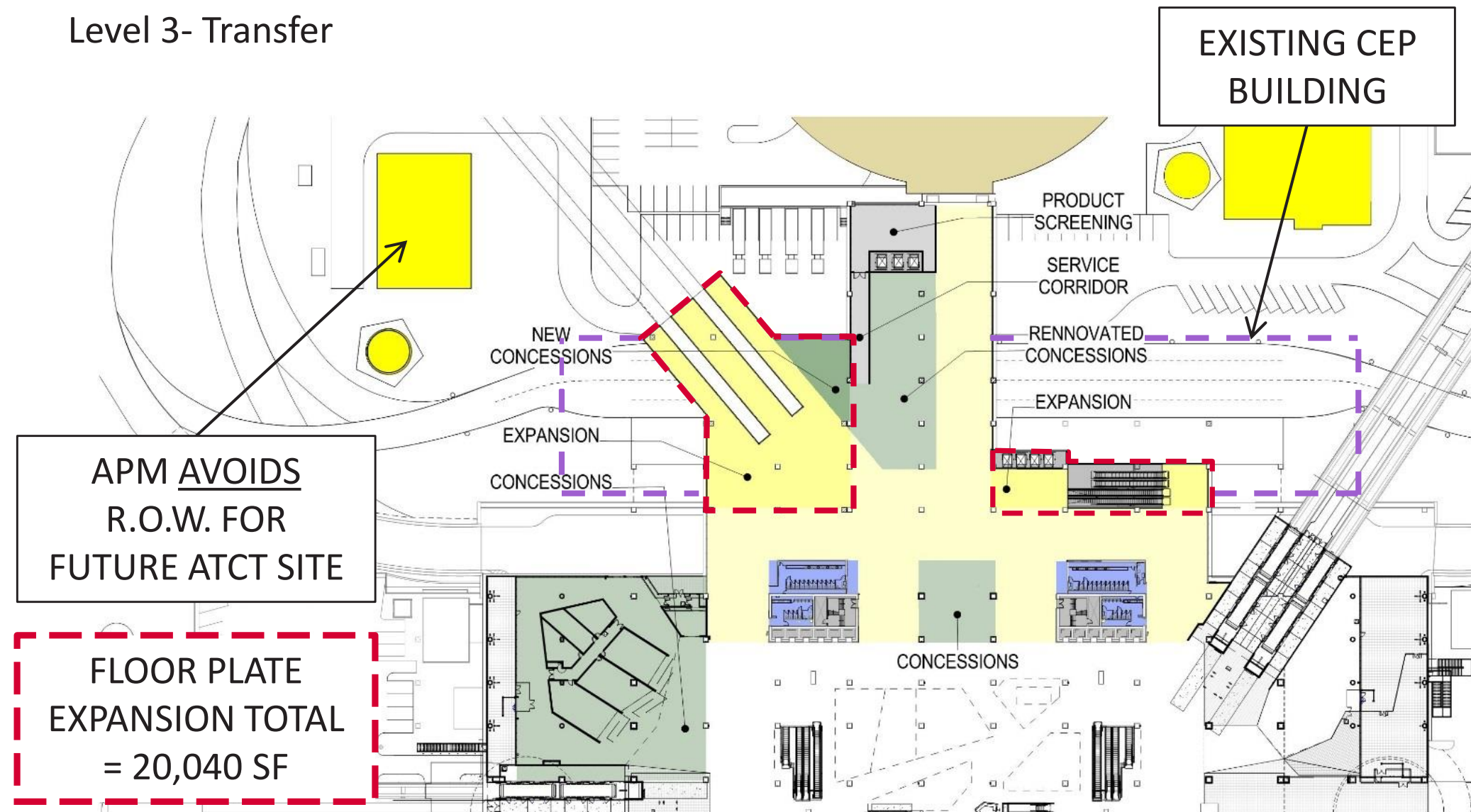
Passenger Circulation - Enlarged

- ✓ Utilizes existing Airside D APM guideway/location + moves out of terminal
- ✓ Incorporates new vertical circulation for Intl arrivals curb + ticketing
- ✓ Maintains hotel gallery with direct connection
- ✓ Maintains new food court location
- ✓ Concessions around existing TGI Friday's is renovated
- ✓ Eliminates concession offices behind red side restroom/elevators
- ✓ Potential to rework the restroom cores



Terminal APM –Option C

Level 3- Transfer

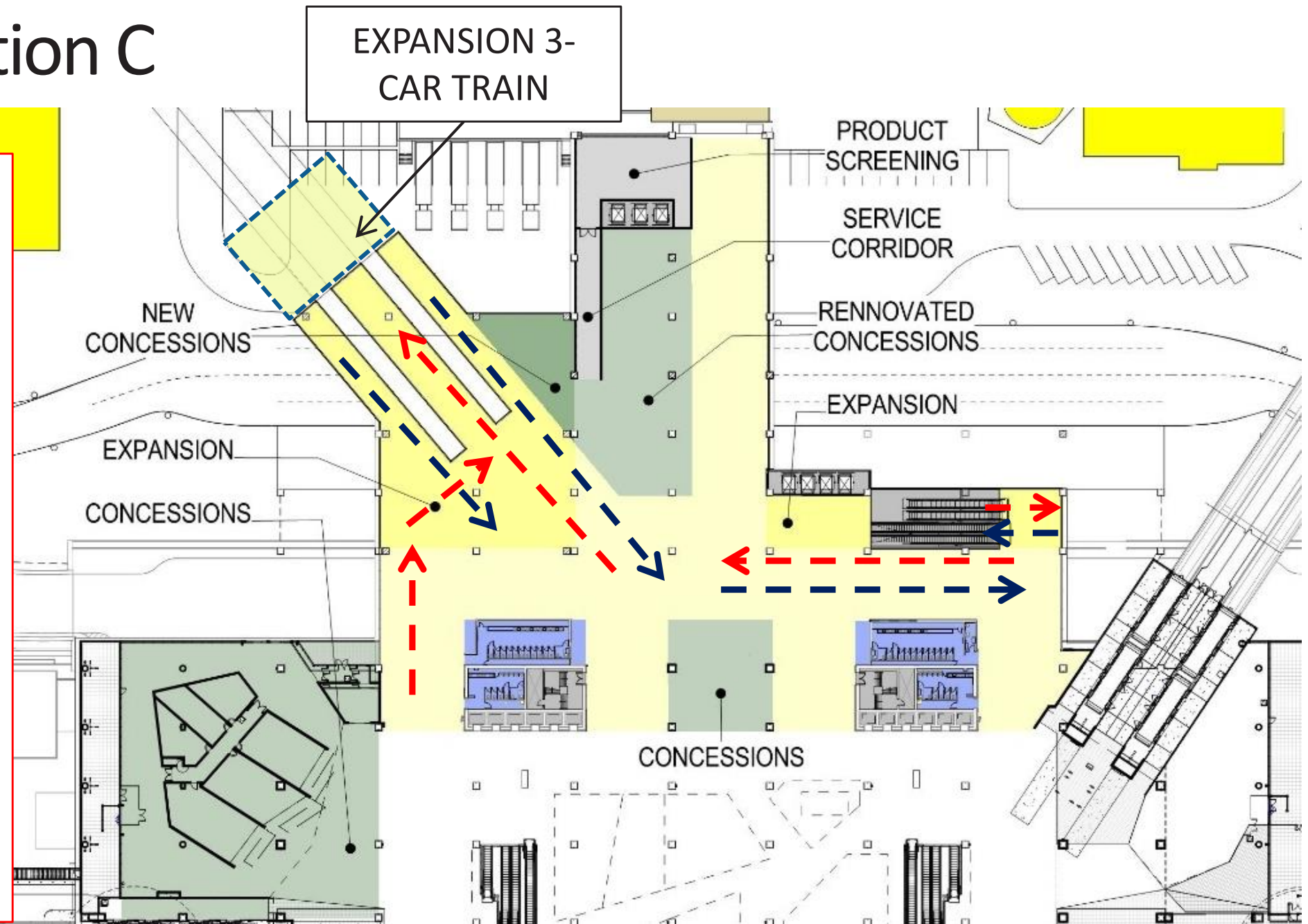


- ✓ Relocates Airside D APM north / reduces overall APM length
- ✓ Easy path to new vertical circulation for Intl arrivals curb + ticketing
- ✓ Maintains hotel gallery with direct connection
- ✓ Maintains new food court location
- ✓ Concessions reworked around existing TGI Friday's
- ✓ Eliminates concession offices behind red side restroom/elevators
- ✓ Allows for future 3 car APM
- ✓ Potential to rework the restroom cores

Terminal APM –Option C

Level 3- Transfer

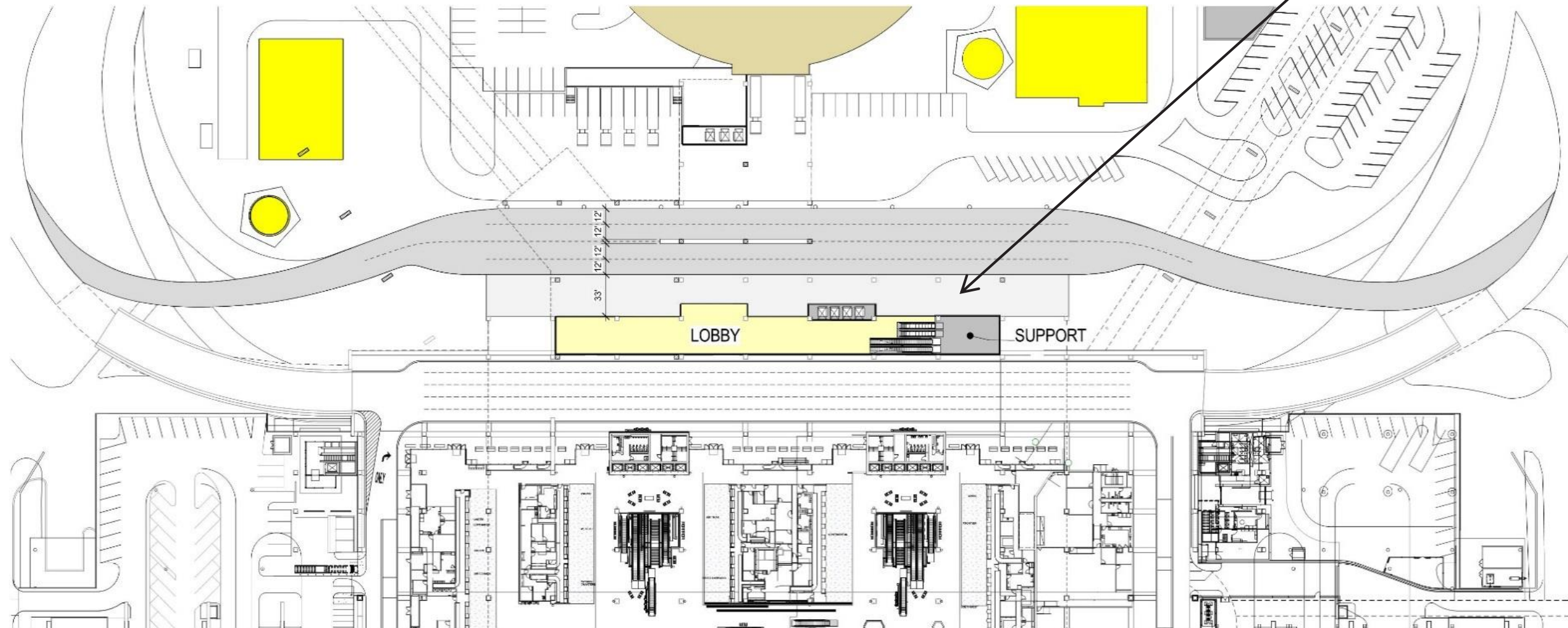
- ✓ Relocates Airside D APM north / reduces overall APM length
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- ✓ Maintains hotel gallery with direct connection
- ✓ Maintains new food court location
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- ✓ Eliminates concession offices behind red side restroom/elevators
- ✓ Allows for future 3 car APM
- ✓ Potential to rework the restroom cores



Terminal APM – All Options

Level 2- Ticketing – **RED SIDE** – Overall Plan

NEW TICKETING LOBBY WITH
ADDITIONAL CURB CAPACITY

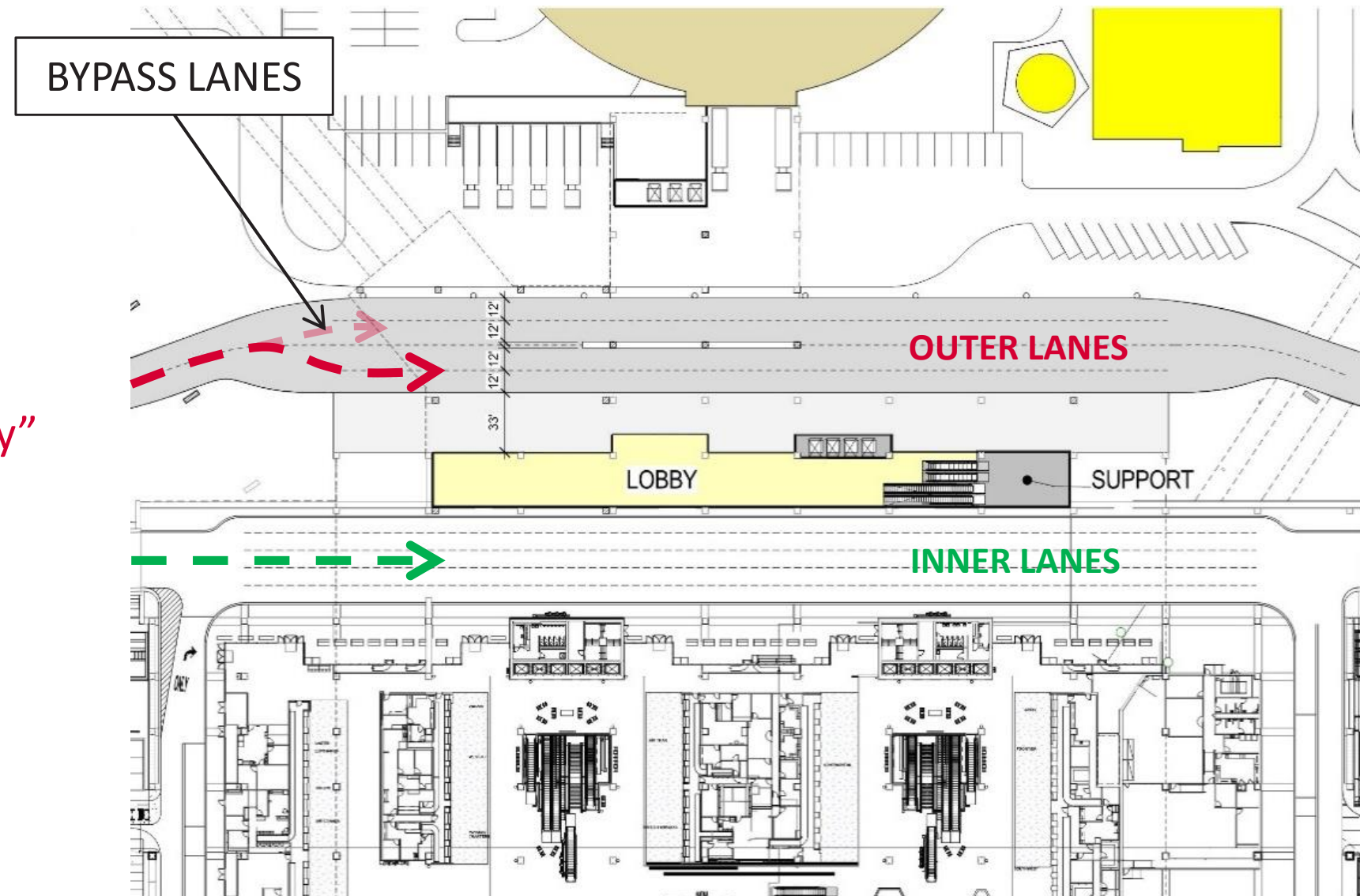


Use of New Outer Lanes

Level 2- Ticketing – **RED SIDE**

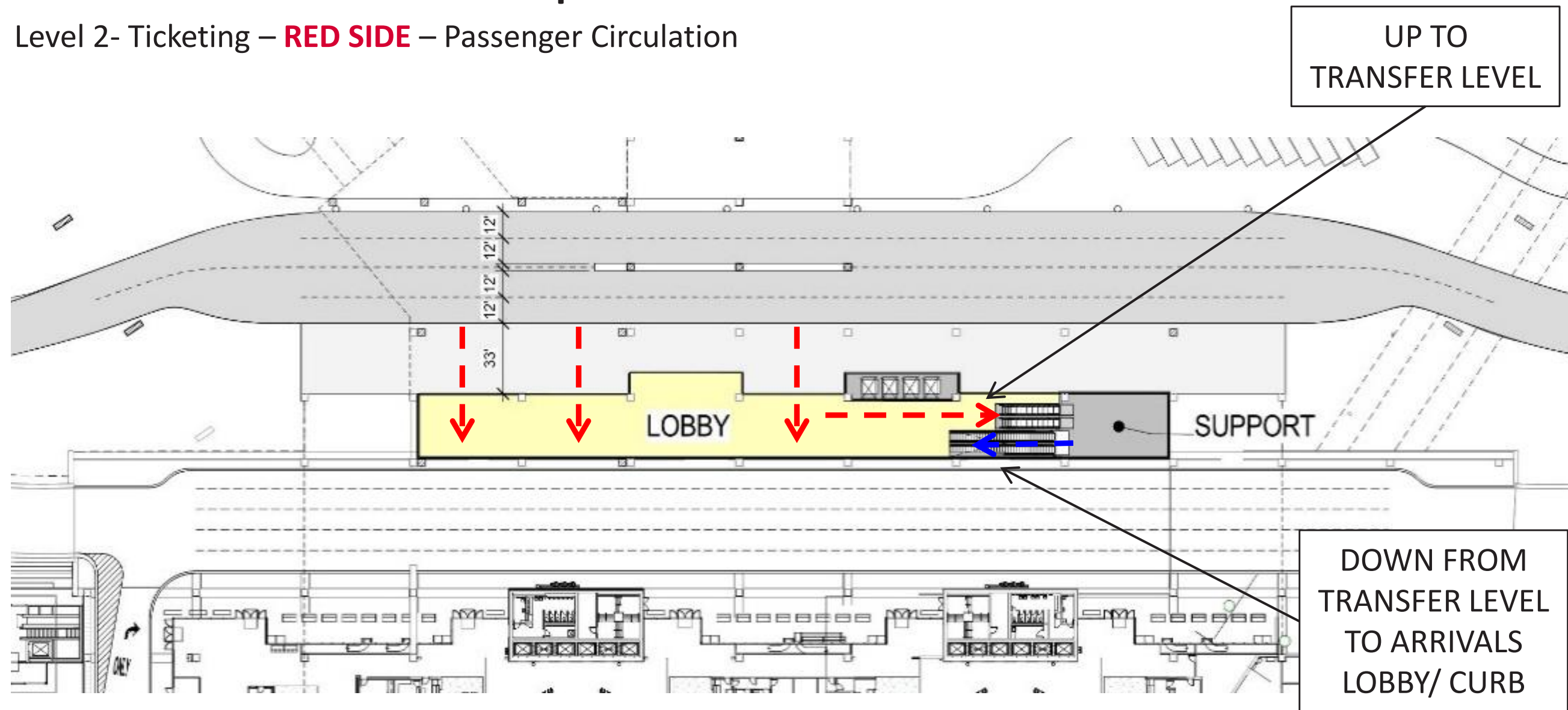
At Departure Level

- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Outer Lanes:**
“Departures – Direct to Security”
 - **For Inner Lanes:**
“Departures – Bag Check-in”



Terminal APM – All Options

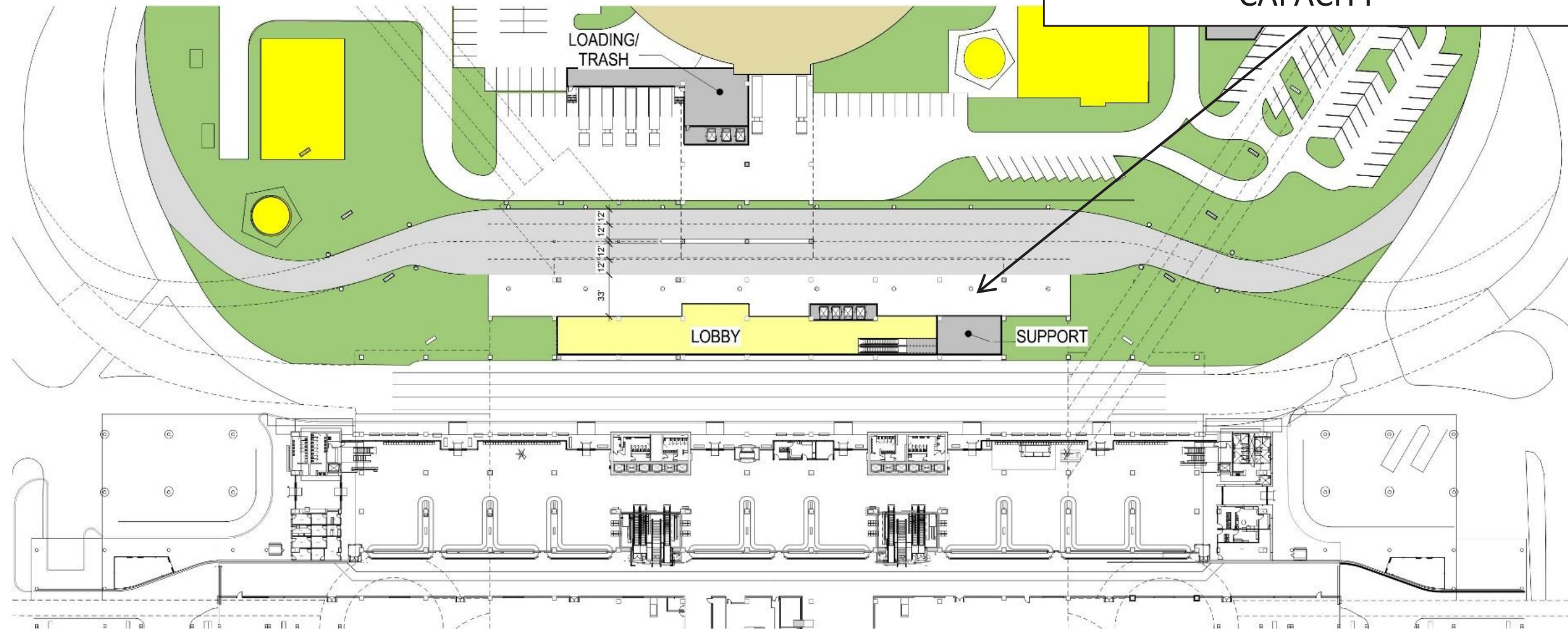
Level 2- Ticketing – **RED SIDE** – Passenger Circulation



Terminal APM – All Options

Level 1- Arrivals – **RED SIDE** – Overall Plan

NEW INTL ARRIVALS LOBBY WITH
DEDICATED CURB + ADDITIONAL
CAPACITY

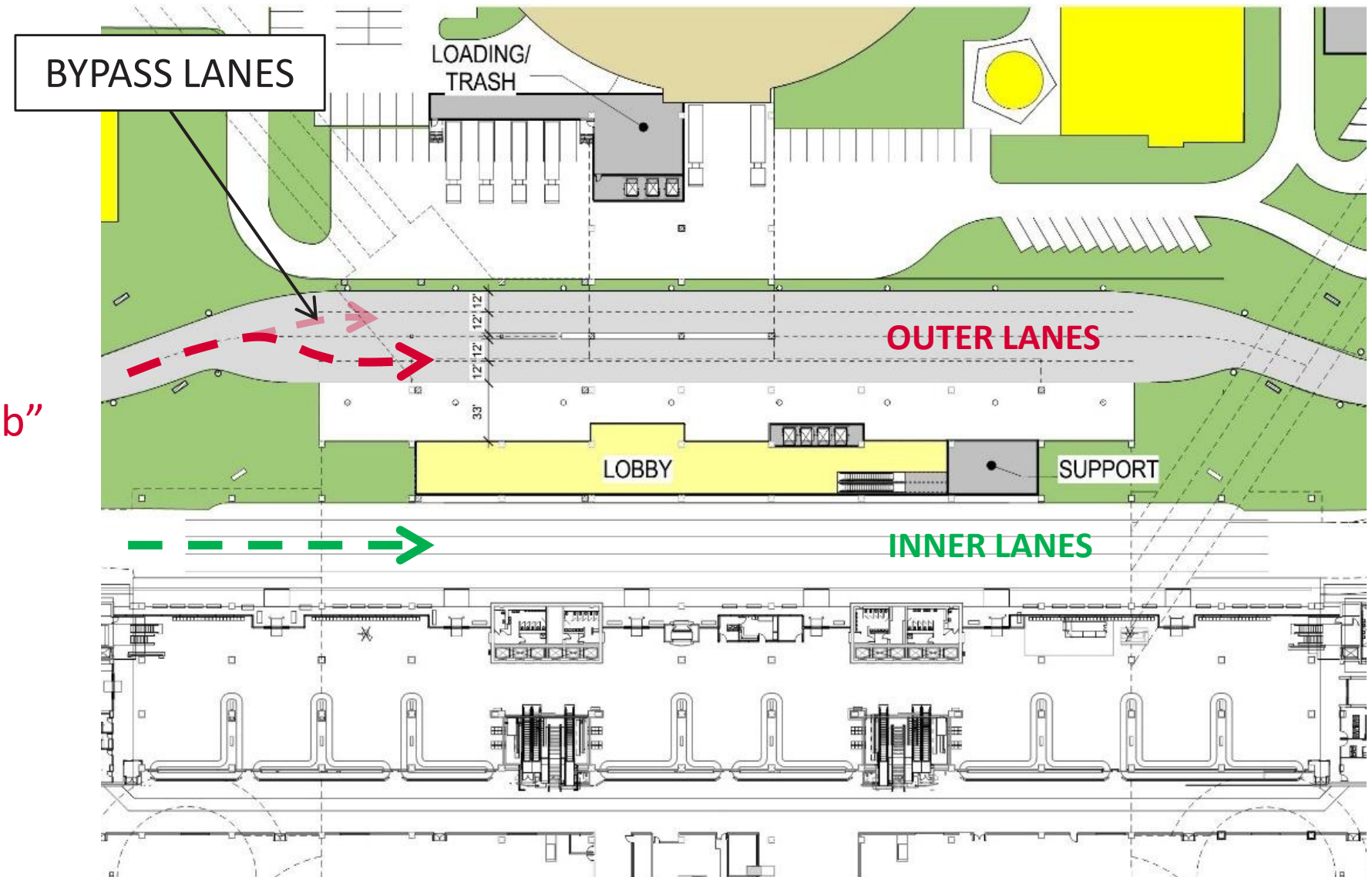


Use of New Outer Lanes

Level 1- Arrivals – **RED SIDE**

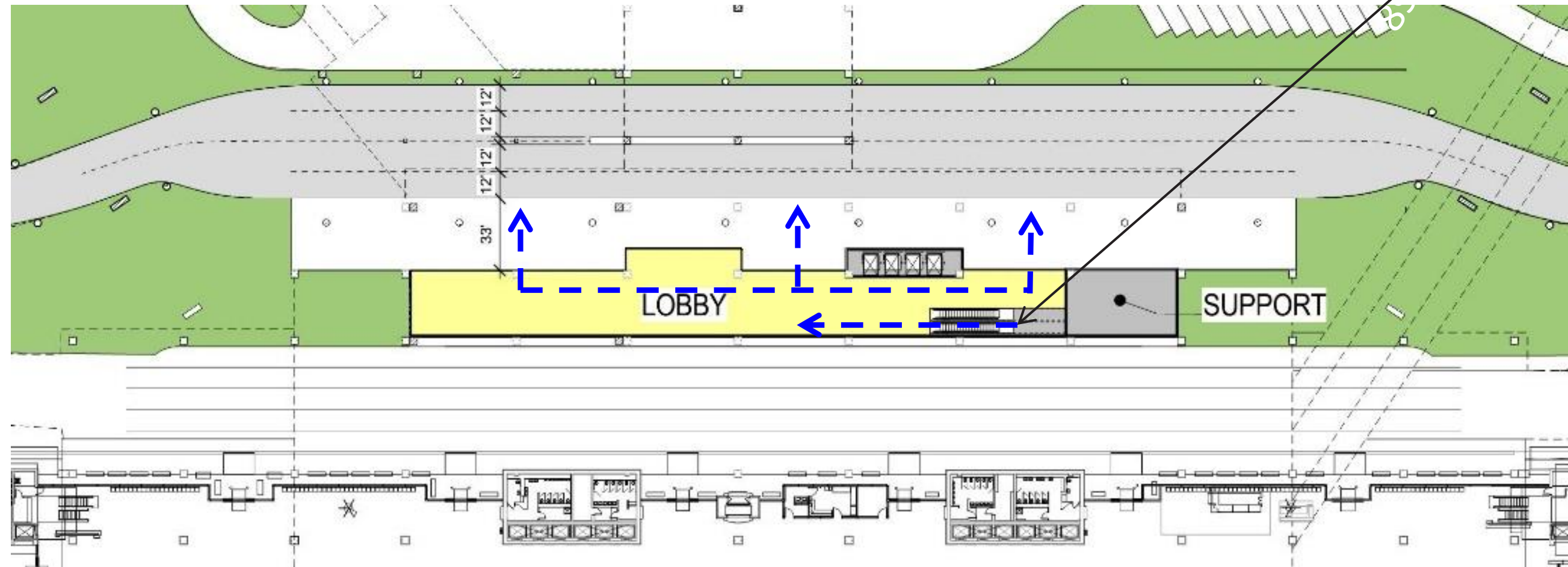
At Arrival Level

- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Outer Lanes:**
“Int’l Arrivals / Fast Pick-up Curb”
 - **For Inner Lanes:**
“Bag Claim Arrivals Curb”



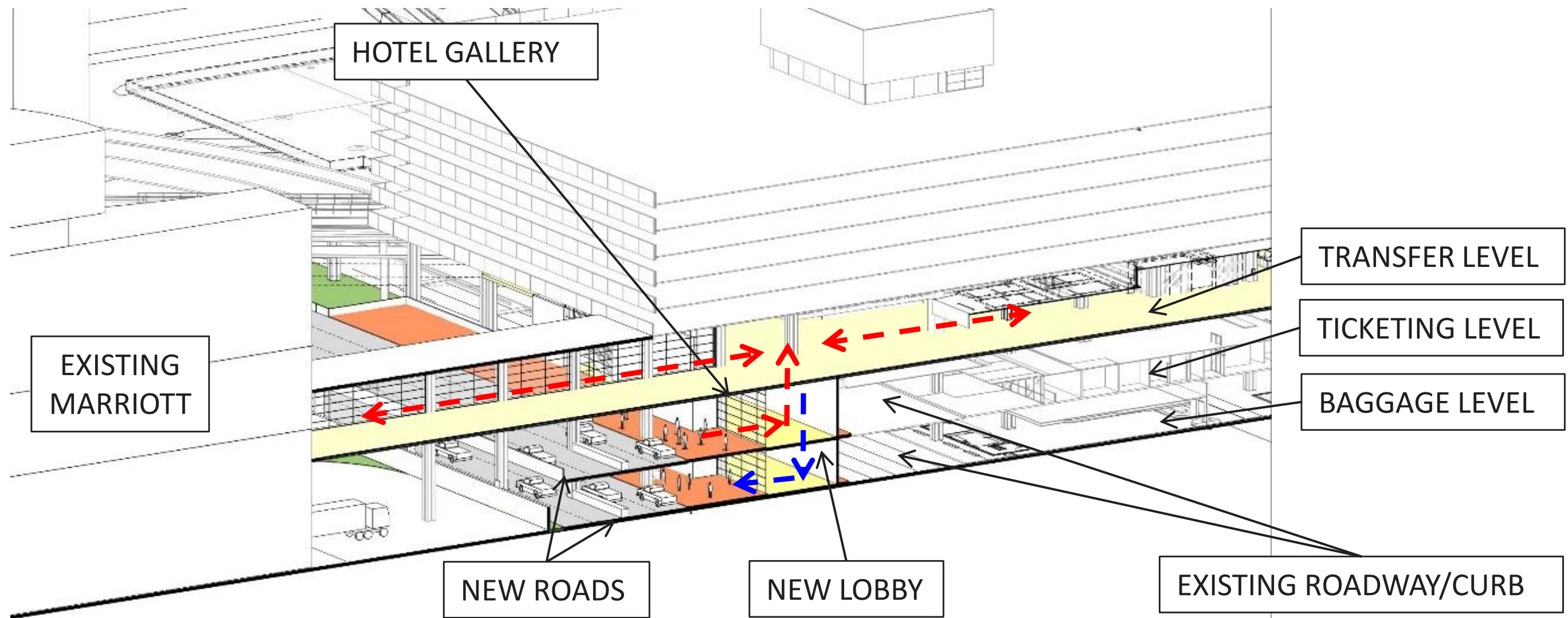
Terminal APM – All Options

Level 1- Arrivals – **RED SIDE** – Passenger Circulation

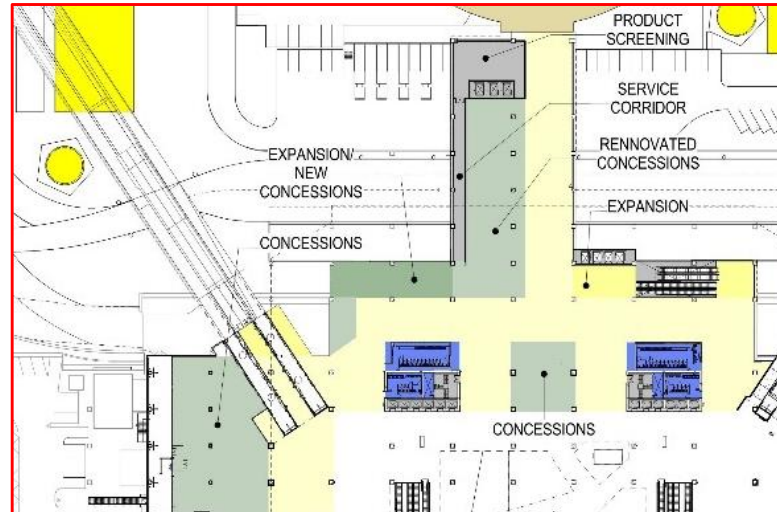


Passenger Circulation

Red Side Section – Main Terminal



Terminal / APM Summary Matrix



A

PROS:

- ✓ Existing Airside D APM guideway - inside terminal (departure wayfinding)
- ✓ Less SF new building (8,203 sf)

CONS:

- ✓ **Conflict w/ future ATCT site**
- ✓ Confusing route to new Intl Arrivals curb
- ✓ Modifies new food court
- ✓ **Constructability/Phasing**



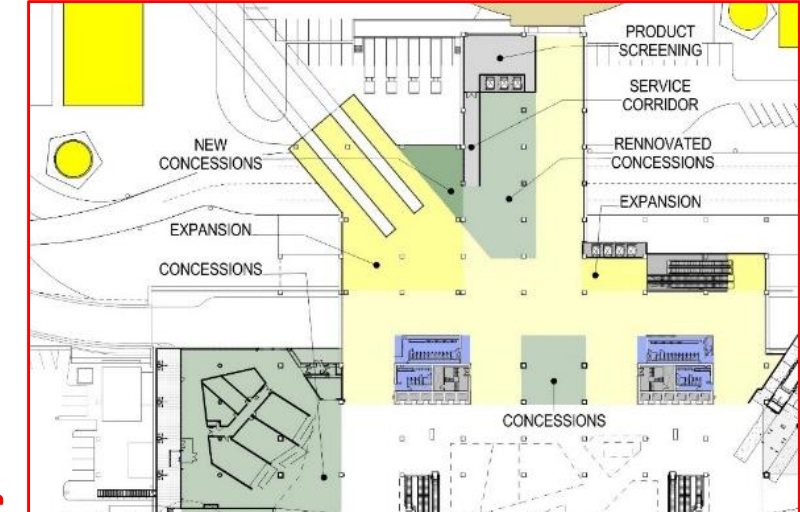
B

PROS:

- ✓ Utilizes existing Airside D APM guideway
- ✓ Easy wayfinding to new Intl Arrivals curb
- ✓ Maintains new food court

CONS:

- ✓ **Conflict w/ future ATCT site**
- ✓ More SF than Option 1 (19,670 sf)
- ✓ **Constructability/Phasing**



C

PROS:

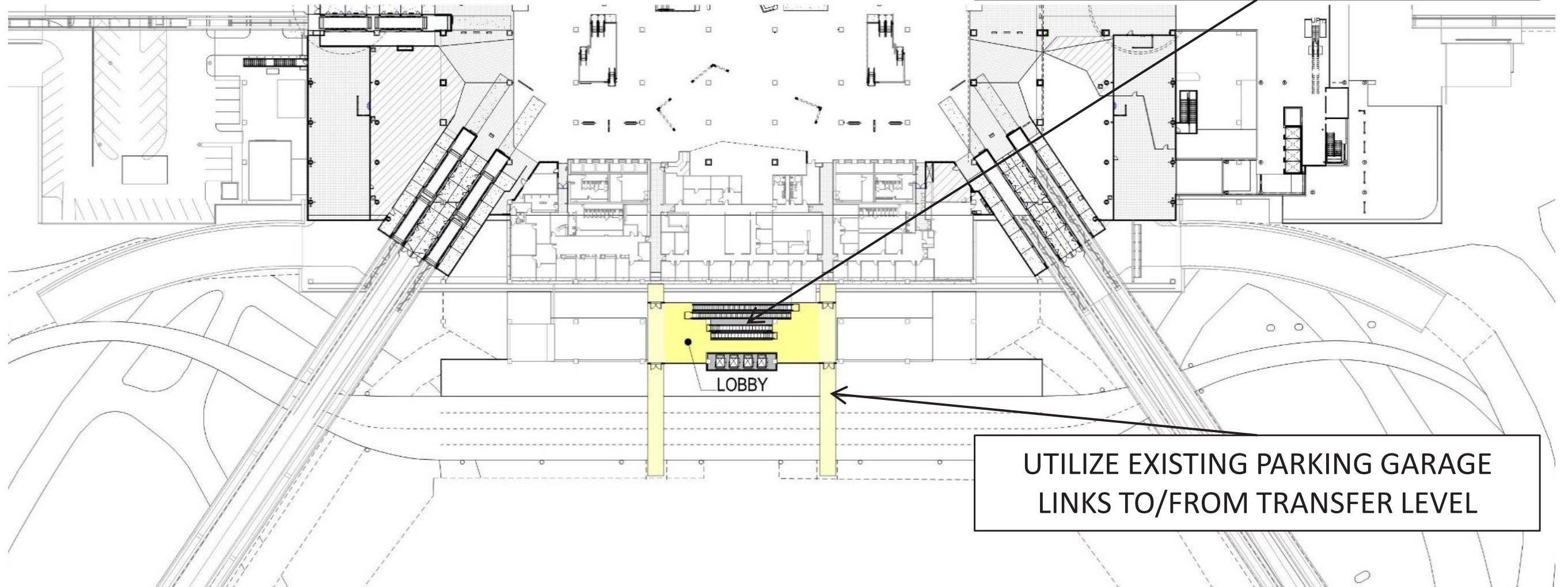
- ✓ **Avoids future ATCT site**
- ✓ Easy wayfinding to new Intl Arrivals curb & departures
- ✓ Maintains new food court
- ✓ Shorter APM distance

CONS:

- ✓ New APM guideway req'd
- ✓ More SF than Option 1 (20,040 sf)

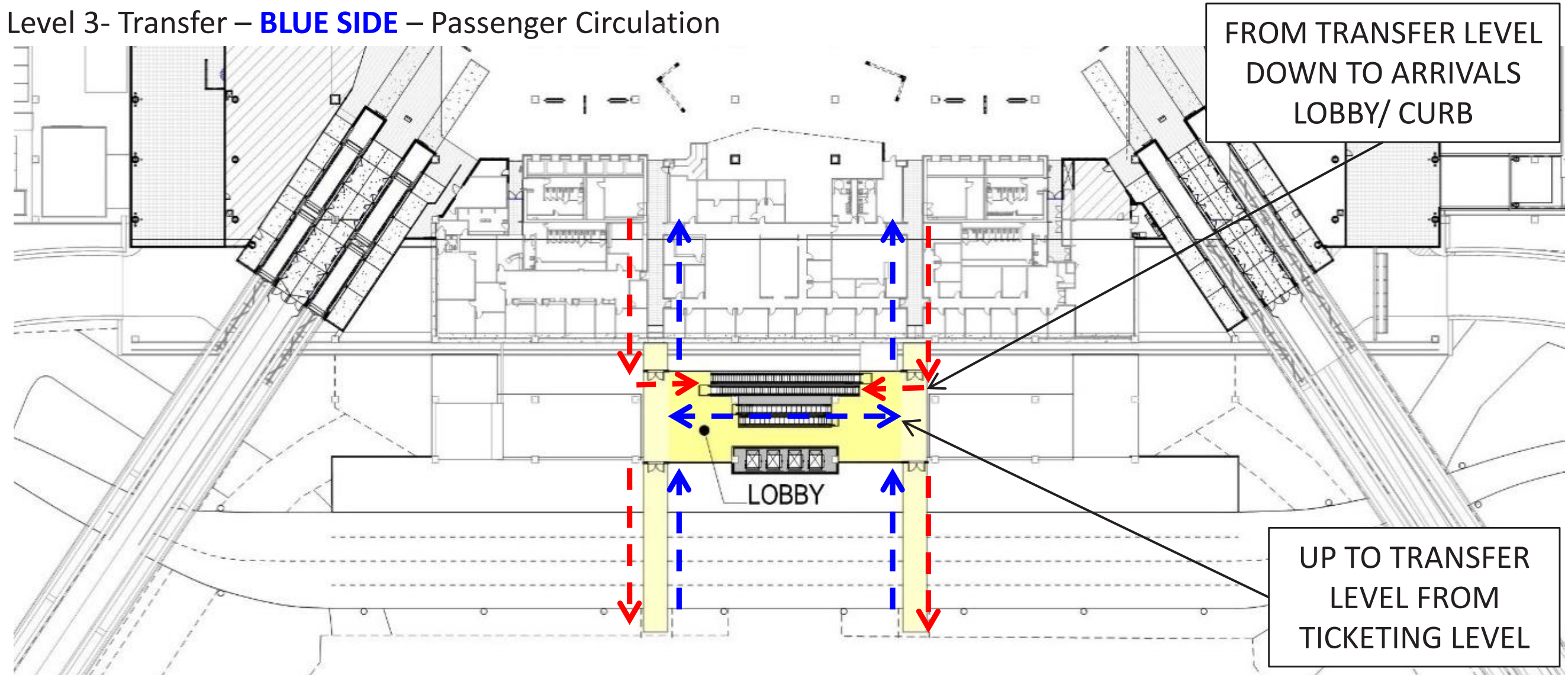
Terminal APM – All Options

Level 3- Transfer – **BLUE SIDE** – Overall Plan



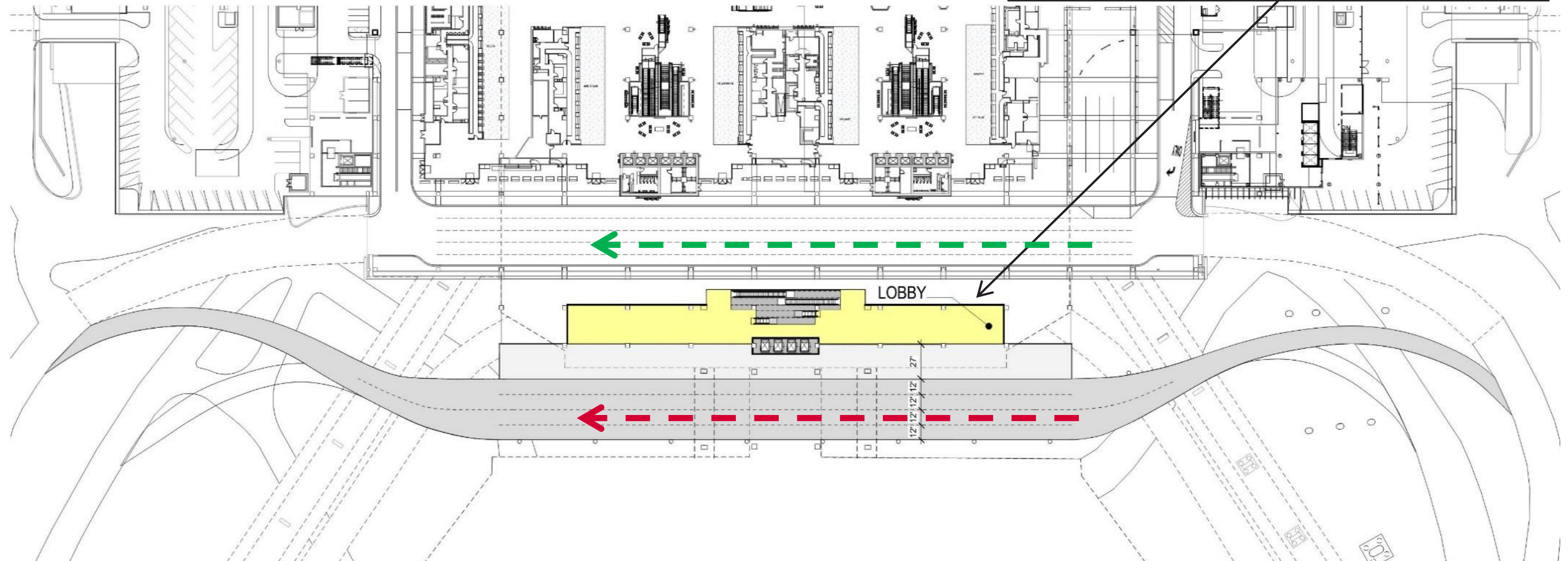
Terminal APM – All Options

Level 3- Transfer – **BLUE SIDE** – Passenger Circulation



Terminal APM – All Options

Level 2- Ticketing – **BLUE SIDE** – Overall Plan

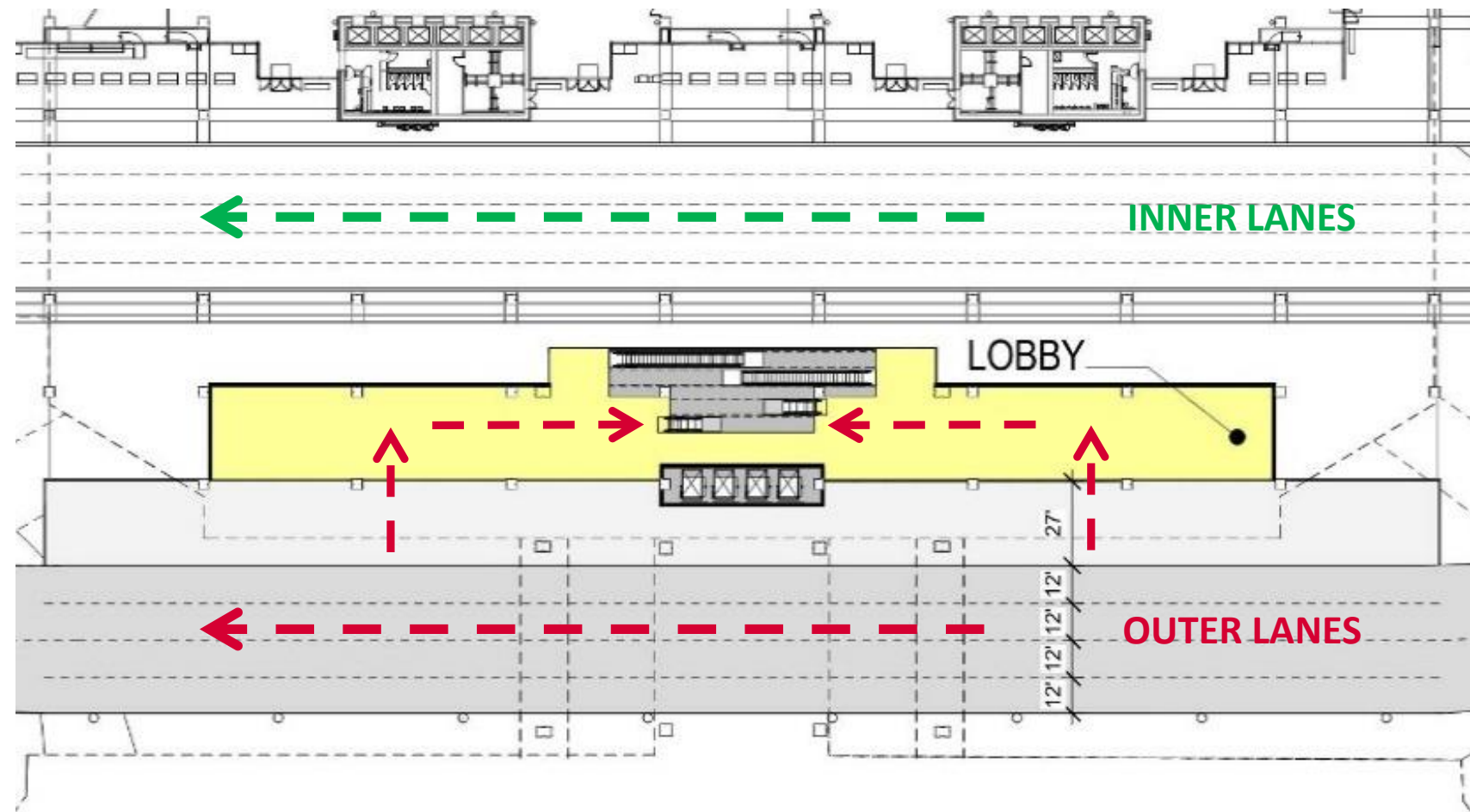


Use of New Outer Lanes

Level 2- Ticketing – **BLUE SIDE** – Passenger Circulation

At Departure Level

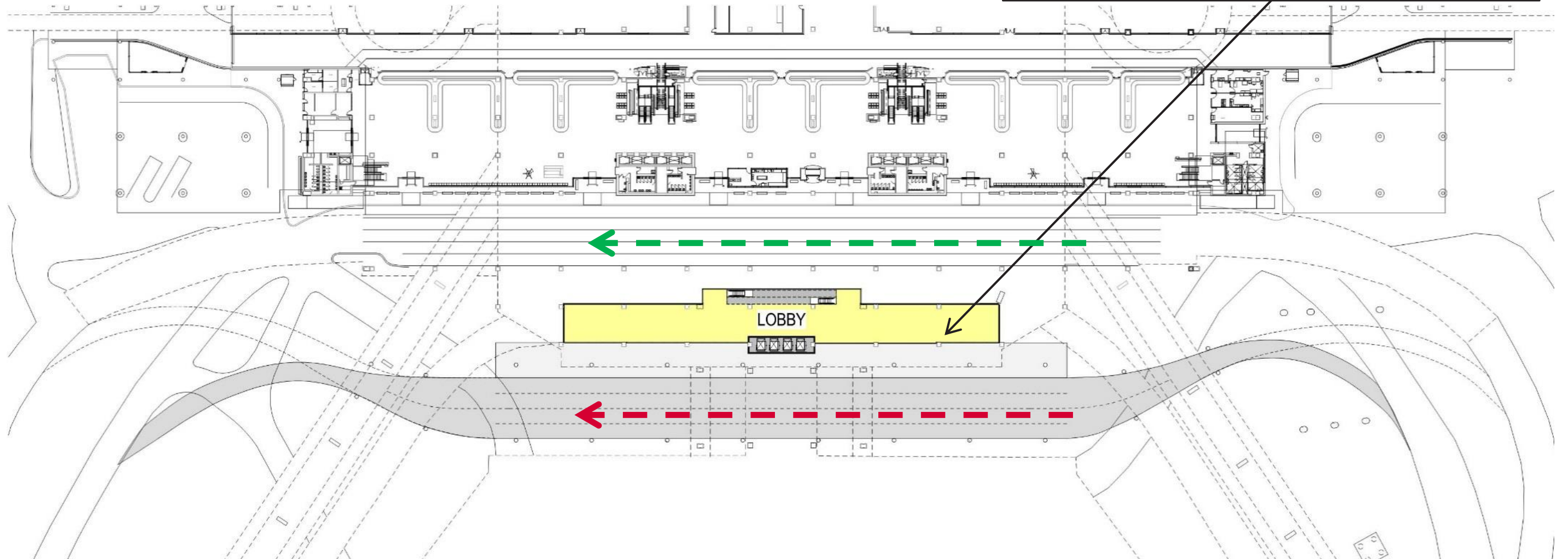
- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Inner Lanes:**
“Departures – Bag Check-in”
 - **For Outer Lanes:**
“Departures – Direct to Security (No Bag Check)”



Terminal APM – All Options

Level 1- Arrivals – **BLUE SIDE** – Overall Plan

NEW ARRIVALS LOBBY WITH ACCESS
DOWN FROM TRANSFER LEVEL

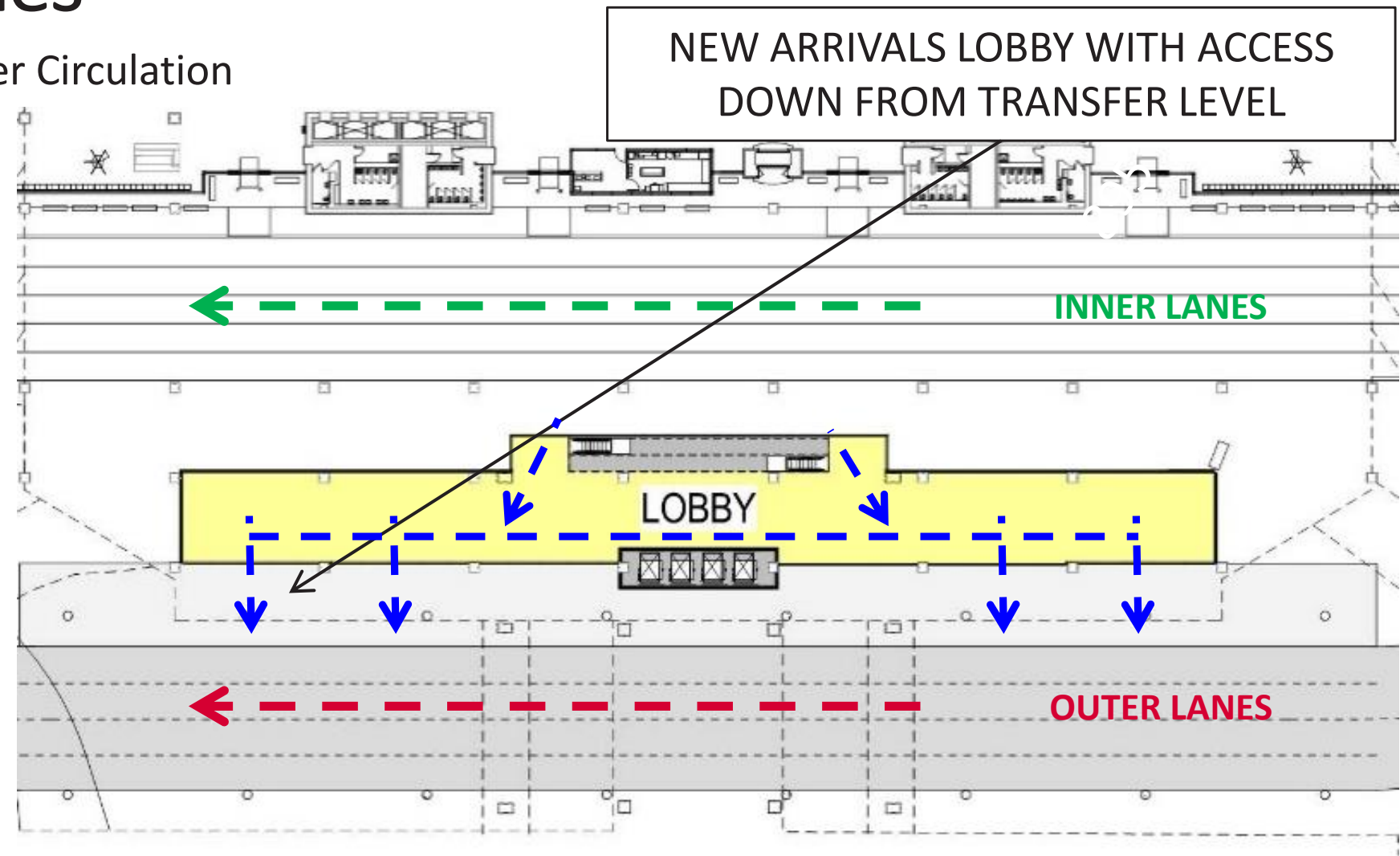


Use of New Outer Lanes

Level 1- Arrivals – **BLUE SIDE** – Passenger Circulation

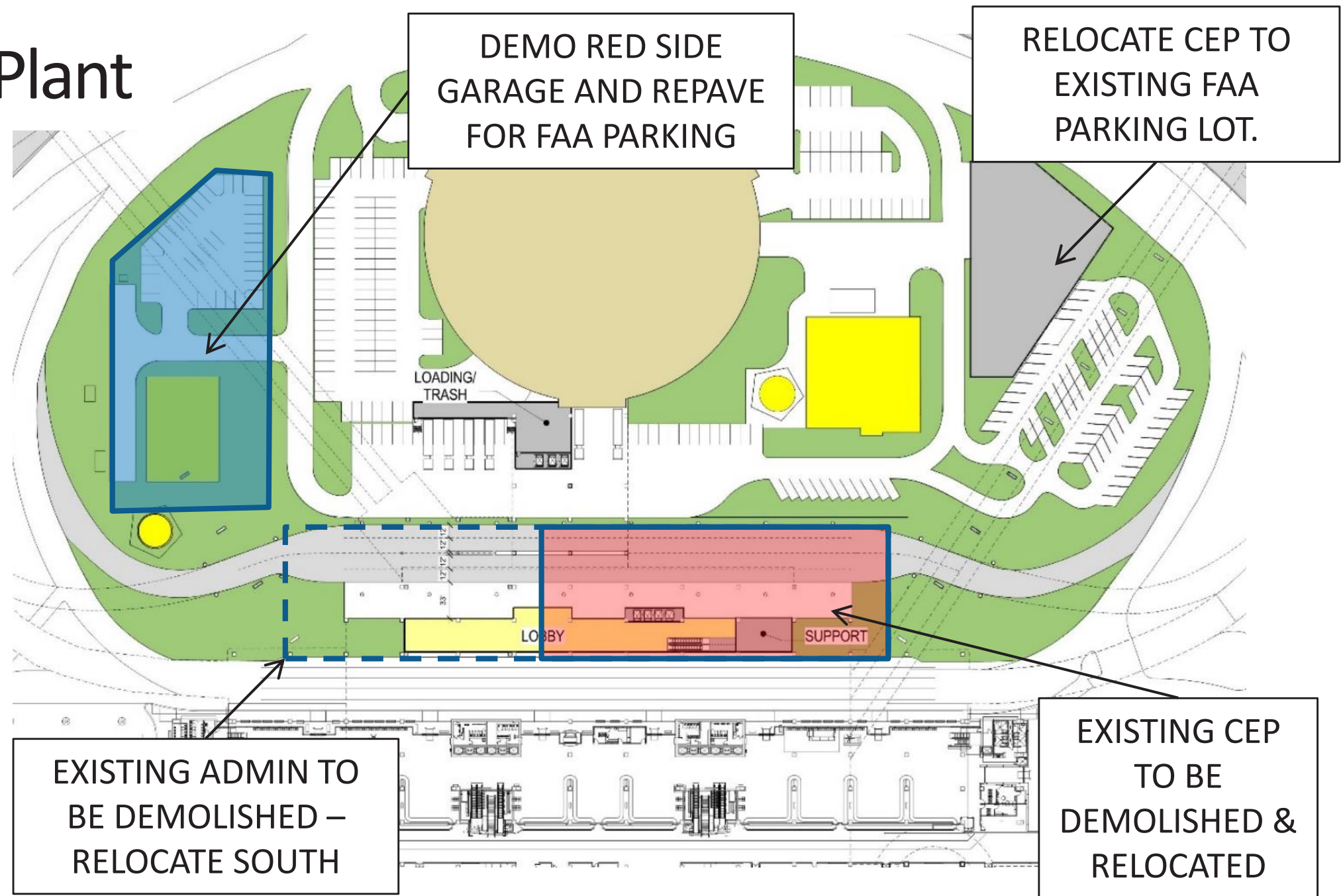
At Arrival Level

- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Inner Lanes:**
“To Arrivals / Fast Pick-up Curb”
 - **For Outer Lanes:**
“Arrivals Fast Curb – Carry-On Bags Only”



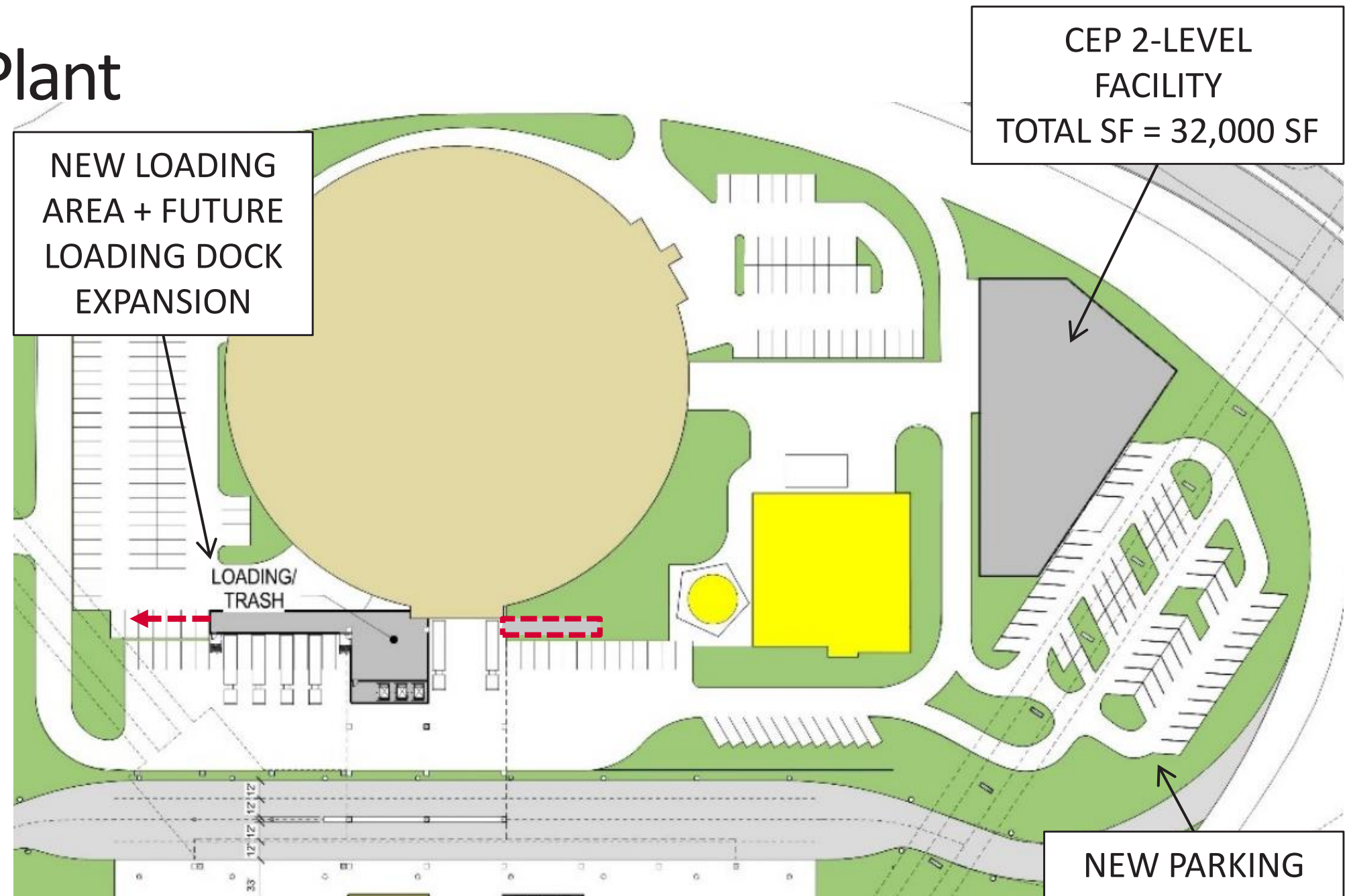
Central Energy Plant

- ✓ Existing CEP to be demolished and relocated.
- ✓ Requires approx. 32,000 SF
- ✓ Any central site will need to be bi-level
- ✓ When red side garage is demolished, maximize parking for FAA for loss of spaces at new CEP



Central Energy Plant

- ✓ Existing CEP to be demolished and relocated.
- ✓ Requires approx. 32,000 SF
- ✓ Any central site will need to be bi-level
- ✓ When red side garage is demolished, maximize parking for FAA for loss of spaces at new CEP





Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Terminal Planning Alternatives

Airside C

Airside C

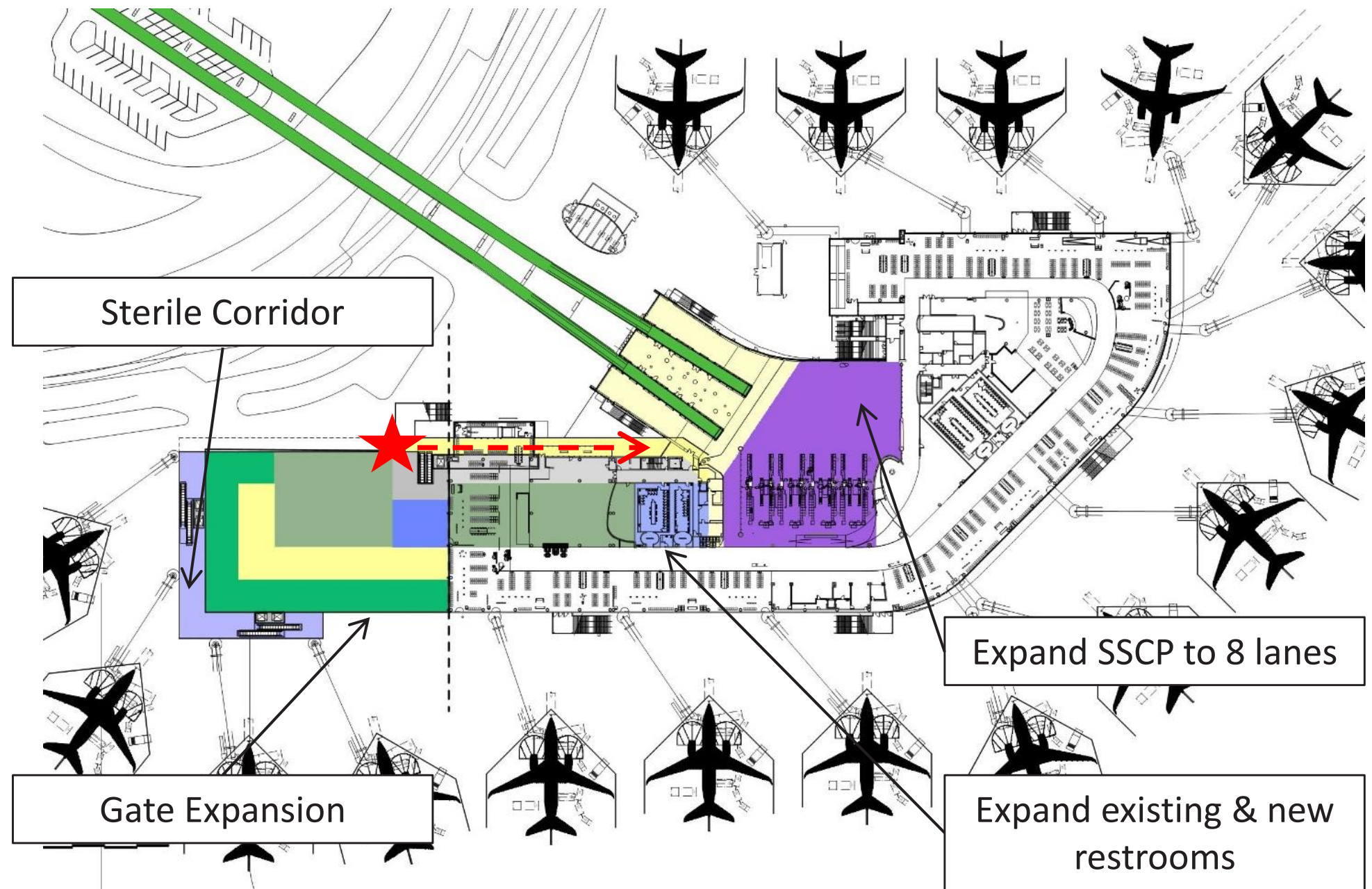
Level 2 - Departure

Existing Building:

- ✓ Expand restroom core
- ✓ Expand existing SSCP to 8 lanes

Building Expansion:

- ✓ 4 sterile gates
- ✓ Sterile corridor
- ✓ Additional restrooms
- ✓ Additional concessions

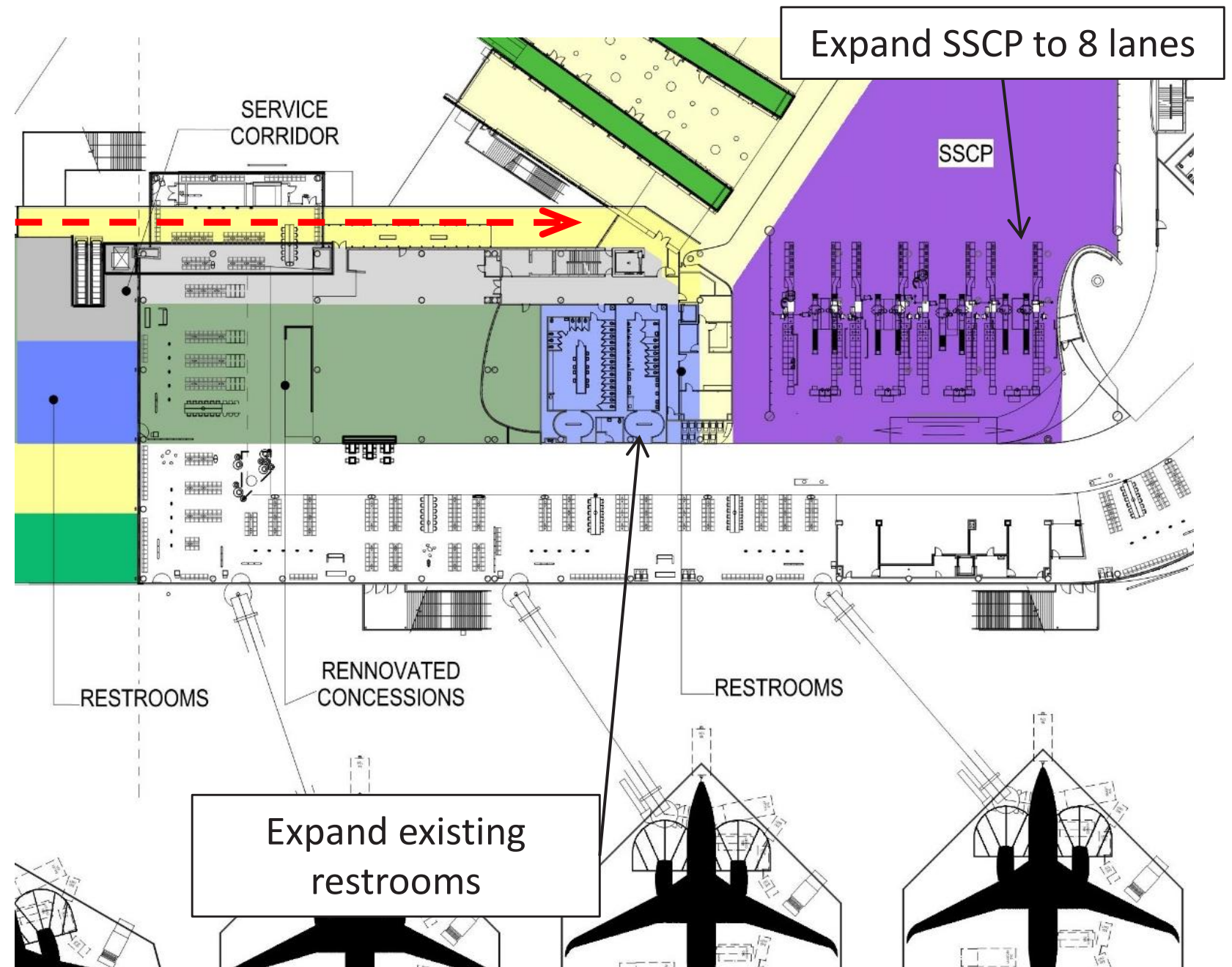


Airside C

Level 2- Existing Building

Existing Building:

- ✓ (1) additional SSCP lane
- ✓ Demolish existing Southwest Airlines customer service office
- ✓ Relocate exit corridor further south
- ✓ Expand existing restroom core

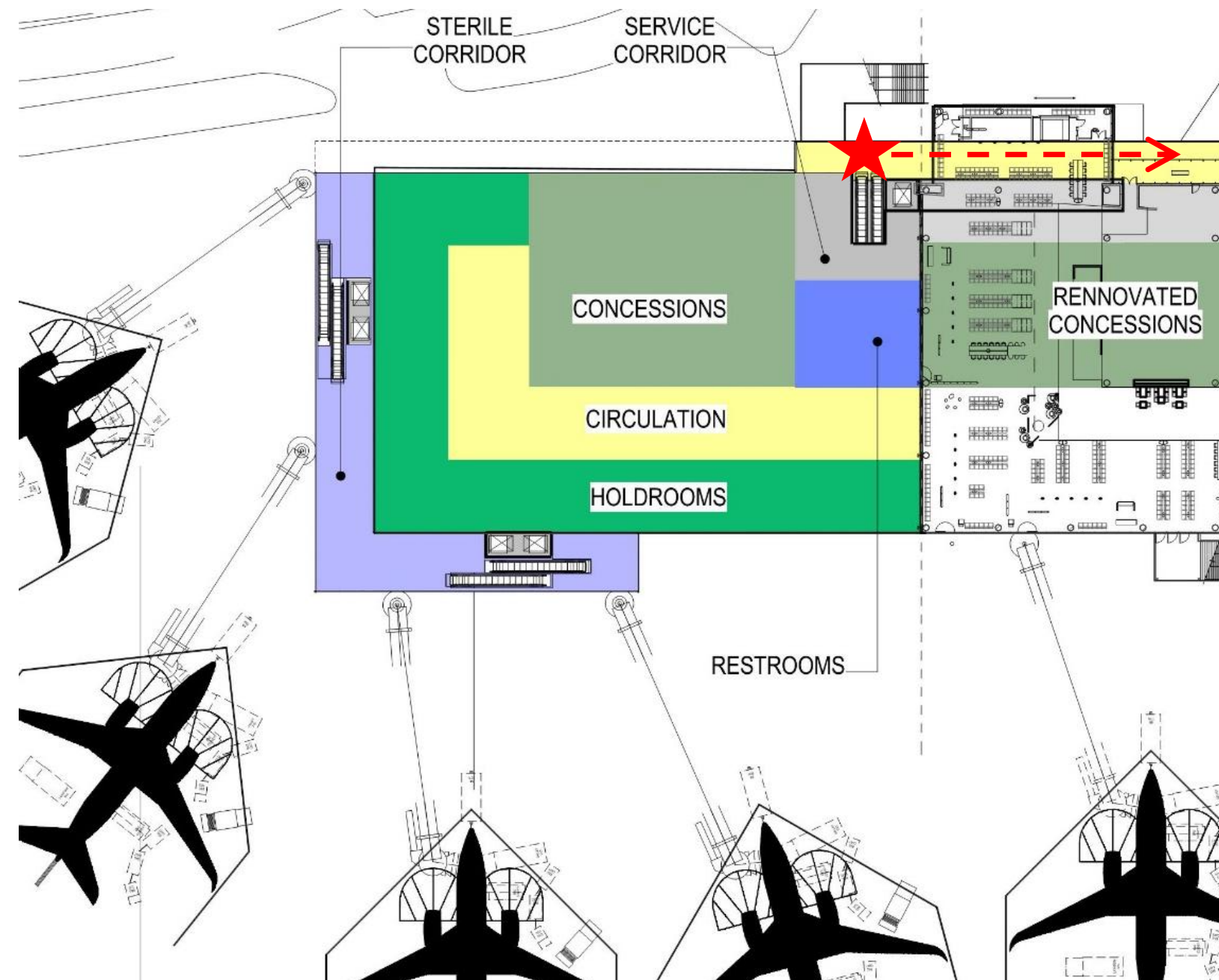


Airside C

Level 2- DEPARTURE

Building Expansion:

- ✓ (4) sterile connected gates (2 net gain gates) with associated holdroom
- ✓ Additional concessions
- ✓ Additional restroom
- ✓ Building height would not be higher than existing building to maintain line-of-sight from ATCT



Airside C

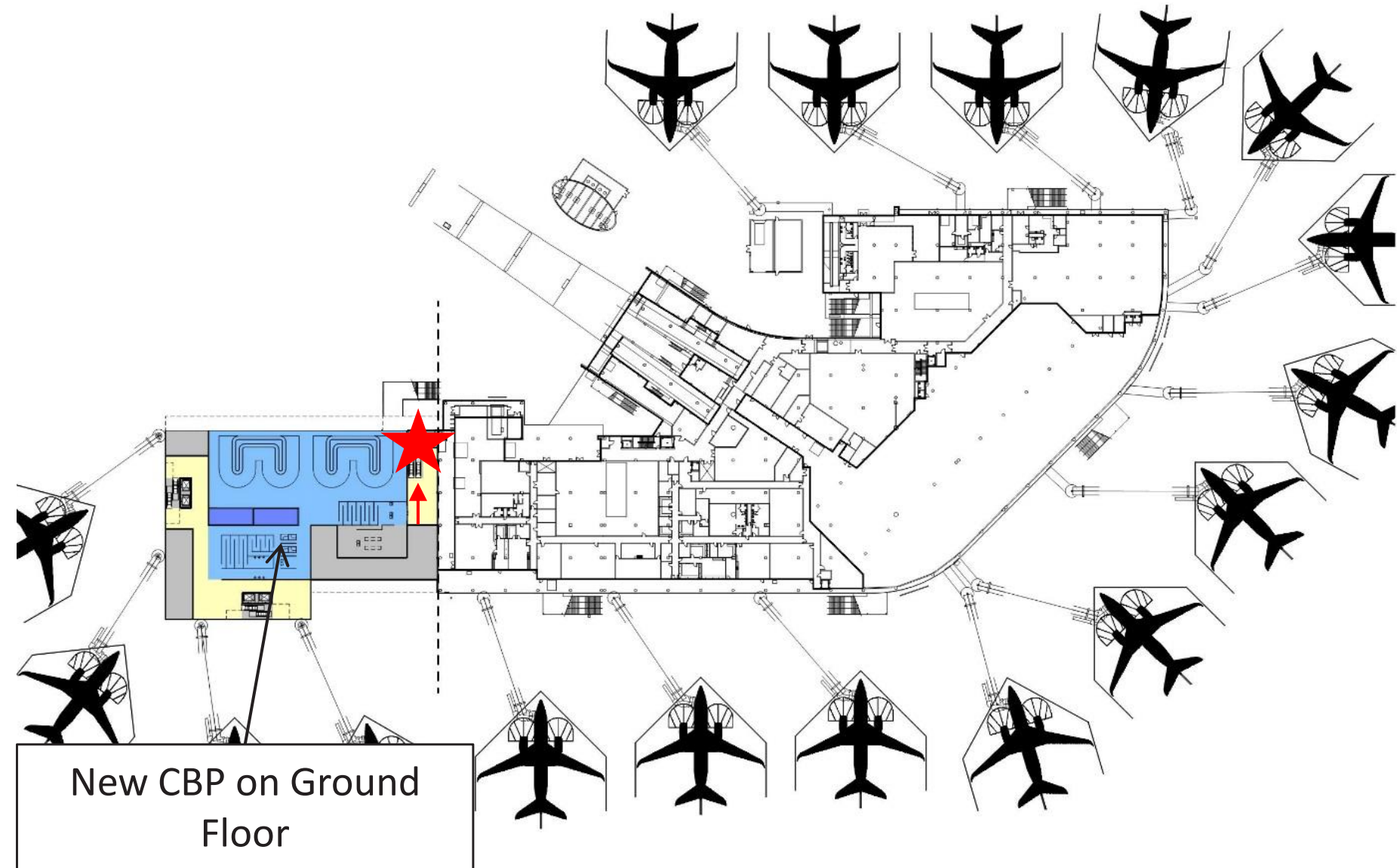
Level 1- Apron

Existing Building:

- ✓ MEP upgrades for Departure level modifications

Building Expansion:

- ✓ New CBP
- ✓ Sterile Corridor
- ✓ Additional airline ops

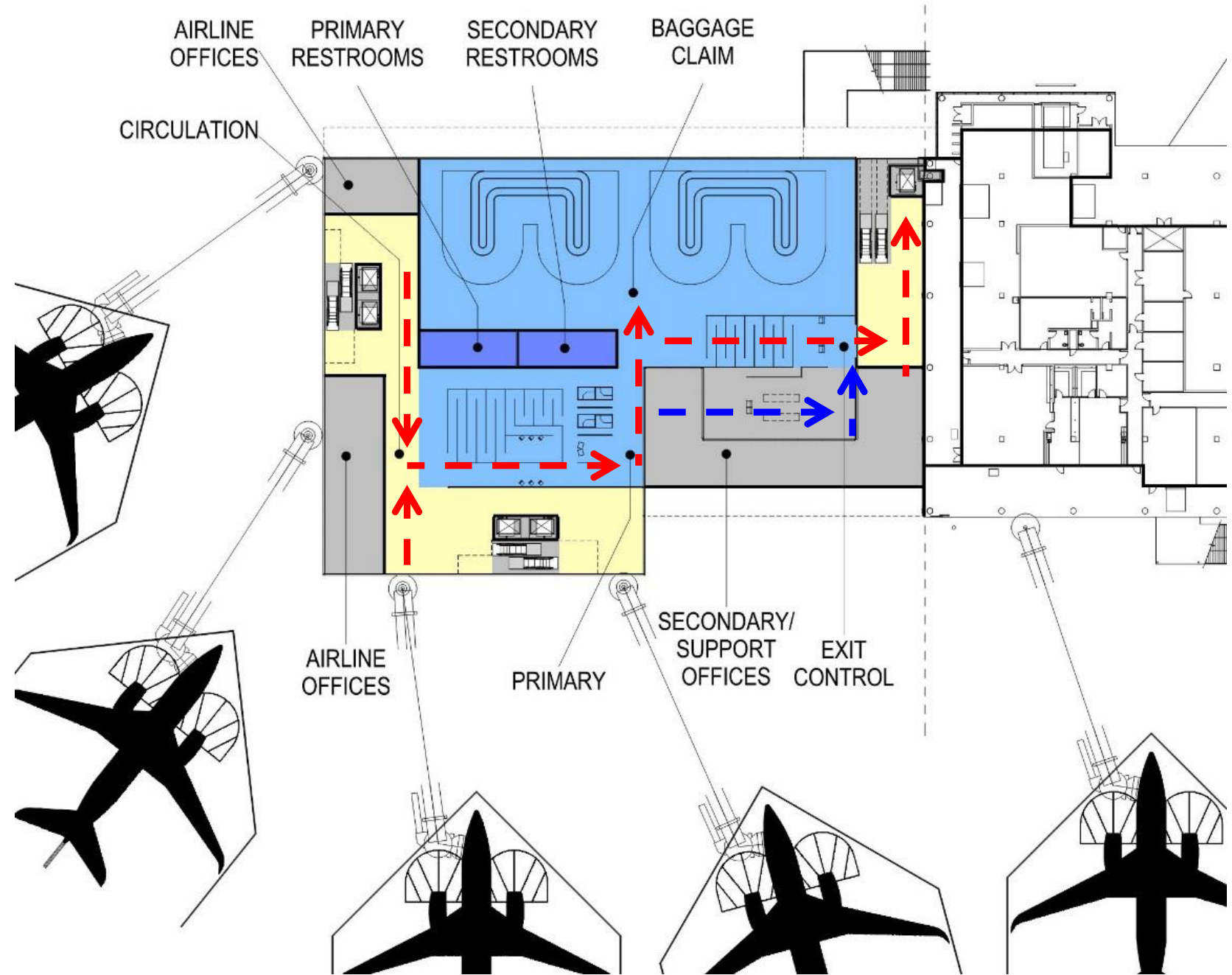


Airside C

Level 1- CBP

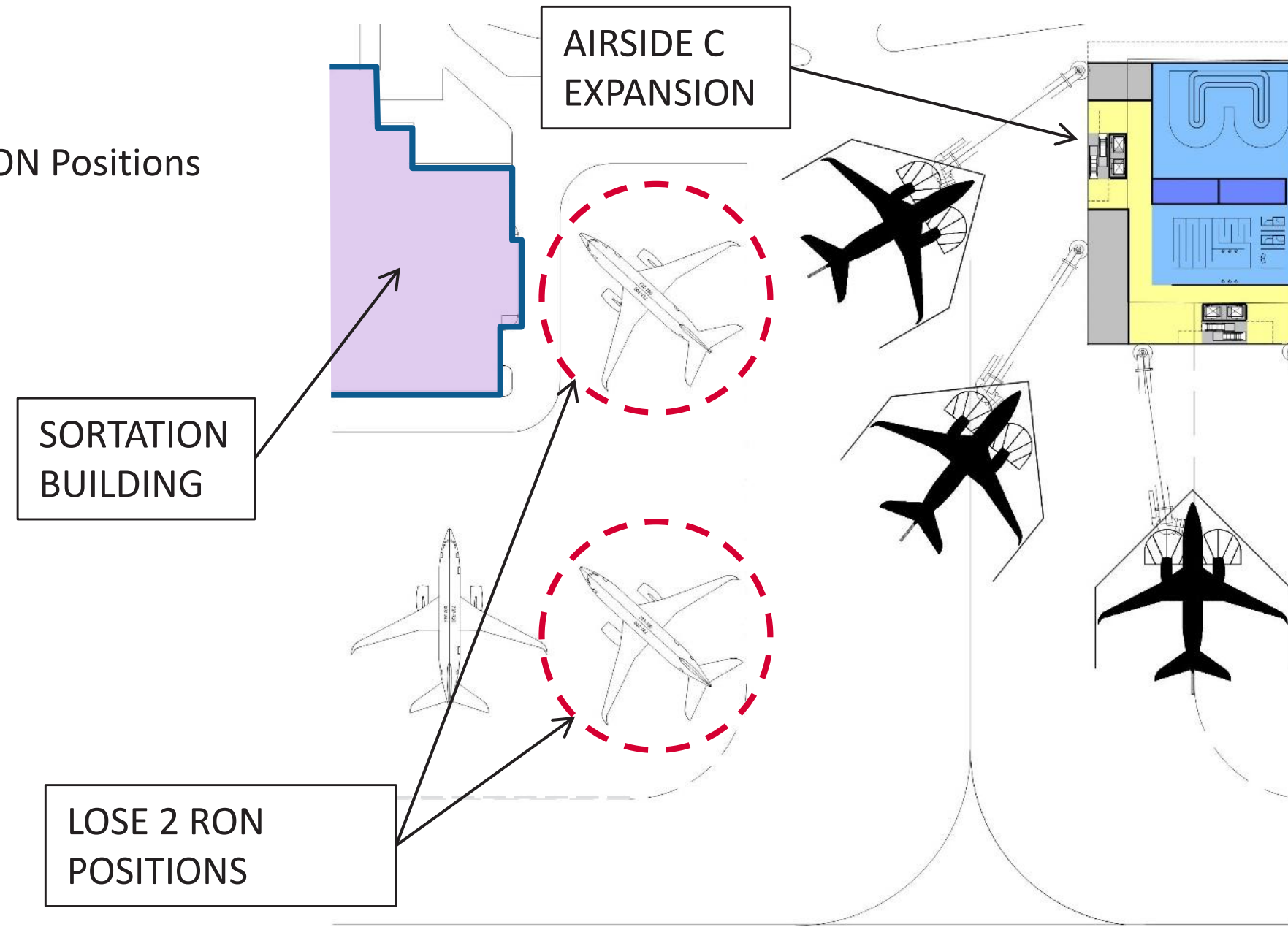
Building Expansion:

- ✓ New CBP for Southwest Airlines
- ✓ Additional Airline Operations



Airside C

Sortation Building - Aircraft/ RON Positions





Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Terminal Planning Alternatives

Airside A

Airside A

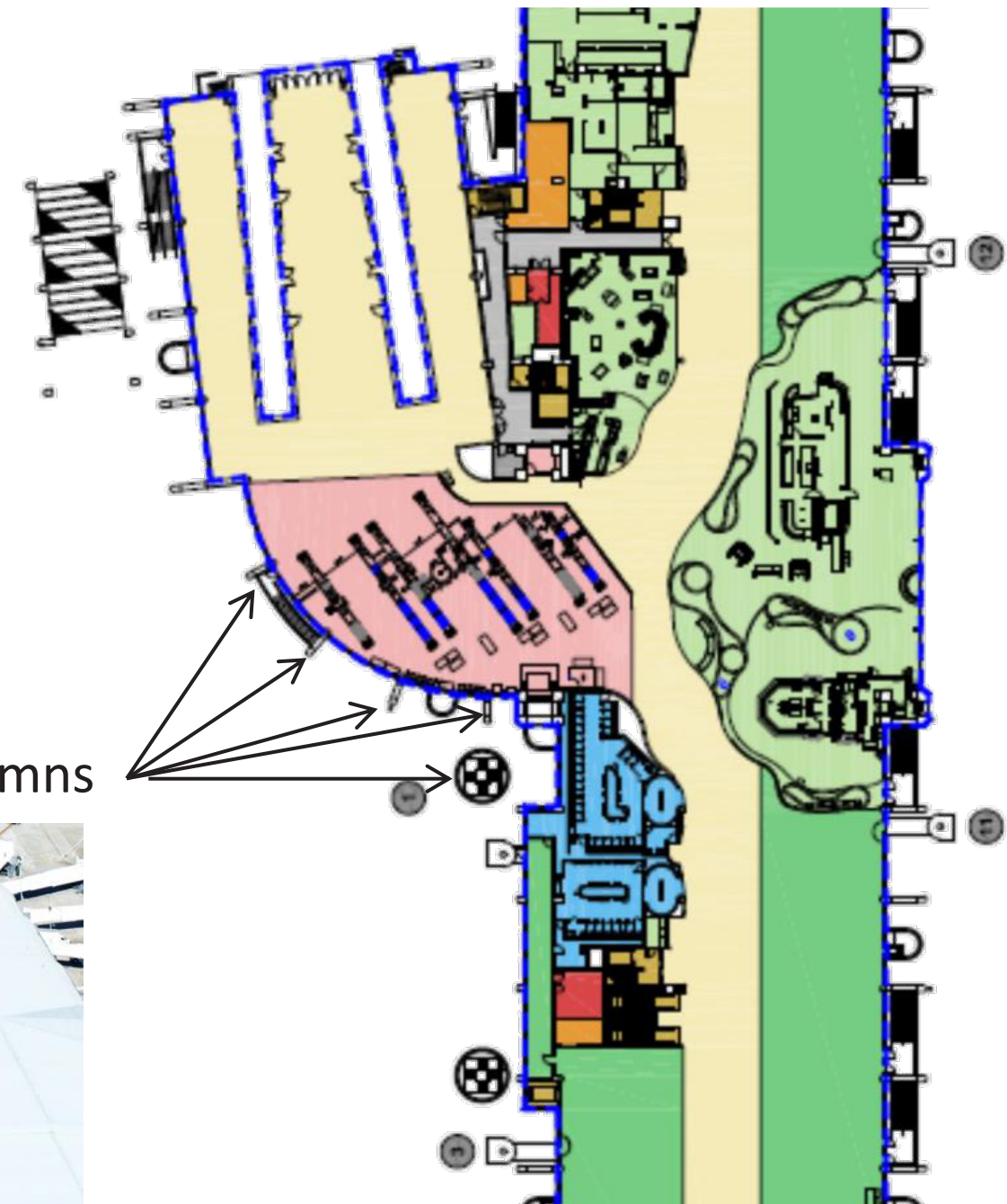
Security Checkpoint Expansion

- Need additional:
 - (1) Lane (minimum)
 - Queuing
- Currently non-standard lanes; need more revest area

Issues:

- Structural Columns
- Exit Stairs
- Silver Airways Hardstand access

Large Structural Columns

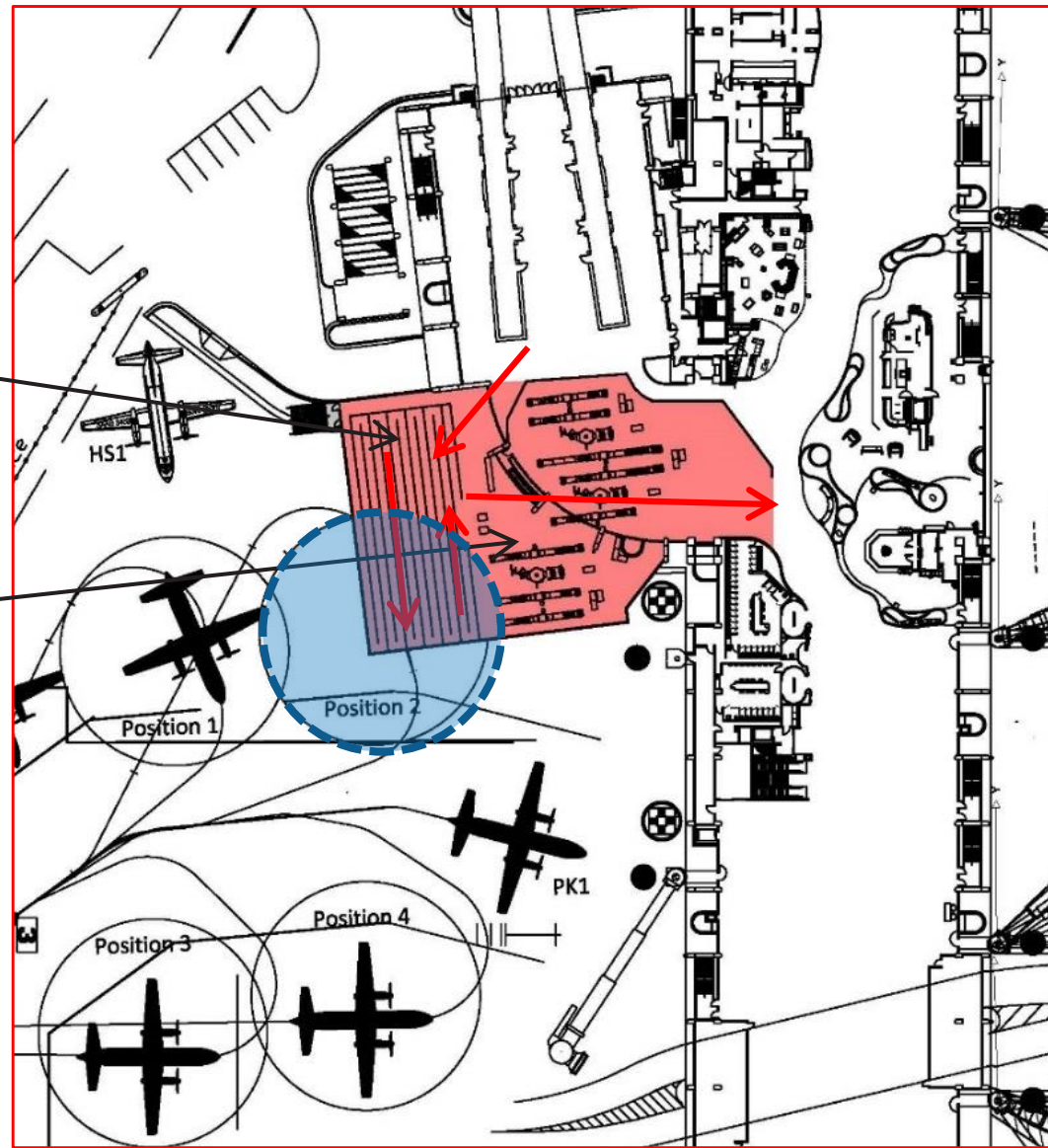
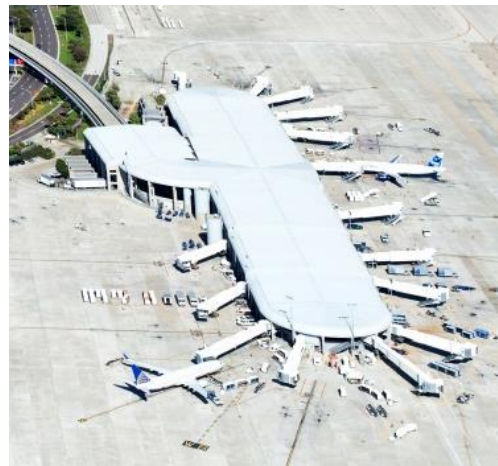


Existing

Airside A

QUEUE
4100 SF
(2000 ADDITIONAL)

8 LANES
(1 ADDITIONAL)



Proposed

SILVER AIRWAYS - HARDSTANDS
PARKED N-S = LOSE ONE POSITION
PARKED E-W = NO LOSS

*TO BE VERIFIED



Existing



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Terminal Planning Alternatives

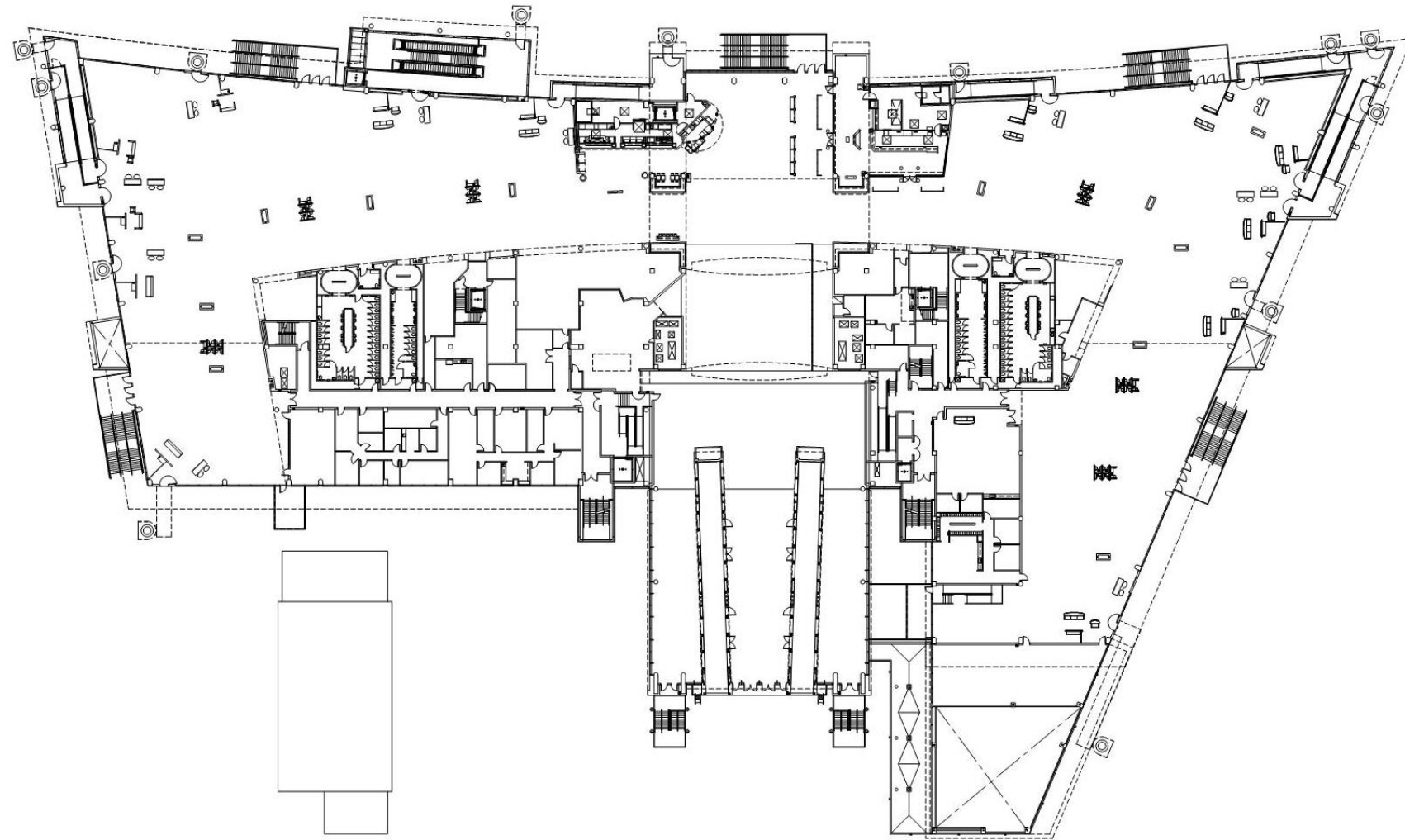
Airside E

Airside E

Existing

Issues:

- ✓ Need 6 SSCP Lanes (existing)
- ✓ Get SSCP off sloped floor
- ✓ Add more queue space
- ✓ Eliminate conflict with access to boarding APM



Airside E

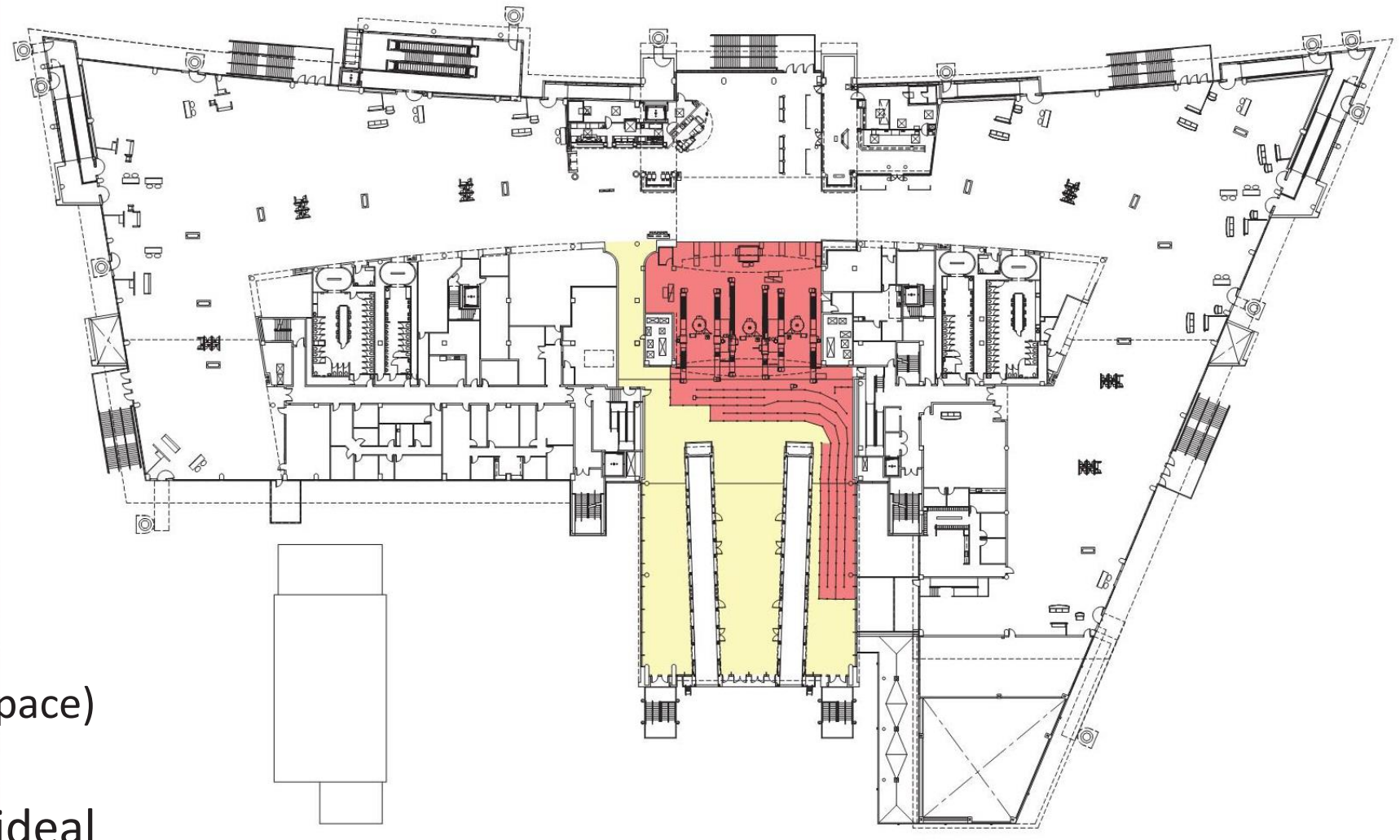
Option 1 – Maintains the APM

PROS:

- ✓ 6th lane

CONS:

- ✓ Create new exit flow
(by eliminating concessions space)
- ✓ SSCP on sloped floor
- ✓ Circulation to SSCP is not ideal



Airside E

Option 1-

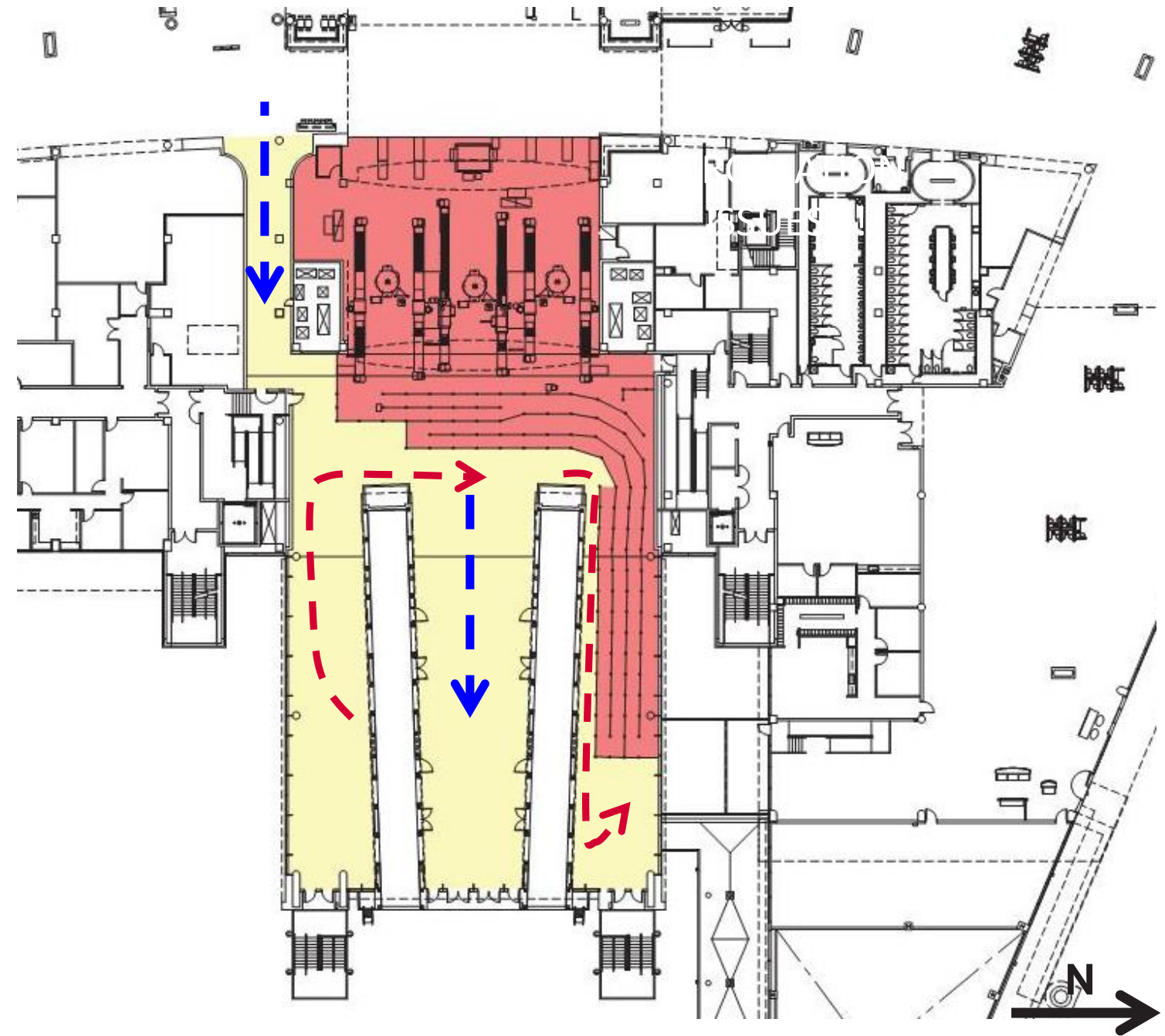
Maintains the APM (Enlarged)

PROS:

- ✓ 6th lane

CONS:

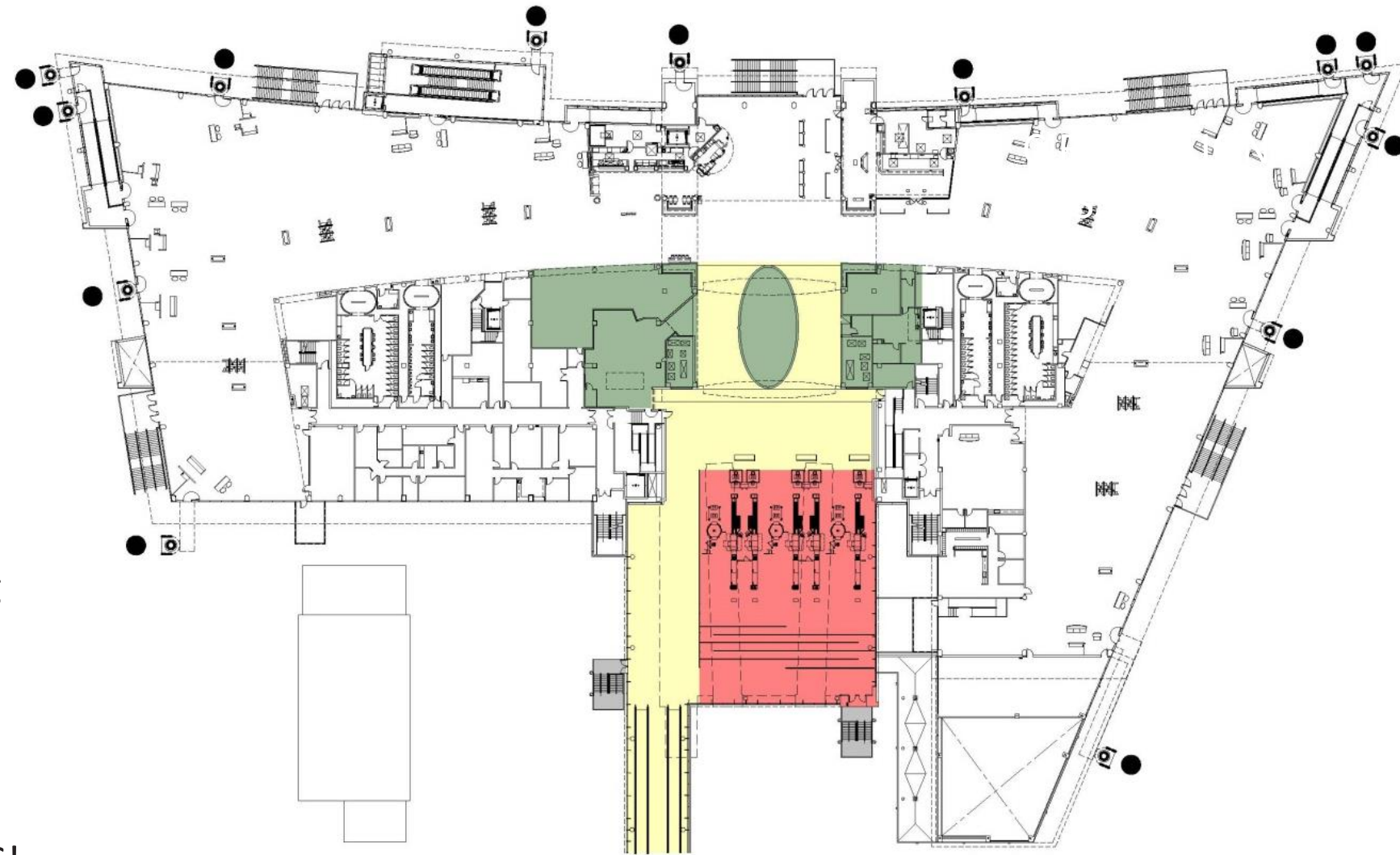
- ✓ Create new exit flow
(by eliminating concessions space)
- ✓ SSCP on sloped floor
- ✓ Circulation to SSCP is not ideal



Airside E

Option 2

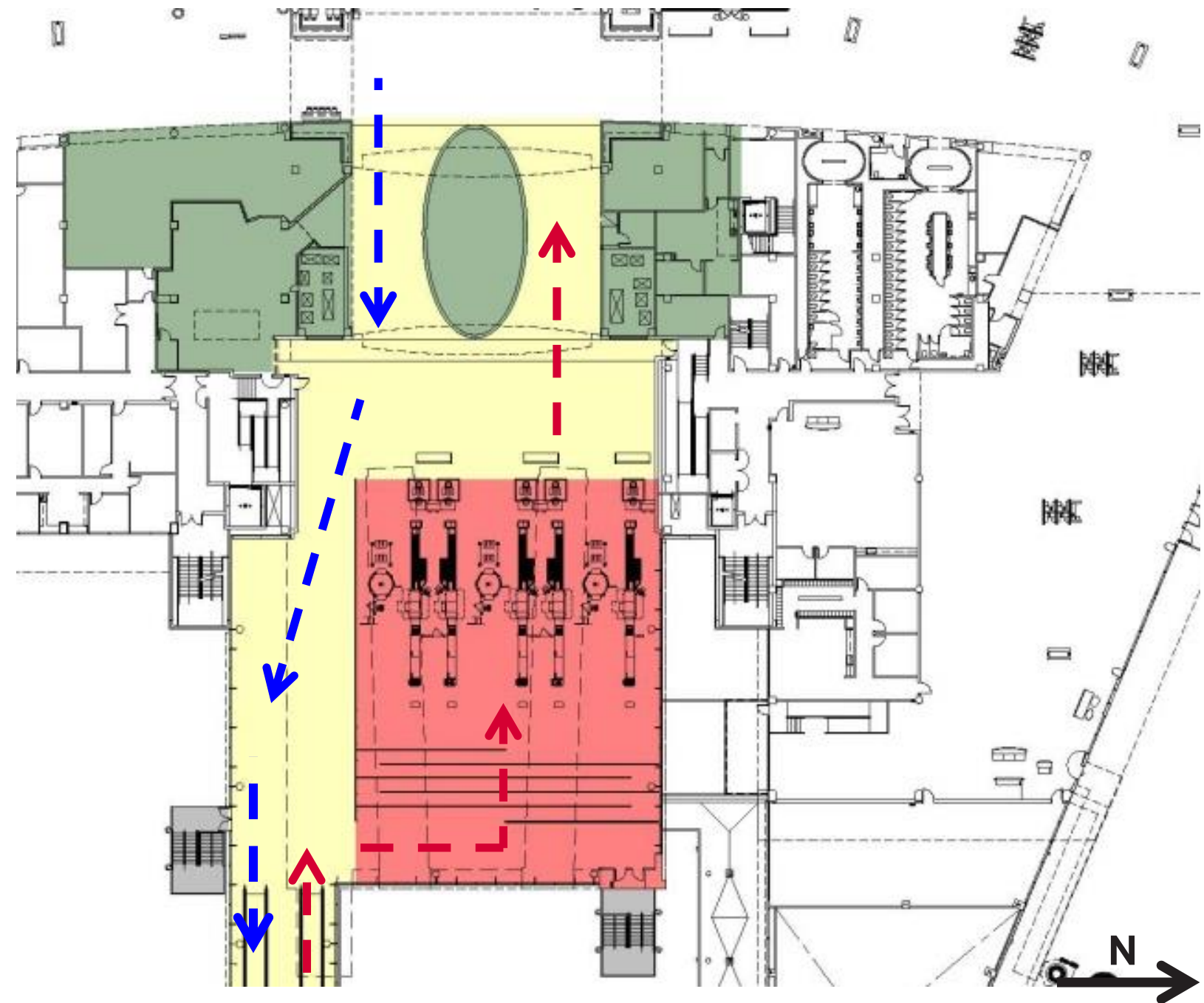
- ✓ New moving walk bridge located south of existing APM platform and tracks
- ✓ SSCP located east-west (similar to existing) BUT on flat floor (infill existing tracks)
- ✓ New concessions located at existing SSCP including ramps to Airside E gates
- ✓ Need to relocate exit stair and build new corridor to south
- ✓ CAN ONLY ACCOMMODATE 5 LANES!
REQUIREMENT FOR 6!



Airside E

Option 2 (Enlarged)

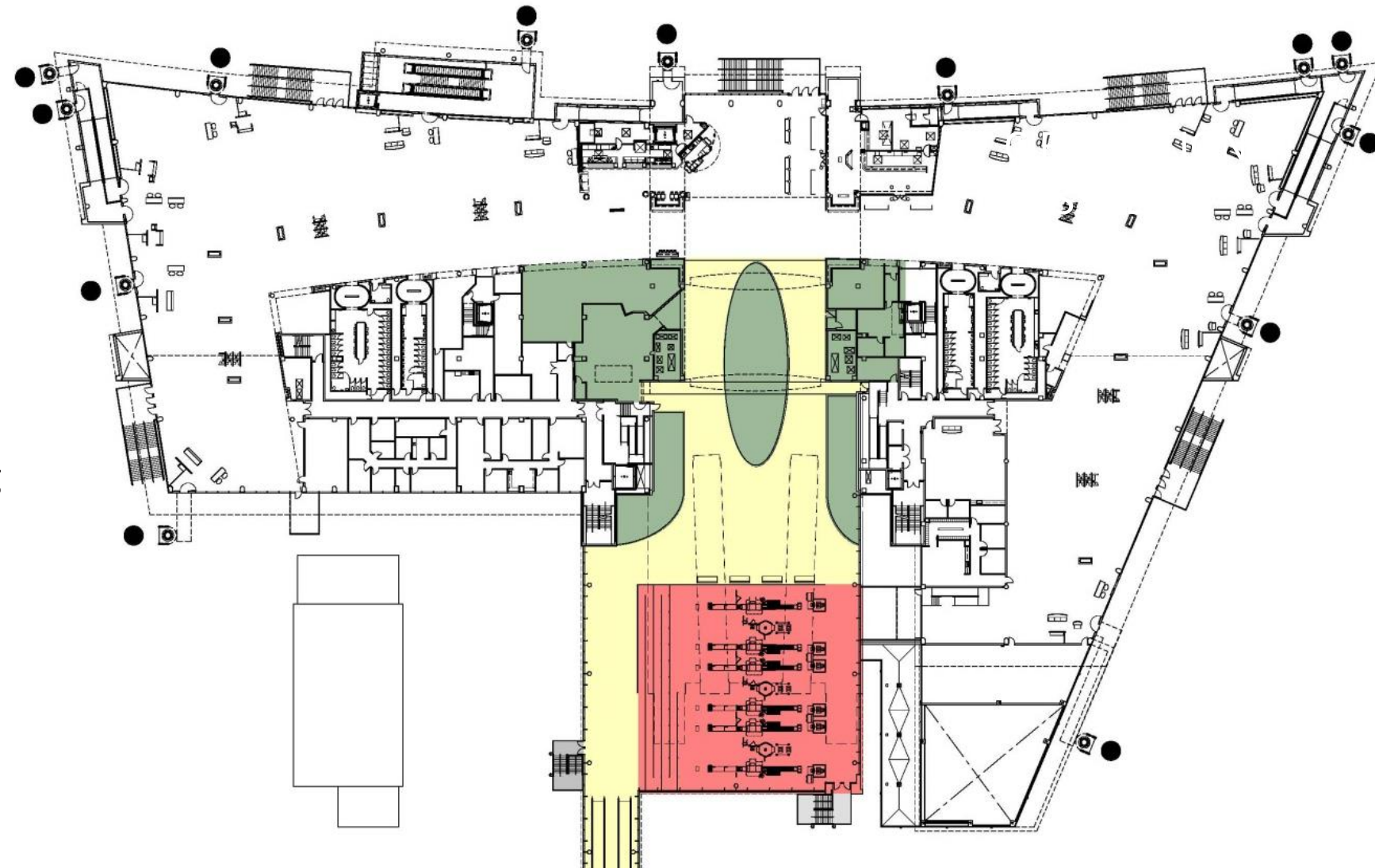
- ✓ New moving walk bridge located south of existing APM platform and tracks
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REQUIREMENT FOR 6!



Airside E

Option 3

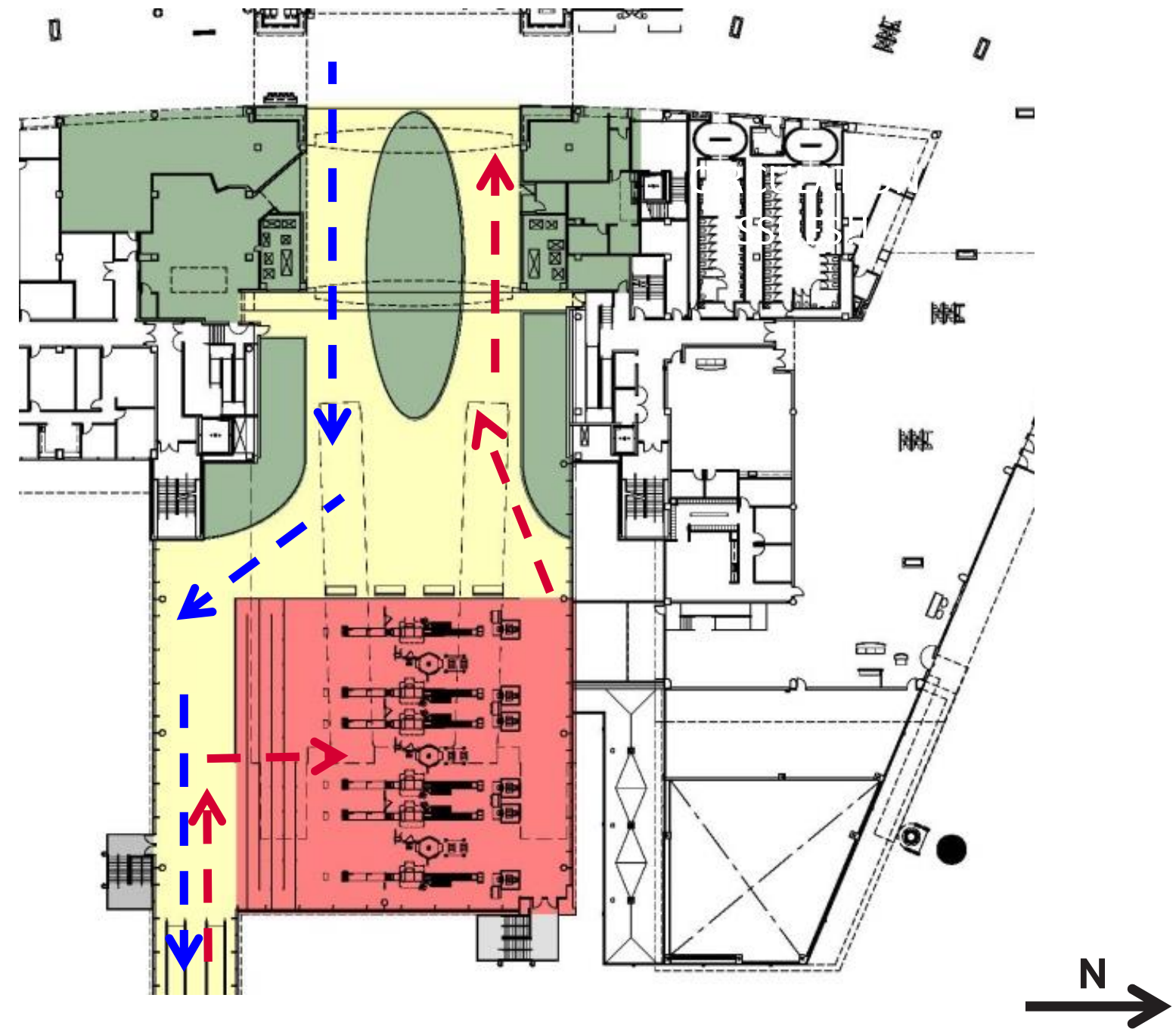
- ✓ New moving walk bridge located south of existing APM platform and tracks
- ✓ SSCP located north-south
- ✓ New concessions located at existing SSCP including ramps to Airside E gates (more than Option 1)
- ✓ Need to relocate exit stair and build new corridor to south and building extension east.
- ✓ CAN ACCOMMODATE **ALL 6 LANES REQUIRED** (although short)



Airside E

Option 3 (Enlarged)

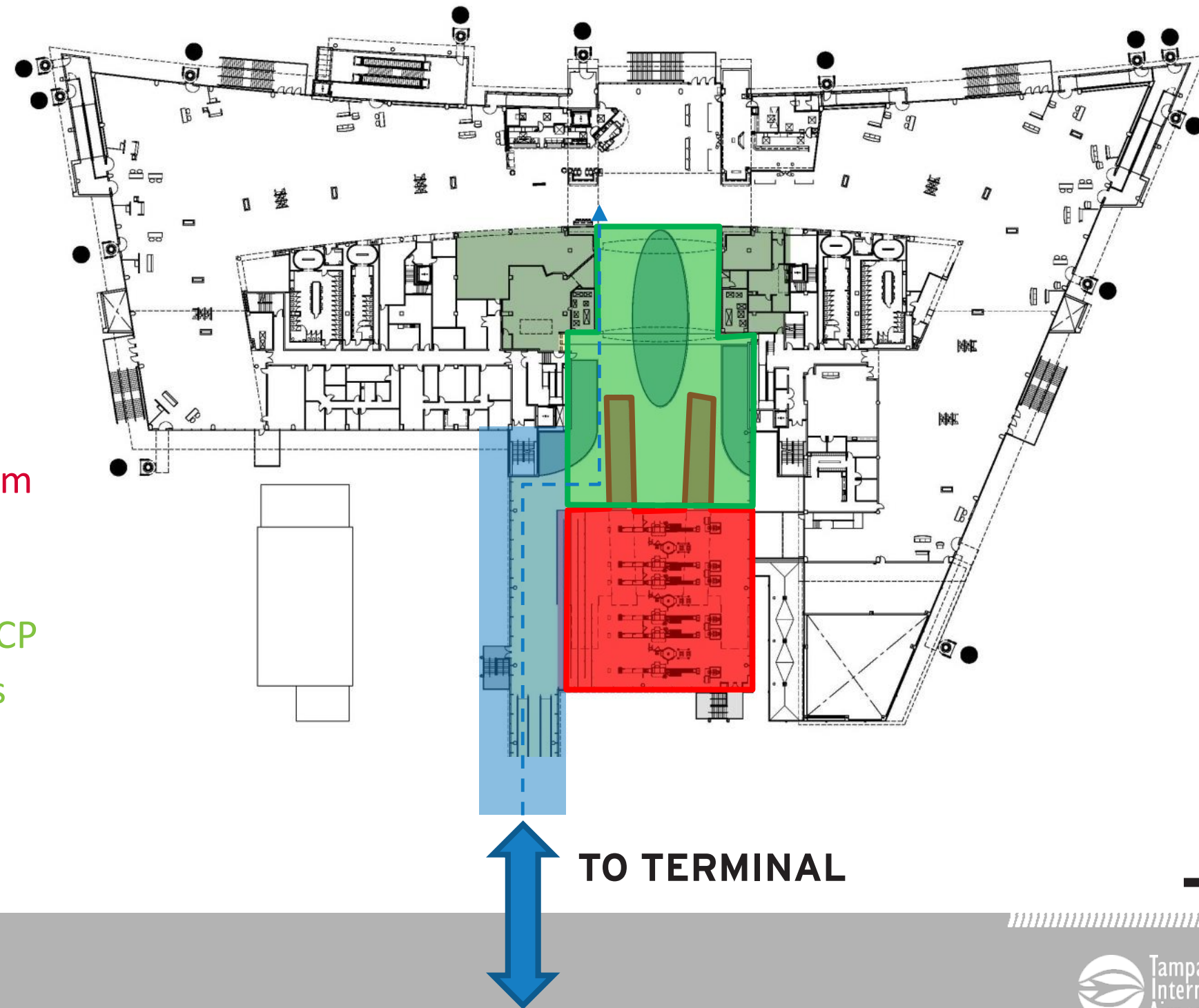
- ✓ New moving walk bridge located south of existing APM platform and tracks
- ✓ SSCP located north-south
- ✓ New concessions located at existing SSCP including ramps to Airside E gates (more than Option 1)
- ✓ Need to relocate exit stair and build new corridor to south and building extension east.
- ✓ CAN ACCOMMODATE **ALL 6 LANES REQUIRED!** (although short)



Airside E

Phased Approach

1. Build New Walkway (with moving walks)
2. Open New Corridor
3. Demo existing APM tracks
4. Demo/infill station platform and new SSCP
5. Open new SSCP
6. Decommission existing SSCP
7. Build out new concessions (floor transitions)





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Site Airside F RON

Airside F

Hardstand Positions

- ✓ Provides close hardstand parking positions near Airside F
- ✓ No runway/airside issues
- ✓ Requires relocation of detention pond
- ✓ RS&H has studied initial parking stormwater draining analysis in regards to this and determined it is feasible.

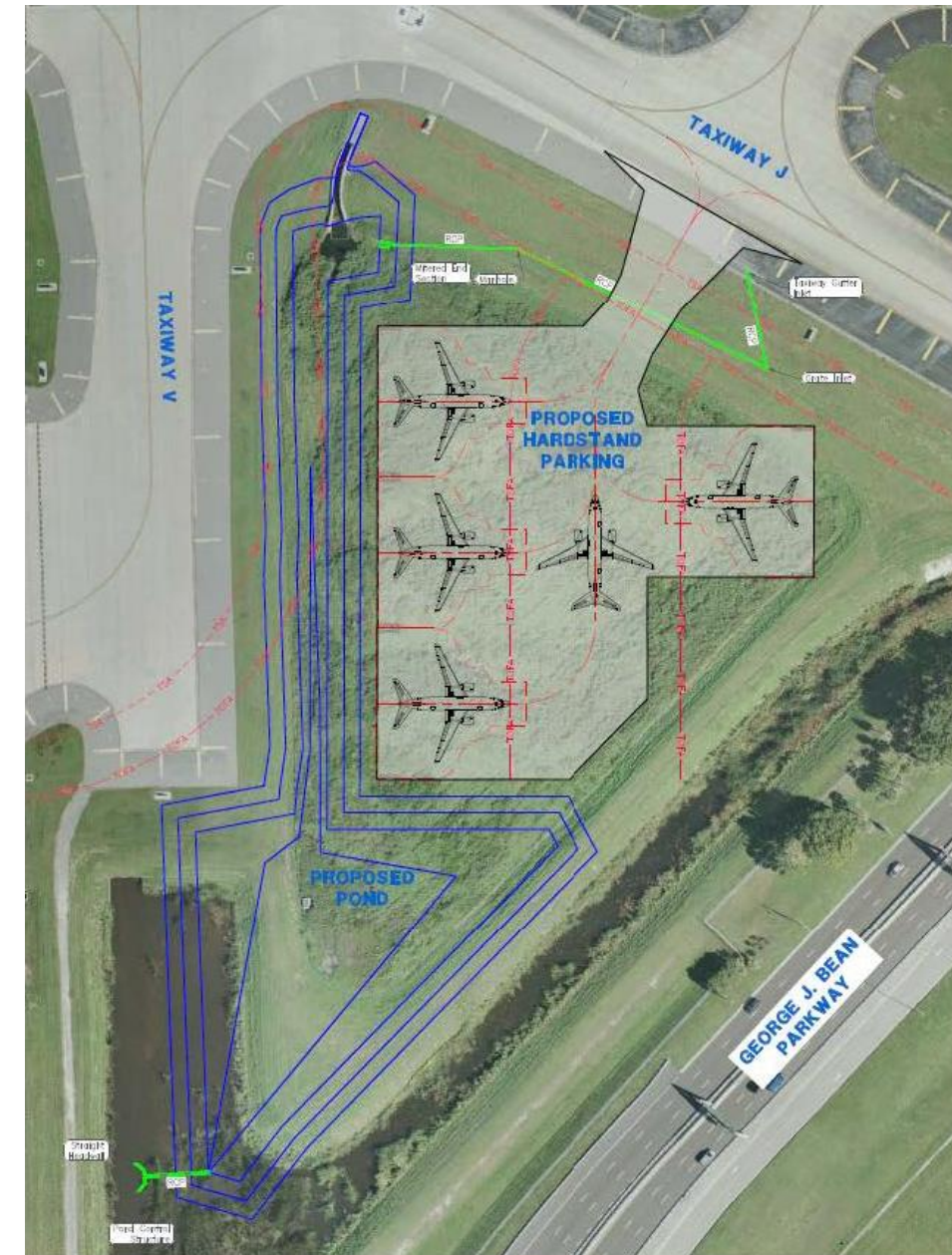


Figure 3: Proposed Pond Layout



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Site Roadway Alignments

Site – Roadway Alignments

Purpose:

- Third lane on the off-ramp from northbound George Bean Parkway to blue side arrival/departure curbside roads

Challenges:

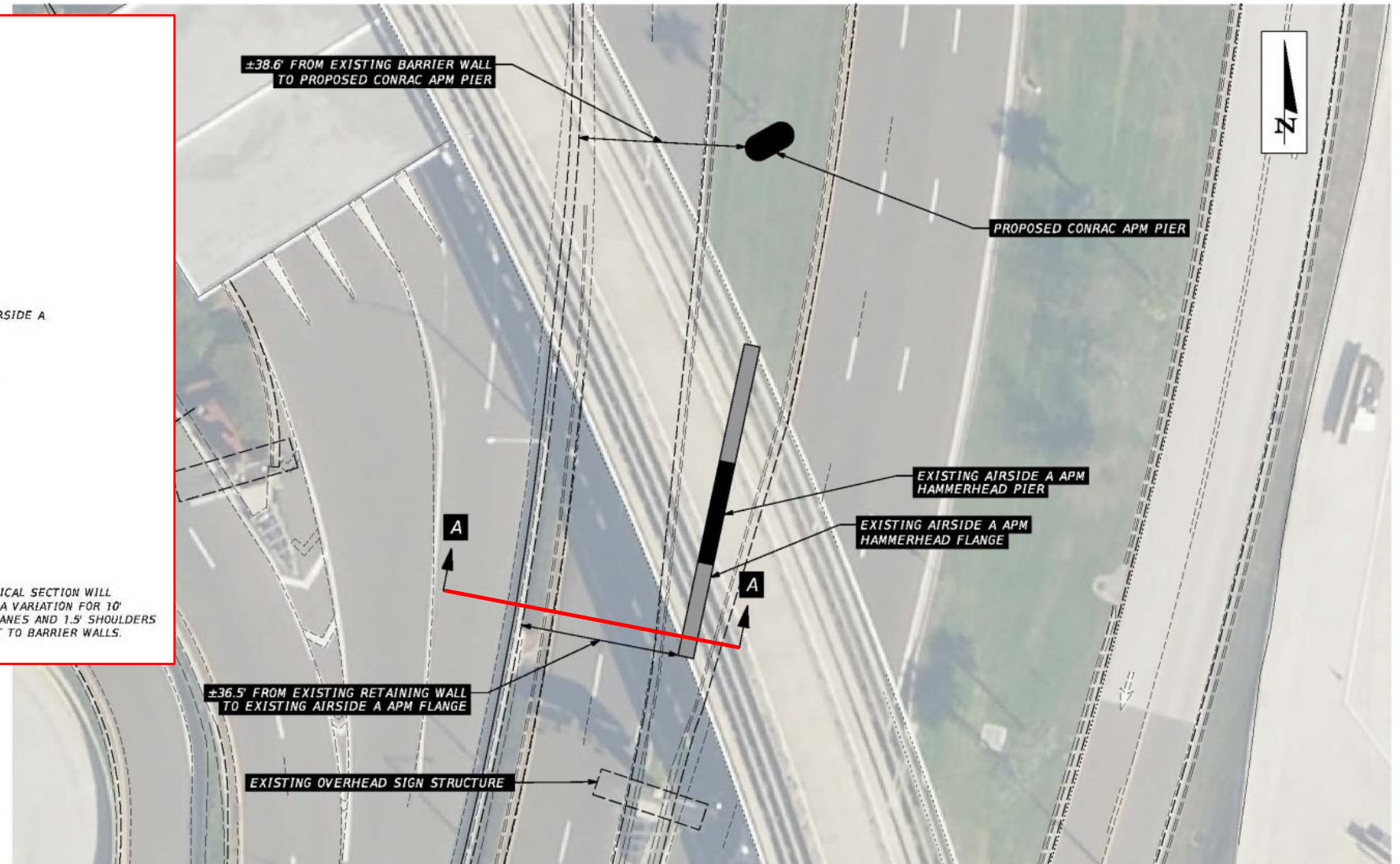
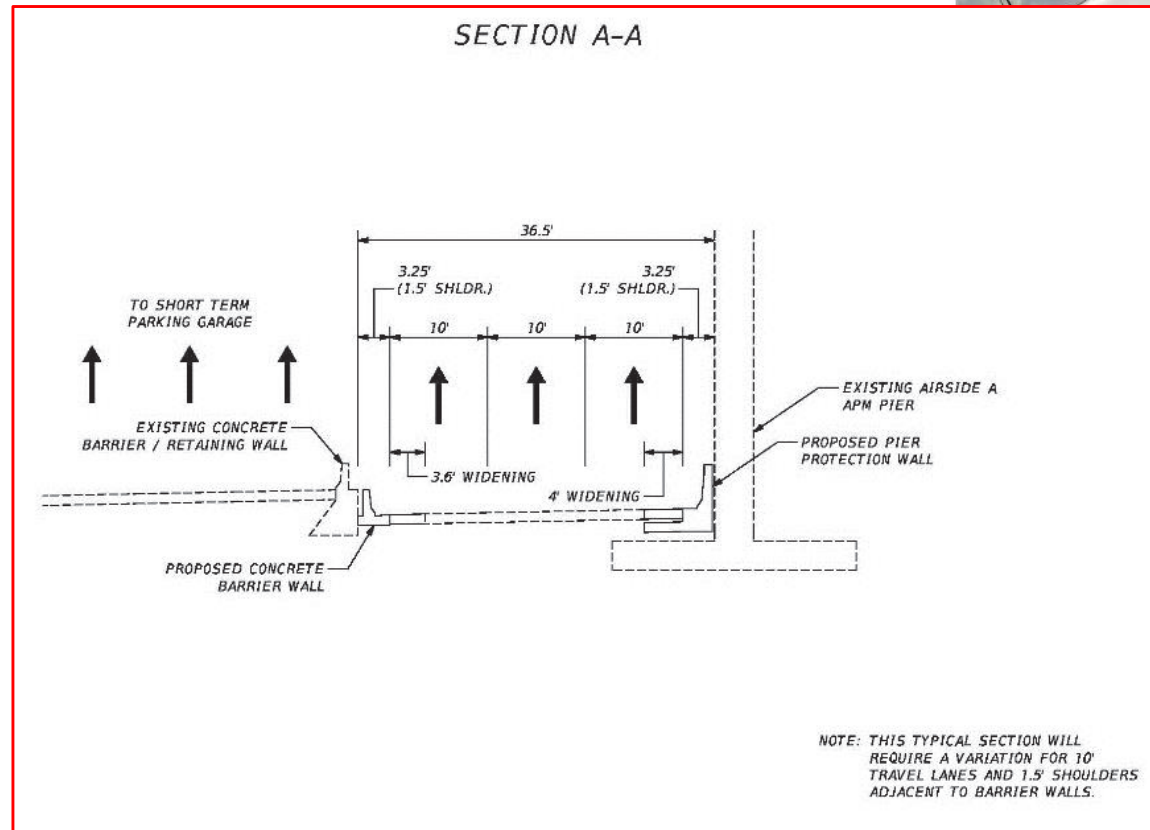
- Pinchpoints
- Drainage
- Existing Signage

Utilities:

- Utilities appear to only require minor adjustments.
- Existing irrigation system will need to be removed/relocated.



Site – Roadway Alignments



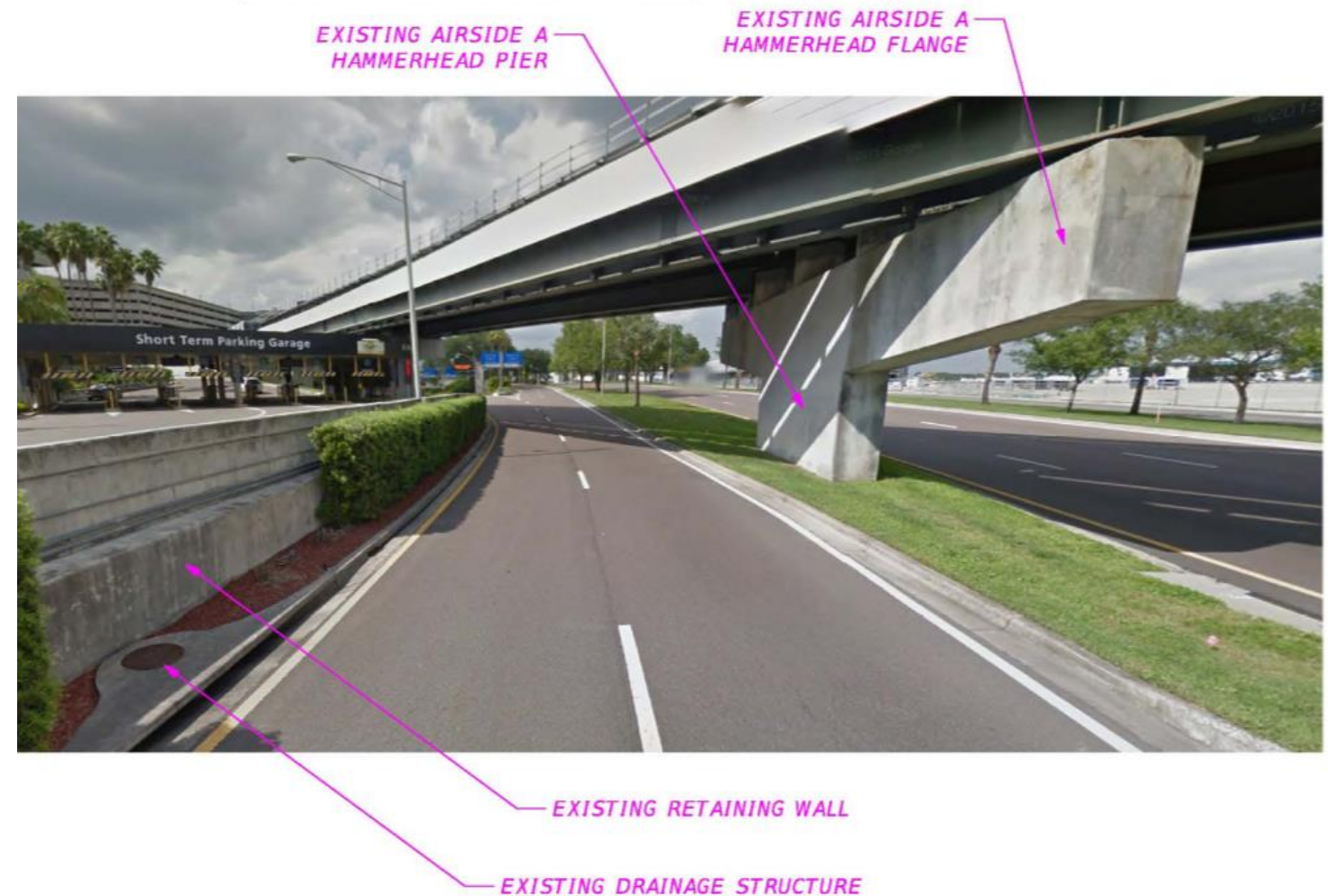
Site – Roadway Alignments

Pinchpoint #1:

Pinchpoint between the existing hammerhead pier for Airside A APM and existing retaining/barrier wall adjacent to the entrance of short term parking garage.

- Only approximately 36.5' from the hammerhead flange to the existing retaining wall separating the Blue Terminal Roadway and the Short Term Parking Garage entrance.
- Only allows enough room for 3-10' lanes and 1'6" shoulders with barrier walls on each side.
- Would require a variation for 10' lane widths and providing substandard shoulders adjacent to barrier walls (they should be 2'6")
- Optimal (Typical): Require 44' (3-12' lanes, 2'6" shoulders and 1'6" barrier walls each side)

LOOKING NORTH FROM BLUE TERMINAL ROADWAY
(FROM GOOGLE STREET VIEW, APRIL 2015)



Site – Roadway Alignments

Pinchpoint #2:

Pinchpoint at the proposed ConRAC APM pier

- There is 38.6' from the existing retaining/barrier wall to the pier so this area would still require 3-10' lanes but there is enough room to fit in a standard pier protection wall with a standard 2'6" shoulder to protect the ConRAC APM pier.

PHOTO FROM JUNE 16, 2016



Site – Roadway Alignments

Purpose:

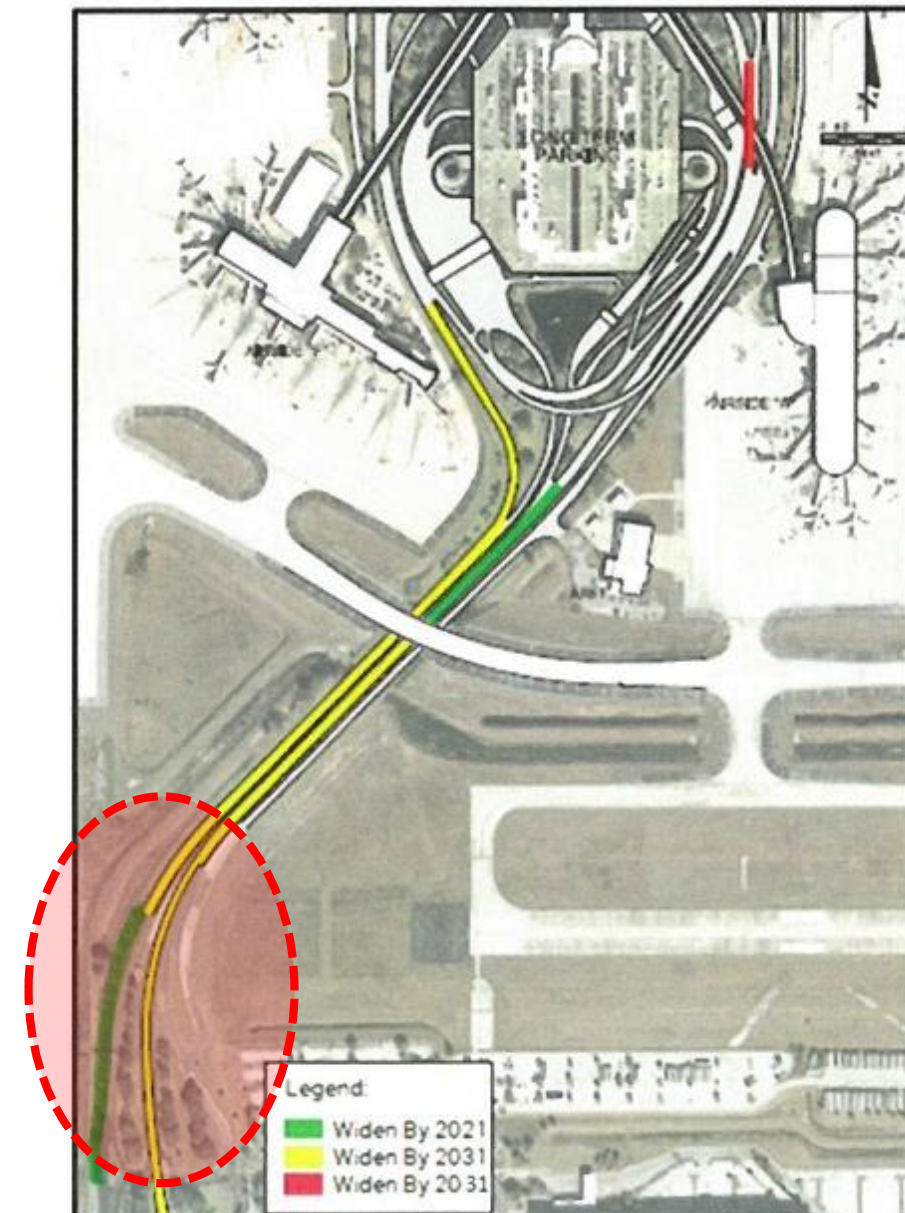
- Third lane on the off-ramp from northbound George Bean Parkway to blue side arrival/departure curbside roads

Challenges:

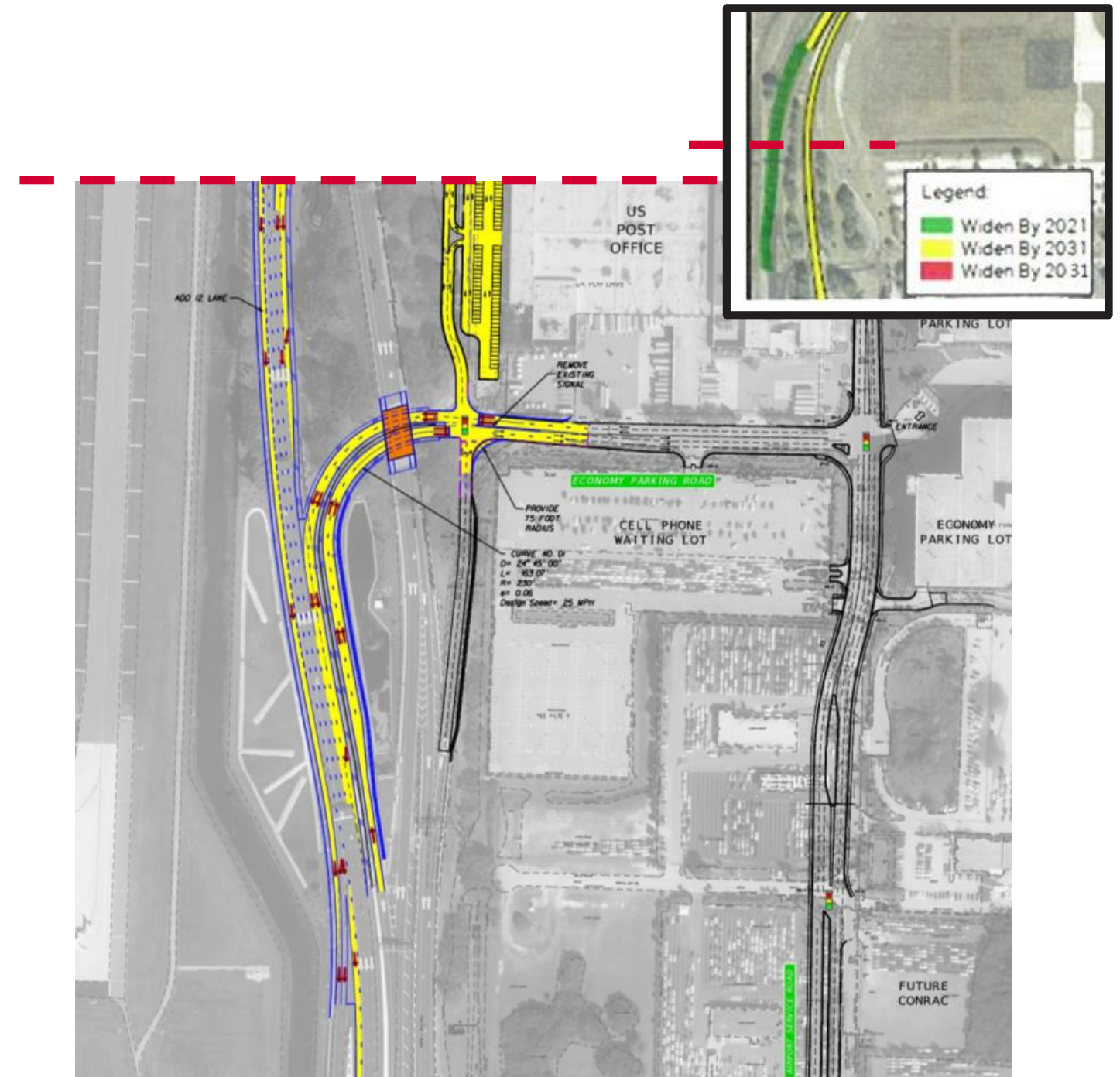
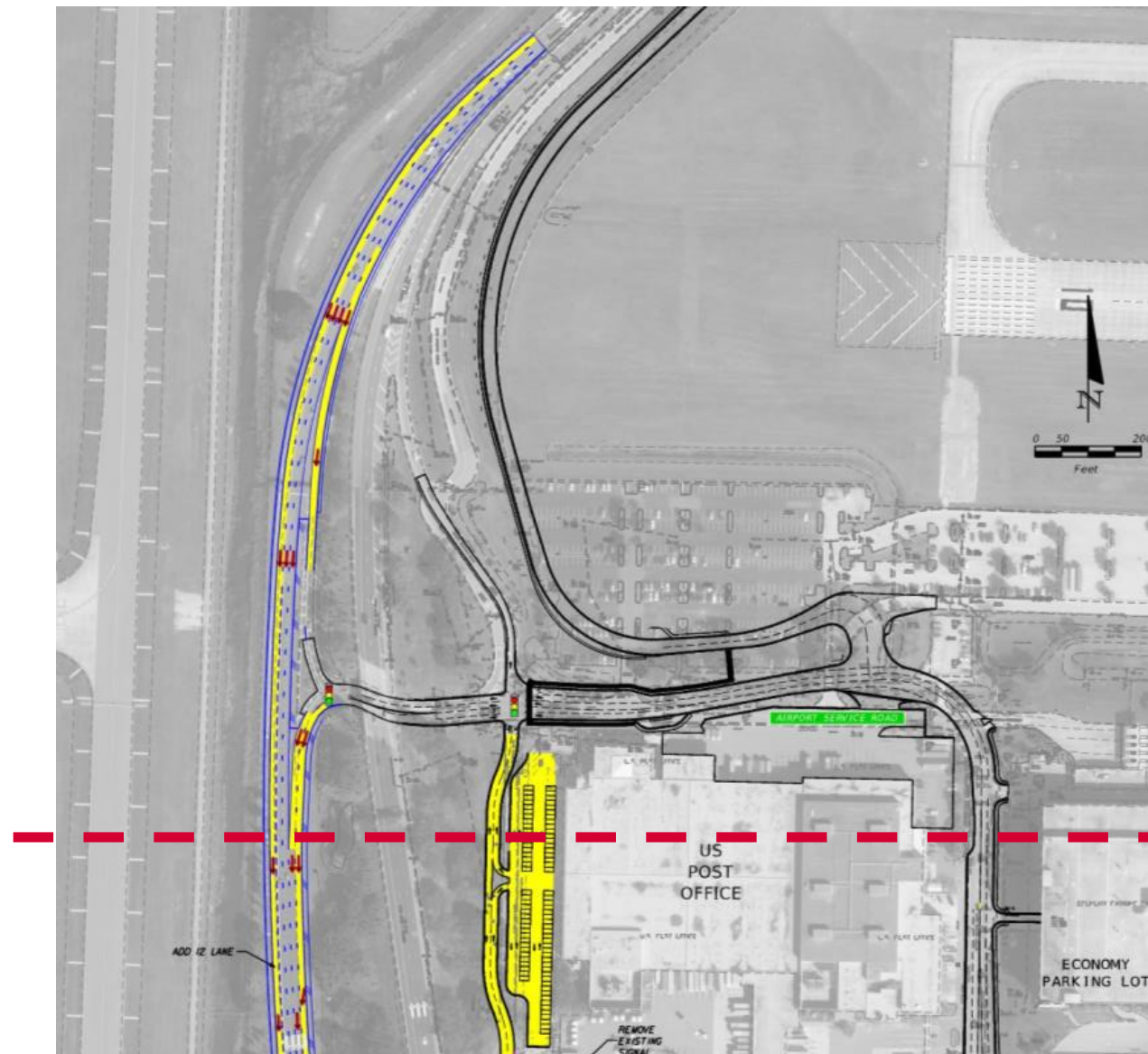
- Pinchpoints
- Drainage
- Existing Signage

Utilities:

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- Existing irrigation system will need to be removed/relocated.



Site – Roadway Alignments





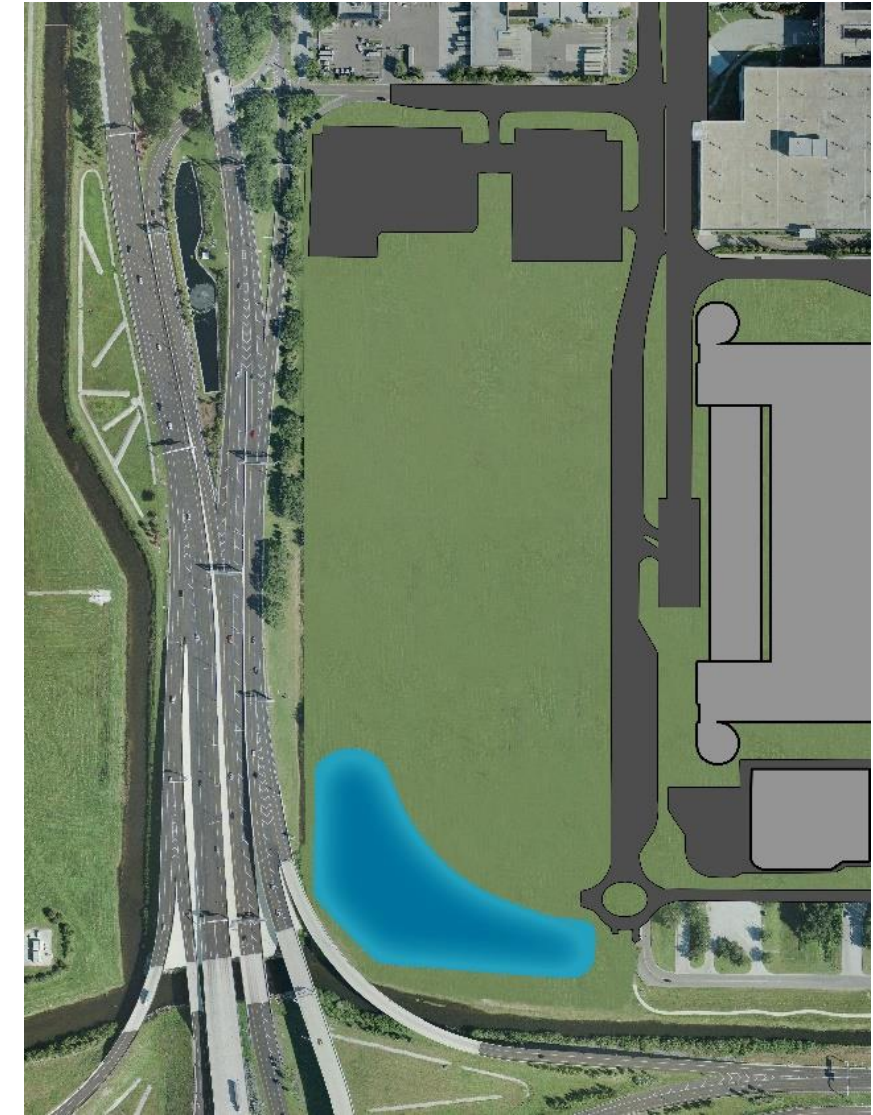
Hillsborough County Aviation Authority
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Phasing / Schedule

Schedule Options

- Option 1 – Airside D, Food Court Shuttle Lobby
- Option 2 – Airside D, Arcade Shuttle Lobby
- Option 3 – Airside D, Arcade Shuttle Lobby with Expanded Curbsides
- Option 4 – Airside D, Arcade Shuttle Lobby with Expanded Curbsides (Post MII)

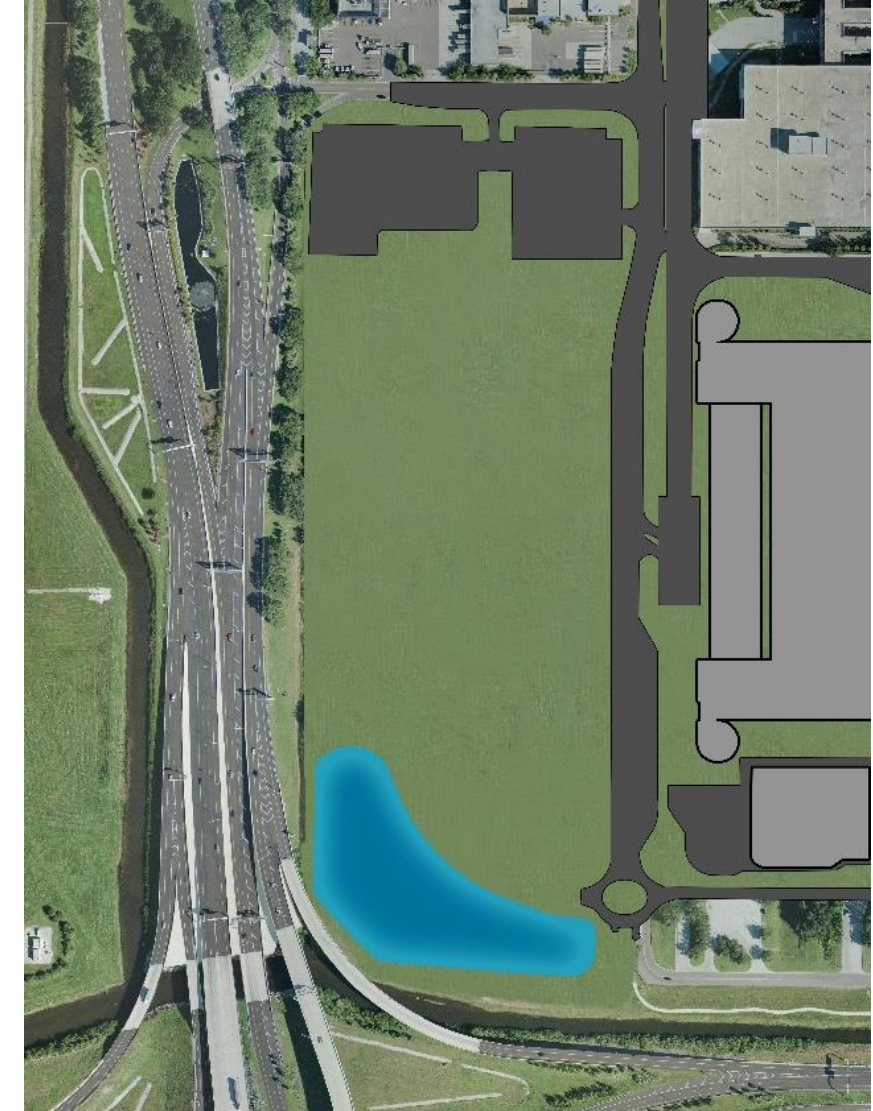
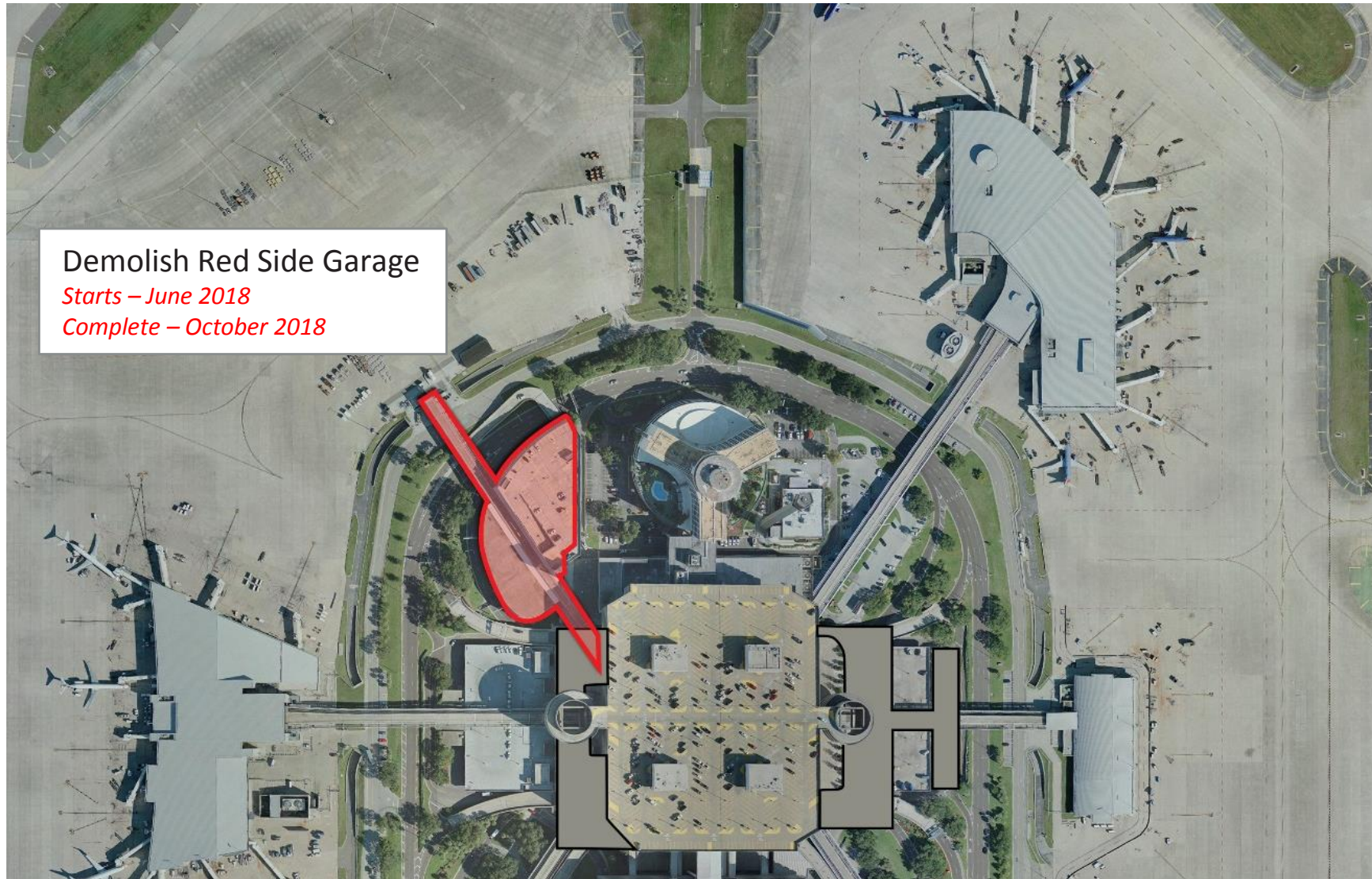
Option 1 – Airside D, Food Court Shuttle Lobby



TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



Option 1 – Airside D, Food Court Shuttle Lobby



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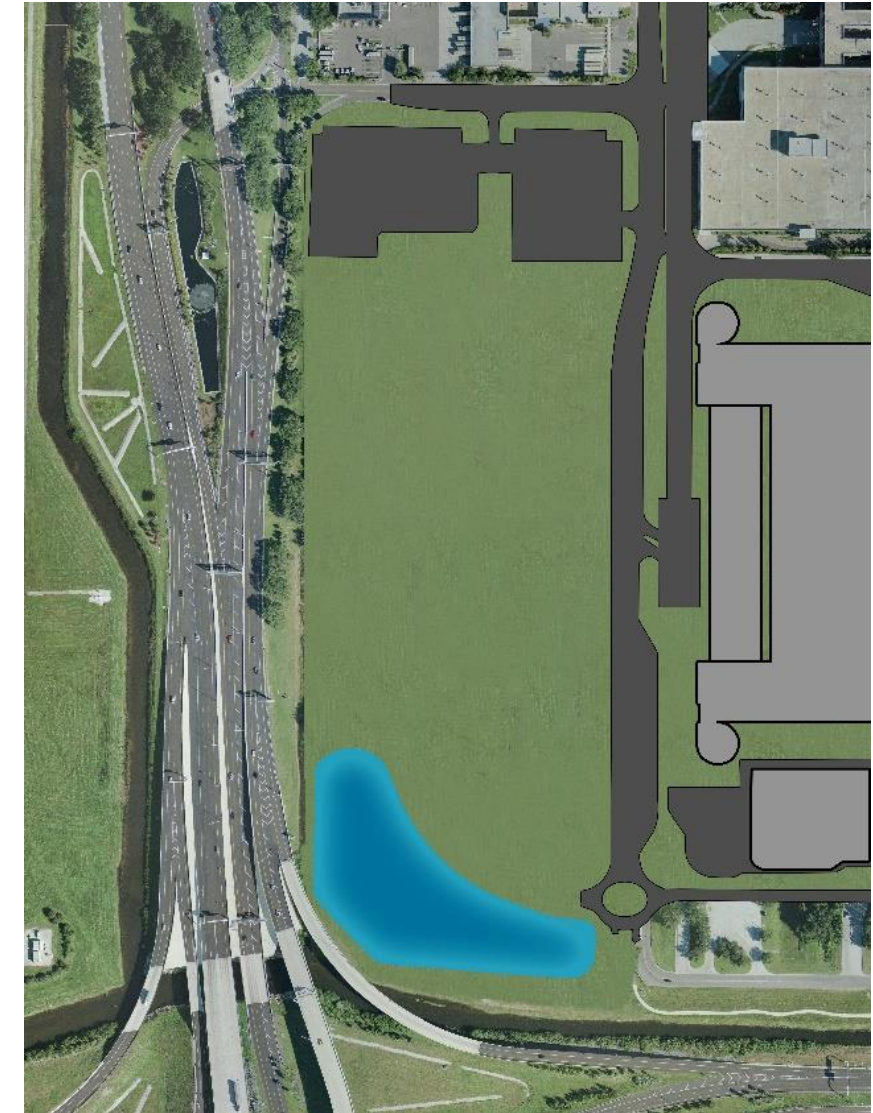
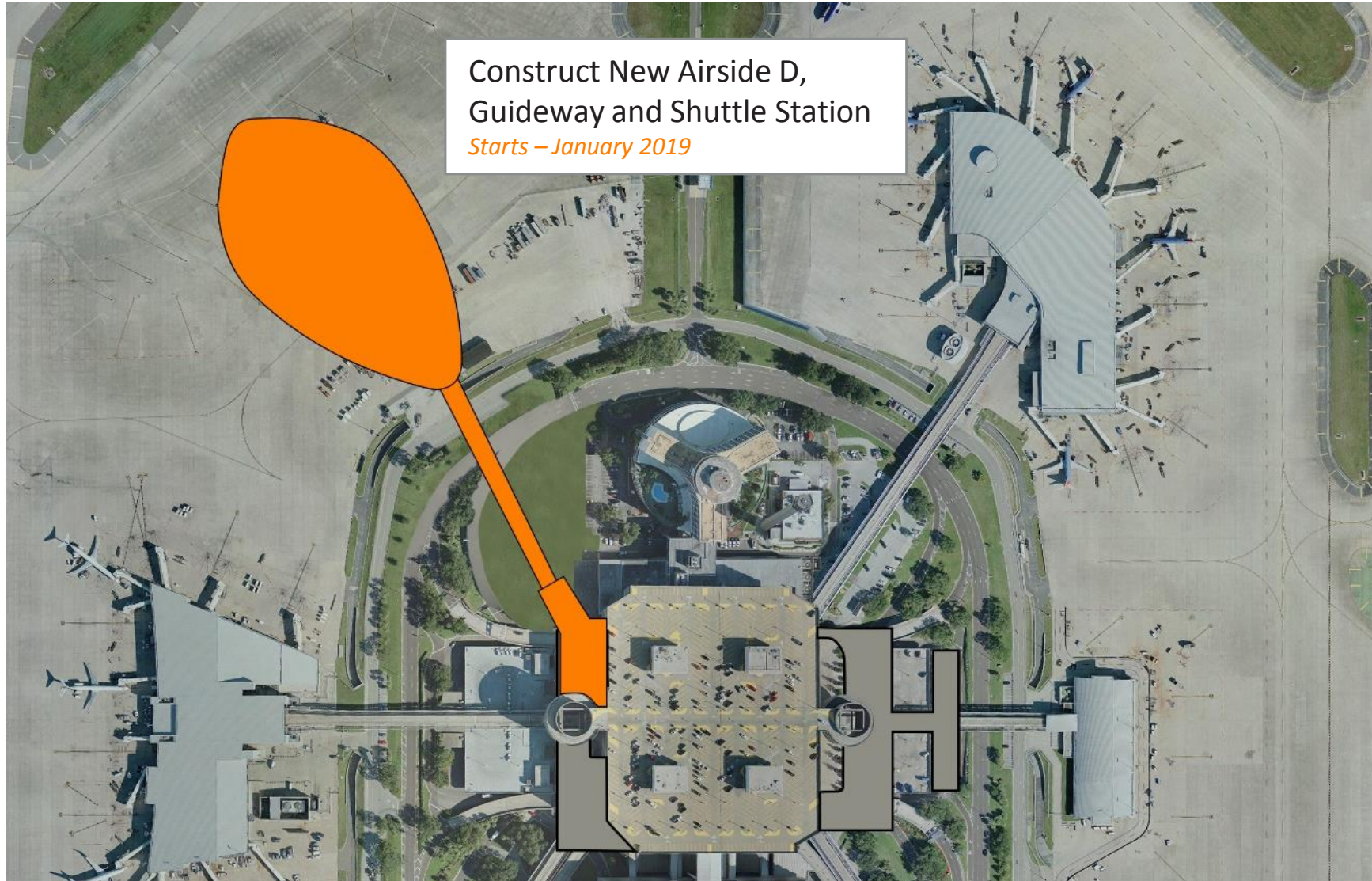
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TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



Option 1 – Airside D, Food Court Shuttle Lobby



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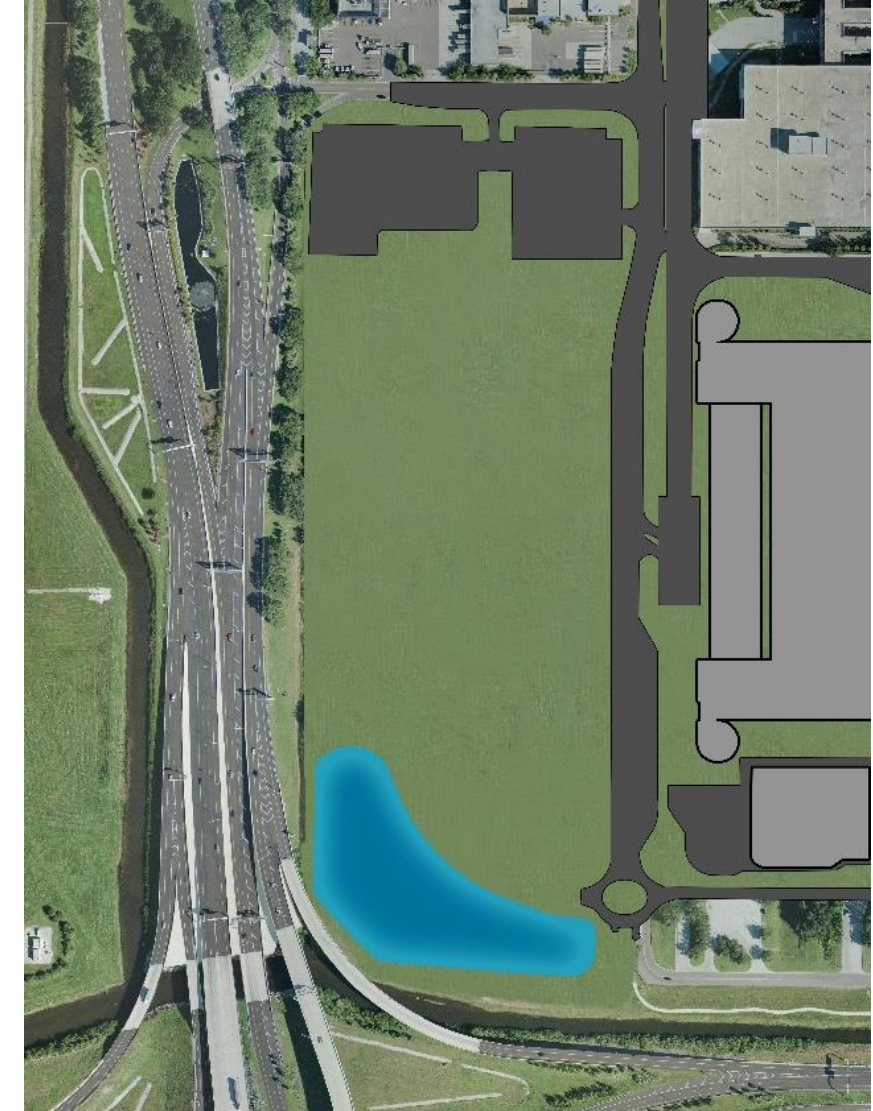
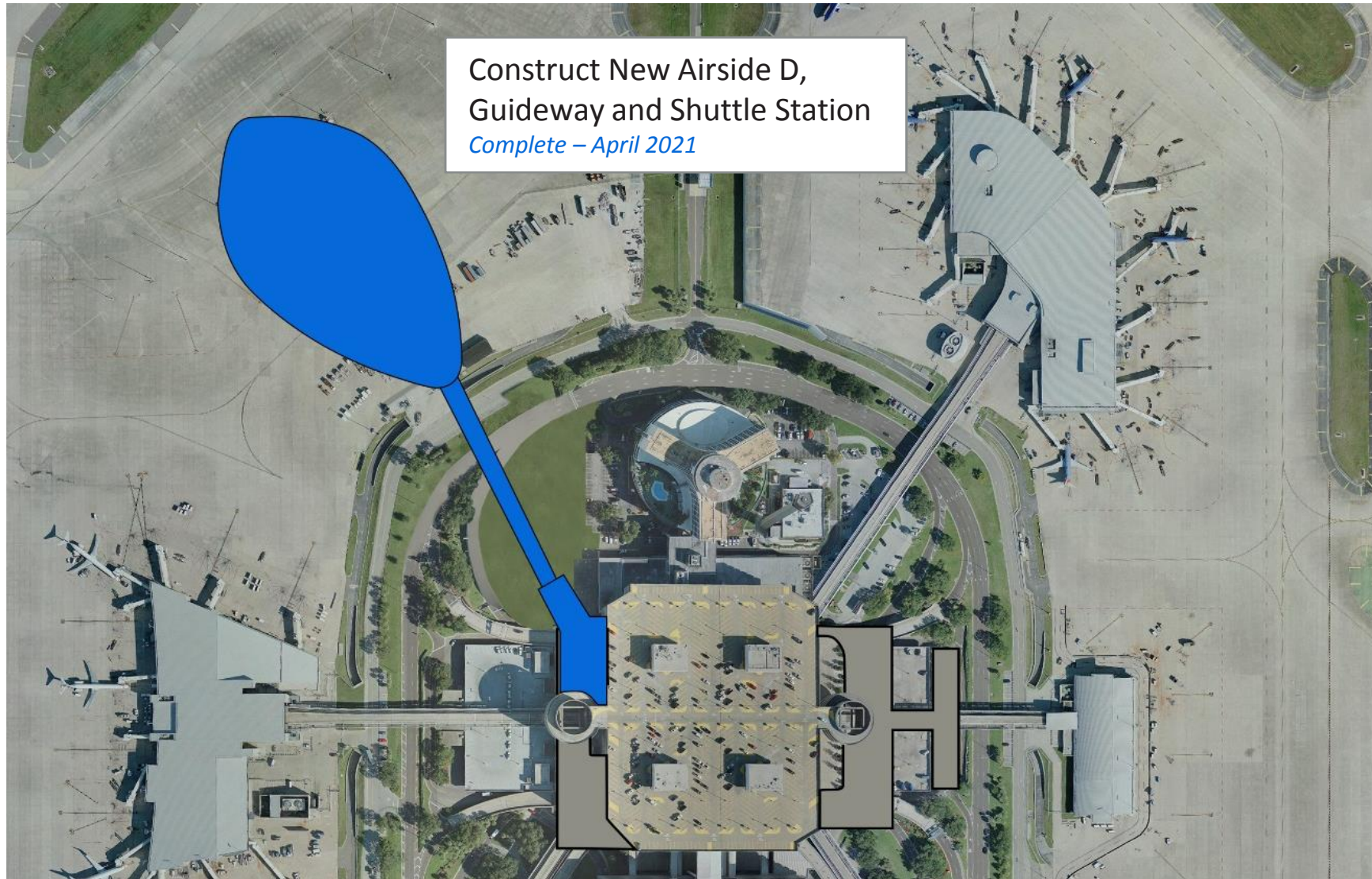
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Option 1 – Airside D, Food Court Shuttle Lobby



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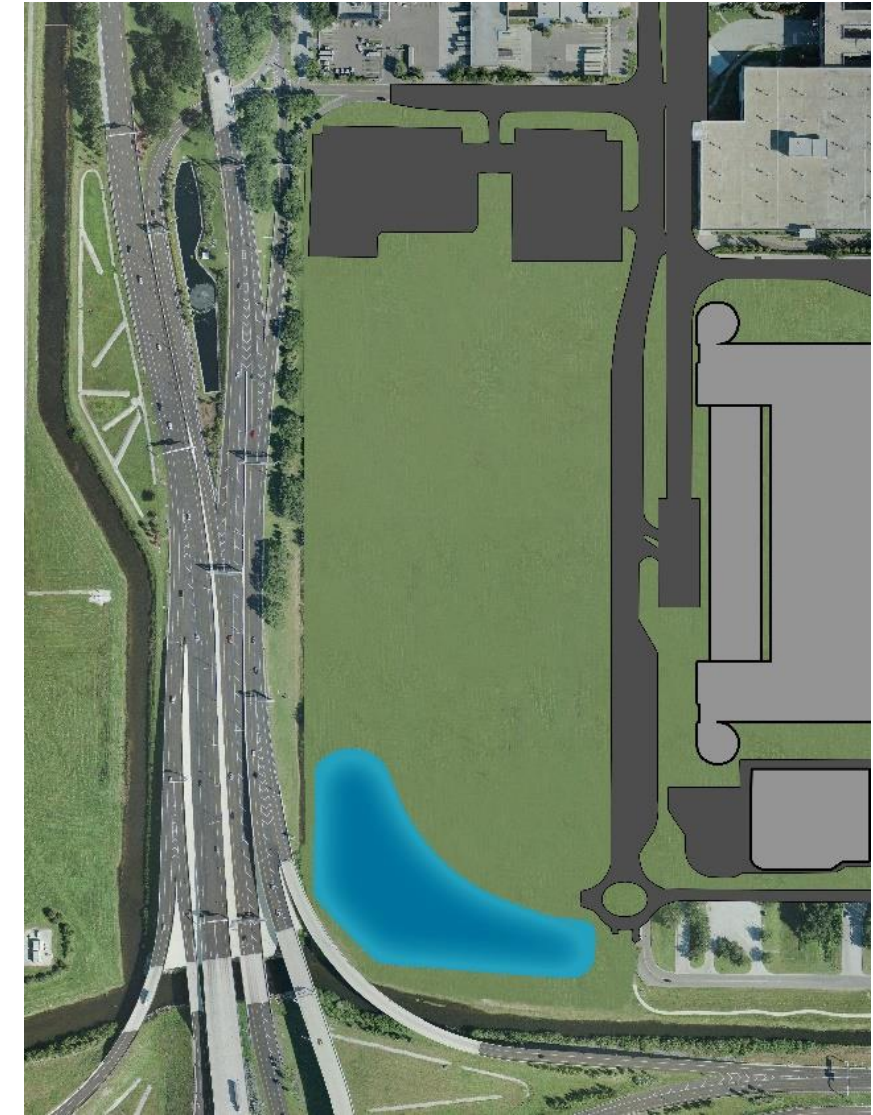
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TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



Option 2 – Airside D, Arcade Shuttle Lobby



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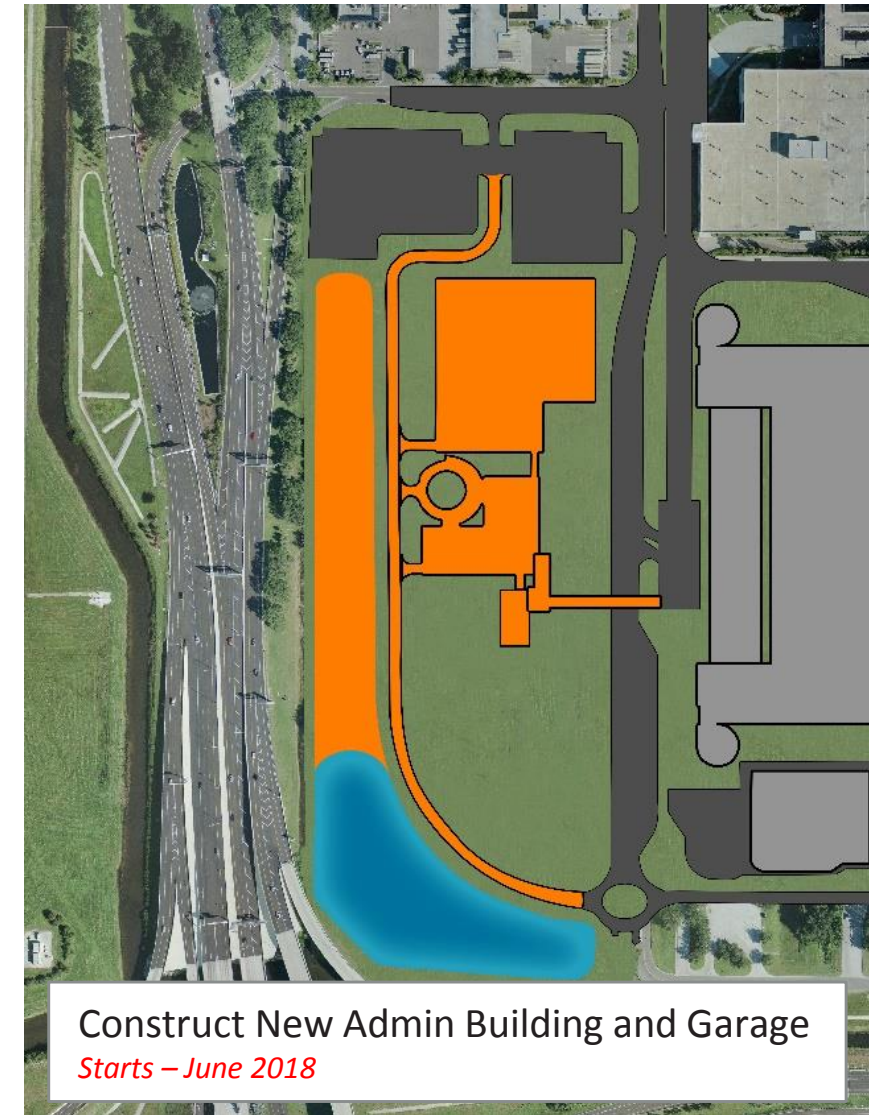
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TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



Option 2 – Airside D, Arcade Shuttle Lobby



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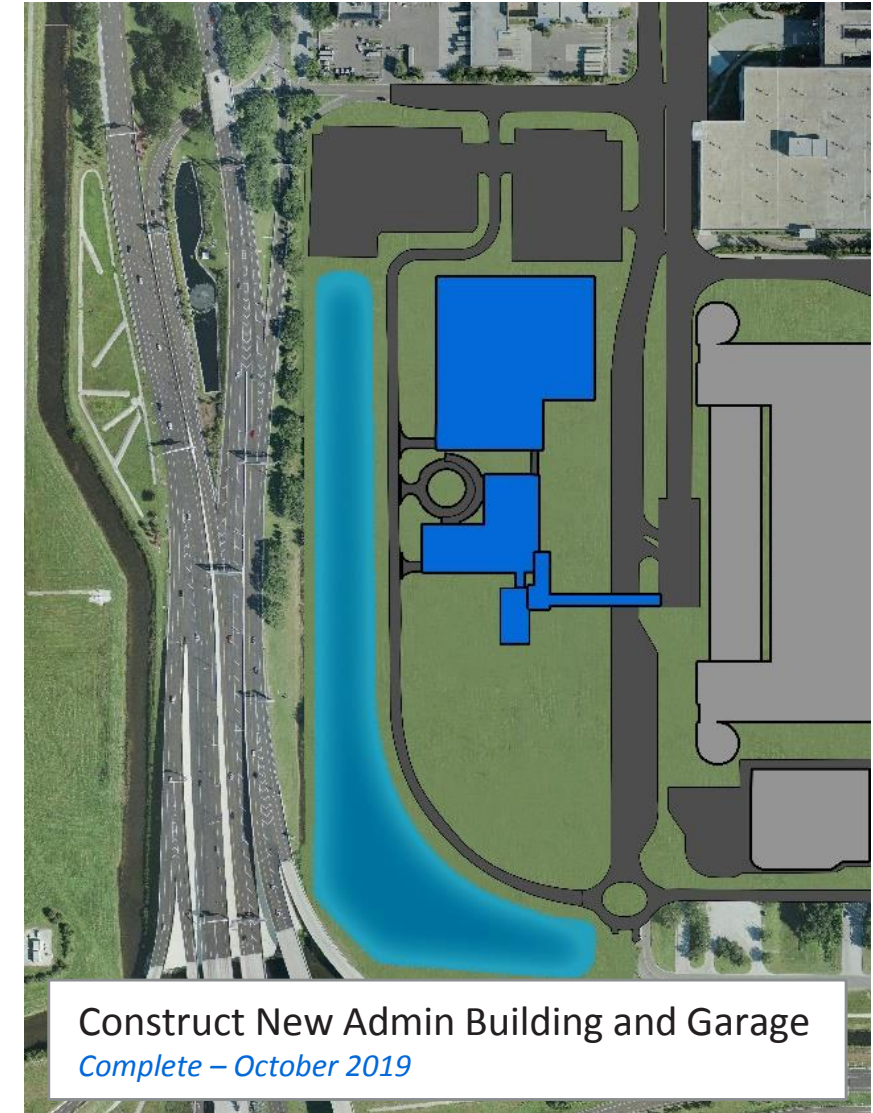
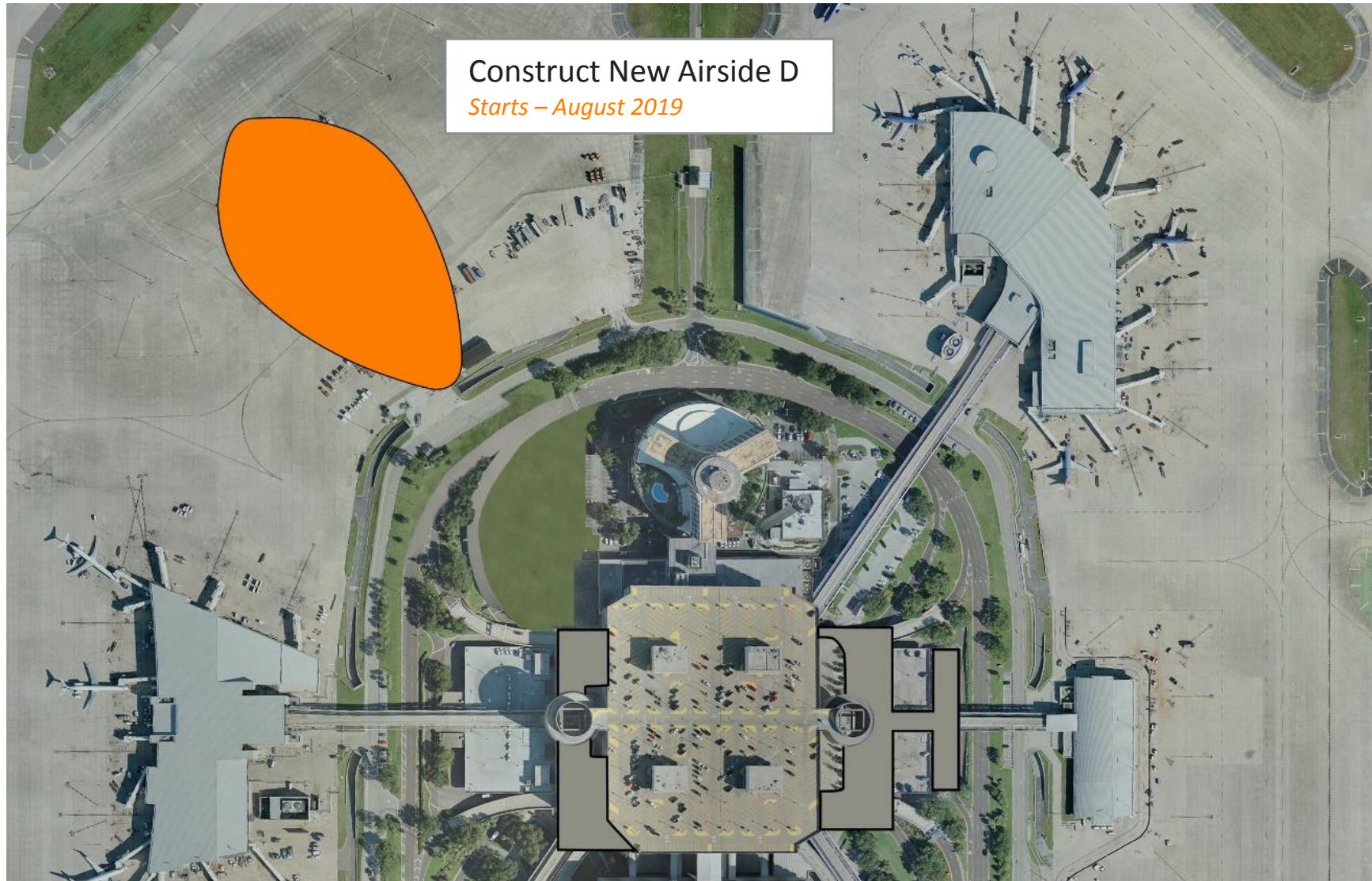
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Option 2 – Airside D, Arcade Shuttle Lobby



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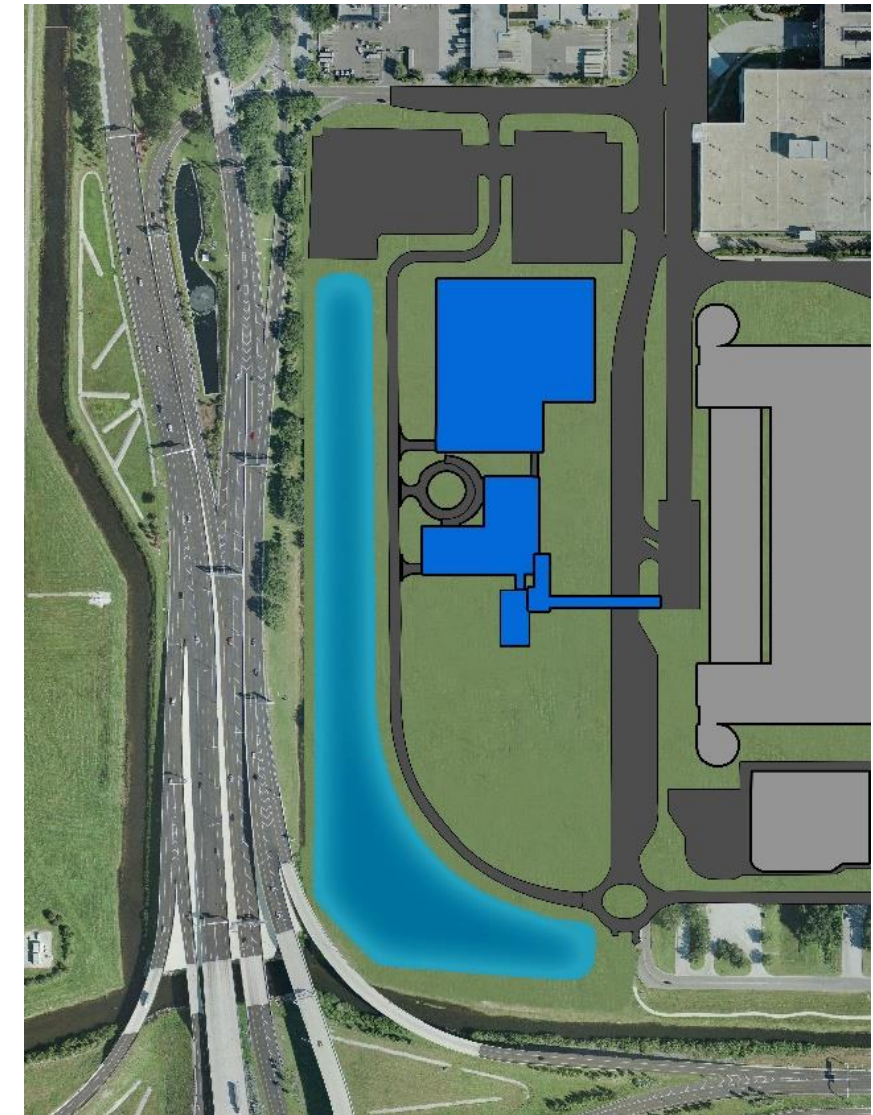
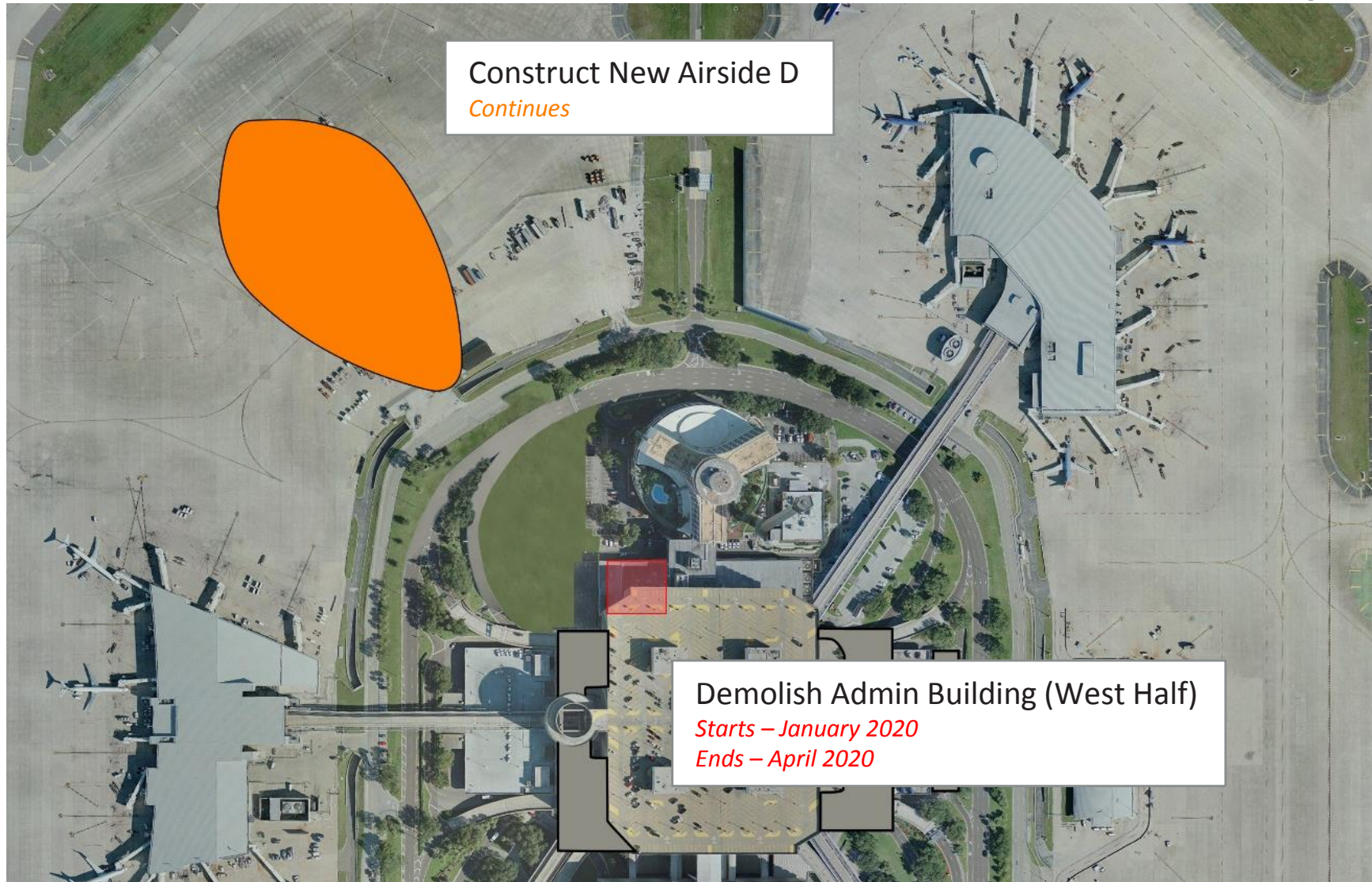
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Option 2 – Airside D, Arcade Shuttle Lobby



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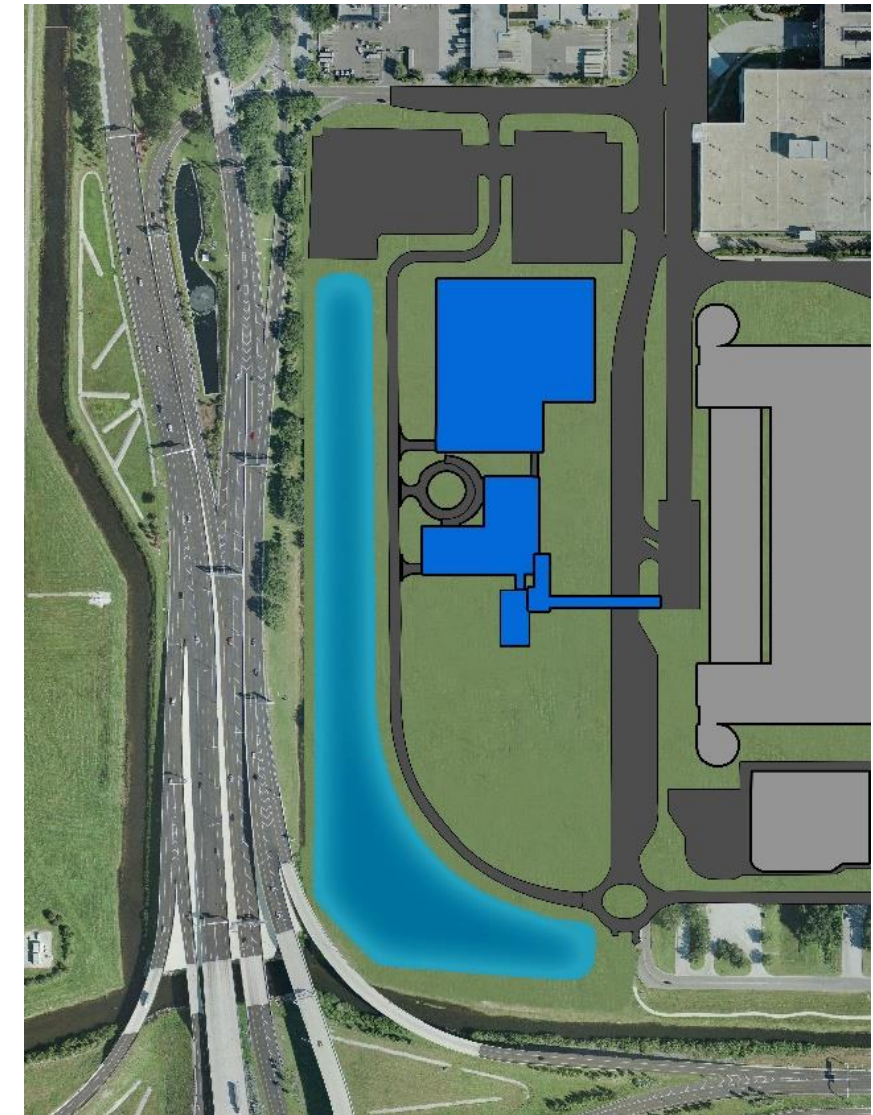
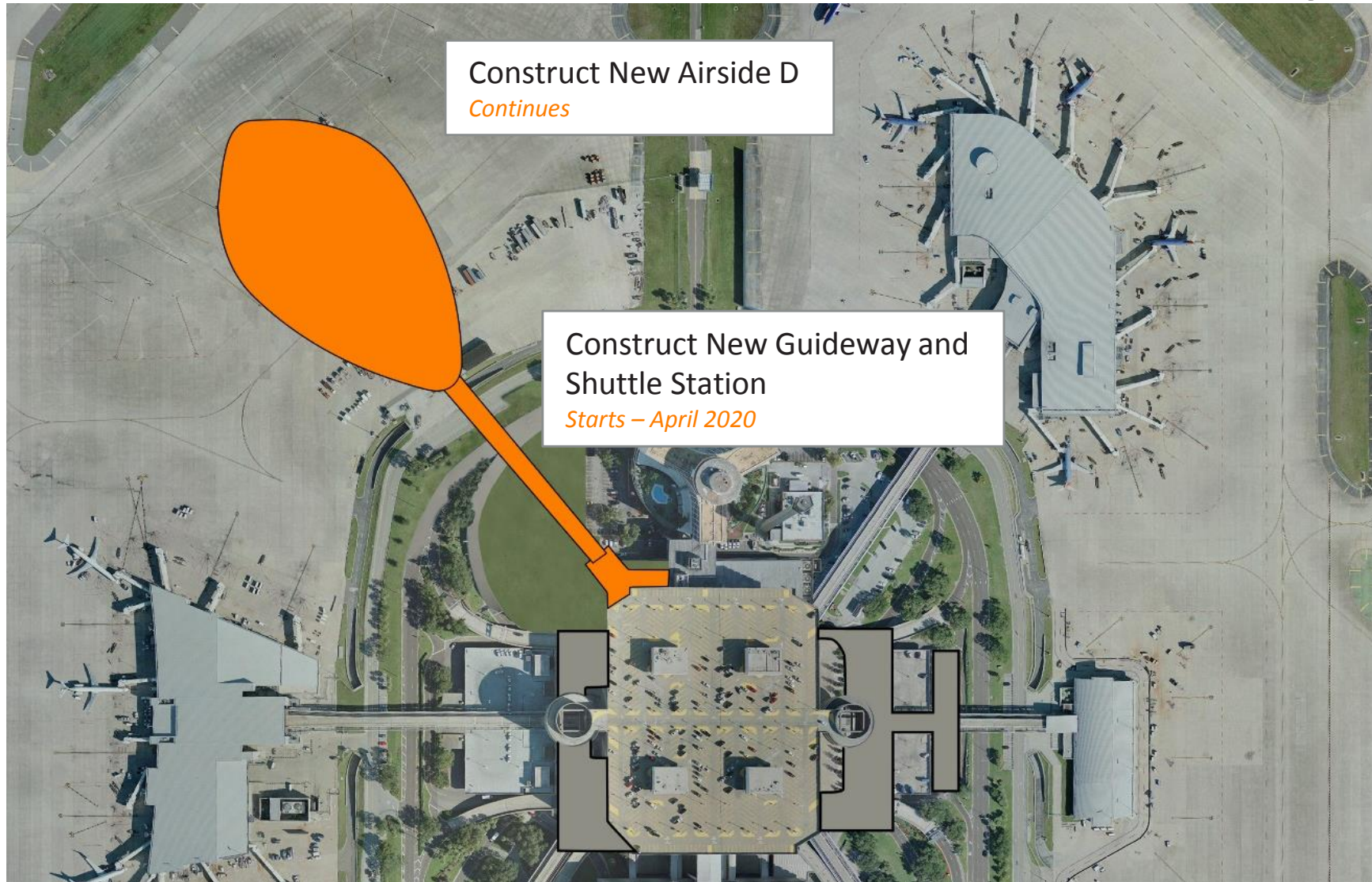
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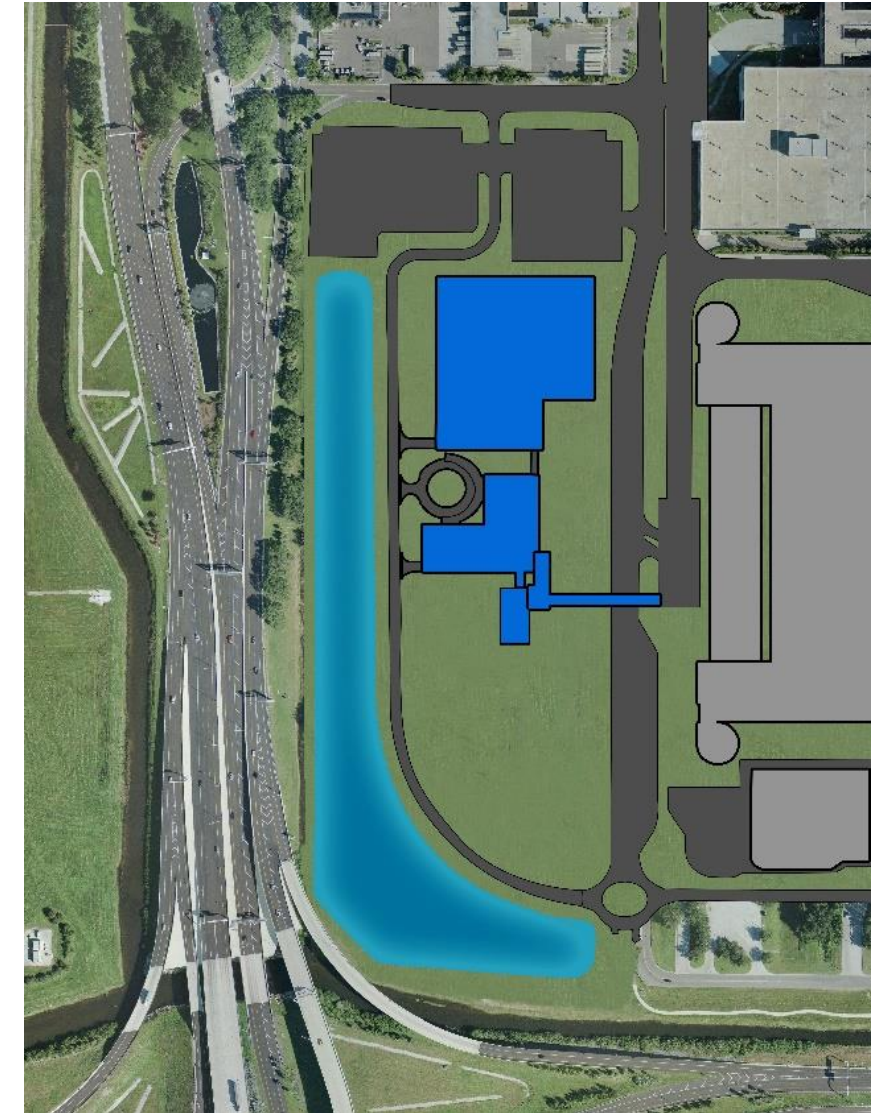
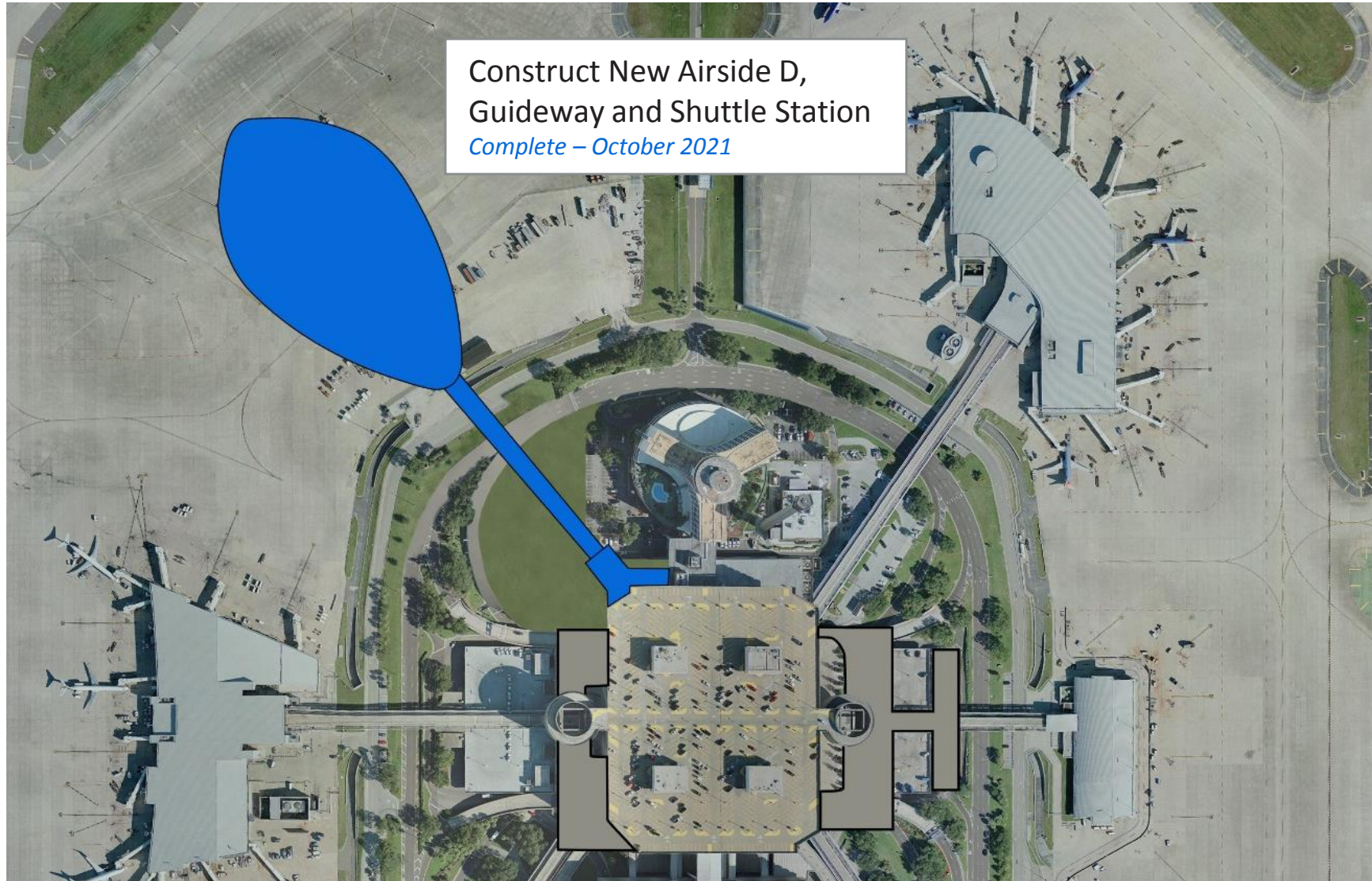
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Option 2 – Airside D, Arcade Shuttle Lobby



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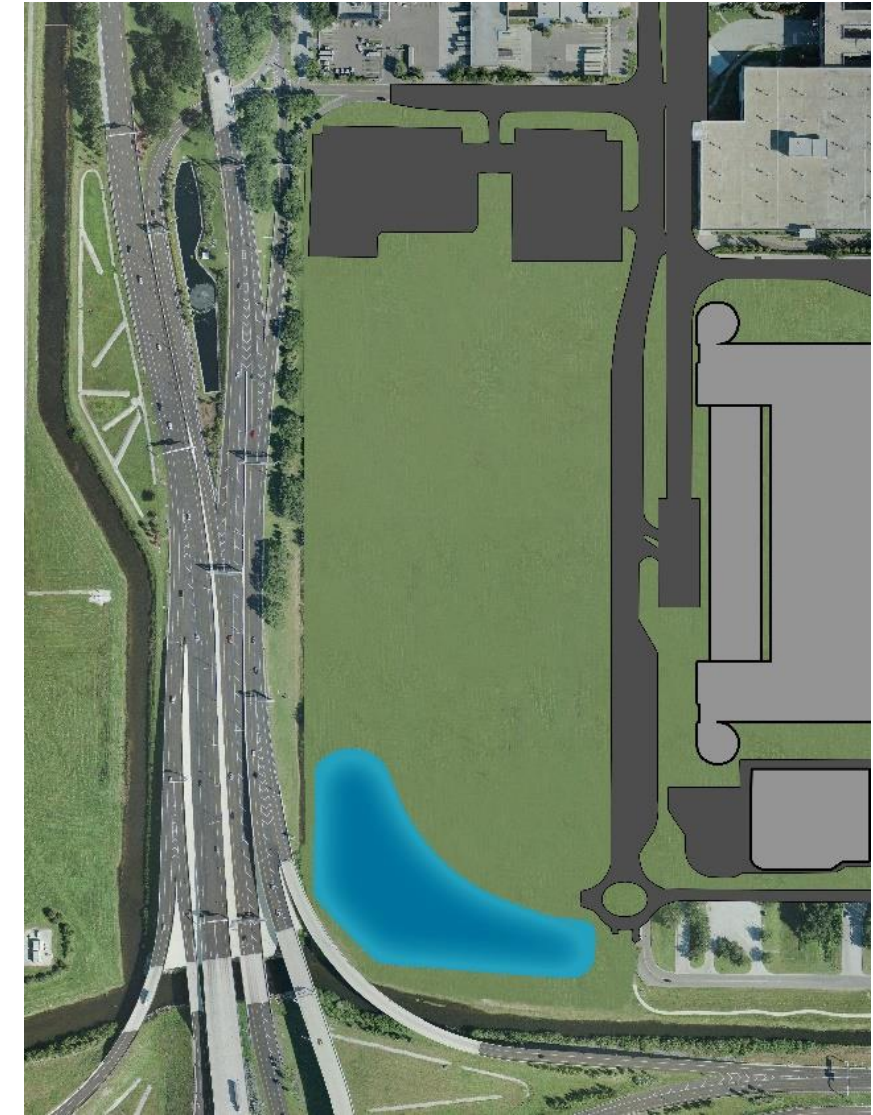
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TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



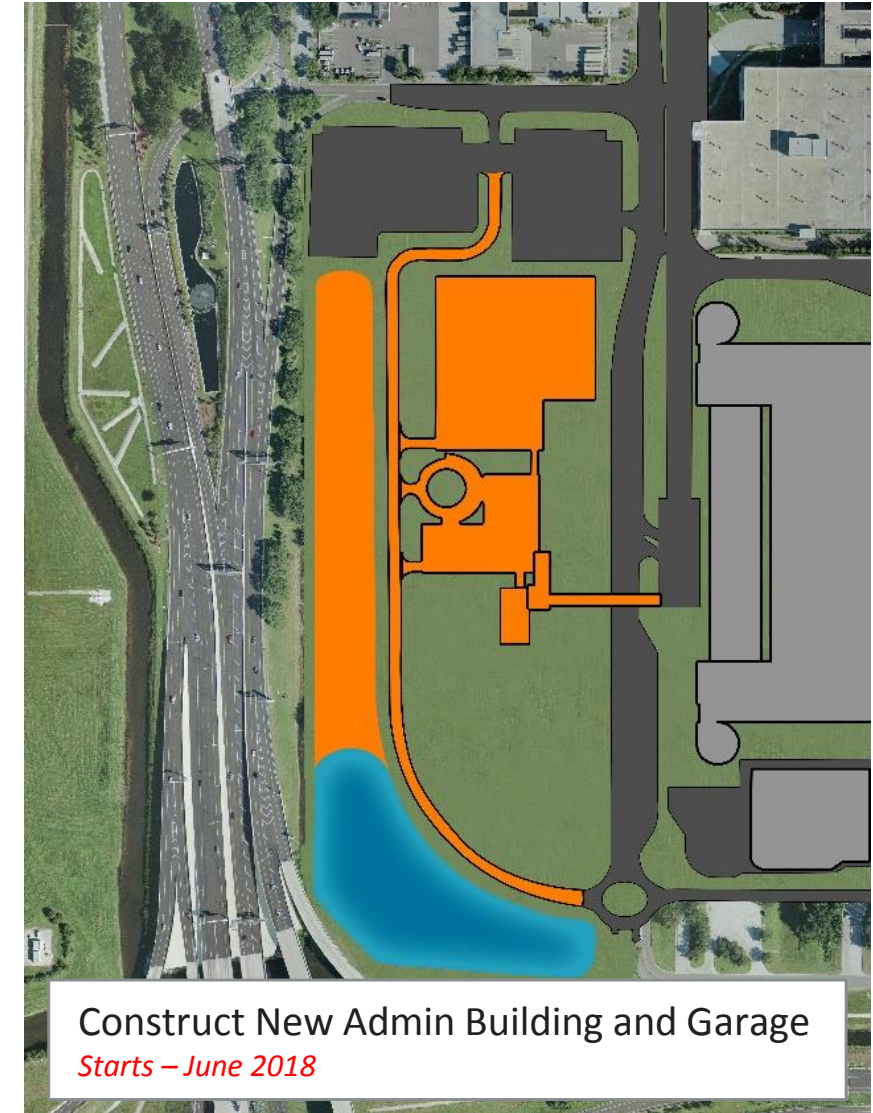
Option 3 – Airside D with Expanded Curbsides



TIA Master Plan Update - Alternatives
Workshop 4 – August 9, 2016



Option 3 – Airside D, Arcade Lobby with Expanded Curbsides



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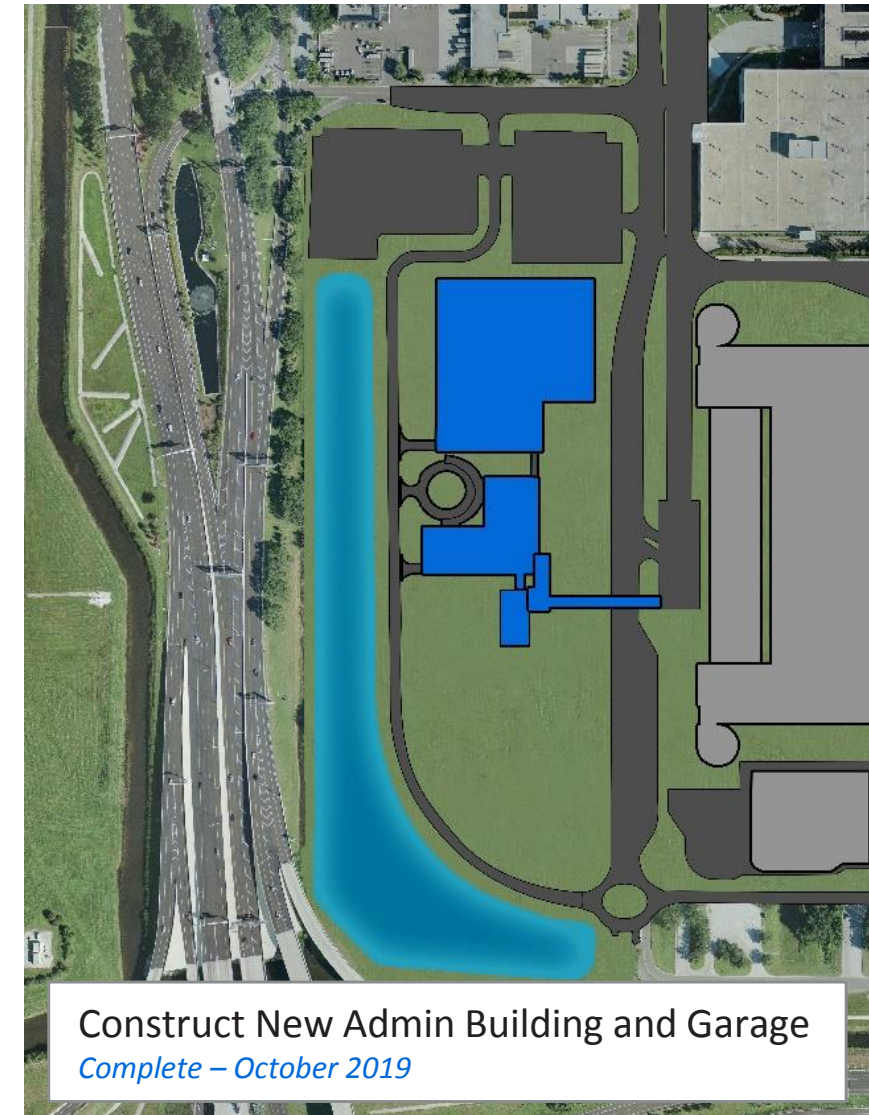
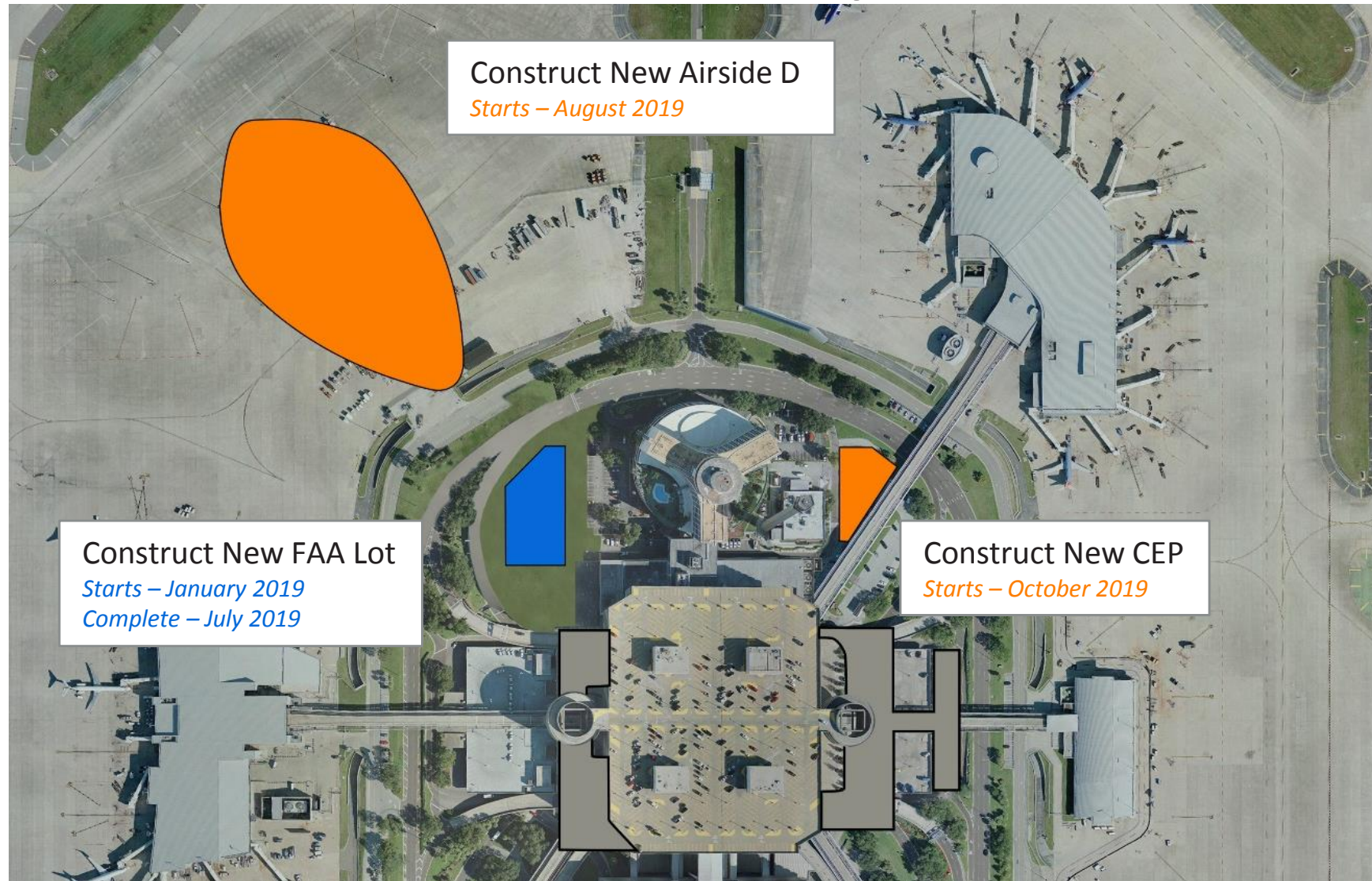
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Option 3 – Airside D with Expanded Curbsides



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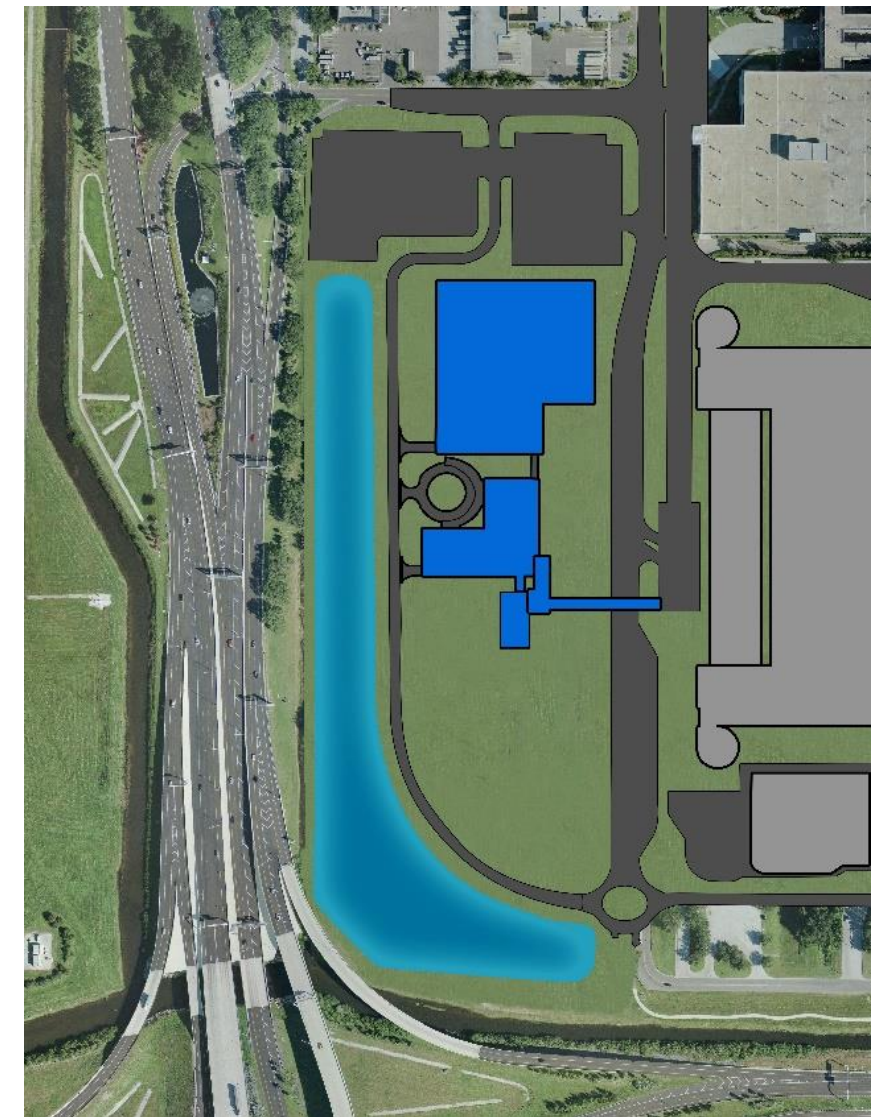
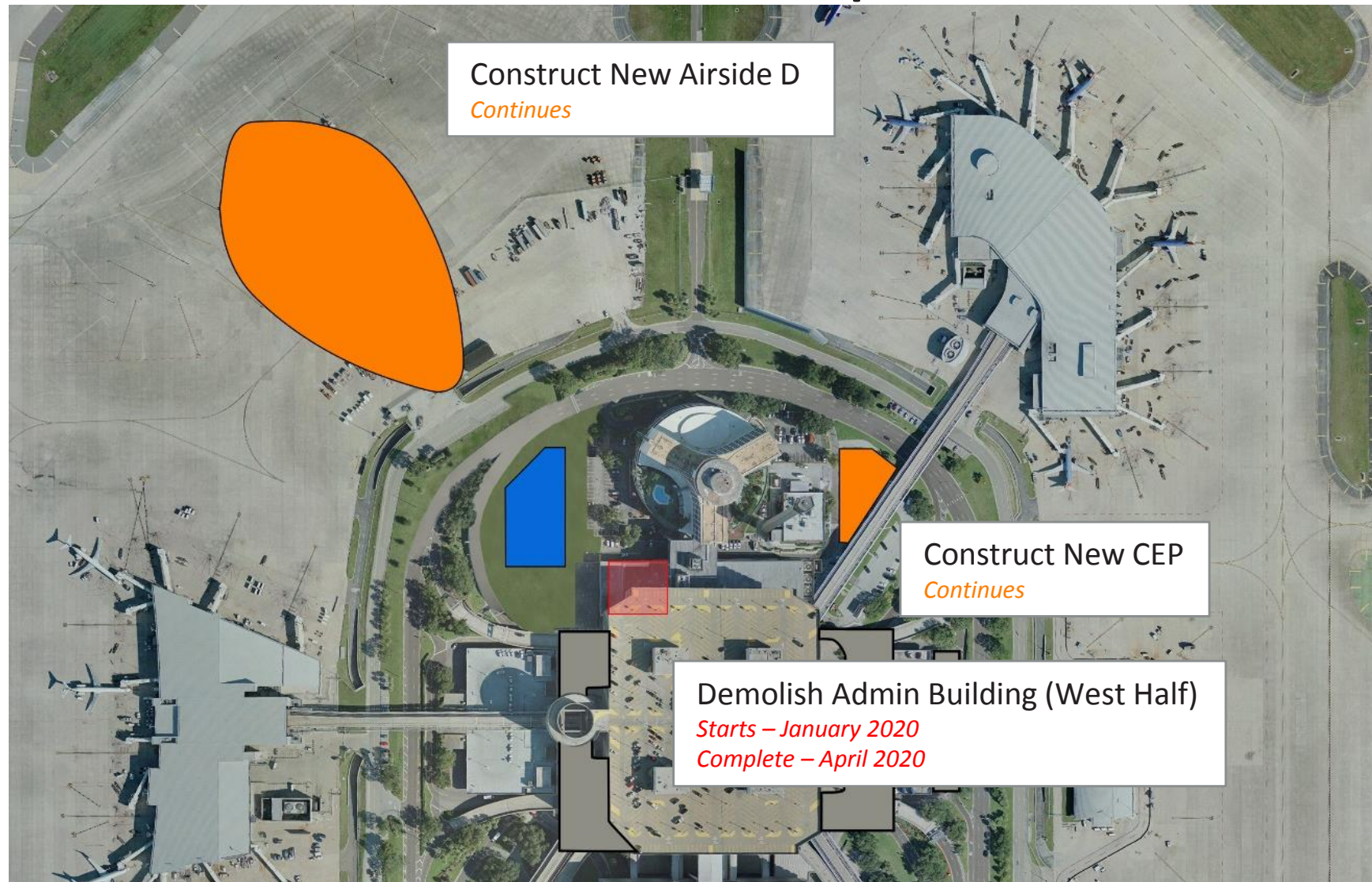
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Option 3 – Airside D with Expanded Curbsides



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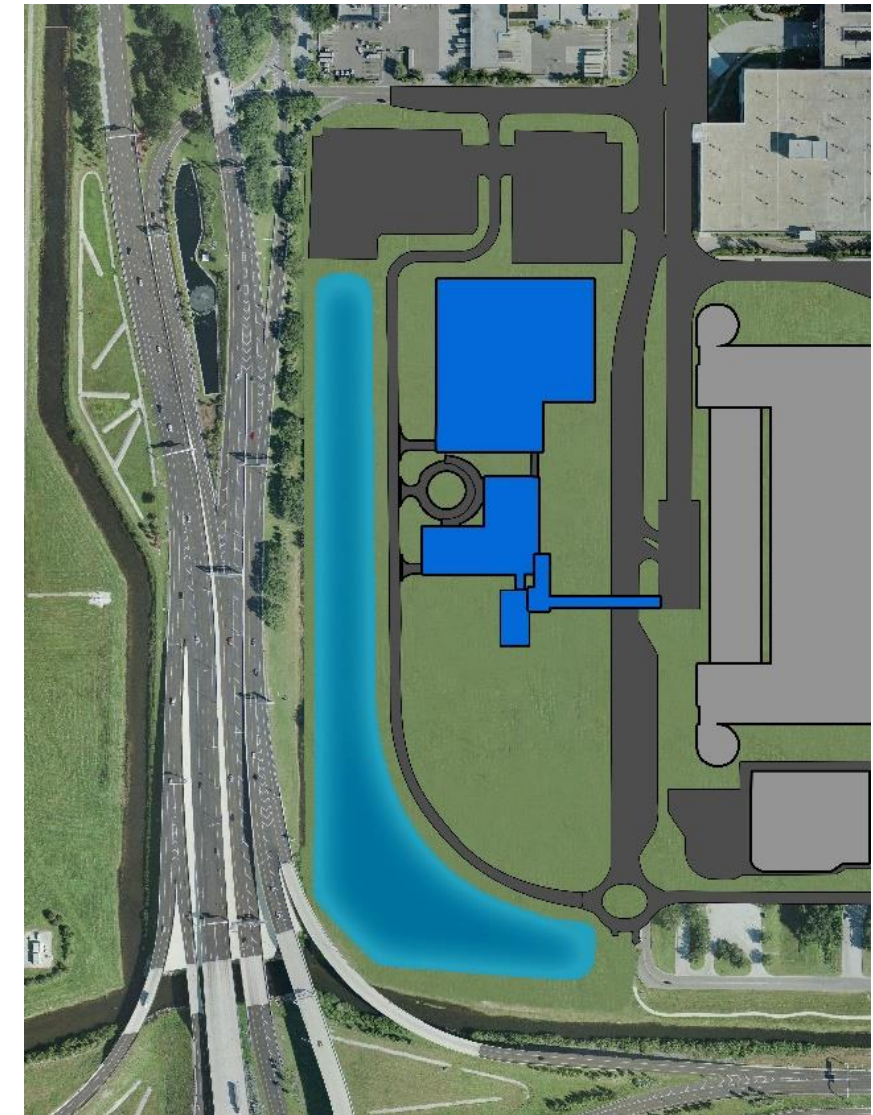
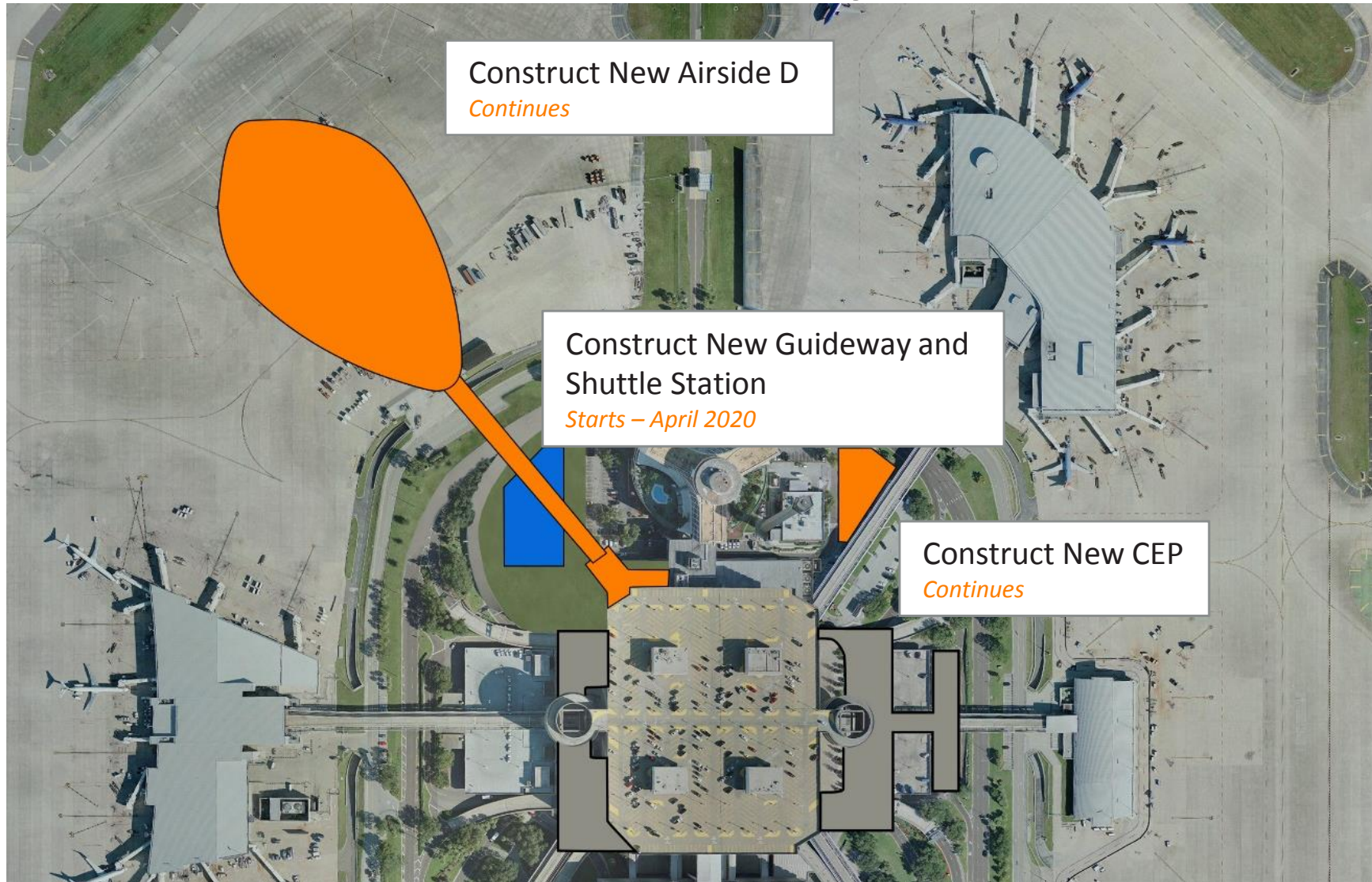
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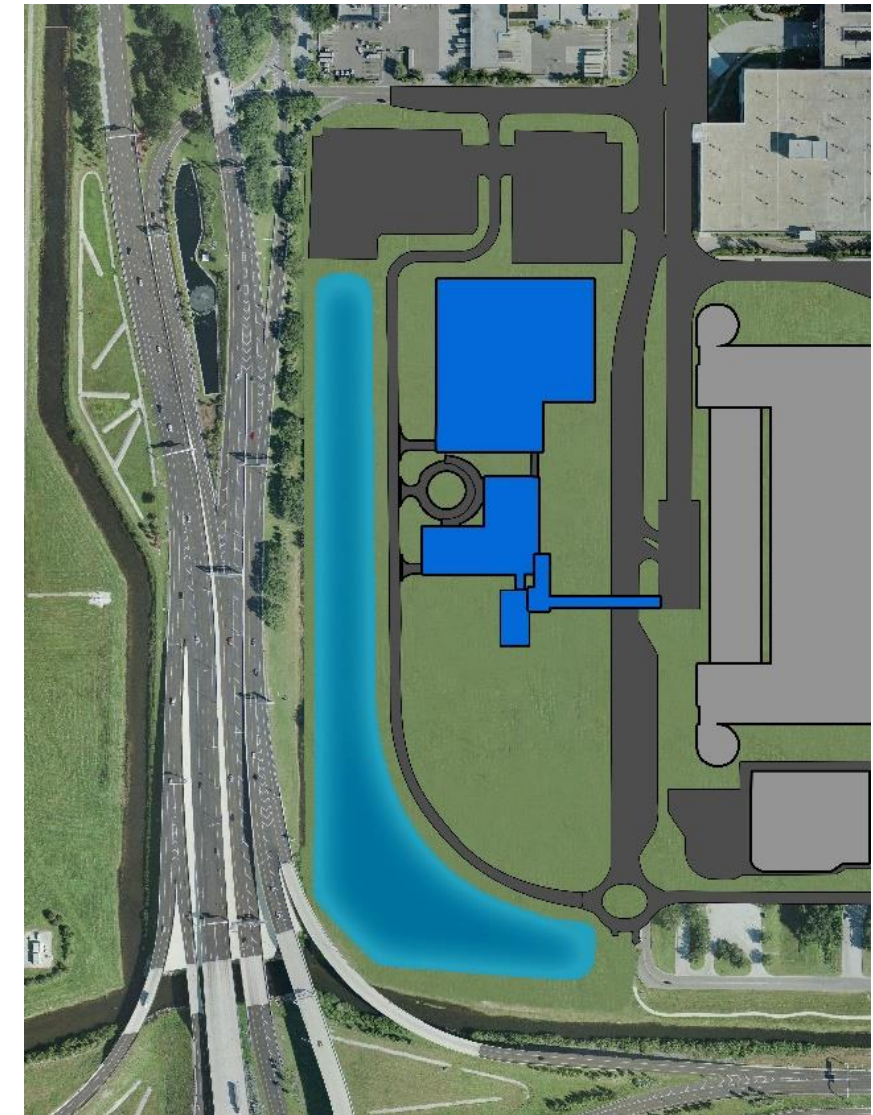
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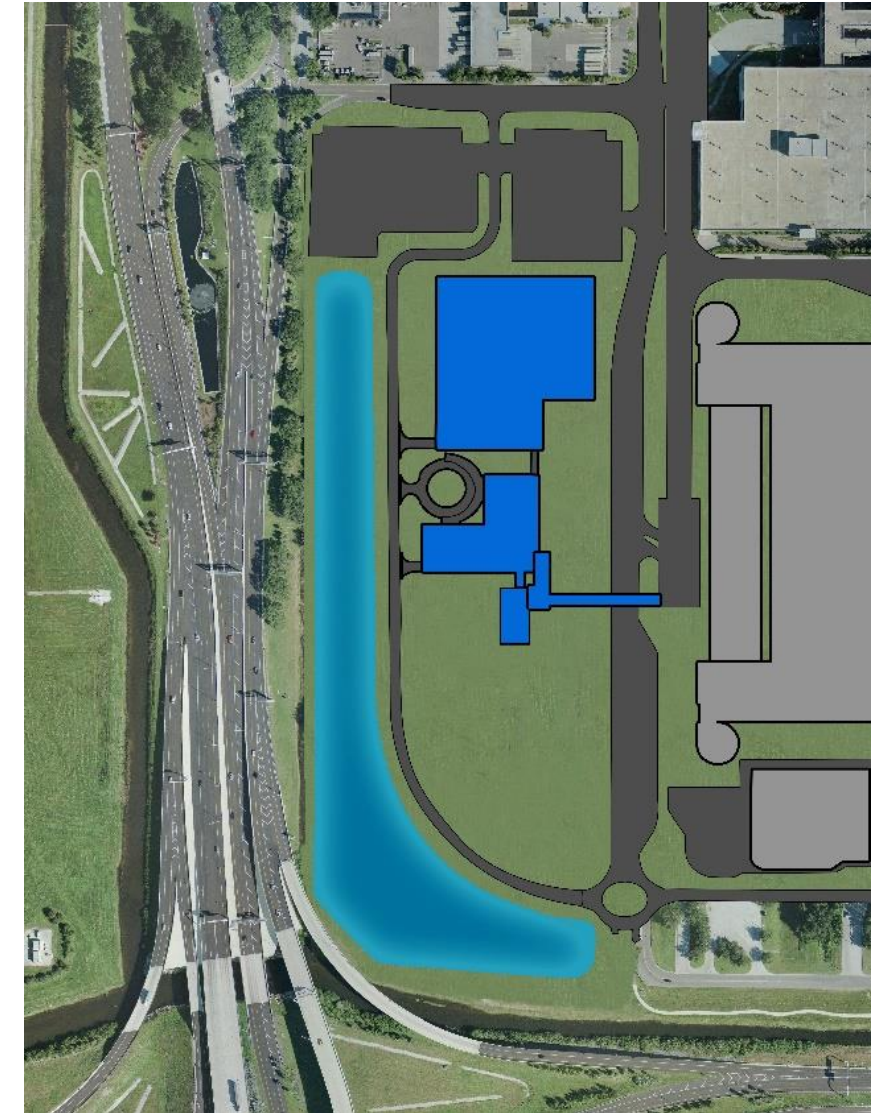
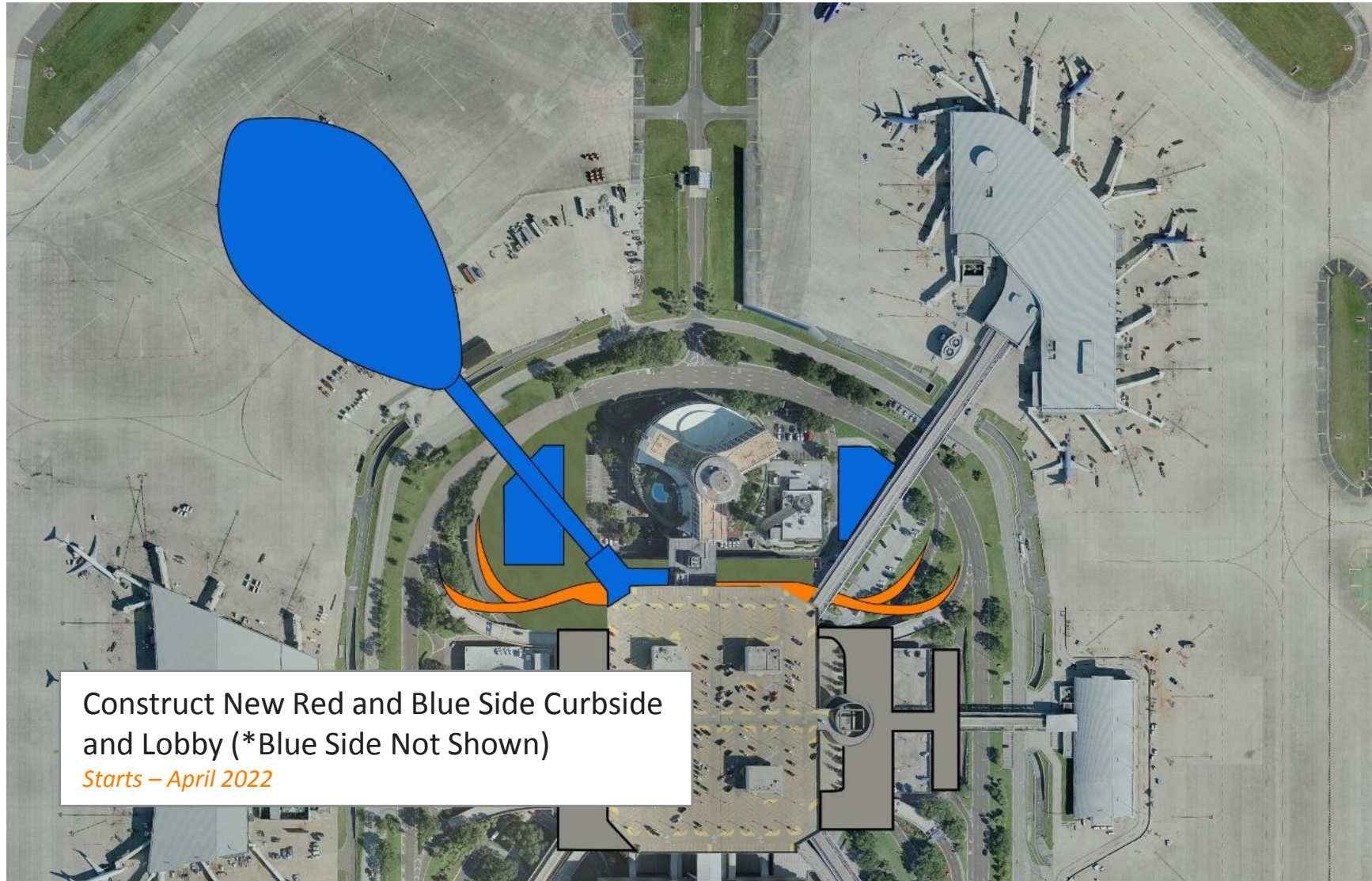
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Option 3 – Airside D with Expanded Curbsides



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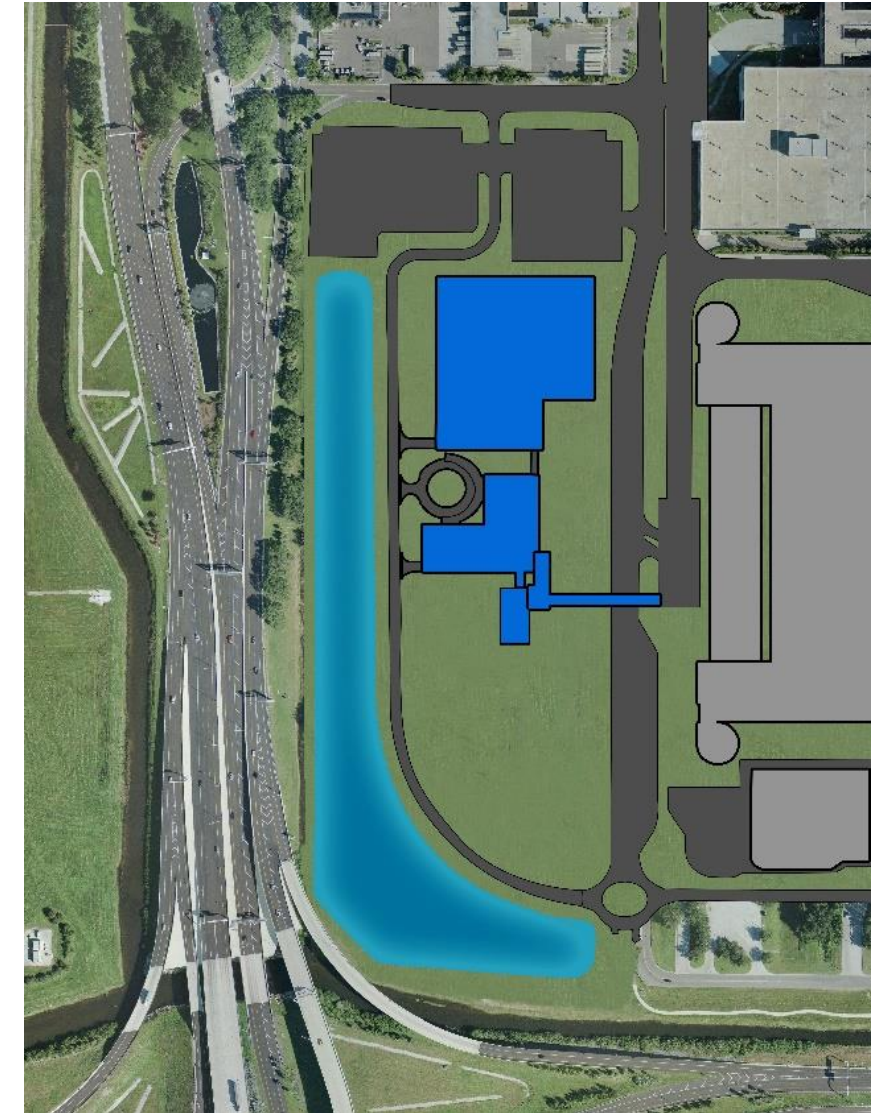
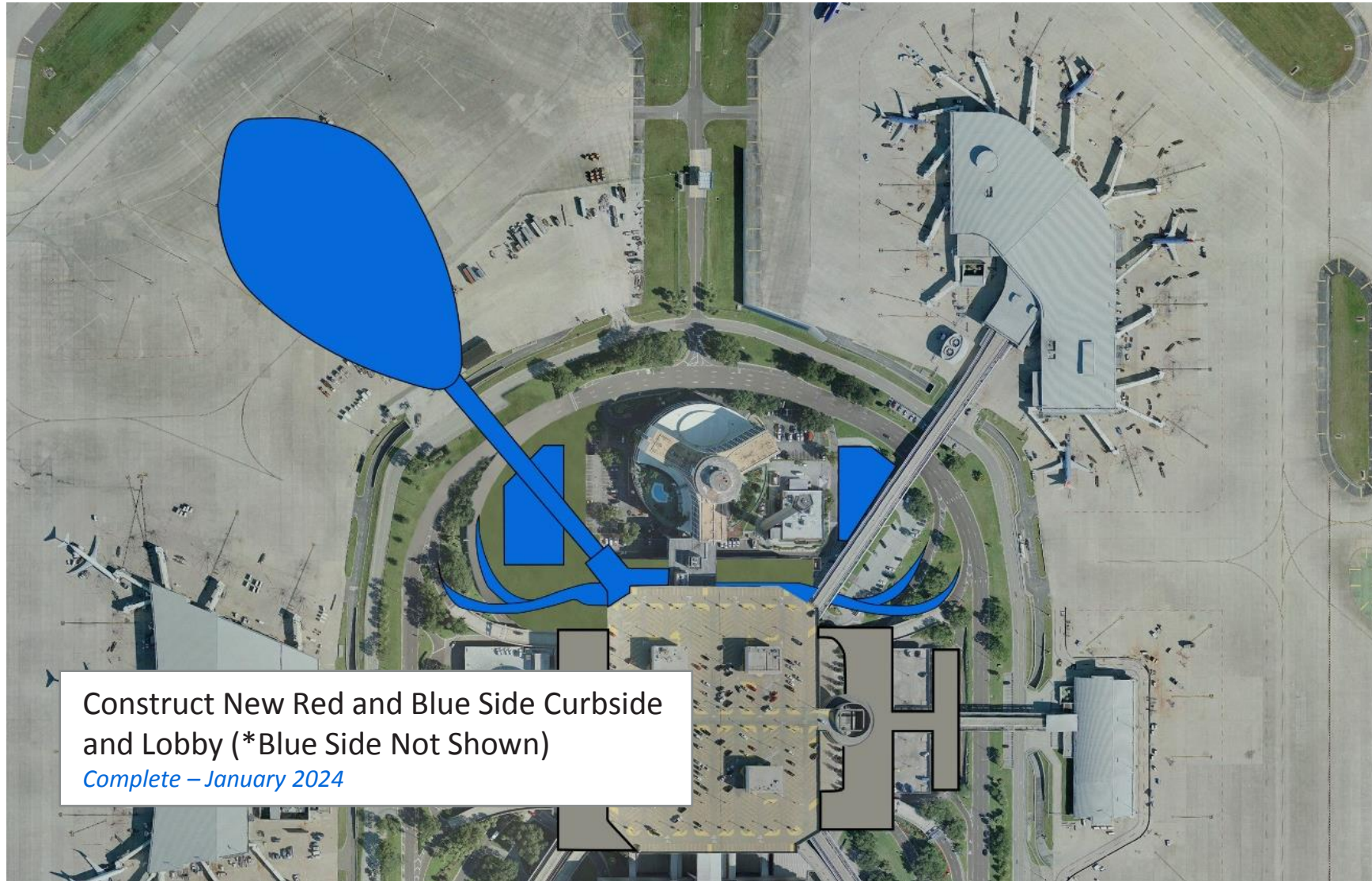
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Option 3 – Airside D with Expanded Curbsides



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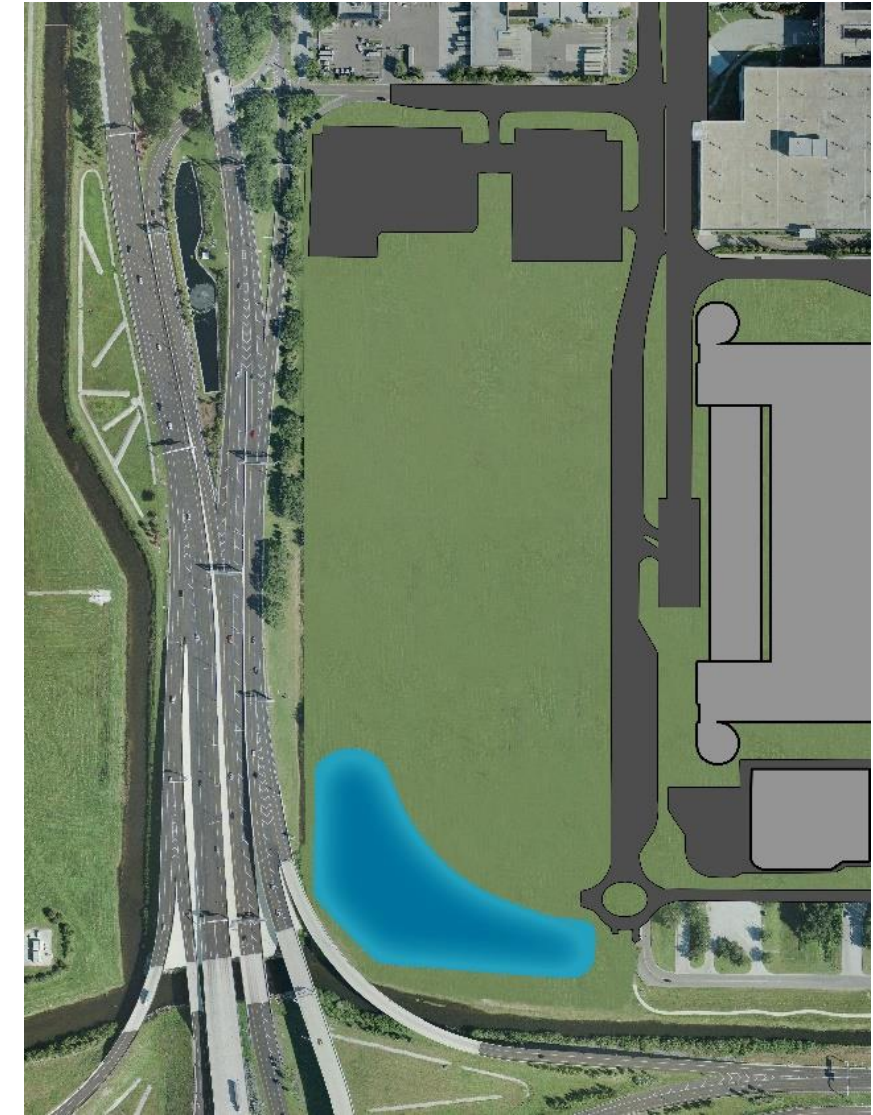
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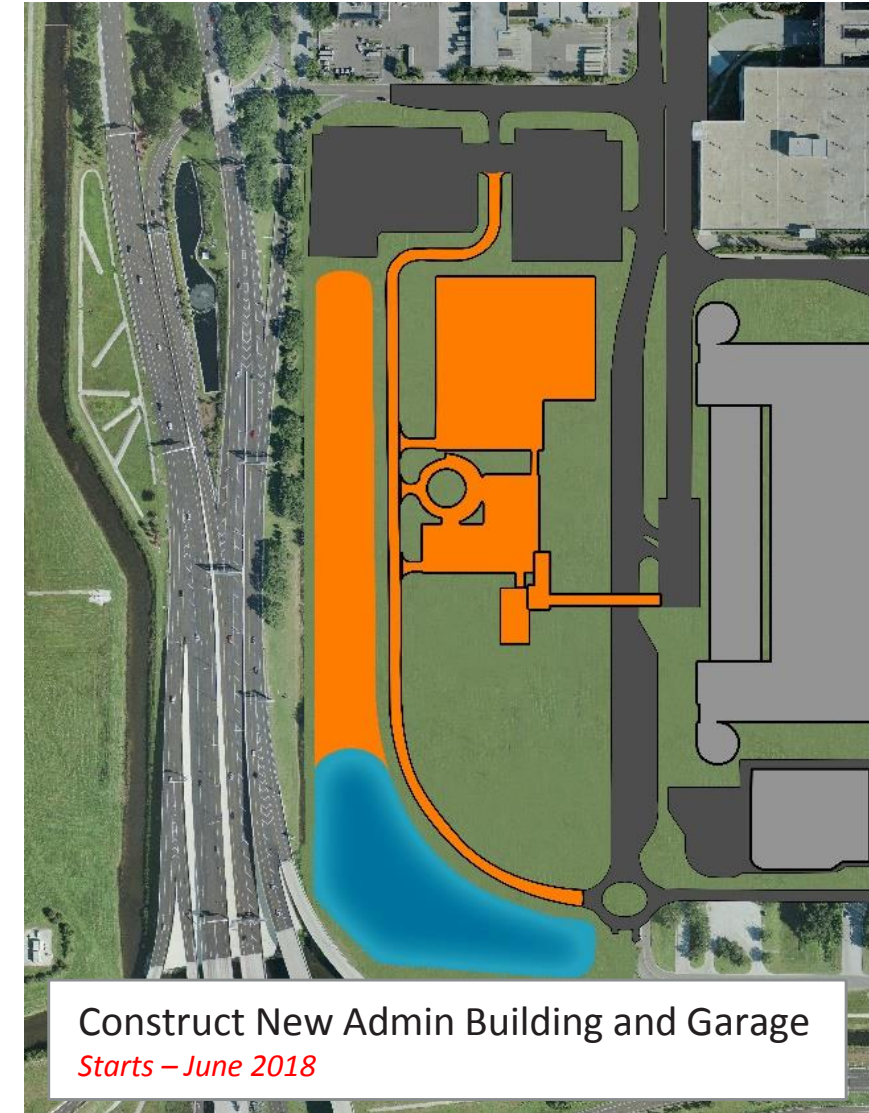
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Option 4 – Airside D with Expanded Curbsides (Post MII)



Option 4 – Airside D with Expanded Curbsides (Post MII)



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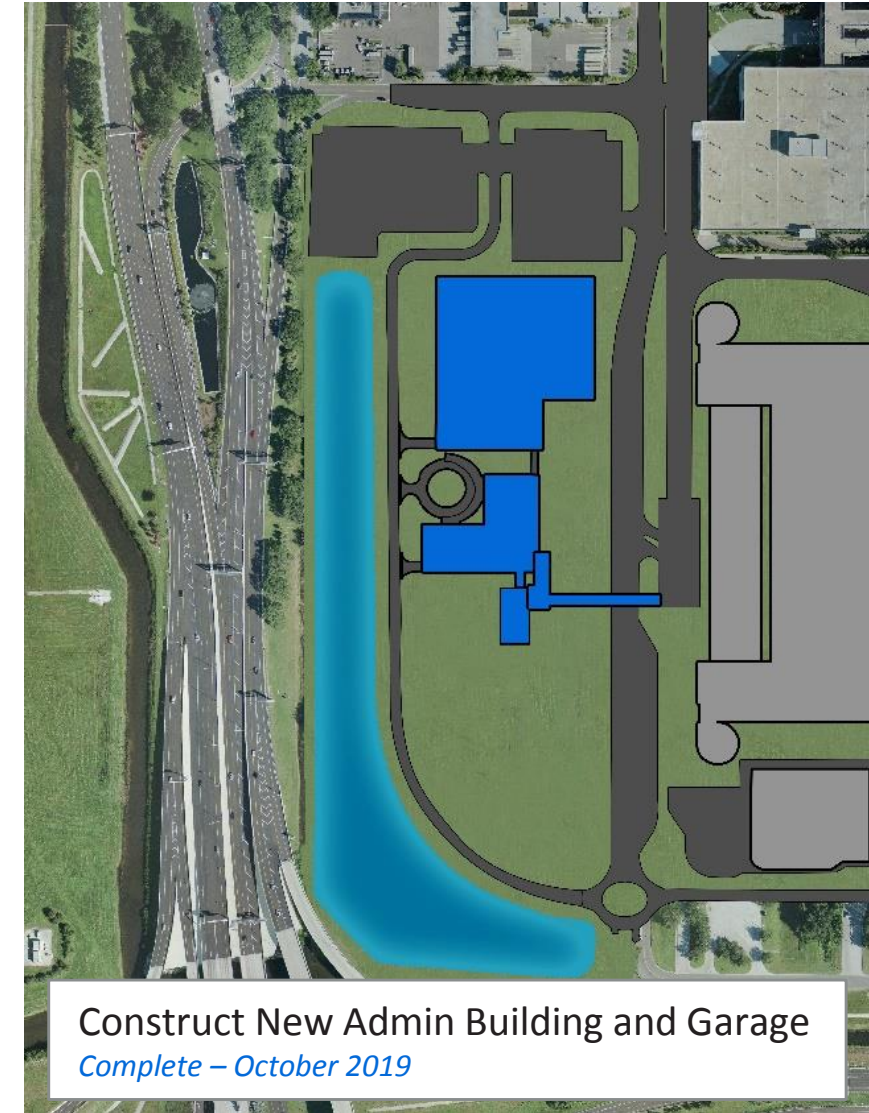
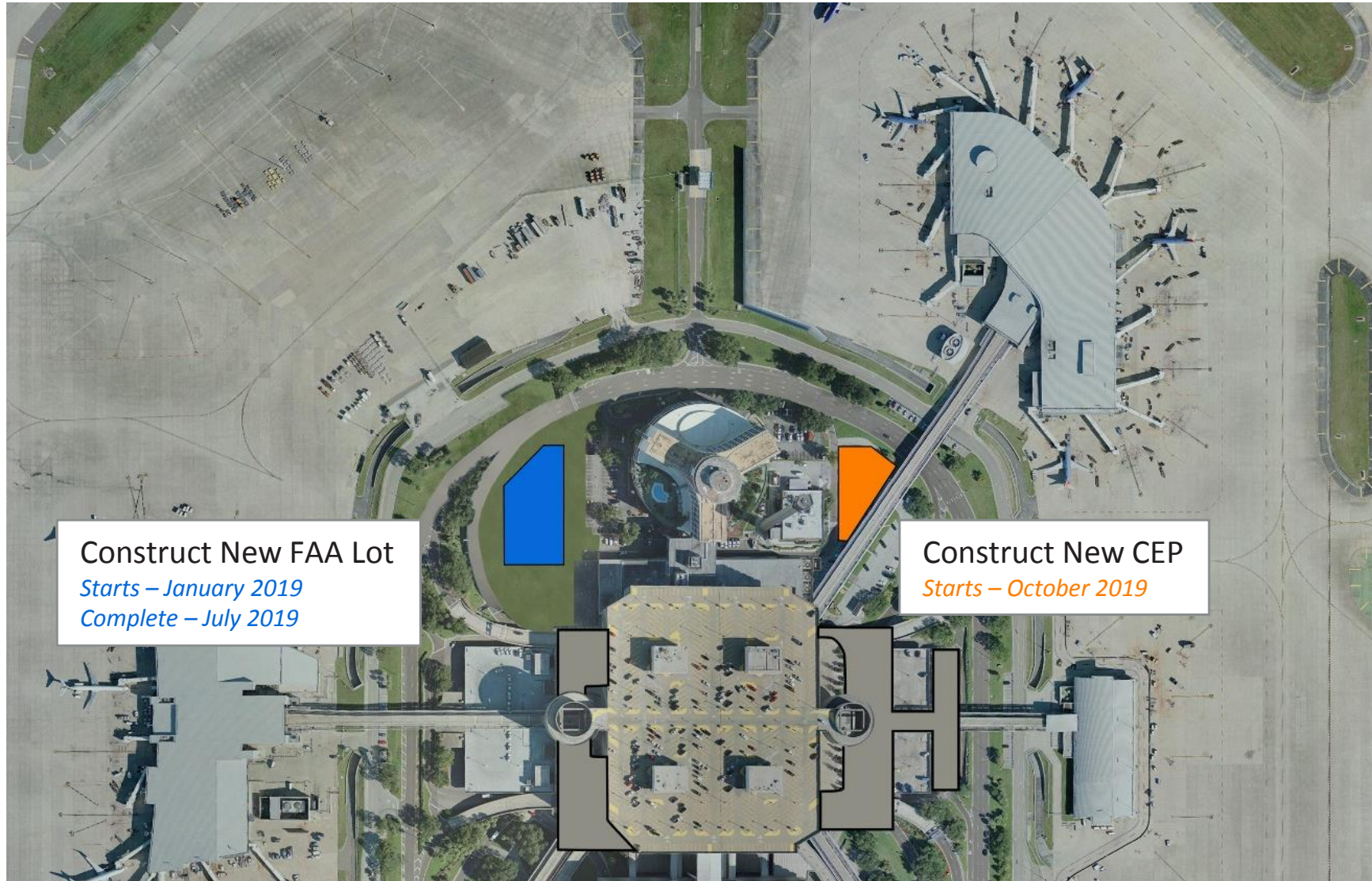
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Option 4 – Airside D with Expanded Curbsides (Post MII)



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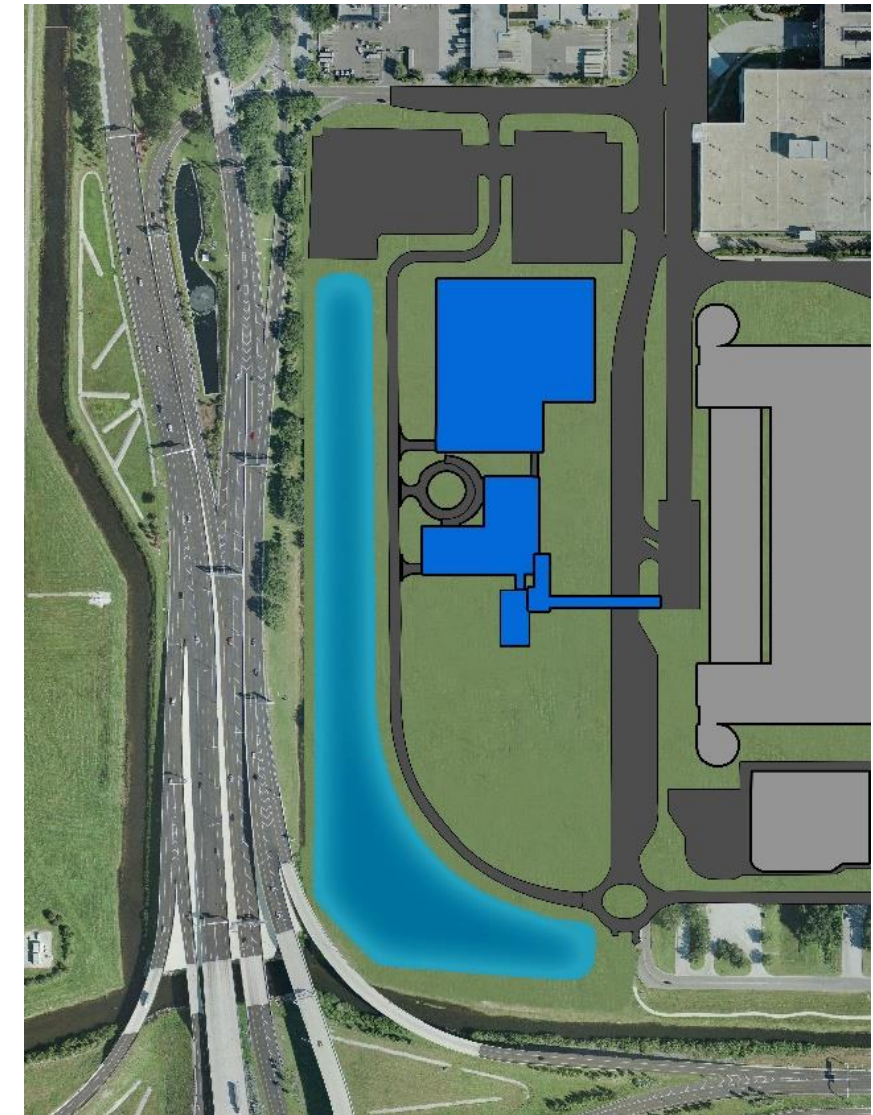
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Option 4 – Airside D with Expanded Curbsides (Post MII)



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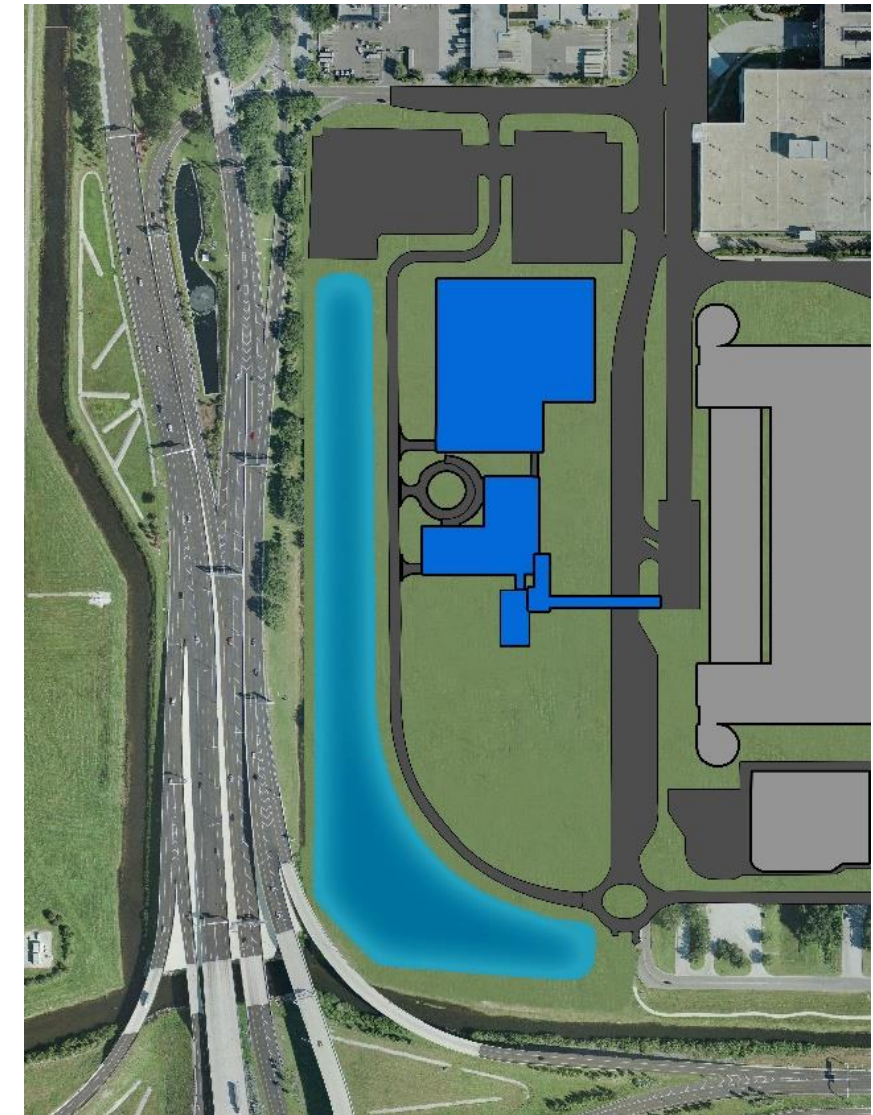
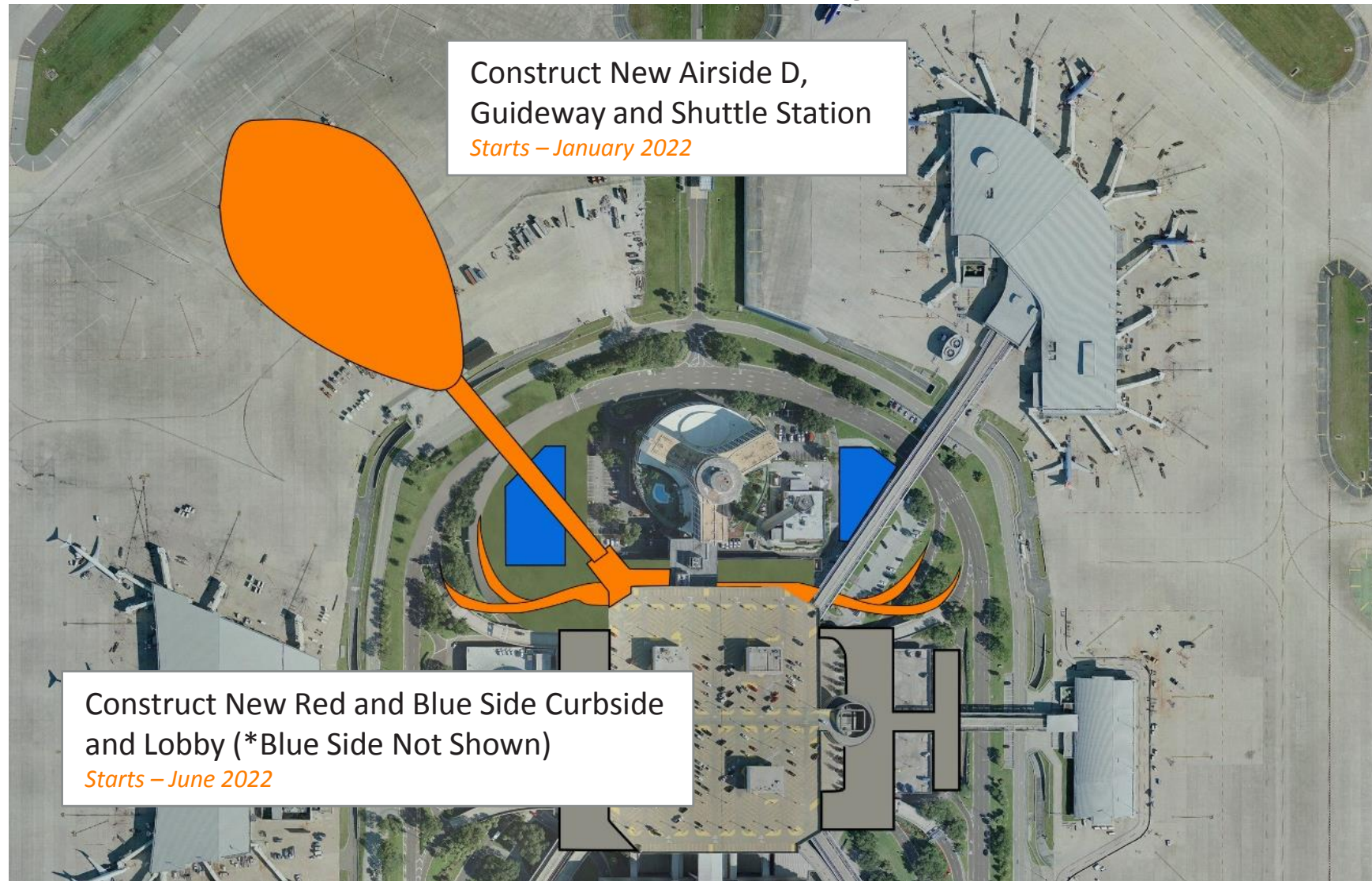
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Option 4 – Airside D with Expanded Curbsides (Post MII)



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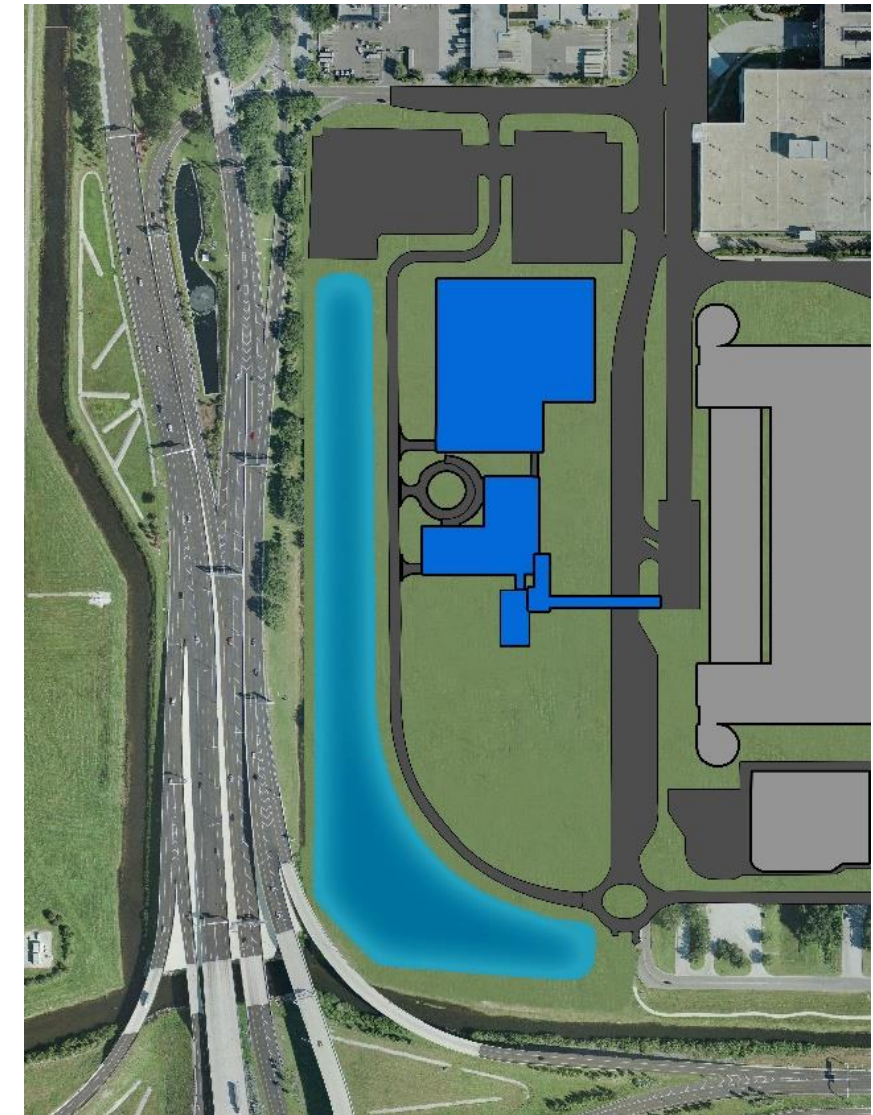
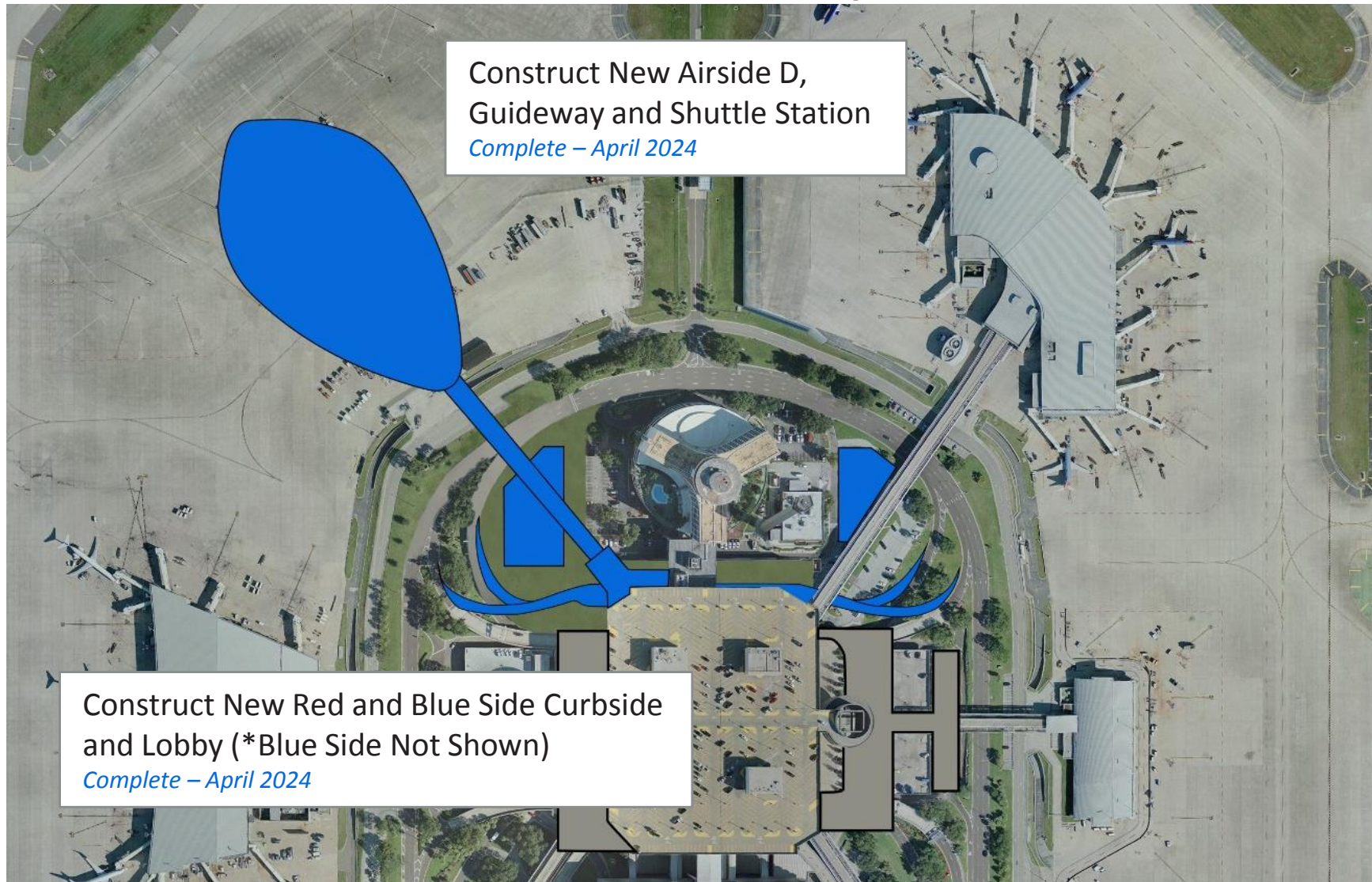
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Option 4 – Airside D with Expanded Curbsides (Post MII)



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Schedule Summary

	Option 1	Option 2	Option 3	Option 4
<u>Start Procurement</u>				
Airside D Enabling Projects (New Admin Building)	N/A	3/2/17	3/2/17	3/2/17
Airside D	3/2/17	8/4/17	8/4/17	3/2/20
Curbside Enabling Projects (CEP)	N/A	N/A	4/5/18	4/5/18
Curbside Expansion	N/A	N/A	11/6/20	2/4/21
<u>Complete Construction</u>				
Airside D Enabling Projects (New Admin Building)	N/A	10/29/19	10/29/19	10/29/19
Airside D	4/15/21	10/18/21	10/18/21	4/19/24
Curbside Enabling Projects (CEP)	N/A	N/A	4/15/21	4/15/21
Curbside Expansion	N/A	N/A	1/30/24	4/19/24

Decisions of the Day:

1. Terminal / Airside D APM option?
2. Build outer lanes & curbside lobbies at red and blue sides?
3. Airside D plan approval?
4. Airside E – Moving walk vs. APM?
5. Airside C – build a 2nd New CBP and gate expansion for SWA

OR

Drop int'l arriving pax at Airside D & tow SWA aircraft to Airside C ?



Next Steps/Schedule:

- ~~Workshop #1: April 11, 2016~~
- ~~Workshop #2: May 24, 2016~~
- ~~Workshop #3: June 20, 2016~~
- Workshop #4: August 9, 2016 (TODAY)
- ROM Cost Estimate Complete: August 30, 2016
- Preliminary Renderings Complete: August 30, 2016
- Draft Report Due: September 30, 2016
- Airline Meeting #1: October 13, 2016
- Airline Meeting #2: November 15, 2016
- Airline Meeting #3: December 8, 2016
- Board Workshop: February 2017
- FY 17 CIP amendment for master plan Phase 2 presented to the Board: March 2017



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Discussion / Questions and Answers



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

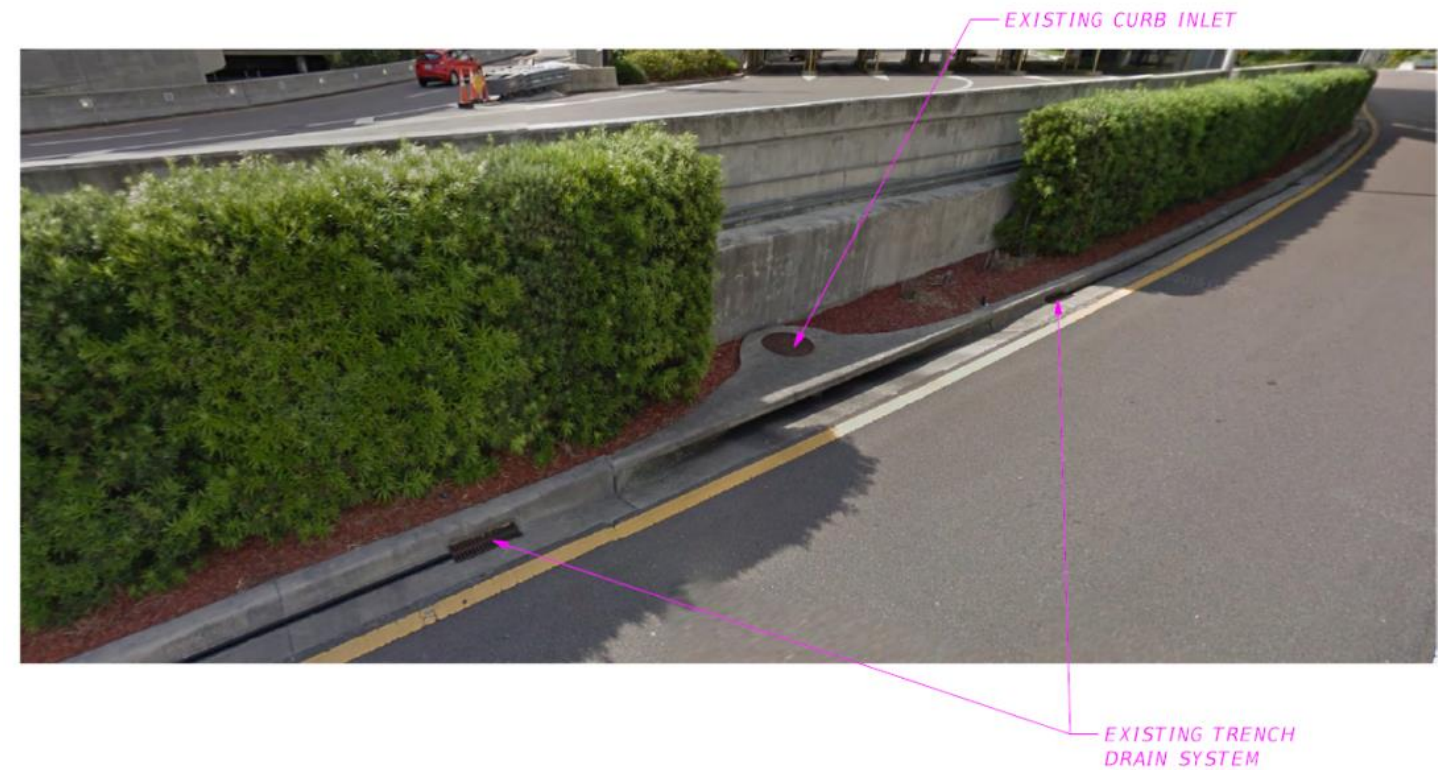
Appendix

Site – Roadway Alignments

Drainage:

- There is an existing curb inlet running along the west side of the Blue Terminal Roadway that would need to be converted to a barrier wall inlet.
- There is trench drain system within the existing curb and gutter that would need to be reconstructed as part of the new barrier wall along the west side of the Blue Terminal Roadway.

LOOKING WEST FROM BLUE TERMINAL ROADWAY
(FROM GOOGLE STREET VIEW, APRIL 2015)



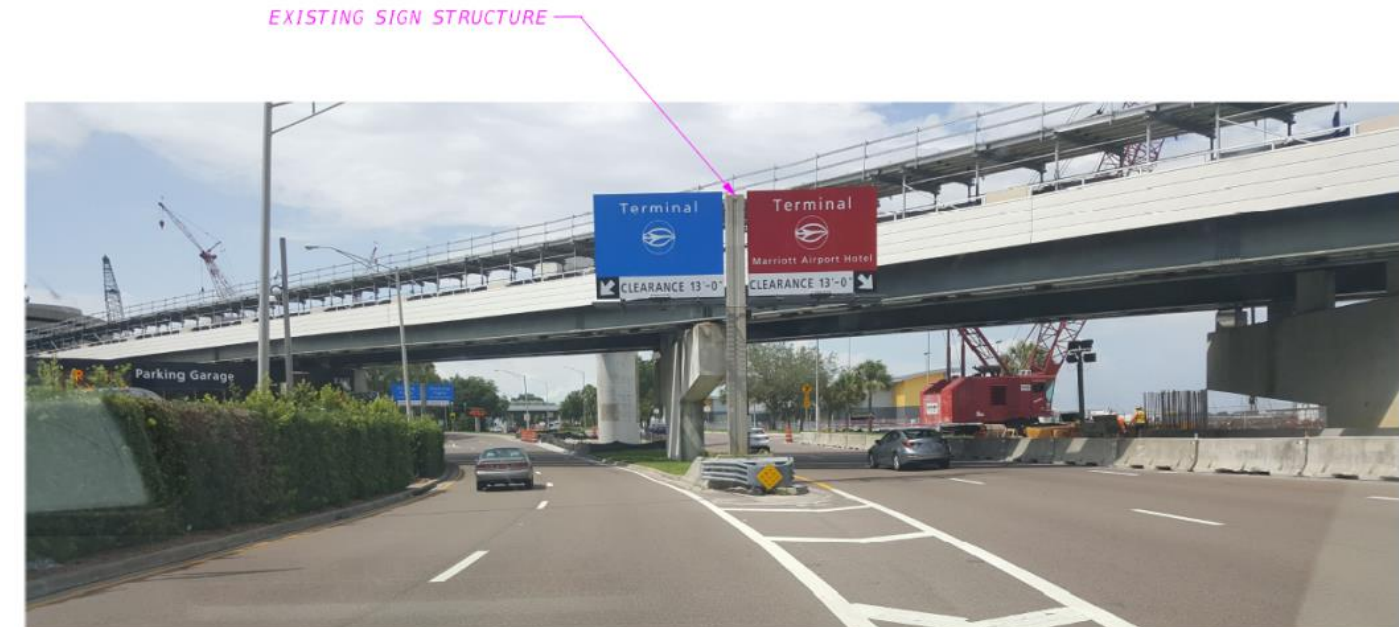
Site – Roadway Alignments

Existing Sign:

- There is a large sign structure just south of the Existing Airside A APM that will need to be relocated due to the widening that will be necessary.

Options?

- Mount to the Existing Airside A APM superstructure (needs more study)
- Move it farther to the south and convert it to an overhead sign structure.





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Terminal Planning Alternatives

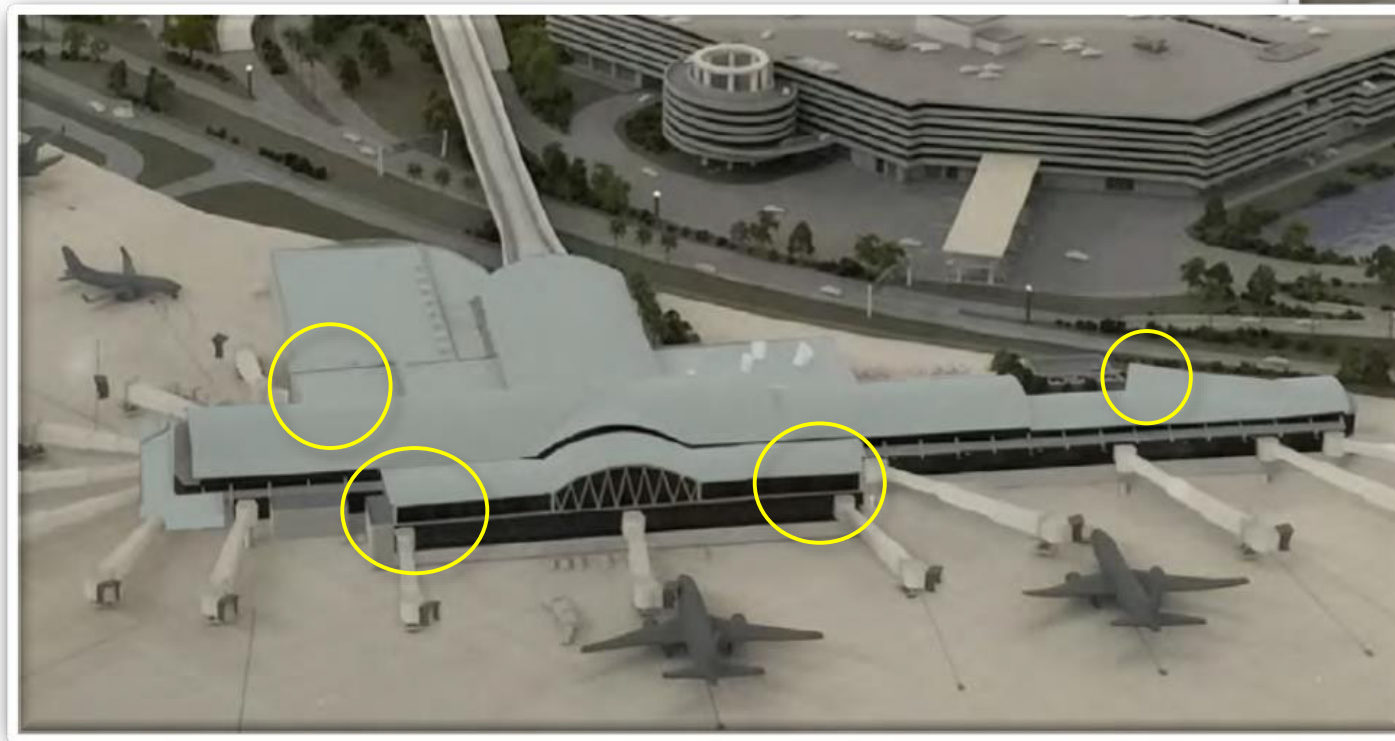
Airside F

Airside F – Exterior Configurations

- Expansion occurs in four main areas of the building, on all three levels (ramp, boarding & club)
- Existing Airside F functionality and architectural expression is maintained



Existing



Proposed

Airside F – Ramp Level

Expand Holdrooms at Gates 84 & 86 above:

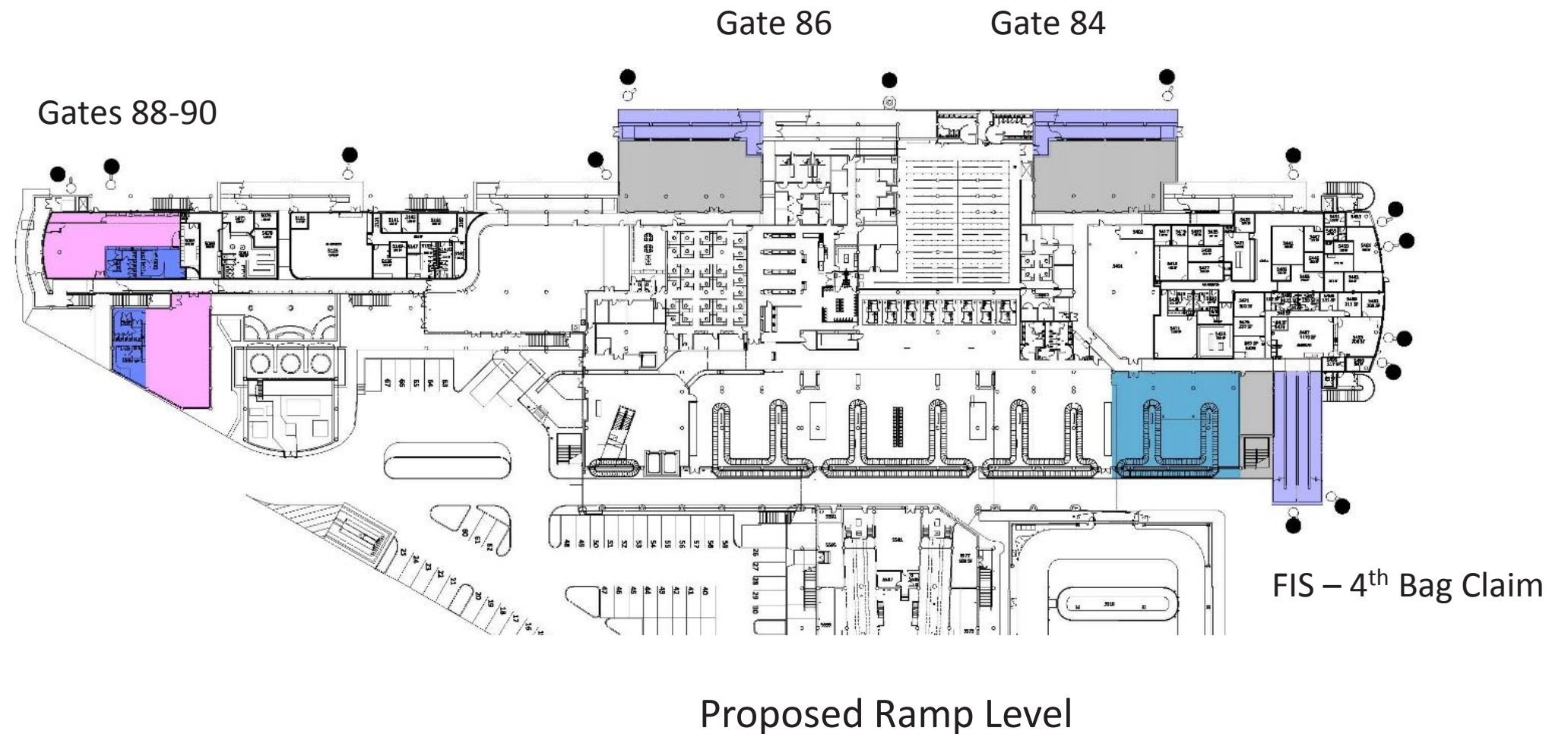
- ✓ Allows FIS support expansion and overflow for passenger queue
- ✓ Includes new sterile ramps into the FIS for these gates

Intransit Lounge:

- ✓ No longer used
- ✓ 2 separate rooms
- ✓ Develop as an Intl Lounge

FIS:

- ✓ 4th Additional Bag Claim and necessary circulation



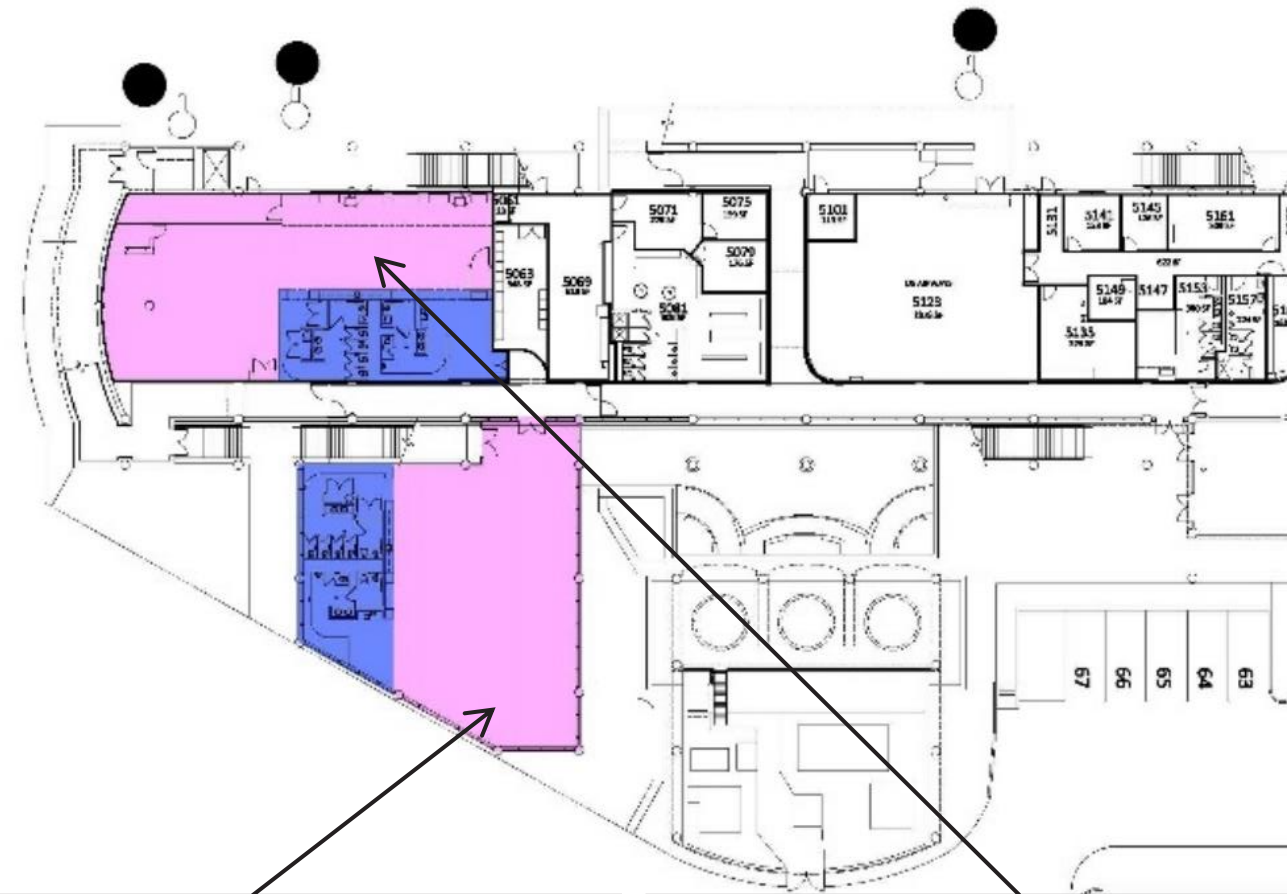
Airside F – Ramp Level

Expansion of the International Lounge needed:

- InTransit Lounge is no longer utilized
- Small lounge underutilized as storage; does not have restroom facilities
- Rooms are separated by sterile corridor and not physically possible to connect

Proposal:

- Utilize existing InTransit Lounge (without changes)
- Also utilize existing small lounge with expansion of additional SF and restroom facilities



Existing Room/Lounge



Existing In-Transit Lounge



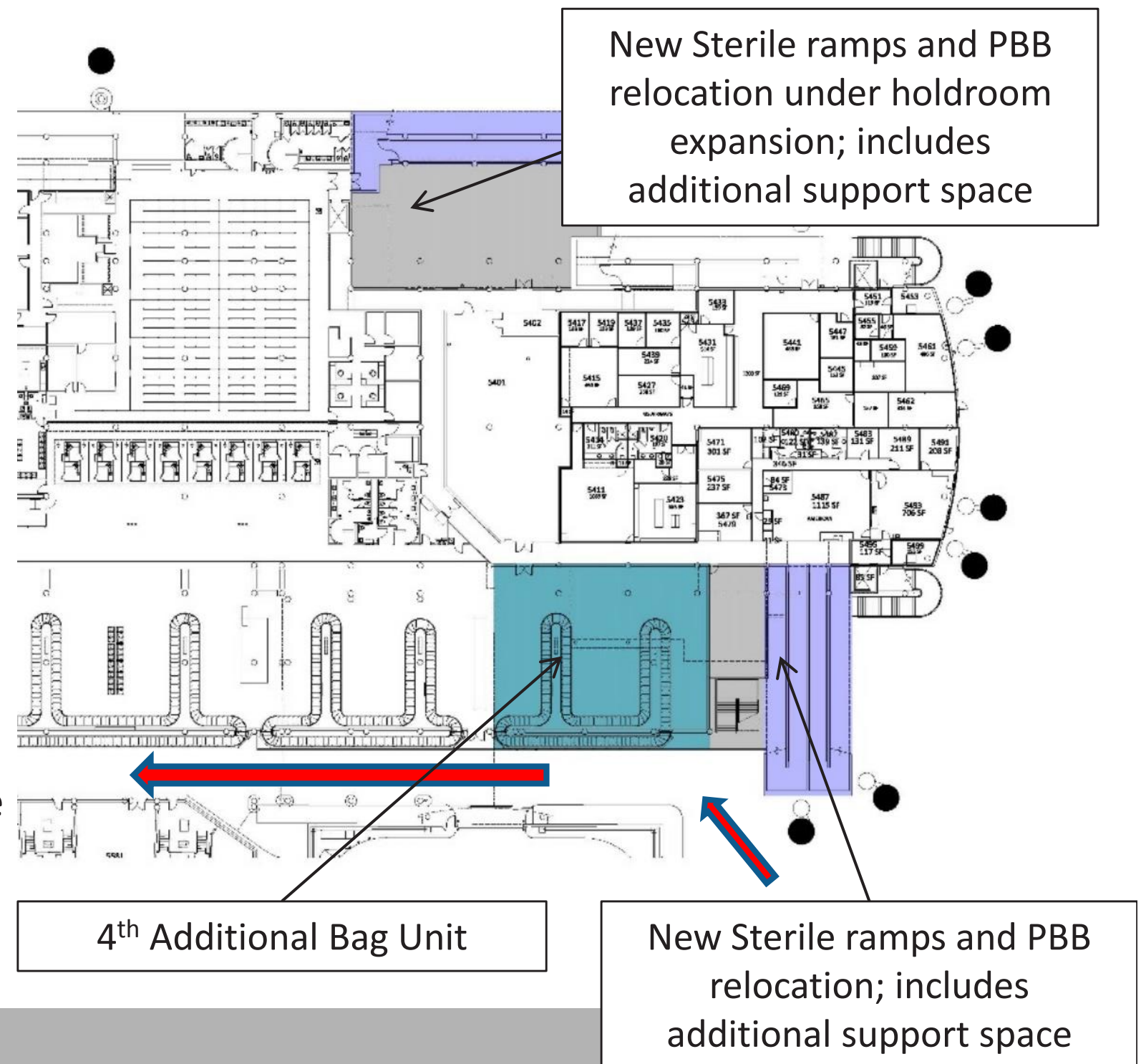
Airside F – Ramp Level

FIS Expansion:

- Inclusion of 4th Widebody will require additional baggage claim
- Additional queue overflow would be beneficial
- FIS offices, secondary and exit control are adequately sized

Proposal:

- Expand building to northwest for the additional 4th unit
- Additional gates will be tied into the sterile corridor system.



Airside F – Boarding Level

Expand Holdrooms at Gates 84 & 86:

- ✓ Additional holdroom needed
- ✓ Includes new sterile ramps into the FIS for these gates

Expand Holdroom at 88-90:

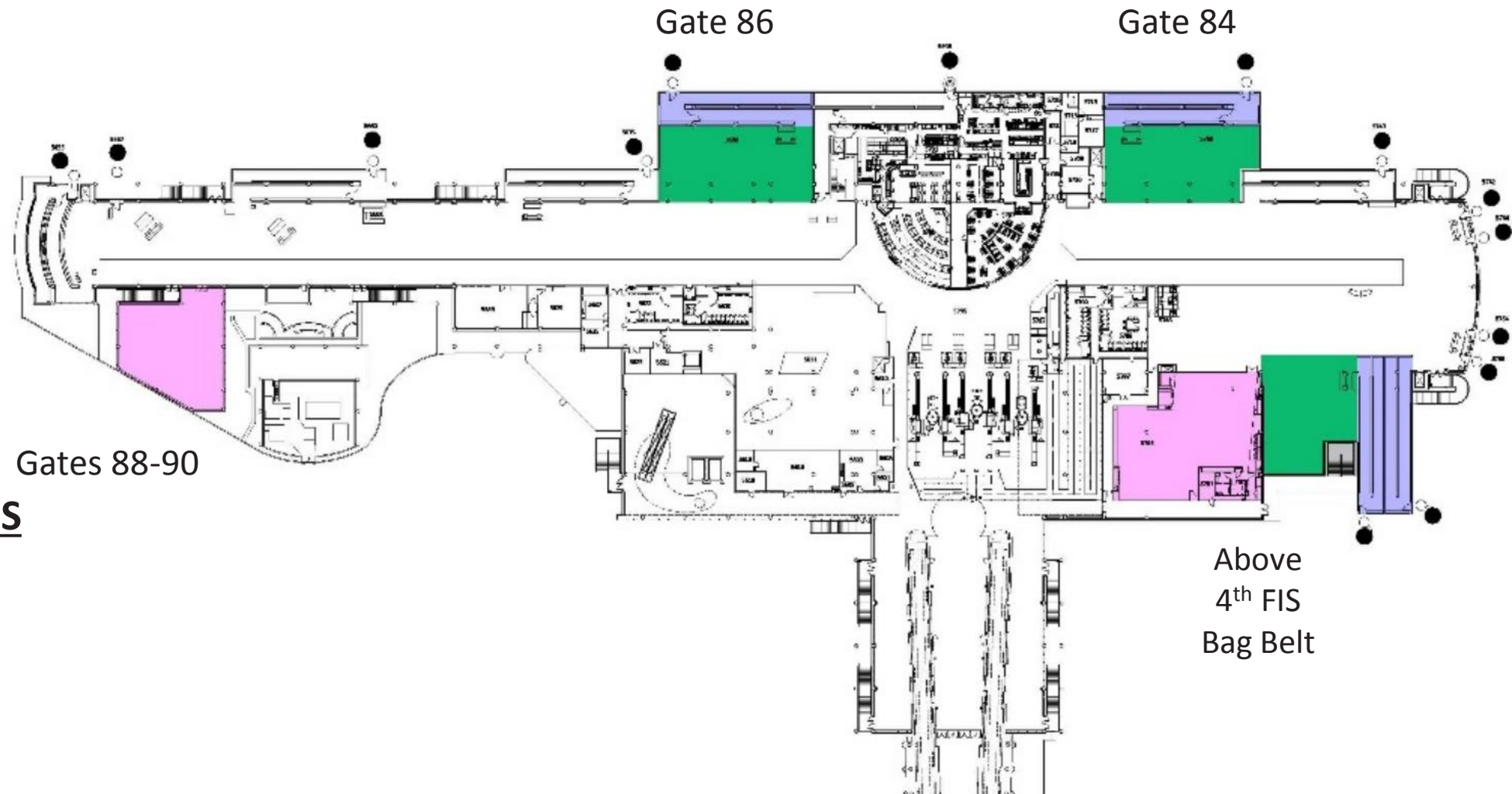
- ✓ Expand over the new Intl Lounge on level below

Expand Holdroom over new 4th FIS baggage unit:

- ✓ Additional holdroom needed
- ✓ Includes new sterile ramps into the FIS for these gates

International Club:

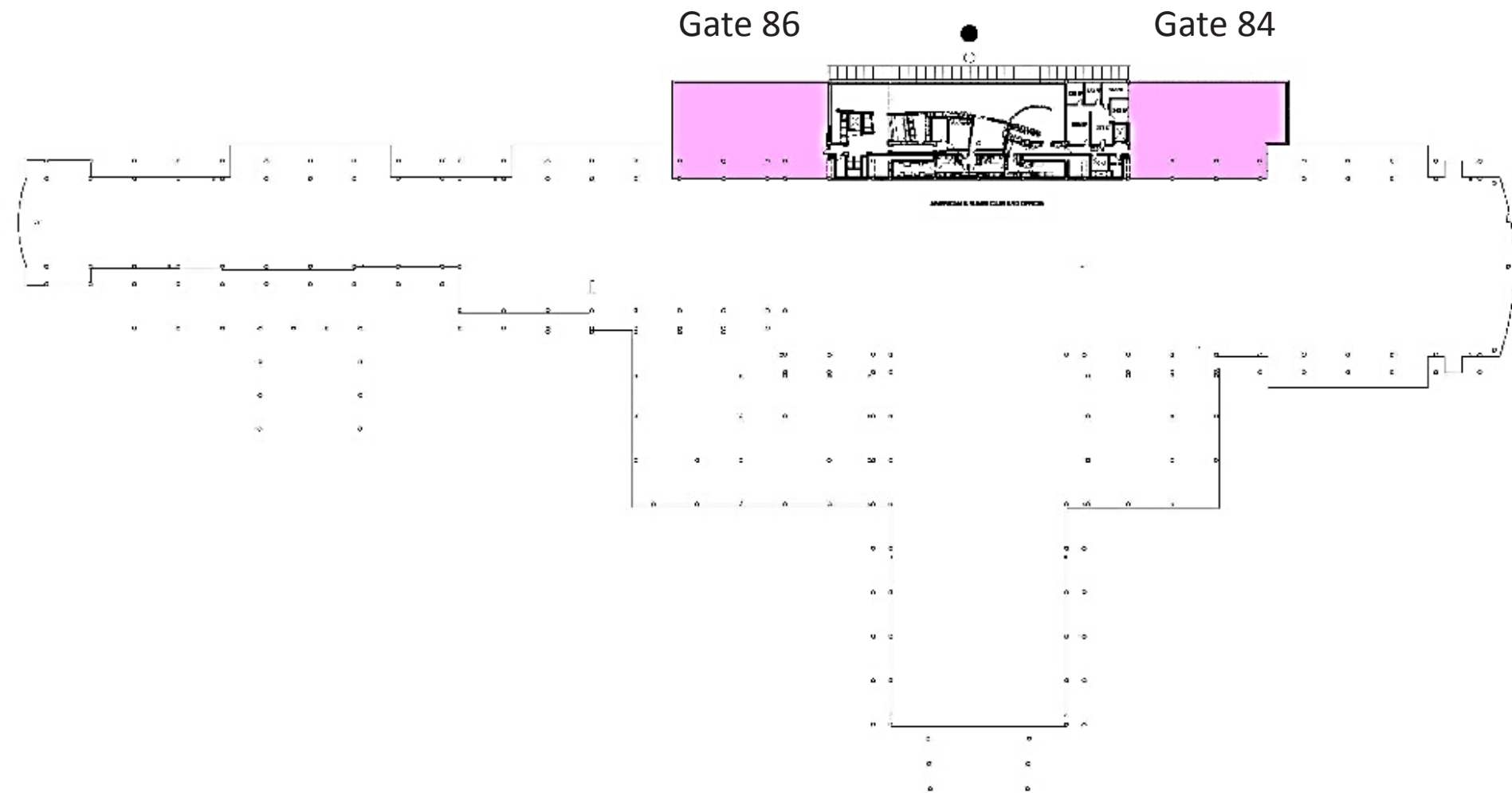
- ✓ Expand Club by double capacity



Airside F – Club Level

Additional Club Lounges:

- ✓ When Gates 84 and 86 are expanded, it opens an opportunity to expand the Club lounges on upper level
- ✓ Office space could also be included



Airside C-D

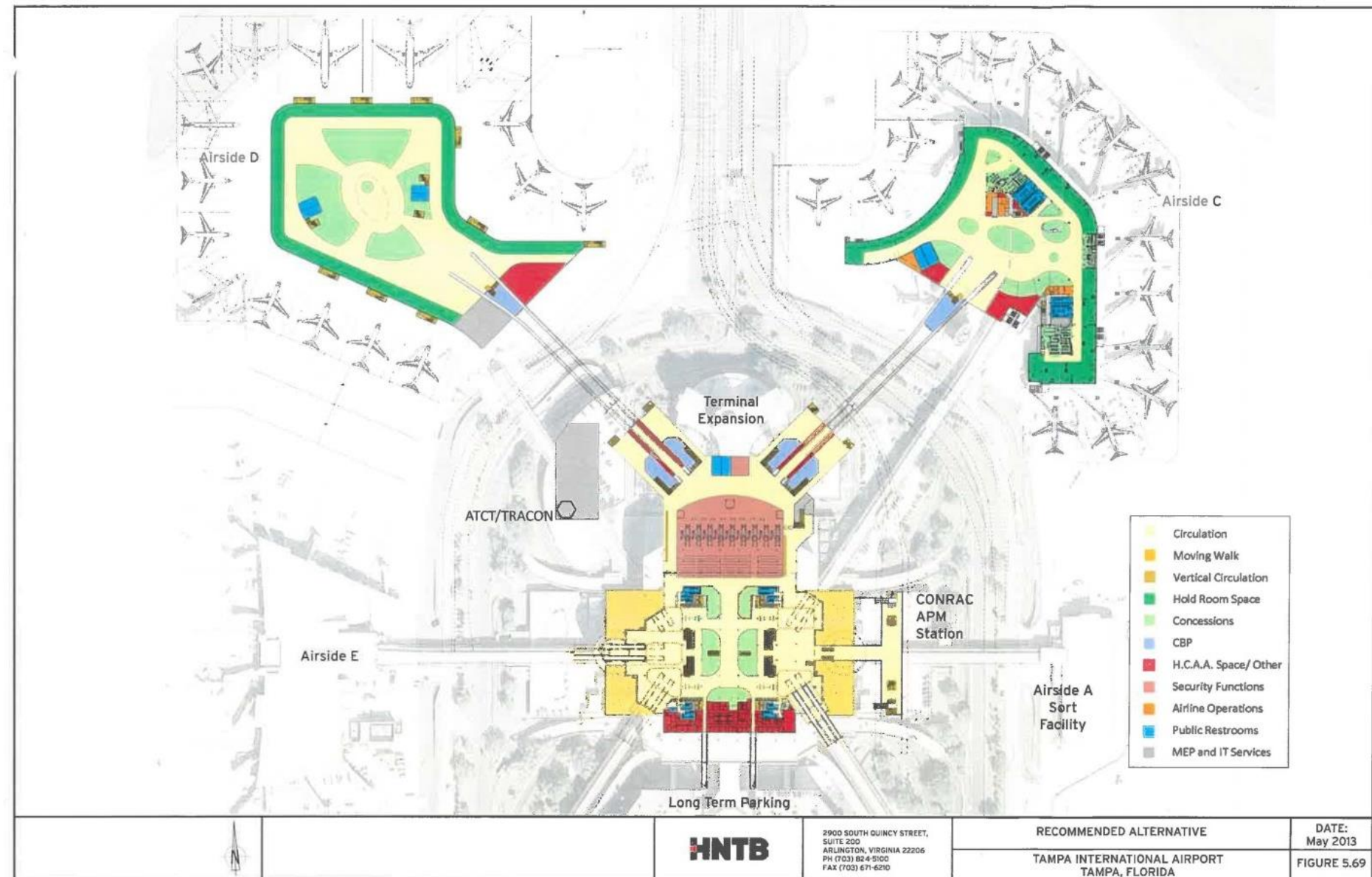
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site
- Shorter Walking Distances

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

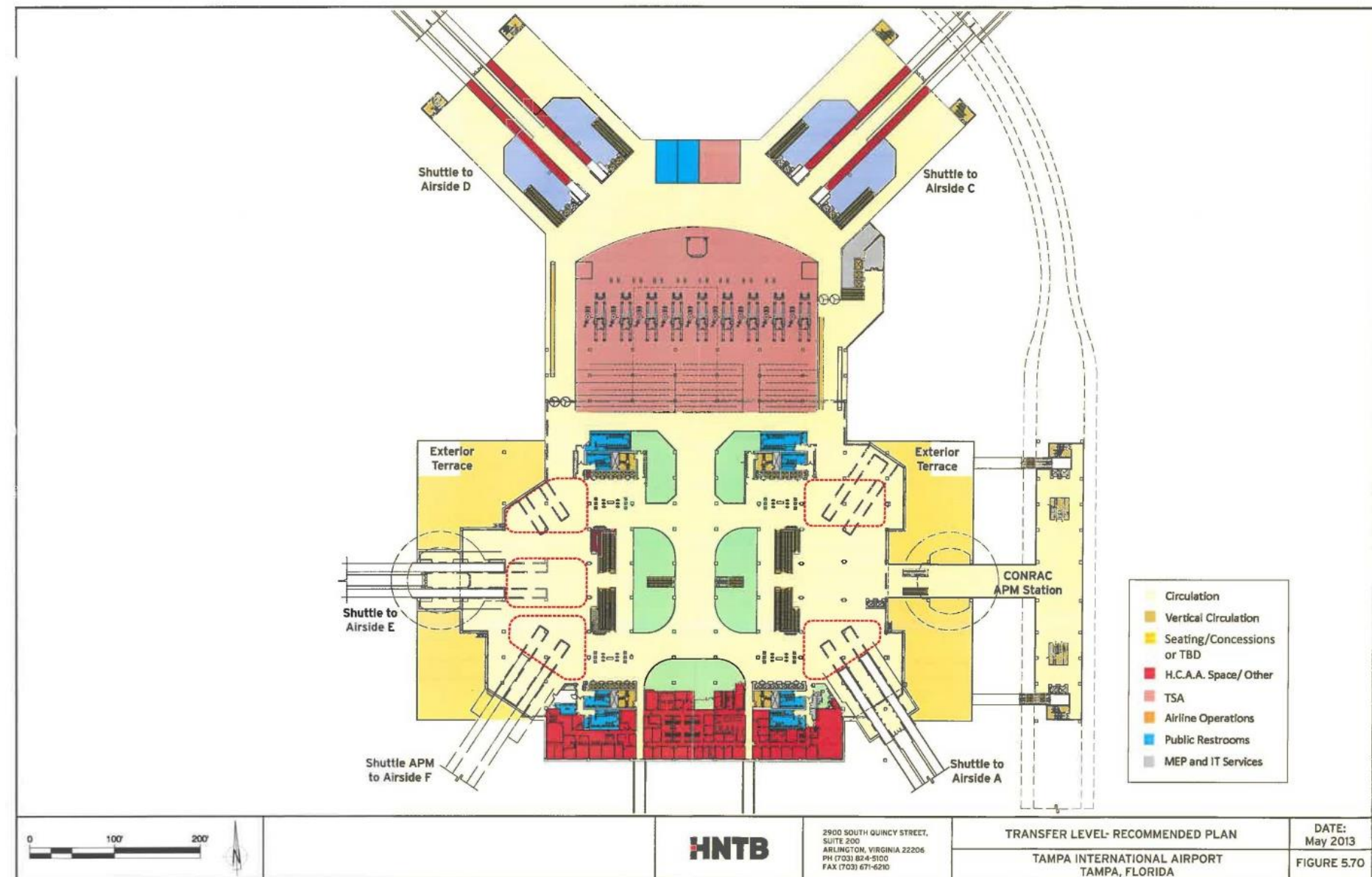
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

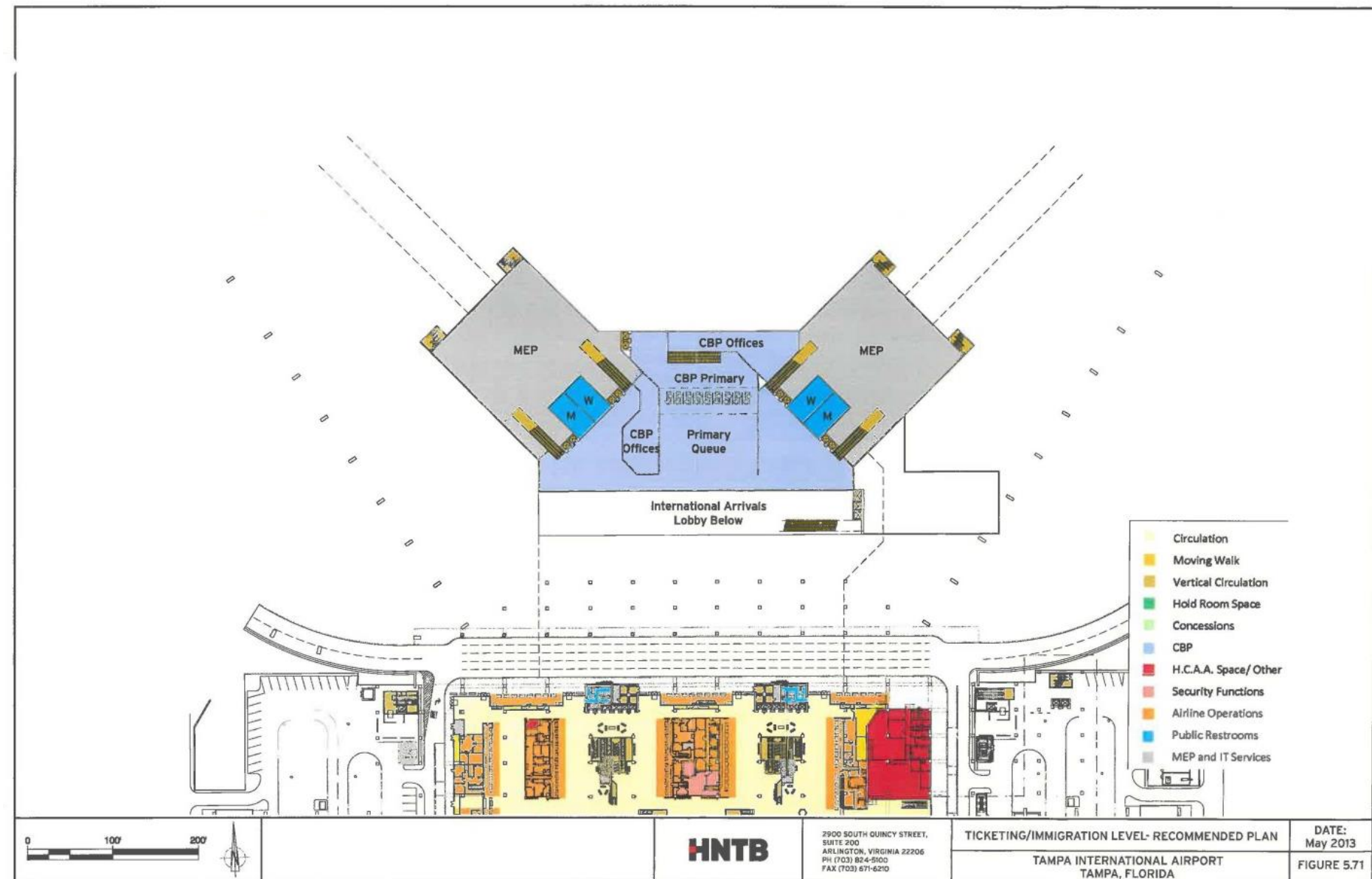
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Airside C-D

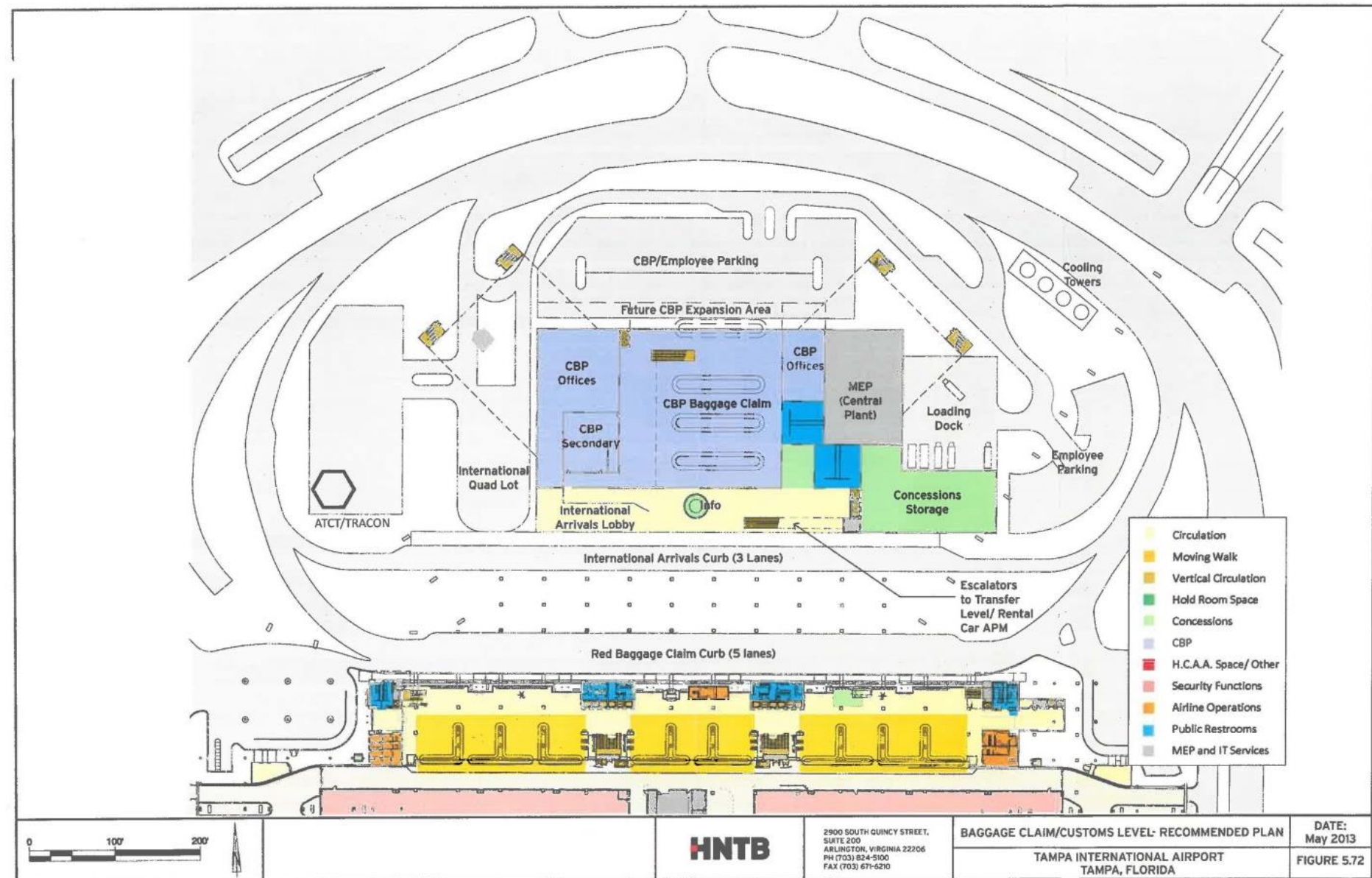
Recommended MPU

Pros:

- Sterile connectivity for Airsides C & D (1 CBP facility)
- Consolidated Security Checkpoint for C-D
- Preserves future ATCT site

Cons:

- Does not preserve hotel
- Intl Arrivals curb drop-off side
- Does not preserve existing ATCT
- “Baggage First” difficult



Program Requirements - Assumptions

- Program requirements were based on updated activity forecast generated as part of the 2012 TIA Master Plan Update
- Refinement of passenger processing elements in the development of proposed Airside D incorporates the latest TSA Checkpoint Design Guide (Revision 5.0, Sept. 2013) criteria, and Planning and Design Standard for U.S. Customs and Border Protection (June 2012)

Program Requirements – CBP (16 Gate Facility)

Planning Year	2021	2031	Proposed Plan
International Contact Gates	N/A	4	All Gates
Maximum WB Gates	N/A	4	7
Peak Hour International Terminating Passengers	N/A	688	-
CBP Primary Inspection Area (Sterile Corridor, 7- Primary Booths, Queuing & Processing)	N/A	20,064 SF	46,600 SF (Includes 28,100 SF of Sterile Corridor)
CBP Secondary Inspection Area (Processing, Inspection & Support)	N/A	7,626 SF	14,200 SF (Includes Bag Re-Check Area)
CBP Administration Area (Offices and Support Space)	N/A	4,404 SF	
CBP Baggage Claim Area (Based on 95% of passengers claiming bags and 18 SF per passenger)	N/A	11,772 SF	28,878 SF (Includes additional Claim Device)
Total US CBP Area		43,866 SF	89,678 SF

Program Requirements – SSCP – Airside D

Planning Year	2021	2031	2036	Proposed Plan
Contact Gates	N/A	14	14	16
Peak Hour Originating Passengers	N/A	823	930 ^(B)	-
Security Screening Checkpoint Lanes	N/A	6 ^(A)	7 ^(A)	8 ^(A)
Security Screening Checkpoint Area SF Total	N/A	11,900 SF	Included in 2031 total	16,018 SF
Security Screening Checkpoint Queuing Area Total	N/A	3,780 SF (i.e 945 LF)	Included in 2031 total	6,100 (i.e 1,525 LF)

(A): TSA current rated design standard passenger throughput is 300 passengers per hour per (2) X-rays/(1) AIT/Walk Through Metal Detector Combination (i.e. 150 passengers per hour/lane).

(B): Total is based on assumption that the combined peak hour domestic and international originating passenger activity increases by approximately 13% beyond 2031 up through 2036.

Program Requirements – Holdrooms (16 Gate Facility)

Aircraft Type	Aircraft Seats	No. of Gates	No. of Passengers @	Holdroom Seating Factor		Podium, Queuing & Boarding Circulation Area		SF Per Holdroom	Holdroom Area (x) Aircraft	
			90% Load Factor	85% Seated @ 15SF/PAX	15% Standing @ 10 SF/PAX				Proposed Plan	
B737-900	180	12	162 PAX	2,066 SF	243 SF	550 SF	2,859 SF		34,308 SF	
or				138 Seated	24 Standing					
A321-200	185	0	167 PAX	2,123 SF	250 SF	700 SF	3,073 SF			
				142 Seated	25 Standing					
B777-200	291	4	262 PAX	3,339 SF	393 SF	650 SF	4,382 SF		17,528 SF	
or				223 Seated	39 Standing					
A350-900	325	0	293 PAX	3,729 SF	439 SF	950 SF	5,118 SF			
				249 Seated	44 Standing					
		16					Total		51,836 SF	

Program Requirements – Restrooms (Airside D)

Planning Year	2021	2031	Proposed Plan
Contact Gates	N/A	14	16
Peak Hour Passengers (Enplanements plus Domestic & Precleared Deplanements)	N/A	1,712	-
Restroom Area SF Total	N/A	6,900 SF ^(A)	9,900 SF ^(A)

(A): Recommend a typical concourse restroom location to be no farther than three gates away

Program Requirements – CBIS (16 Gate Facility)

Planning Year	2021	2031	Proposed Plan
International Contact Gates	N/A	14	16
Peak Hour Originating Passengers	N/A	823	-
Peak Hour Average Total Checked Bags (Domestic - .66 bags/pax, 272 Bags) (International - 1.7 bags/pax, 700 Bags)	N/A	972 (Say 1,000 in Peak Hour)	-
System (2 CTX Units + 1 for redundancy x 6,500 SF/Unit) Matrix includes EDS Inspection, Secondary inspection and On-screen Resolution (OSR)	N/A	19,500 SF	-
TSA Support (Offices/Support Space - 5 SF/Peak Hour Originating Passenger)	N/A	4,115 SF	-
Total CBIS Area		23,615 SF	-

Program Requirements – Outbound Baggage

Planning Year	2021	2031	Proposed Plan
Contact Gates	N/A	14	16
Peak Hour Originating Passengers	N/A	980	-
Outbound Baggage Area SF Total	N/A	35,280 SF	40,669 SF

APM - Vertical Elevations

Airside C & D

Upper Roof – 76'

Mid Roof – 70'

Sterile / Lower Roof – 60'

Departure – 42' / 44'

Apron – 26' / 28'

APM Transitions

Existing (15') + Concept 3 (13')

Terminal / Expansion

Parking Levels Above / Roof

Transfer / SSCP – 57'

Ticketing / CBP – 35'

Bag Claim / Intl Arrivals – 18'



TIA Master Plan Update – Terminal Alternatives

Workshop 5 – September 16, 2016



Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

TIA Master Plan Update – Terminal Alternatives

Agenda:

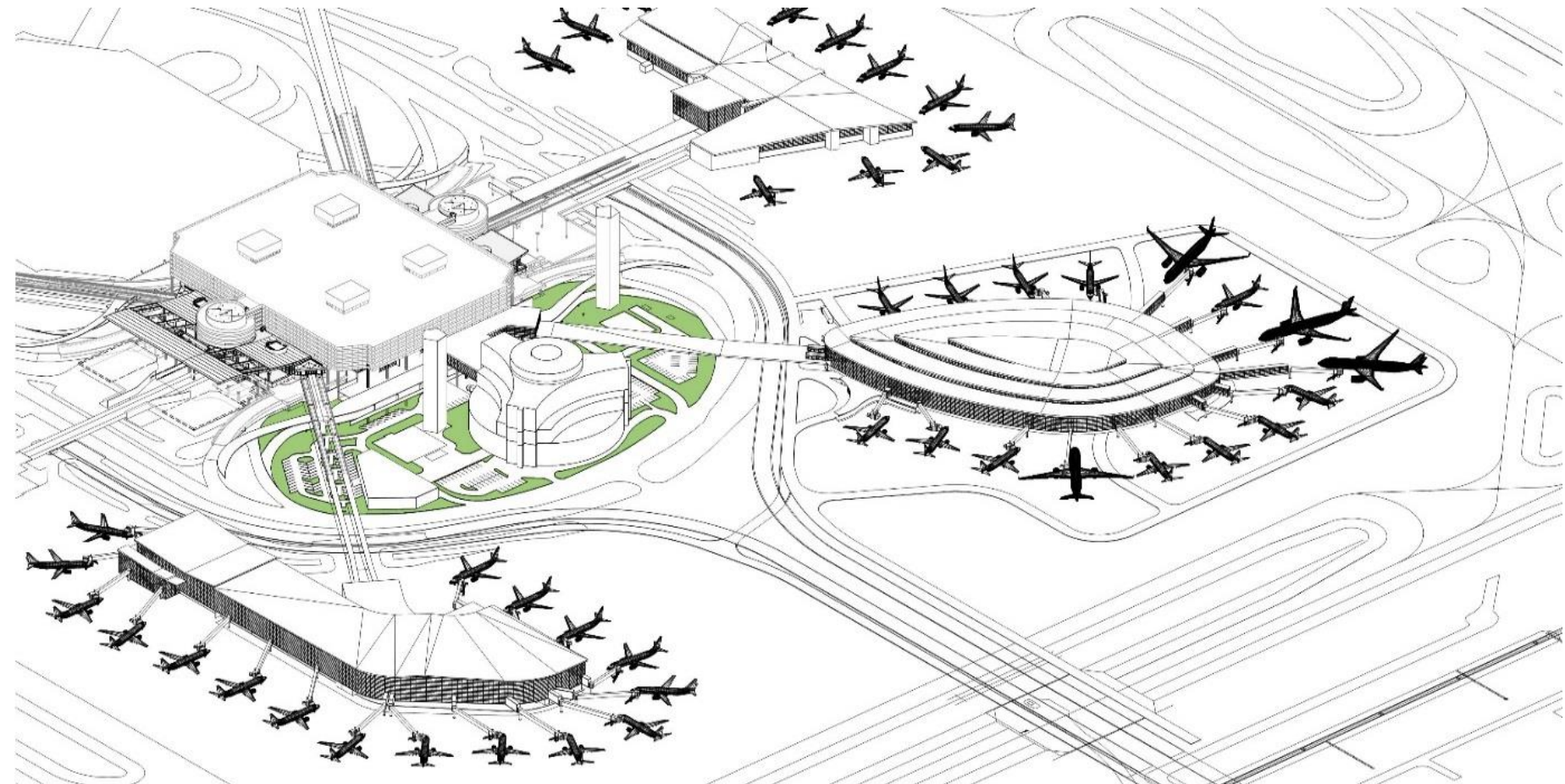
- Introductions / Recap
- Presentation of Terminal Planning Concepts
 - Airside D review
 - Airside C
 - Terminal - APM Alignments + Site Alternatives
 - Airside A
 - Airside E
 - Roadway Alignments
- Cost/Schedule
- Next Steps

Decisions of the Day:

1. AIRSIDE D: APM alignment

Final Document will show all options but no recommendations:

1. AIRSIDE C: (One CBP vs. two)
2. AIRSIDE E
3. AIRSIDE A





Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

Program Requirements / Triggers

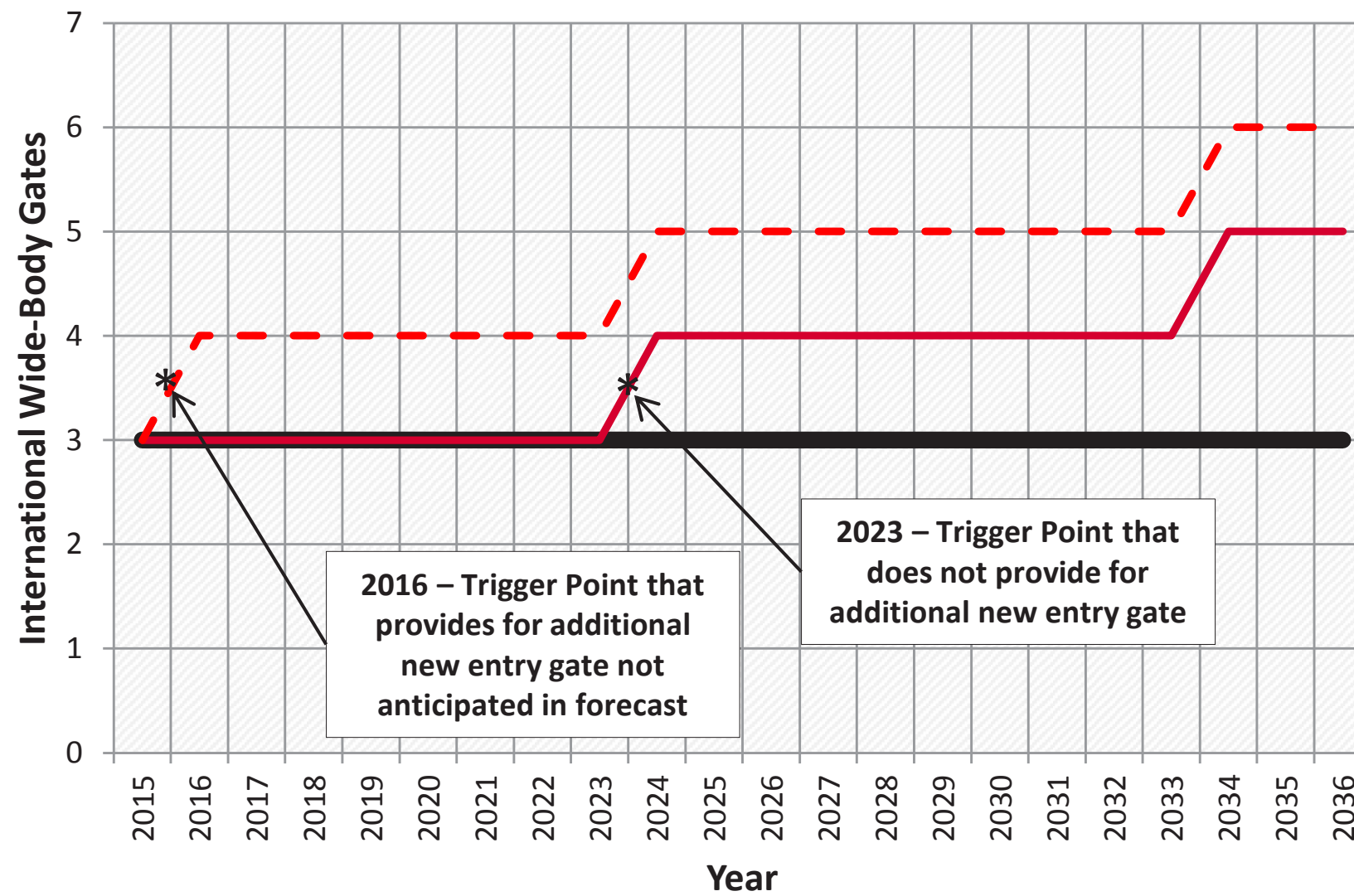
TRIGGER POINT MEASURES

Year in which additional gate capacity (Airside D) will be needed

- International Wide-Body Gate Capacity
 - Based on Forecast Design Day Flight Schedule (DDFS)
 - Based on DDFS + Additional Gate to accommodate unanticipated new entry.
- Total Gate Capacity
 - Based on Average Passengers per Gate at Comparable Airports (LAS, MCO, FLL, SAN, AUS)
 - Based on Maximum Passengers per Gate at Comparable Airports (AUS)
 - Based on Forecast DDFS with aggressive towing
 - Based on Forecast DDFS with no towing

AIRSIDE D TRIGGER POINTS

International Wide-Body Gates

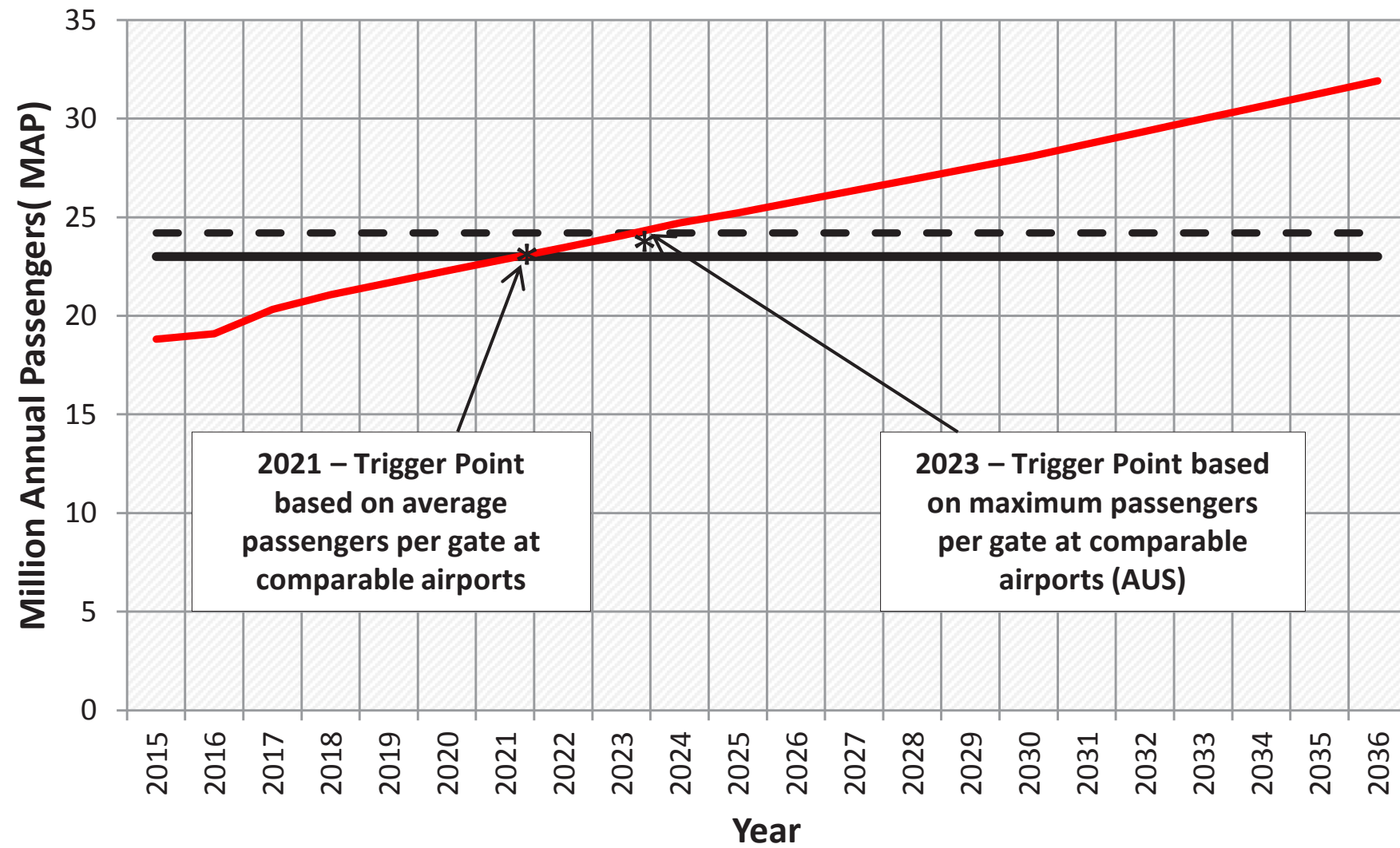


Year	Available	Forecast Requirement	Forecast Requirement + New Entry
2015	3	3	3
2016	3	3	4
2021	3	3	4
2026	3	4	5
2031	3	4	5

- Existing Int. W/B Gates
- Forecast Demand
- Forecast Demand + New Entry Gate

AIRSIDE D TRIGGER POINTS

Total Passenger Capacity (based on passengers/gate at comparable airports)

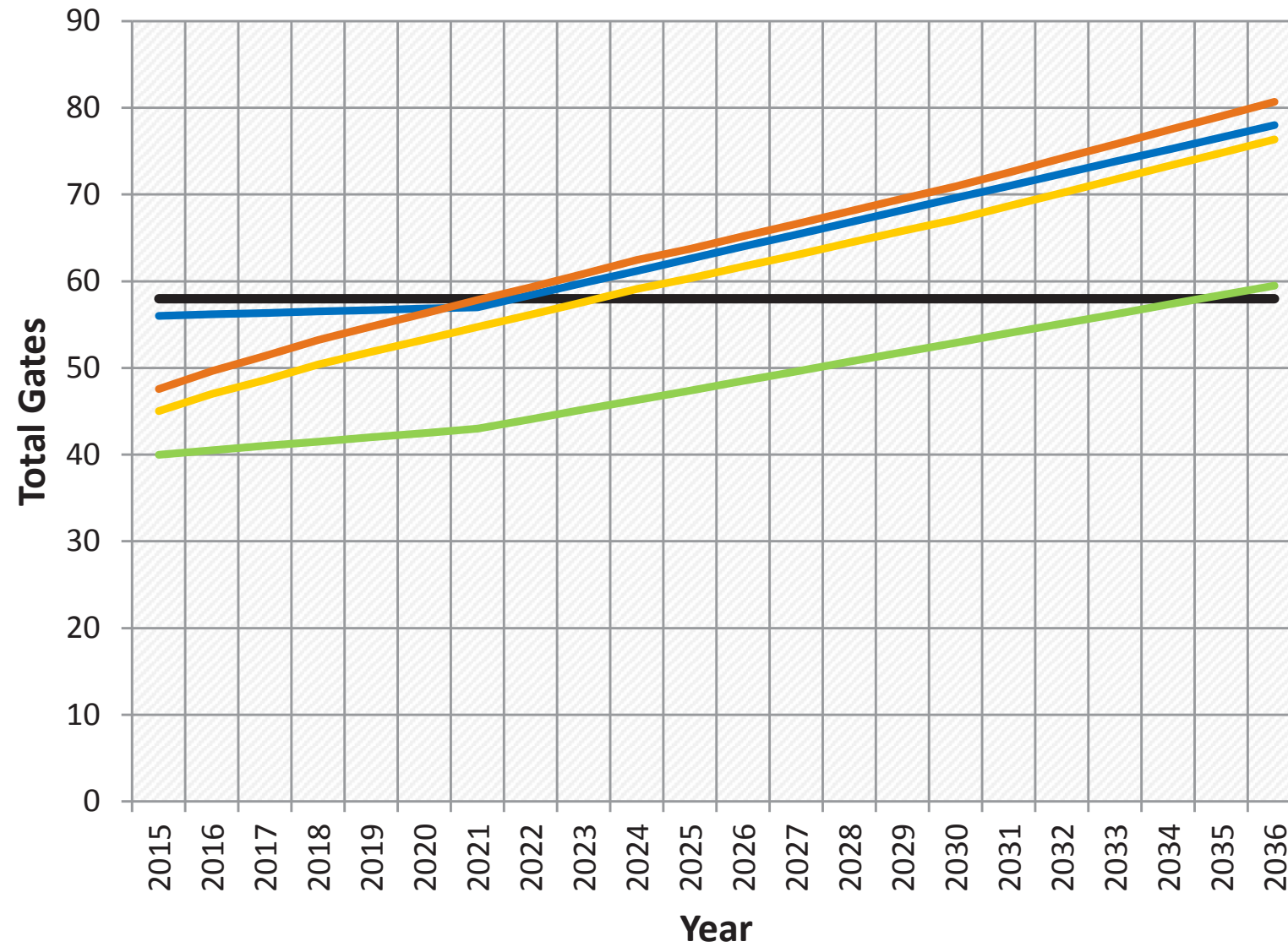


Year	Capacity (MAP) Avg. Pax/Gate	Capacity (MAP) Max. Pax/ Gate	Forecast Demand (MAP)
2015	23.0	24.2	18.6
2016	23.0	24.2	19.1
2021	23.0	24.2	22.9
2026	23.0	24.2	25.8
2031	23.0	24.2	28.7

- Capacity -Average (MAP)
- - Capacity - Maximum (MAP)
- Demand (MAP)

GATE REQUIREMENTS

2021 = capacity; 2022 = exceed capacity



Net Gate Requirements				
Year	Forecast -Aggressive towing	Forecast – No Towing	Comp. Airport (Average Pax/Gate)	Comp. Airport (Max Pax/Gate)
2015	0	0	0	0
2016	0	0	0	0
2021	0	0	0	0
2026	0	6	7	4
2031	0	13	15	11

- Current Gates
- Forecast (aggressive towing)
- Forecast (no towing)
- Comp. Airport Average Pax/Gate
- Comp. Airport Max Pax/ Gate

AIRLINE MOVES

2021 Assumed Gate Assignments

Year	Airside A	Airside C	Airside D	Airside E	Airside F
2016 (actual)	United, JetBlue, Spirit, Alaska, Sun Country, Silver	Southwest, Frontier		Delta, Air Canada, WestJet	American, US Airways, Foreign Flag, International Arrivals
2022-23 (Airside D open)	Jetblue, Spirit, Alaska, Frontier, Silver	Southwest	Foreign Flag, International Arrivals, Sun Country, United, Air Canada, WestJet	Delta	American

TRIGGER POINTS – CAUTIONS AND CONSIDERATIONS

- Passengers per gate at comparable airports will likely increase slightly over time as aircraft get larger and load factors increase. Therefore, trigger points based on comparable airports may slide slightly.
- Design Day Flight Schedule results are based on an average day in the peak month (March). There will be some extra busy days in which the gate requirements will exceed those that are listed in the previous charts.



Hillsborough County Aviation Authority
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Terminal Planning Alternatives

Airside D

Preferred Alternative - Airside D (Option C)

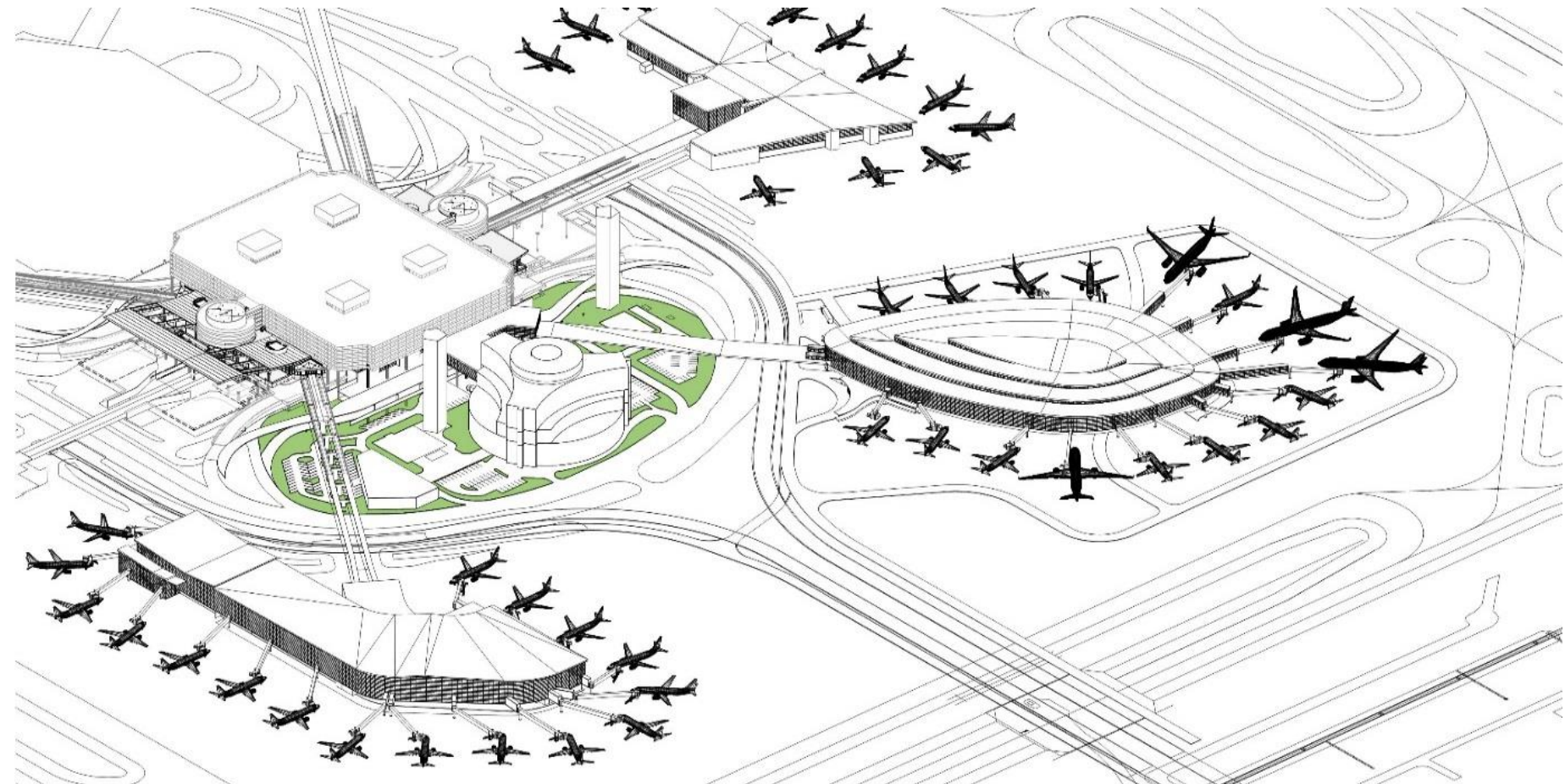
Standalone D

Pros:

- ✓ Maintain existing hotel, existing and future ATCT
- ✓ Less impact to passengers during construction (mostly airside project)
- ✓ Less SF from previous schemes = Less Cost
- ✓ Flexibility in terminal area for future landside capacity

Cons:

- ✓ Intl passengers must take baggage on APM to the terminal (similar to F)
- ✓ Must relocate Central Energy Plant and Admin Building



Airside D

Level 3 - Transfer / CBP

Airside D:

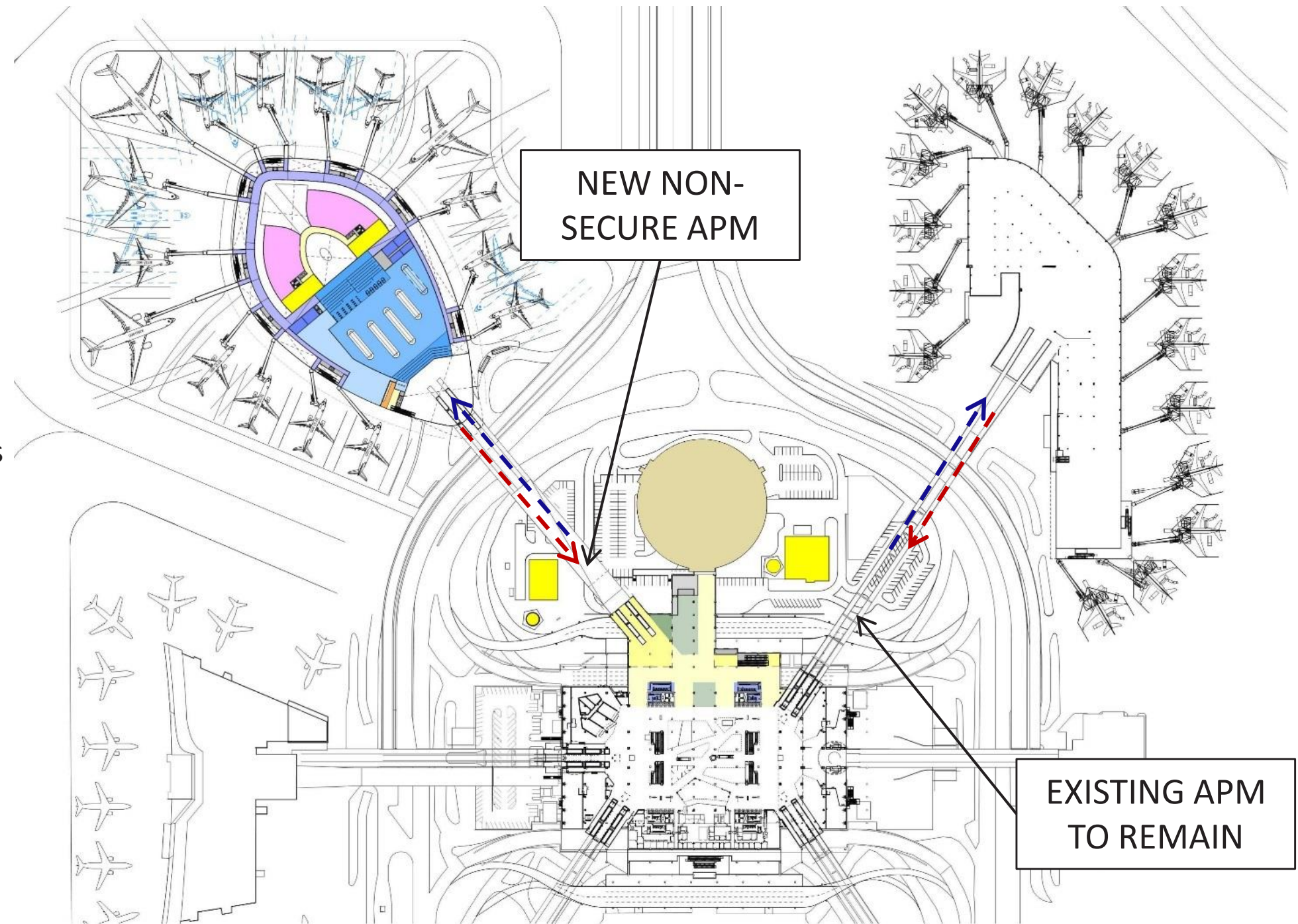
- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Airline Clubs on upper level with balconies
- ✓ Potential for bi-level concessions

Airside C:

- ✓ No sterile connection to the CBP
- ✓ If required, a separate CBP located on apron level would be built

Terminal:

- ✓ New APM with connectivity to Hotel Gallery, Intl Arrivals curb and transfer level concessions



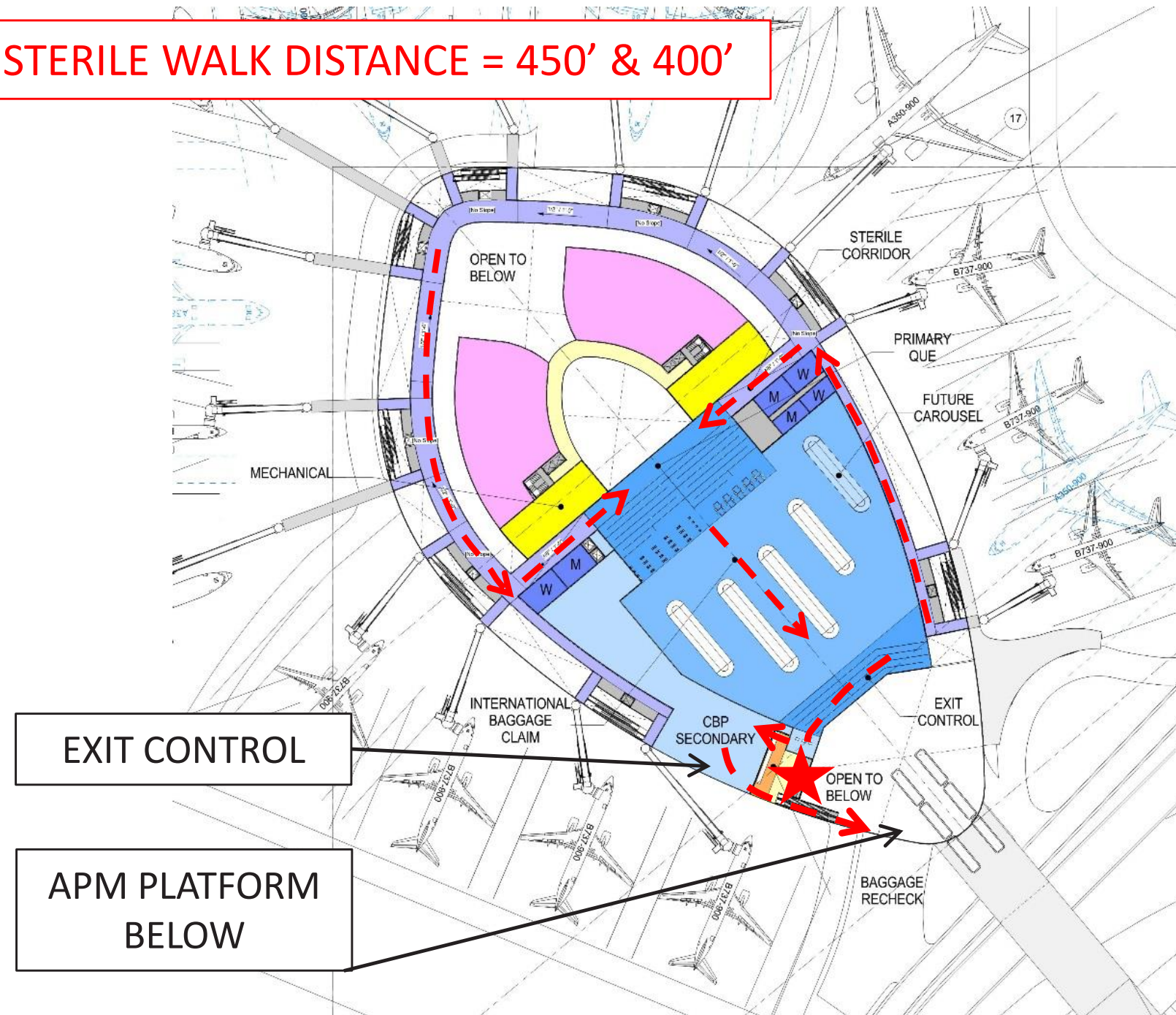
Airside D

Level 3 – Sterile (Enlarged)

Plan Elements:

- ✓ Sterile boarding pods integrated into building footprint
- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Airline Clubs on upper level with balconies overlooking core below.
- ✓ Cleared passengers go down directly to the new APM station

STERILE WALK DISTANCE = 450' & 400'

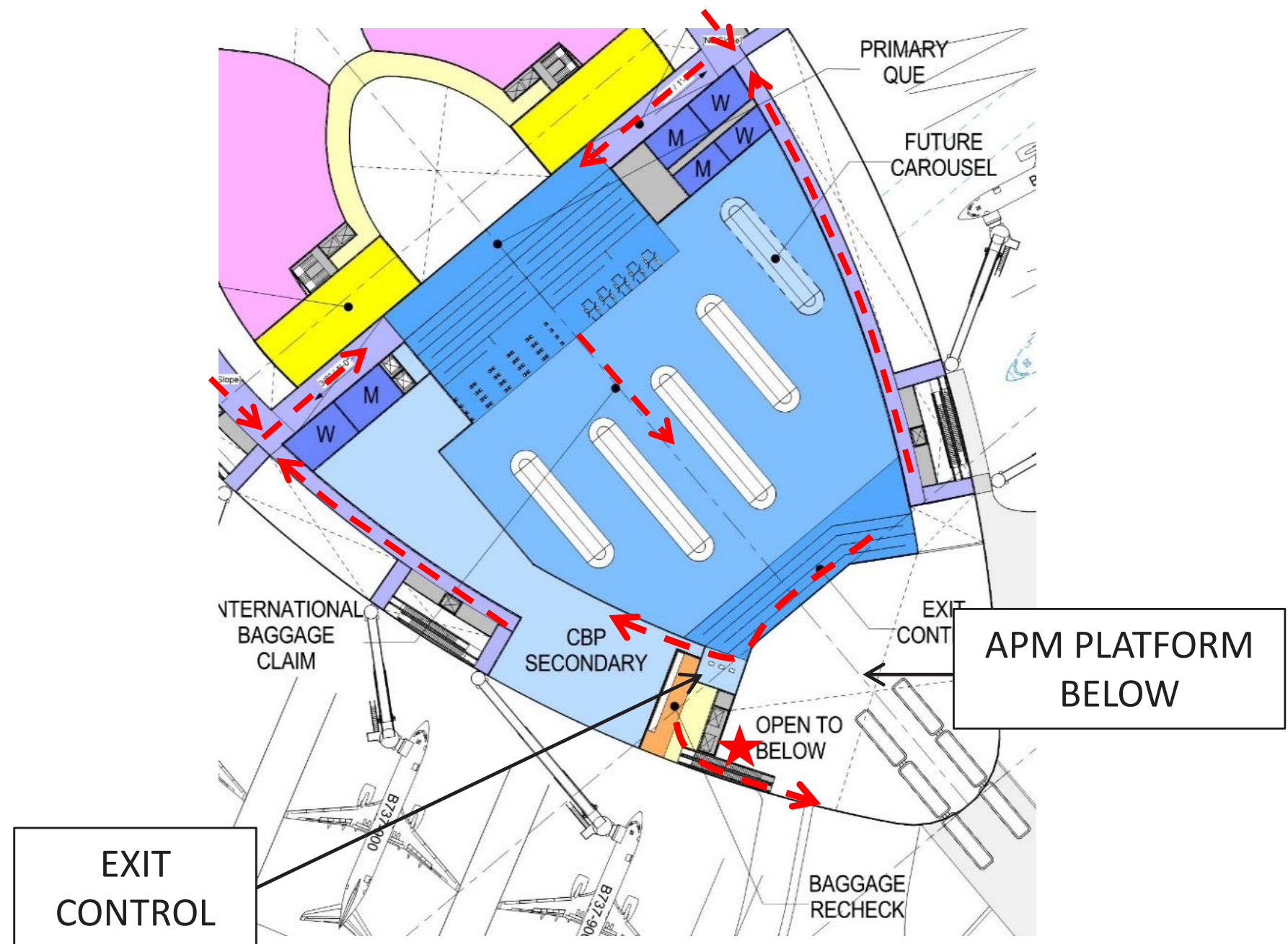


Airside D

Level 3 – Sterile (Enlarged CBP)

Plan Elements:

- ✓ Sterile boarding pods integrated into building footprint
- ✓ CBP located on upper level
- ✓ Efficient sterile corridor system with minimal walking distances
- ✓ Flexibility for future (only 4 carousels needed but with expansion capability)
- ✓ Cleared passengers go down directly to the new APM station



Airside D

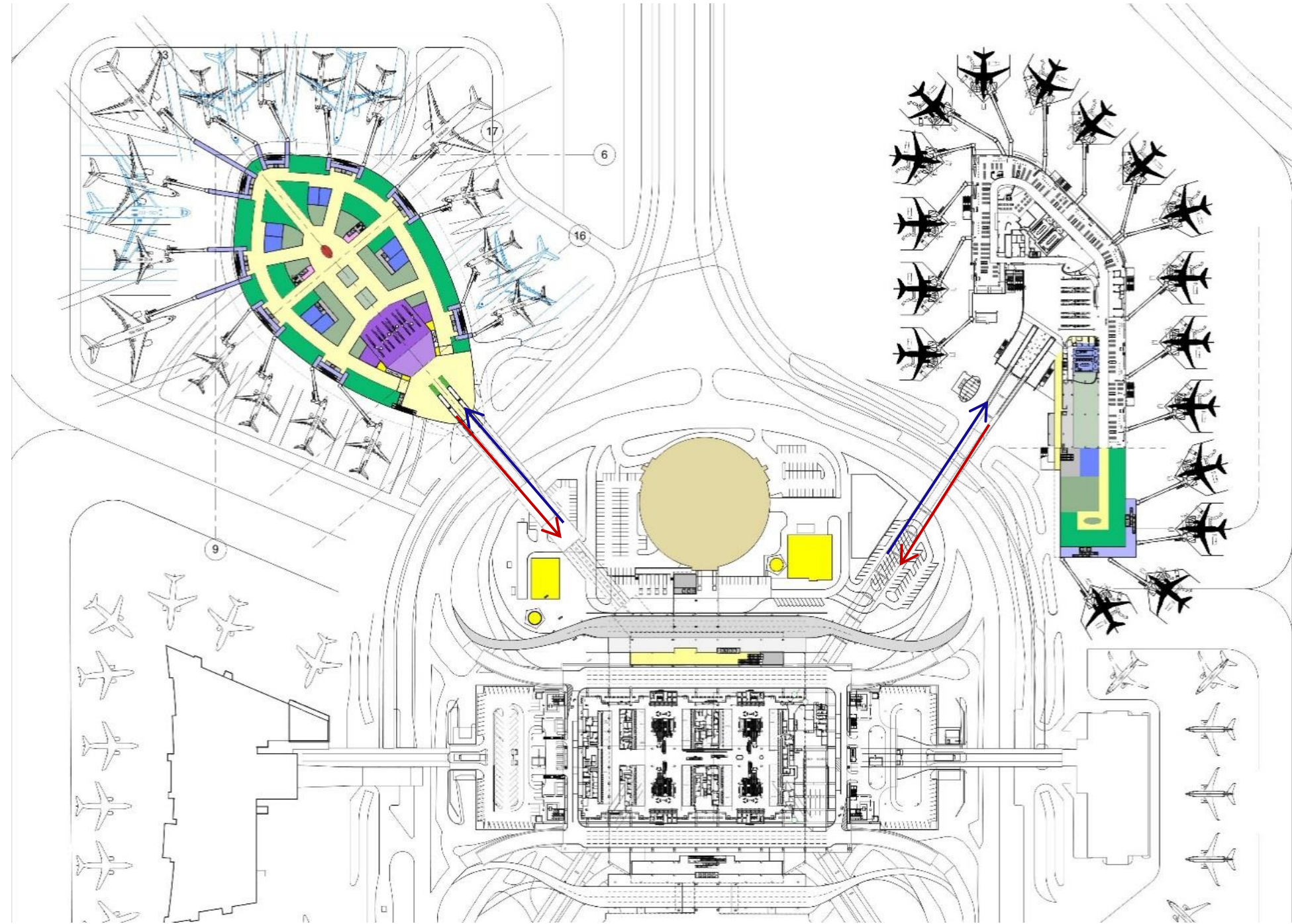
Level 2- Departure

Airside D

- ✓ New APM to Airside D
- ✓ 8 lane SSCP with flexibility
- ✓ Central Concession Core
- ✓ Ample restrooms
- ✓ Access to Airline Clubs above via private elevator cores
- ✓ Concessions close to every gate

Airside C:

- ✓ Utilize existing APM
- ✓ Gate & SSCP Expansion

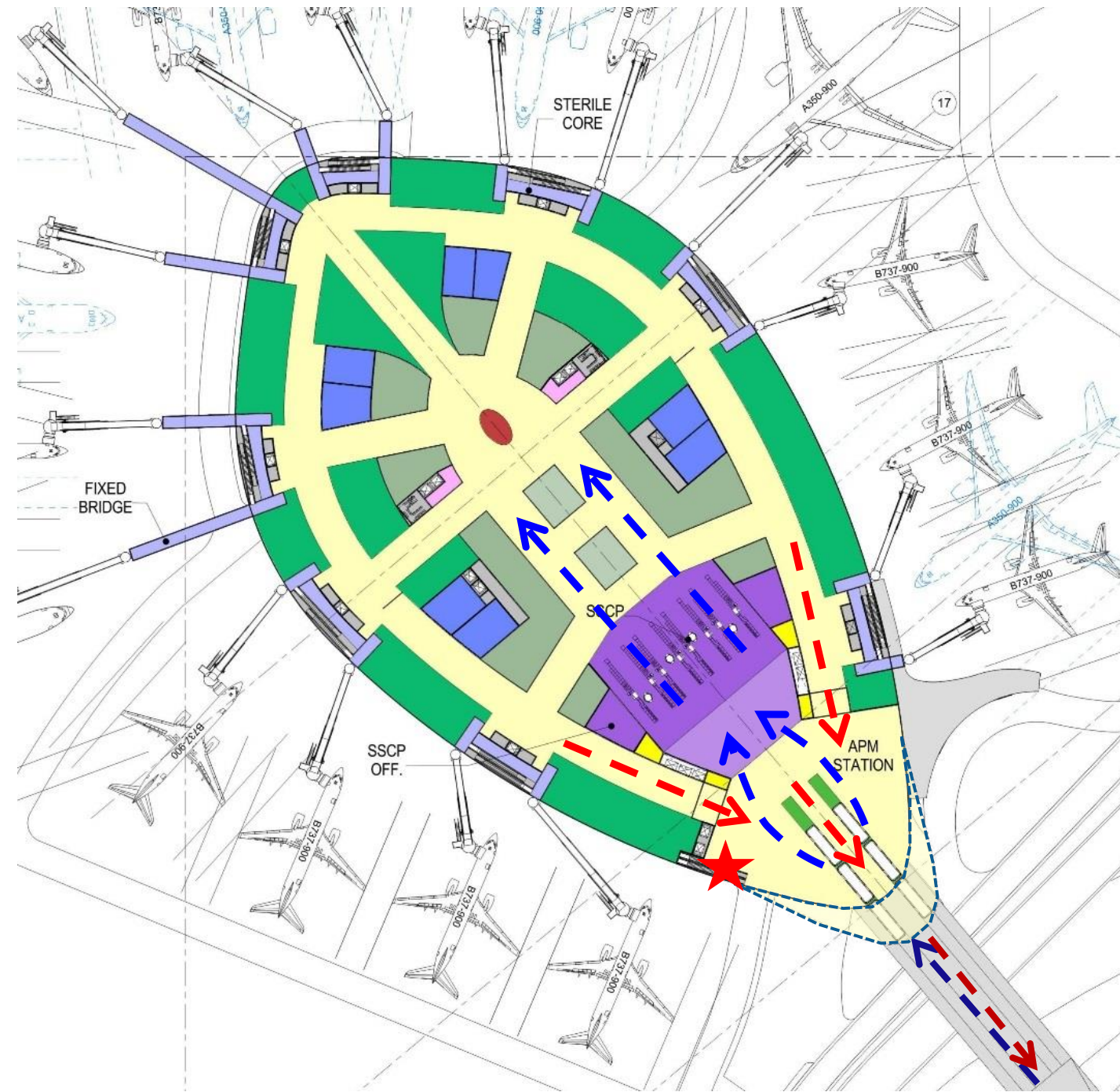


Airside D

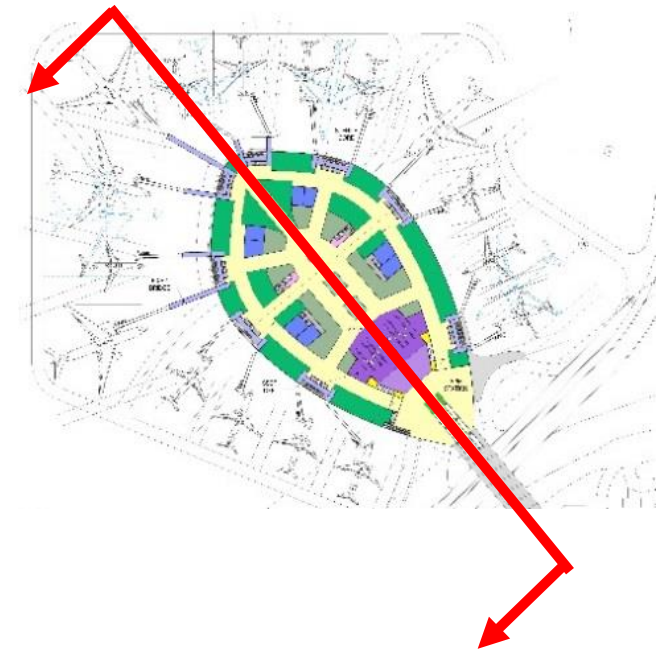
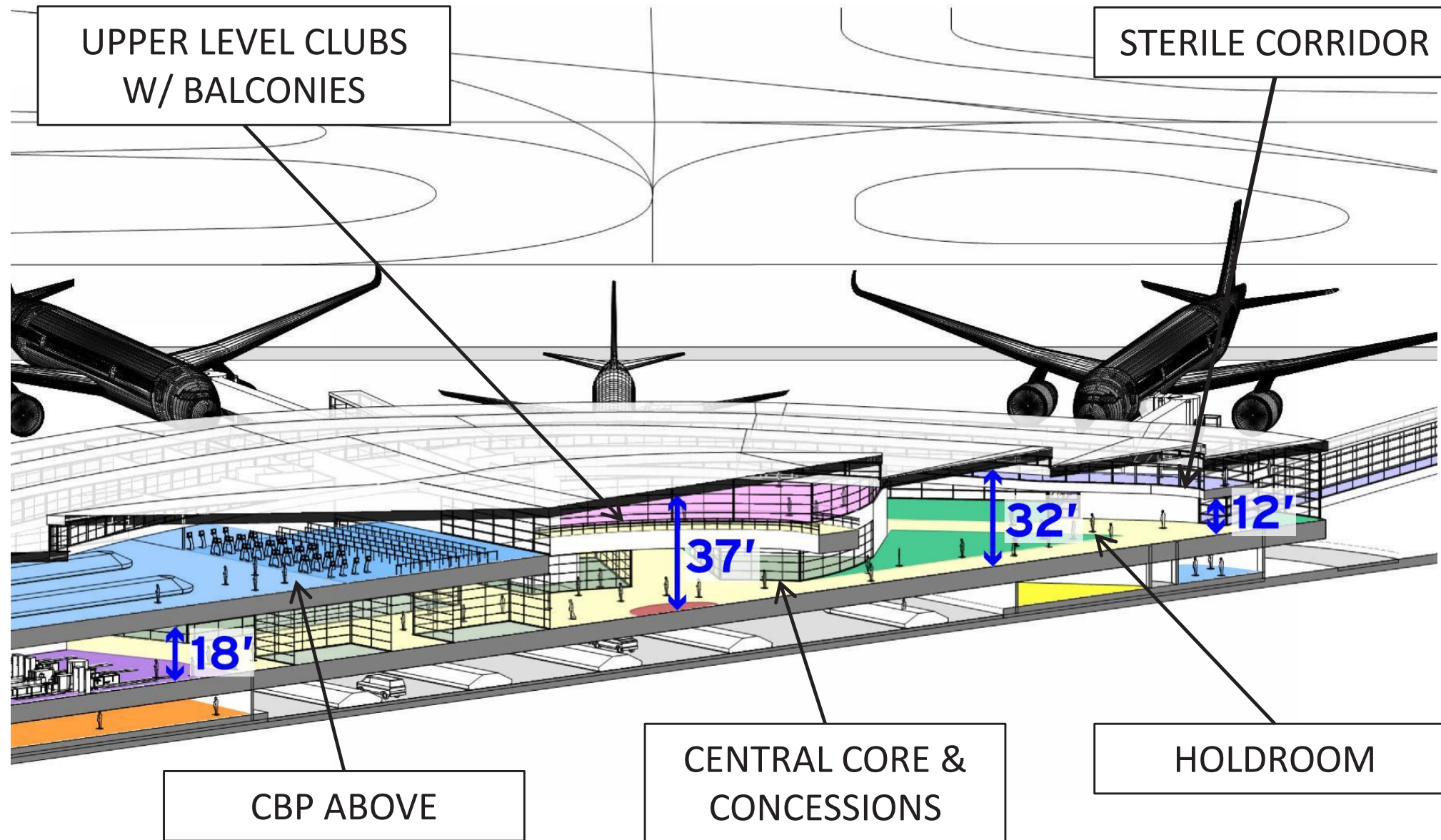
Level 2 – Departure (Enlarged)

Plan Elements:

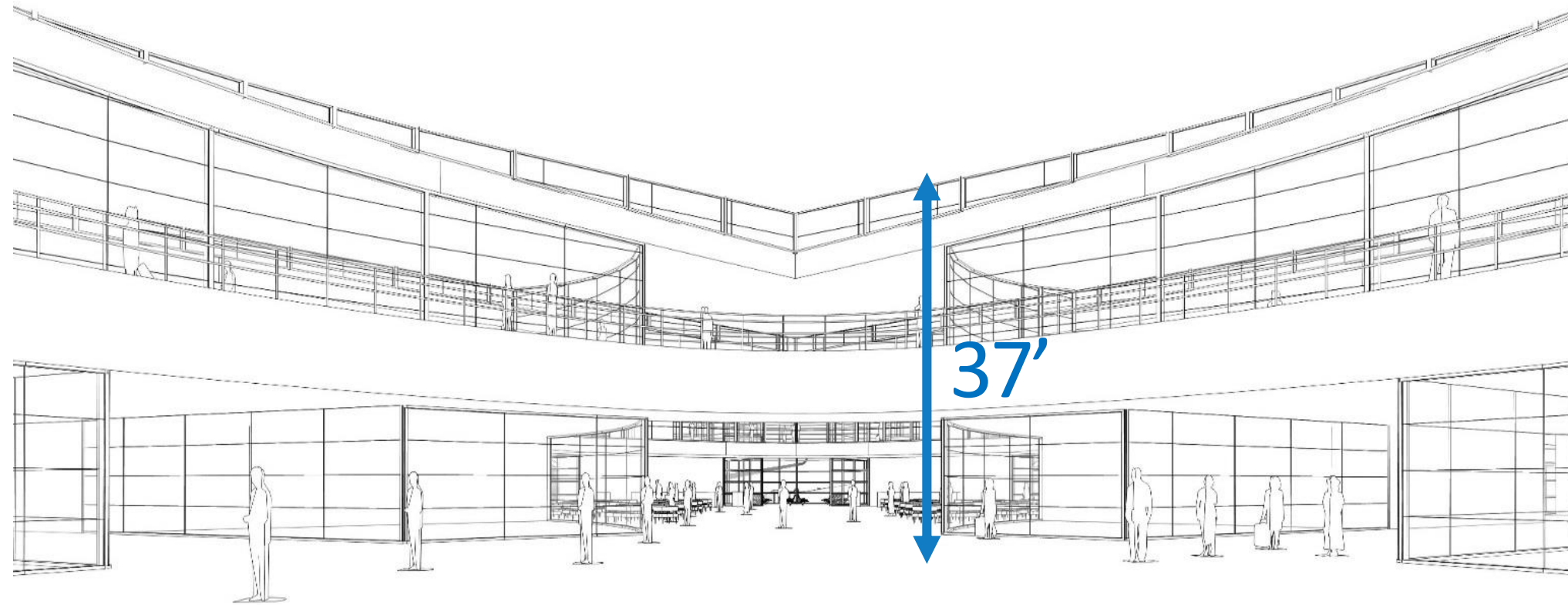
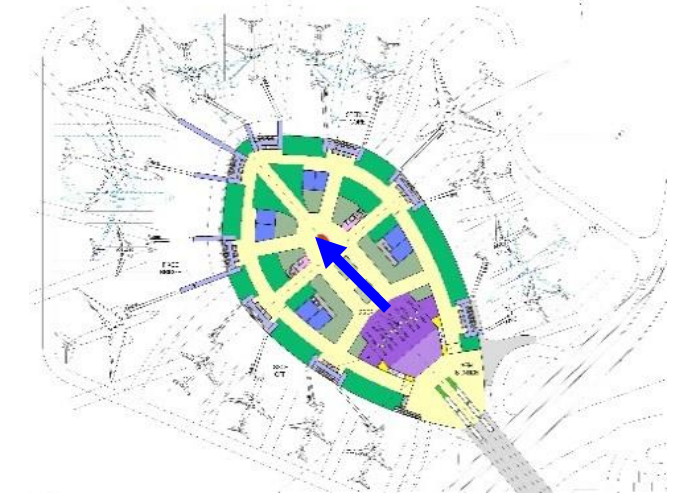
- ✓ New APM to Airside D on departure level
- ✓ SSCP – 8 lanes
- ✓ CBP located above
- ✓ Vertical Circulation from CBP down to APM platform on this level (red star)
- ✓ Central Concession Core with excellent line-of-sight to gates
- ✓ Ample restrooms throughout
- ✓ Access to Airline Clubs above via private elevator core



Airside D – Central Concession Core



Airside D – Central Concession Core



CLUB/STERILE

CONCESSIONS

Airside D

Level 1 - Arrivals / Apron

Terminal

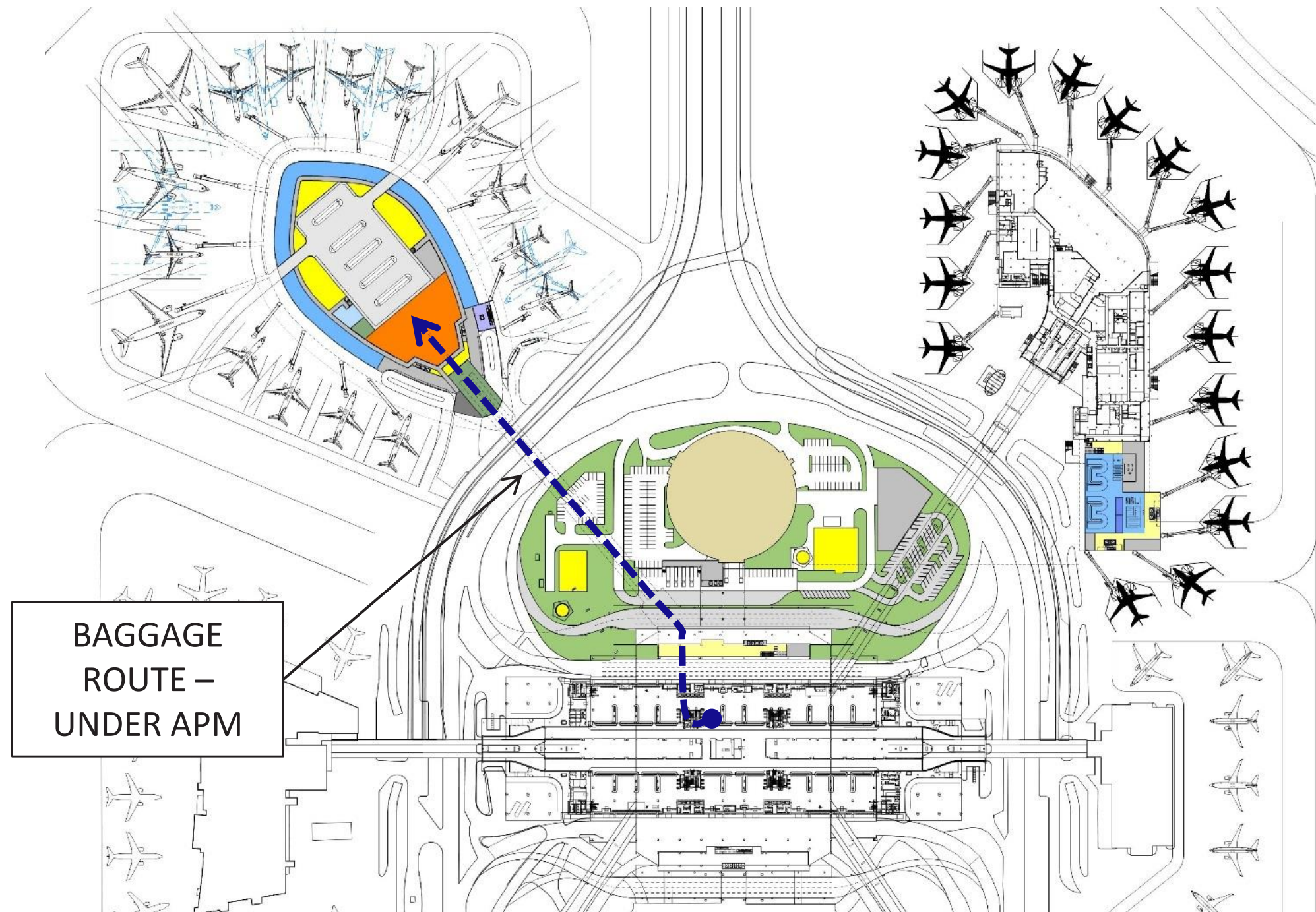
- ✓ Dedicated International Arrivals curb/roadway

Airside C:

- ✓ Potential separate CBP located on ground level
- ✓ Building support

Airside D:

- ✓ Baggage
- ✓ Building support (MEP)
- ✓ Loading Dock

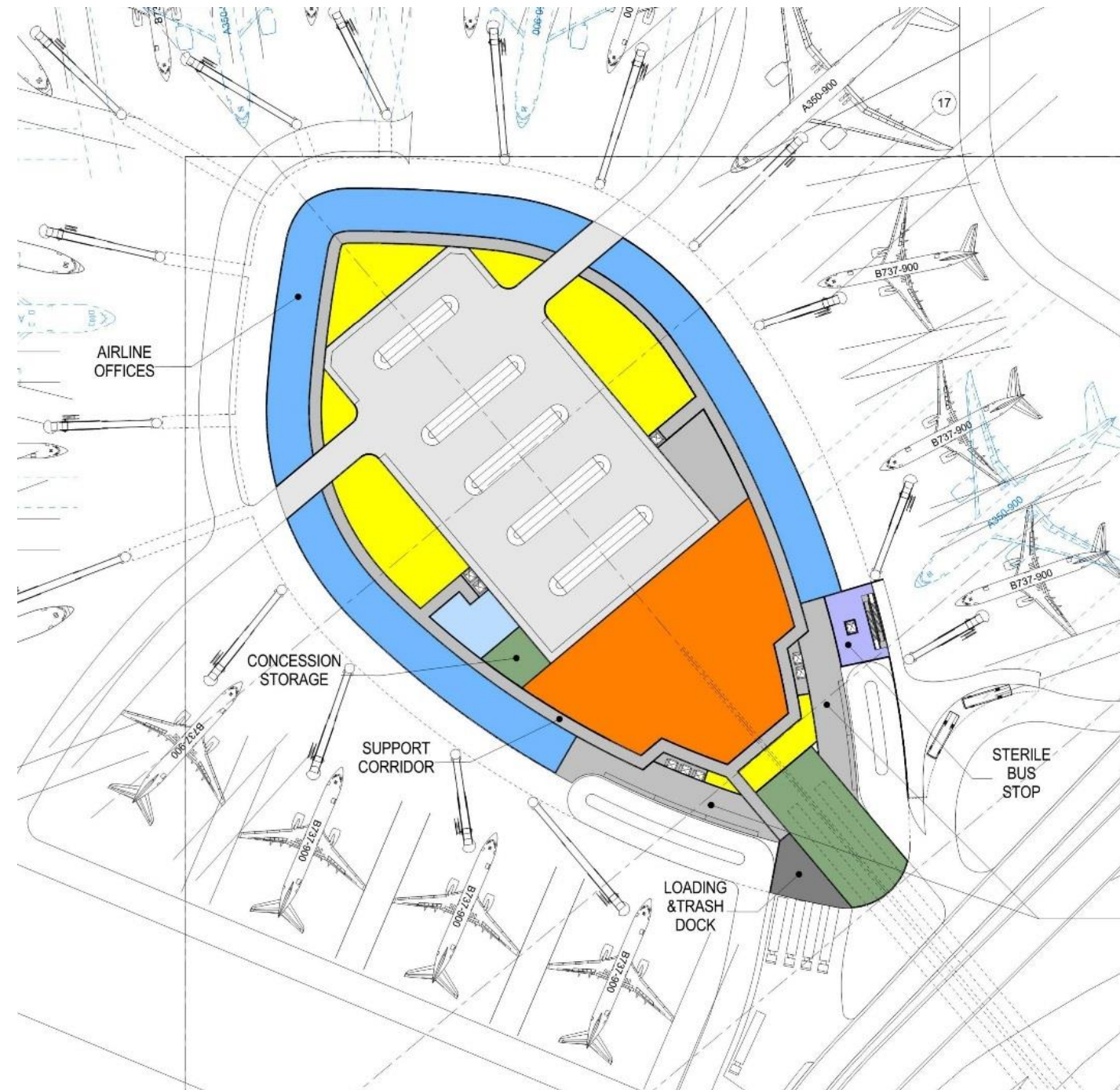


Airside D

Level 1 – Apron (Enlarged)

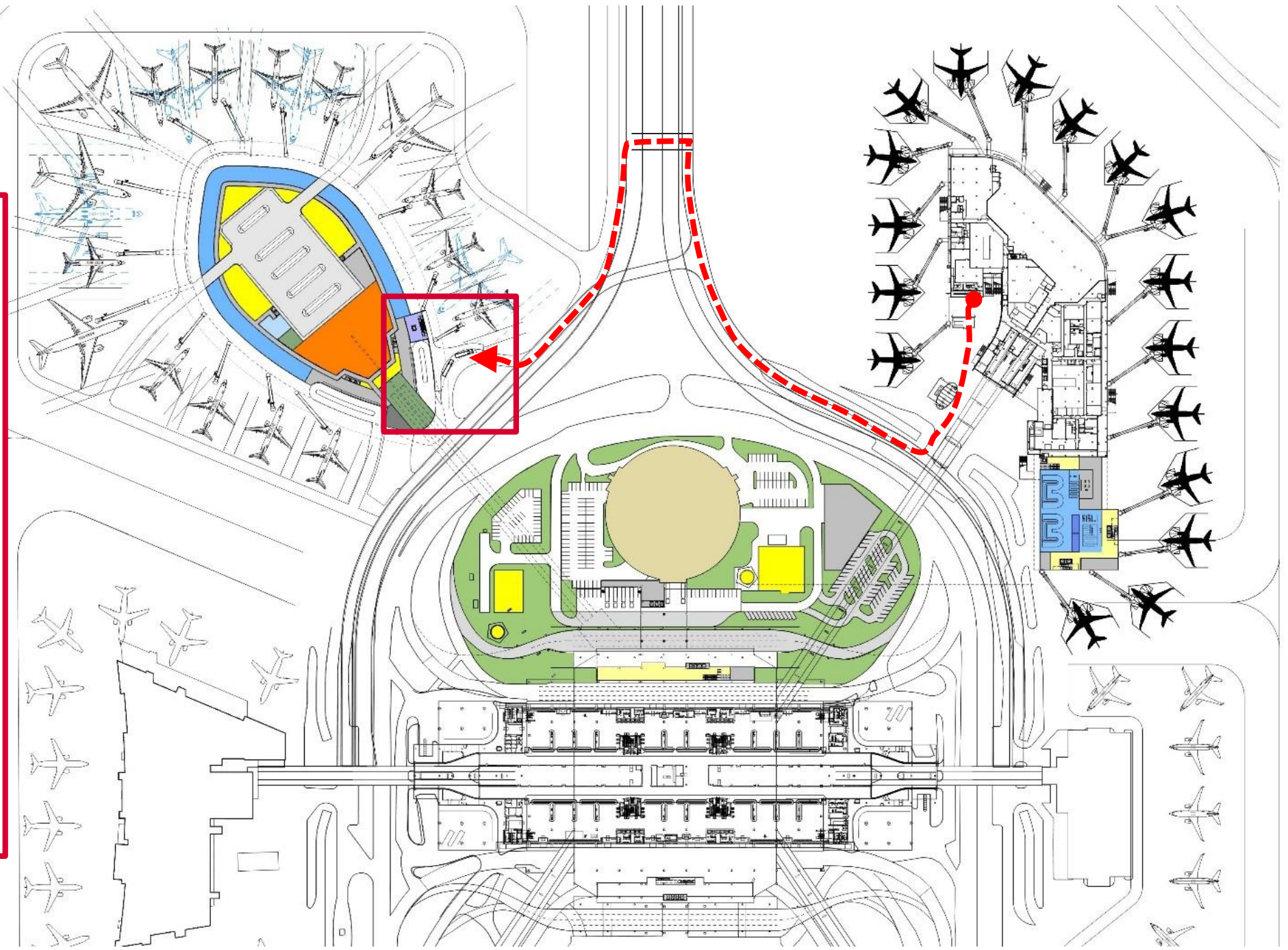
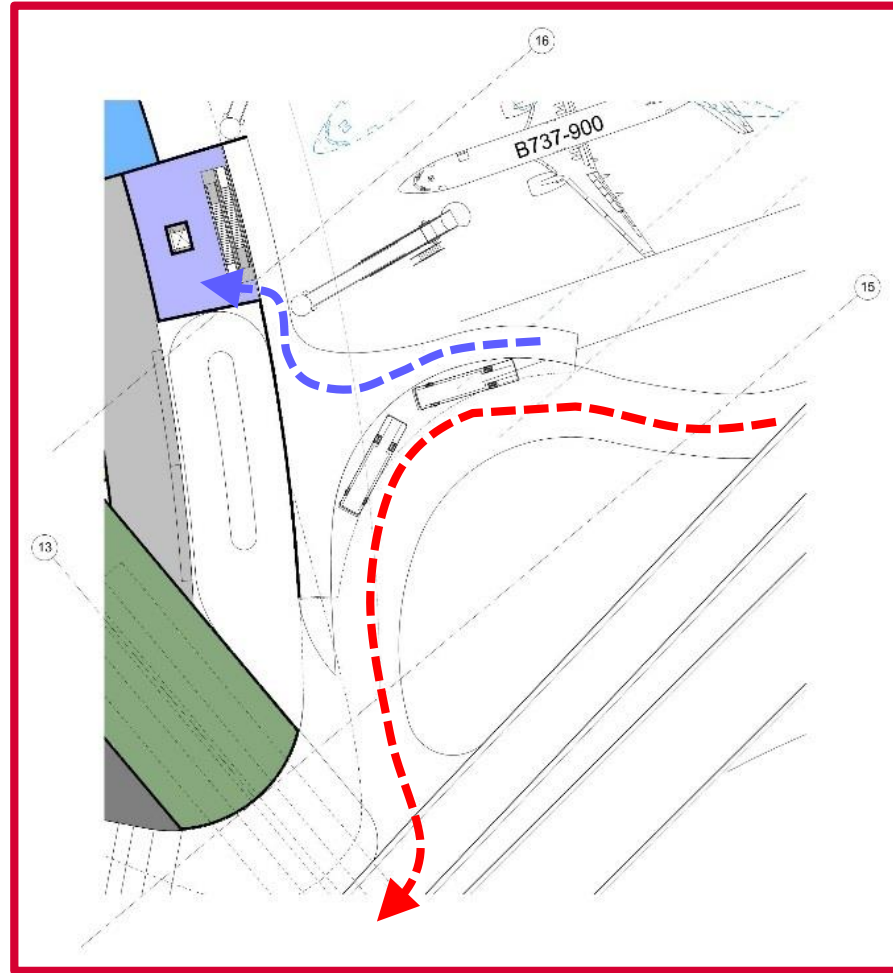
Plan Elements:

- ✓ Outbound baggage
- ✓ CBIS bag screening
- ✓ Inbound Intl Baggage input
- ✓ Loading / trash Dock
- ✓ Airline Support
- ✓ Mechanical / Electrical
- ✓ IT spaces
- ✓ Concession Storage
- ✓ Bus dock
- ✓ Partial Ahead of stand road



Bus Route

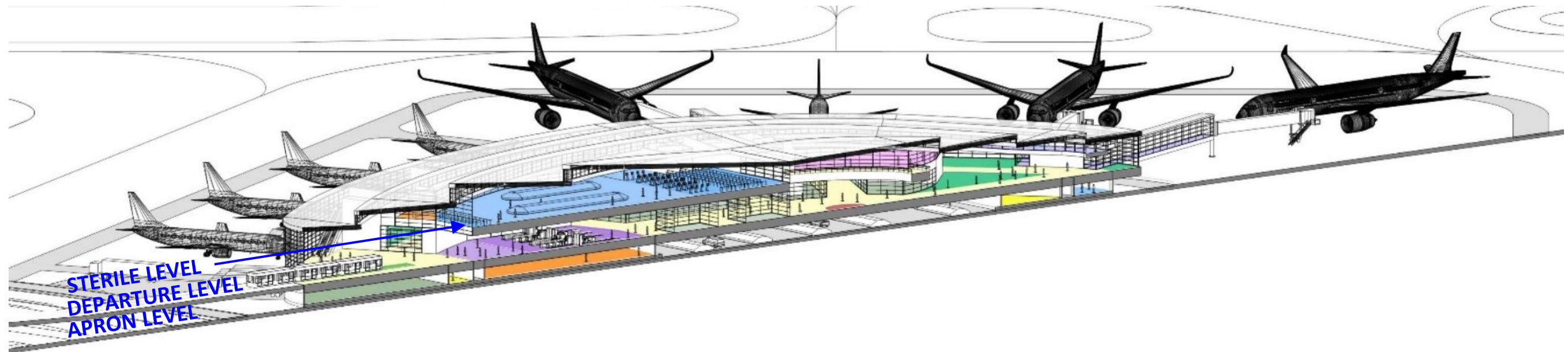
Level 3 - Transfer / CBP



Square Foot Take-off Comparison

LEVELS	AIRSIDE D
LEVEL 01 – APRON LEVEL	184,665 SF
LEVEL 02 – DEPARTURE LEVEL	235,728 SF
LEVEL 03- STERILE LEVEL	150,209 SF
TOTAL	570,602 SF

LEVELS	AIRSIDE F
LEVEL 01 – RAMP LEVEL	160,573 SF
LEVEL 02 – BOARDING LEVEL	130,603 SF
LEVEL 03 – CLUB LEVEL	9,879 SF
TOTAL	301,055 SF





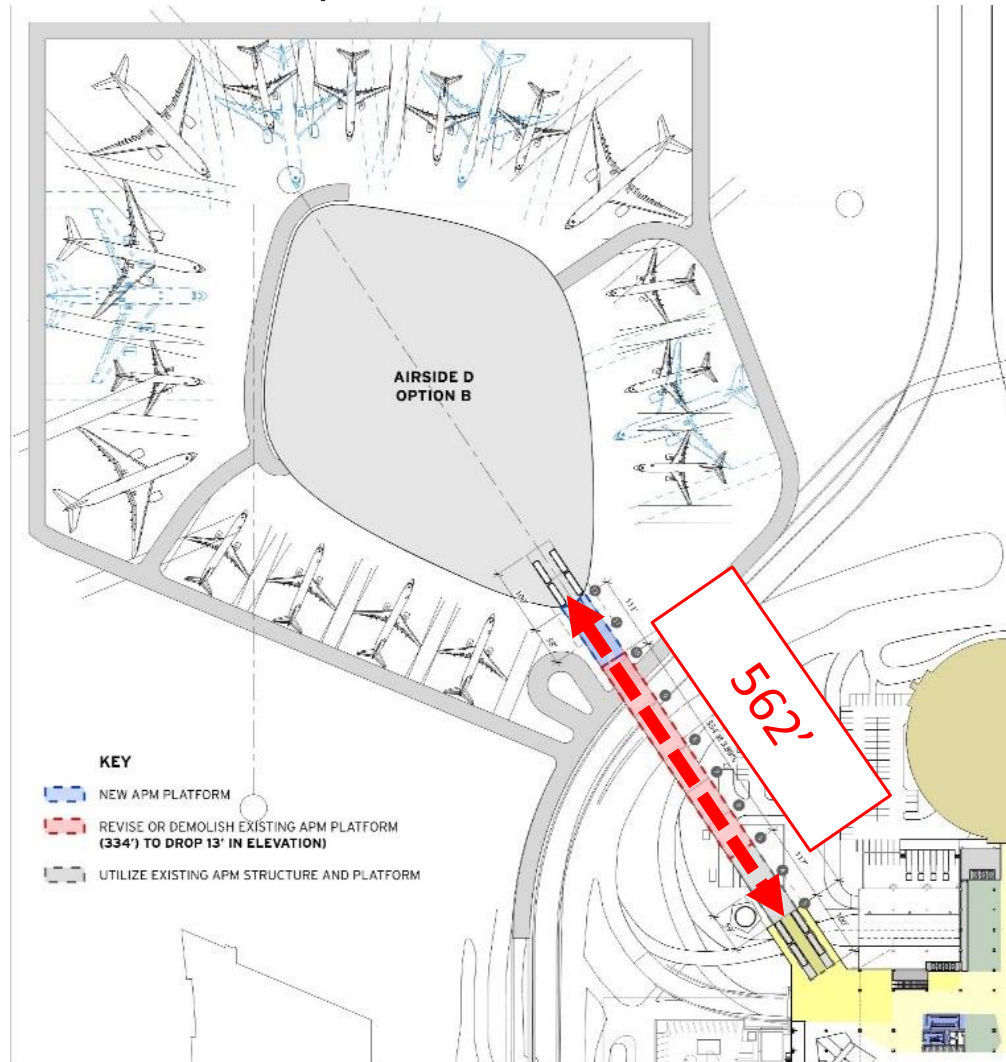
Hillsborough County Aviation Authority
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Terminal Planning Alternatives

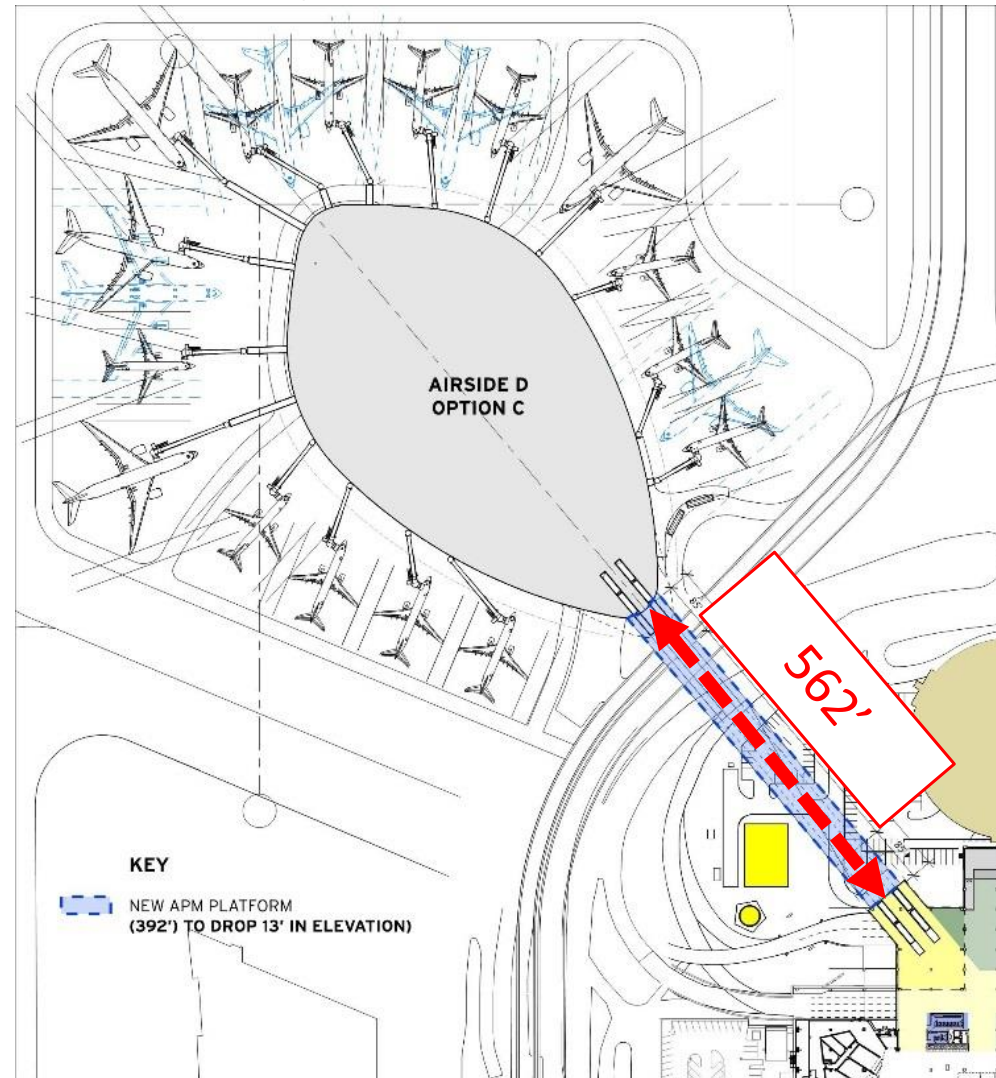
Site – APM Options

Terminal APM Options

Overall – Option B



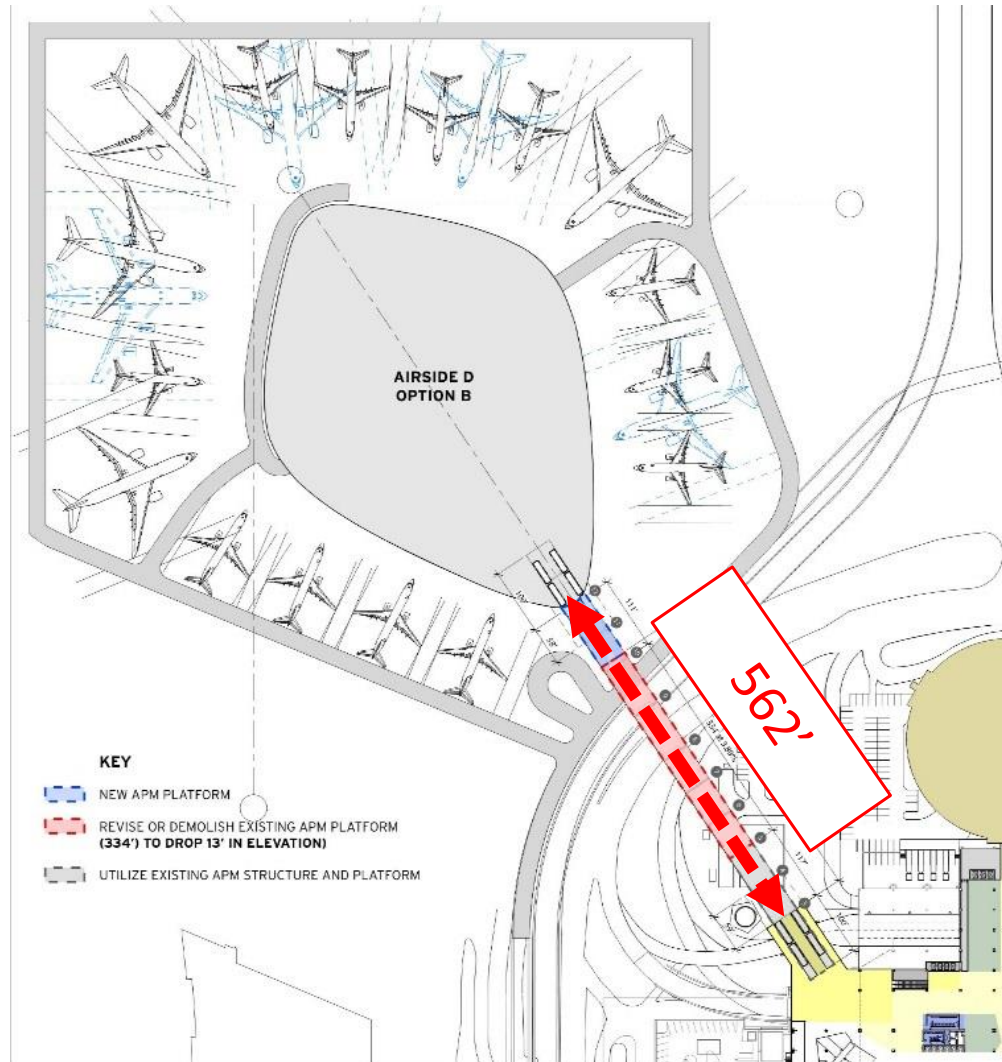
Overall – Option C



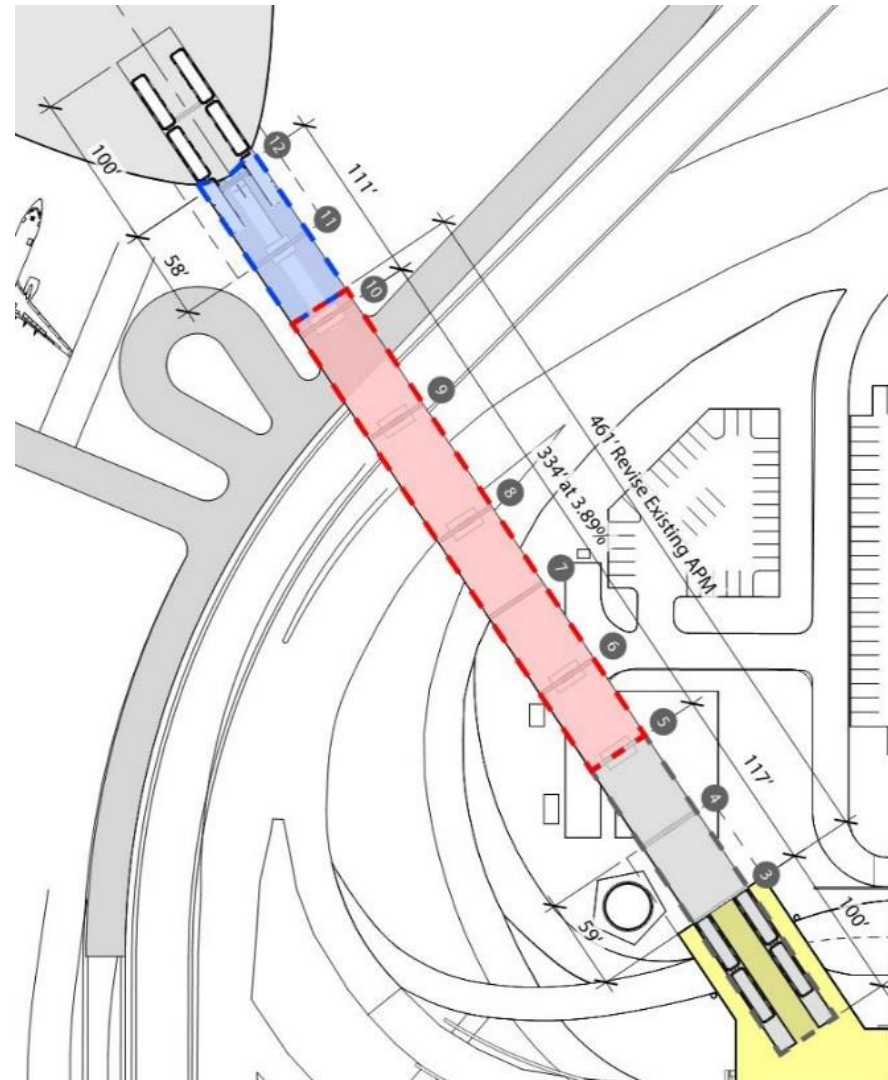
**Same length APM
for both options**

Terminal APM – Option B

Overall



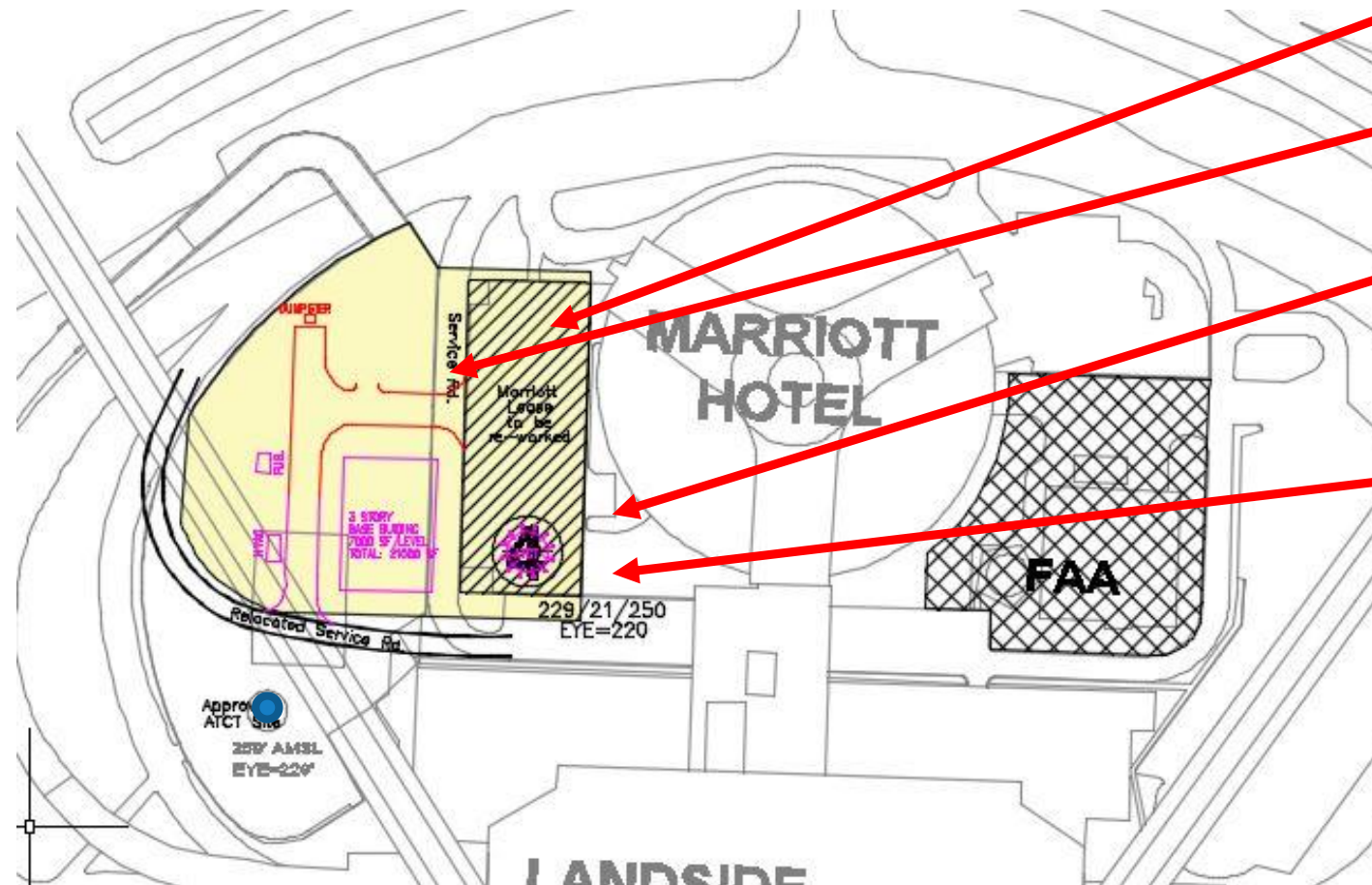
Zoomed-In View



VERTICAL TRANSITION = 13'

- 111' of New APM Platform + Structure
- 334' of “shaved – away” Platform + Structure @ 3.89%
- 117' of existing APM Platform + Structure to remain

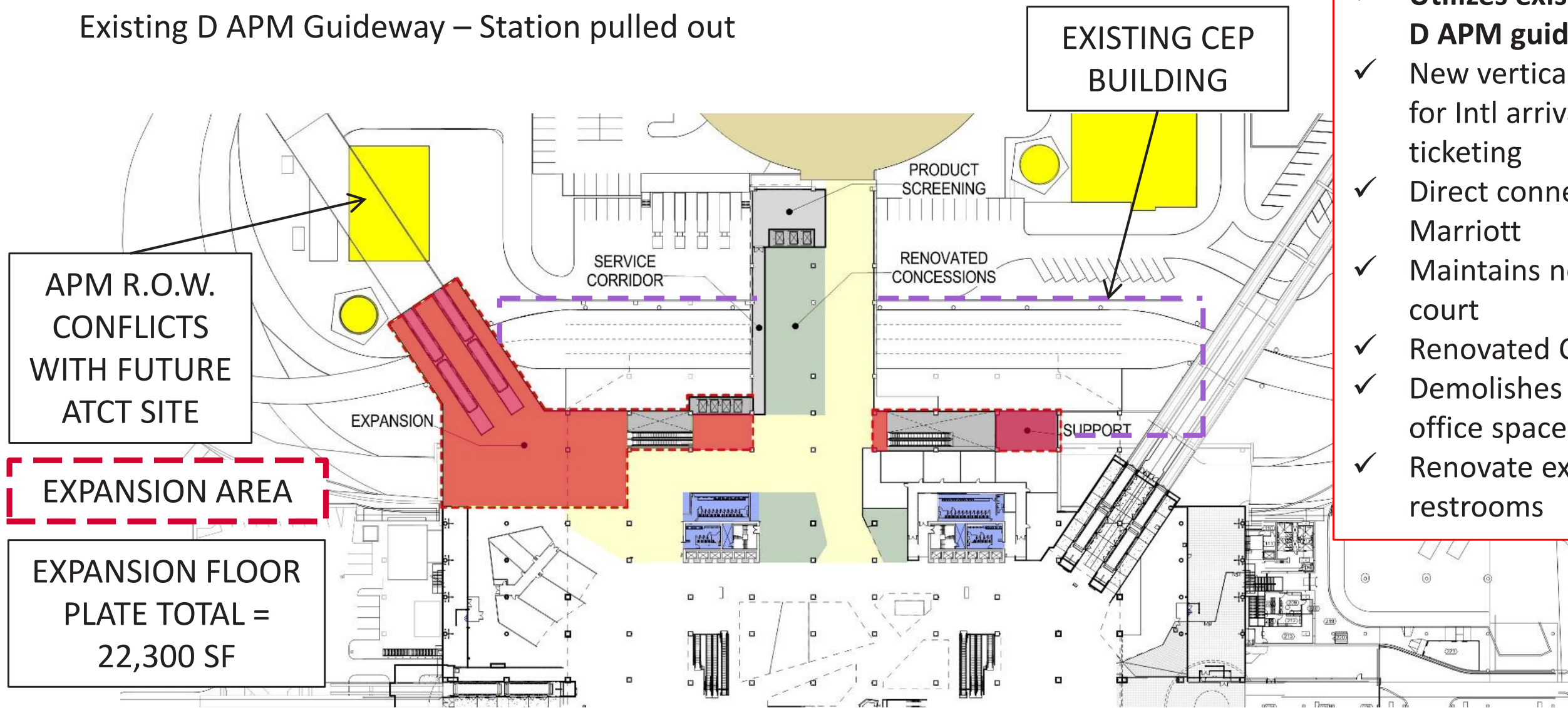
Terminal APM – Option B – ATCT Impacts



- Impact to Marriott current lease.
- Service Road would have to be relocated.
- Garage entrance to the first level of Marriott parking would have to be relocated to the east side of the hotel.
- Proposed HCAA loading docks would have to be restudied.

Terminal APM – Option B

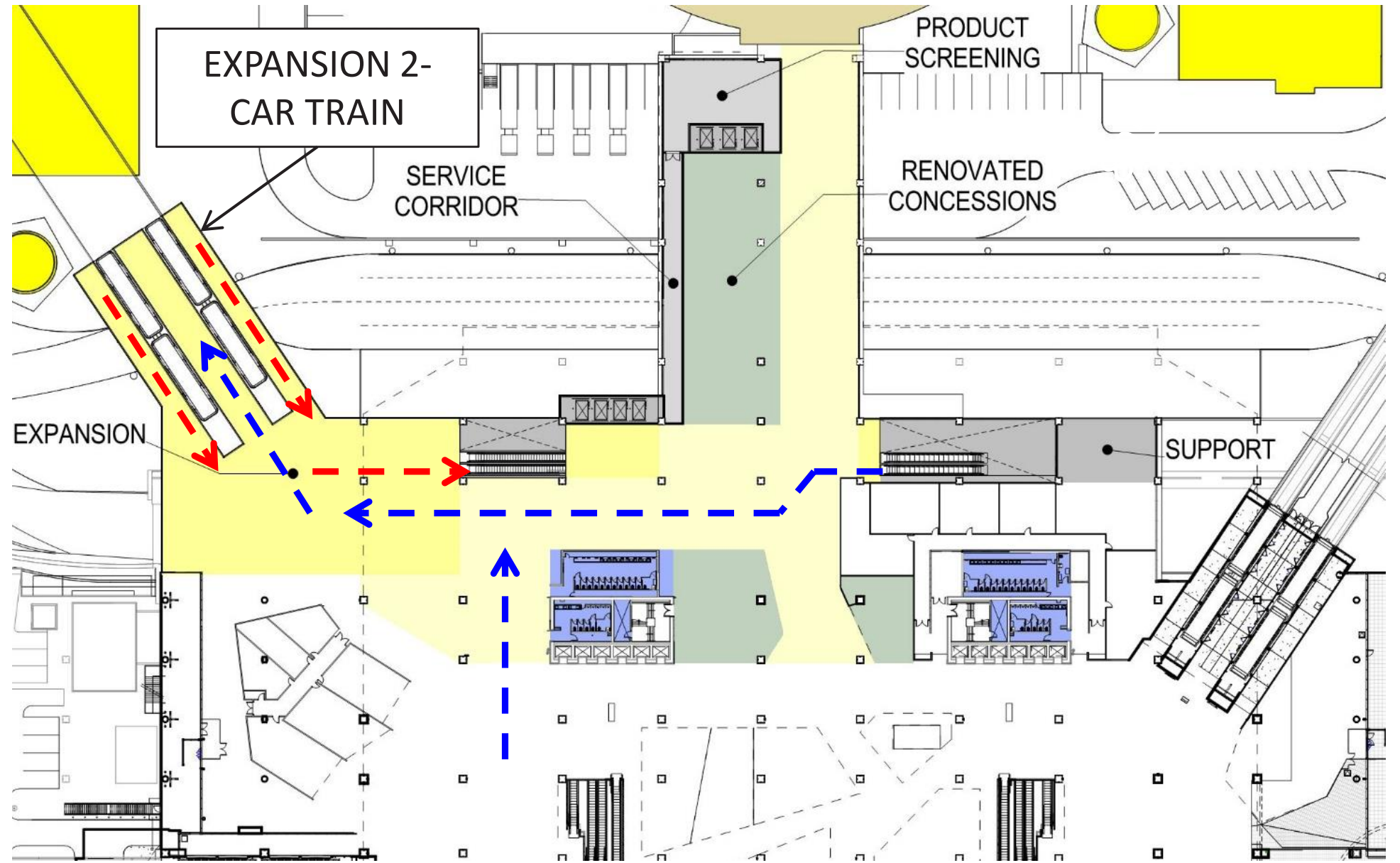
Existing D APM Guideway – Station pulled out



- ✓ Utilizes existing Airside D APM guideway
- ✓ New vertical circulation for Intl arrivals curb + ticketing
- ✓ Direct connection to Marriott
- ✓ Maintains new food court
- ✓ Renovated Concessions
- ✓ Demolishes existing office space
- ✓ Renovate existing restrooms

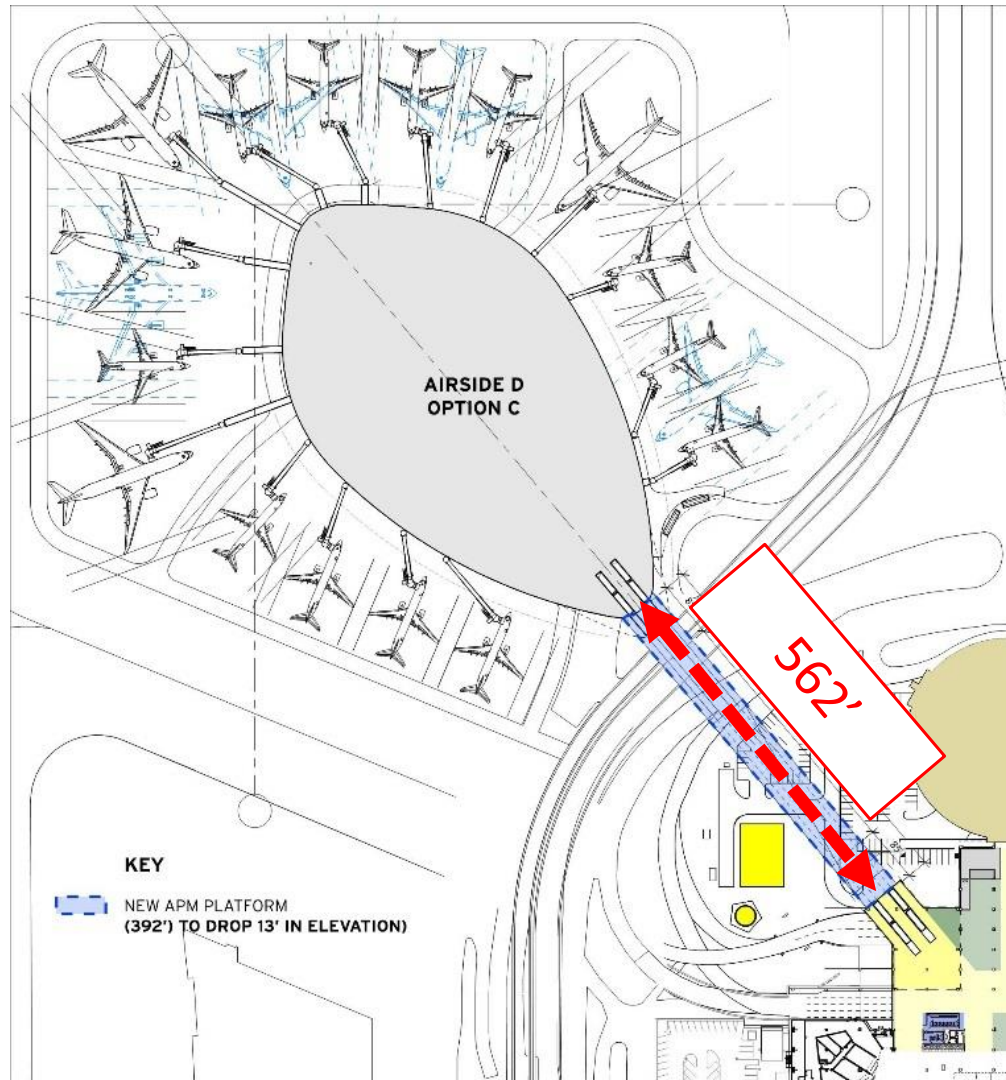
Terminal APM – Option B

Passenger Circulation - Enlarged

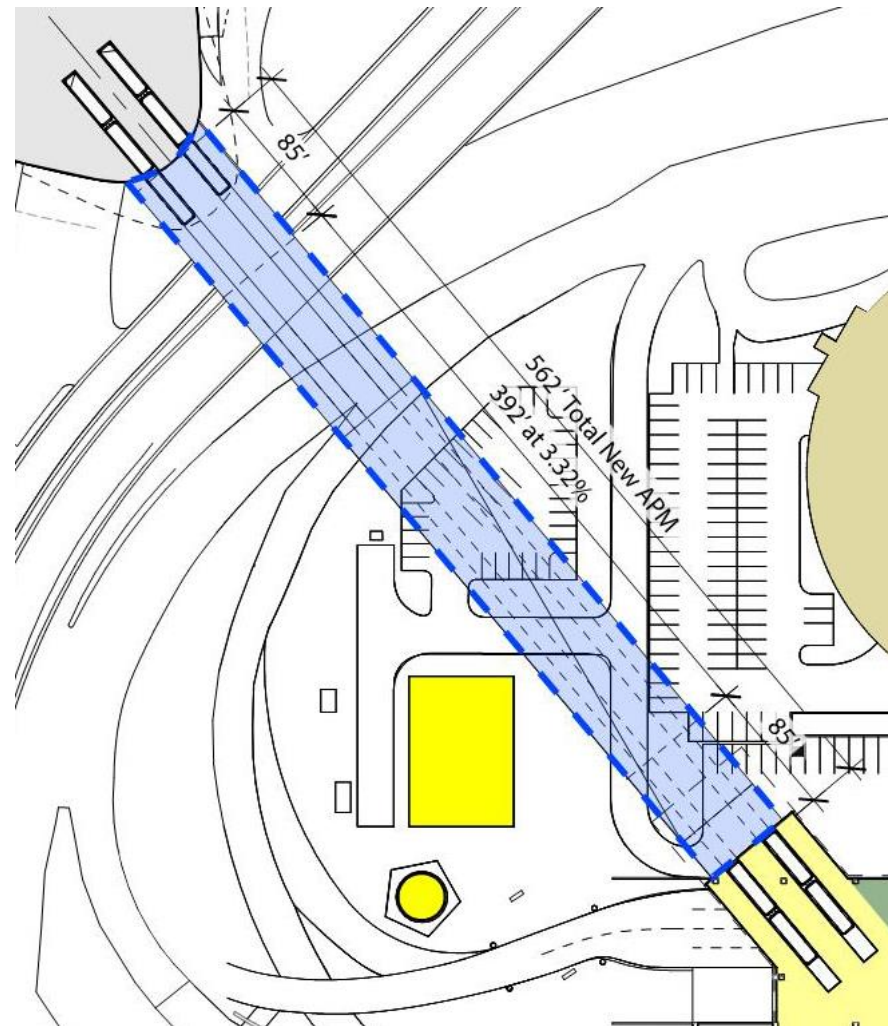


Terminal APM – Option C

Overall



Zoomed-In View



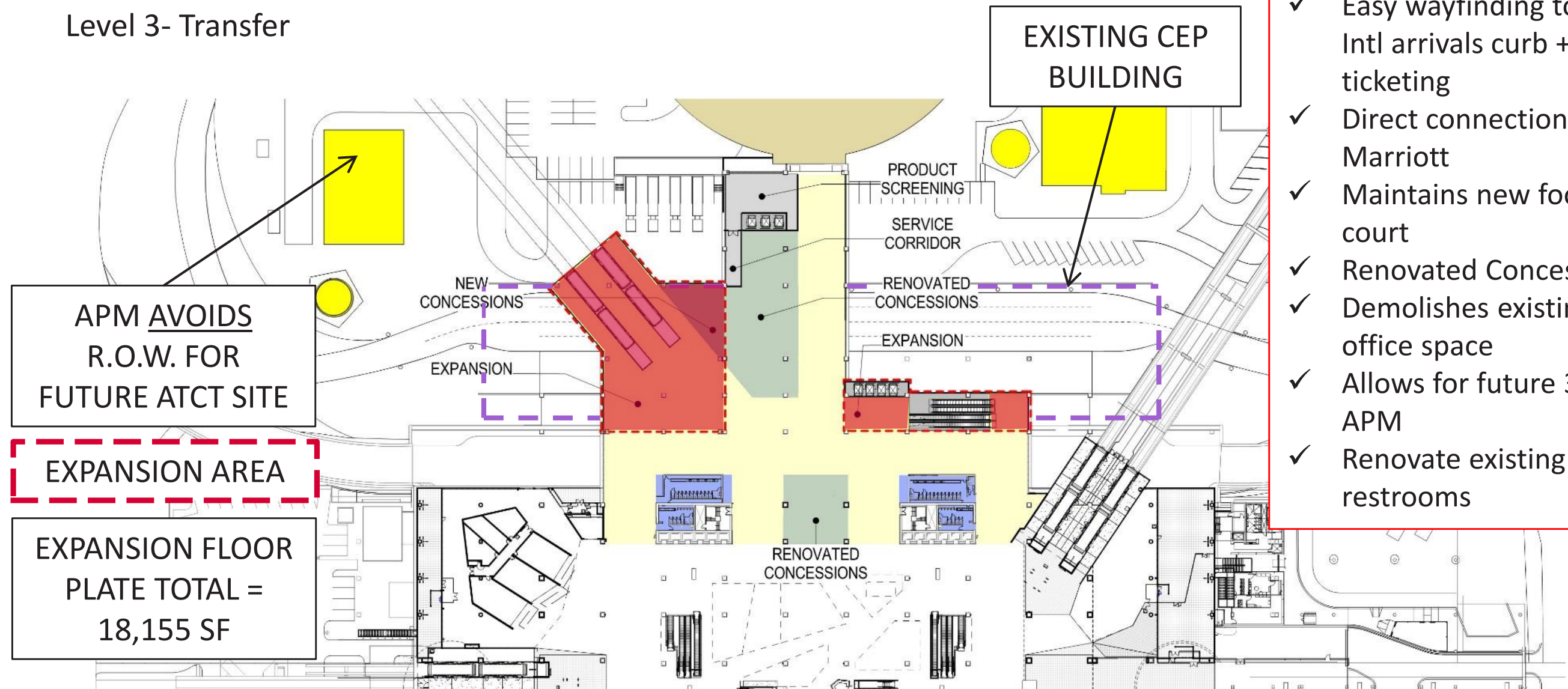
Preferred Alternative

VERTICAL TRANSITION =
13'

- 562' of New APM Platform + Structure
- 392' @ 3.32% slope

Terminal APM – Option C

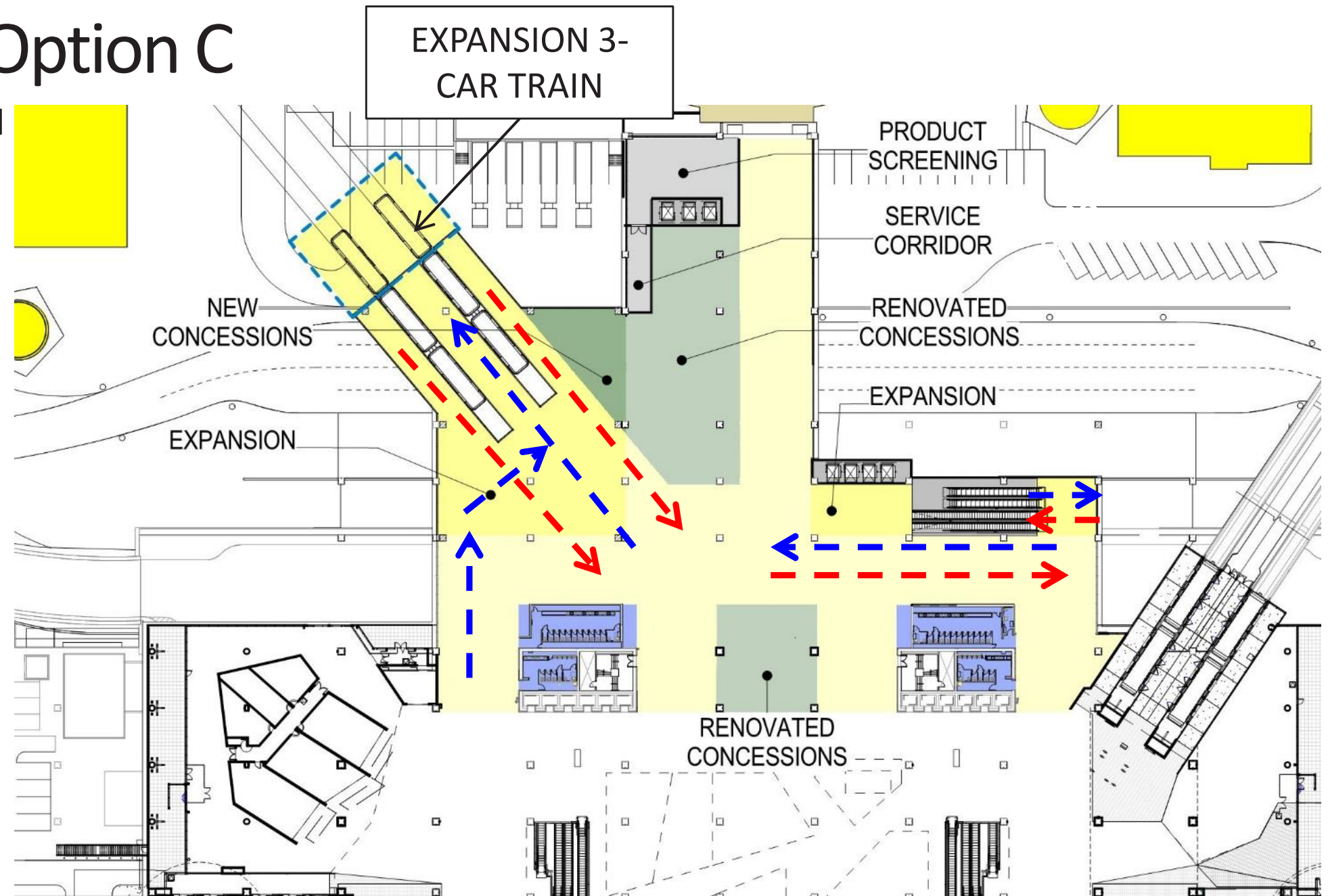
Level 3- Transfer



- ✓ Relocates Airside D APM
- ✓ Easy wayfinding to new Intl arrivals curb + ticketing
- ✓ Direct connection to Marriott
- ✓ Maintains new food court
- ✓ Renovated Concessions
- ✓ Demolishes existing office space
- ✓ Allows for future 3 car APM
- ✓ Renovate existing restrooms

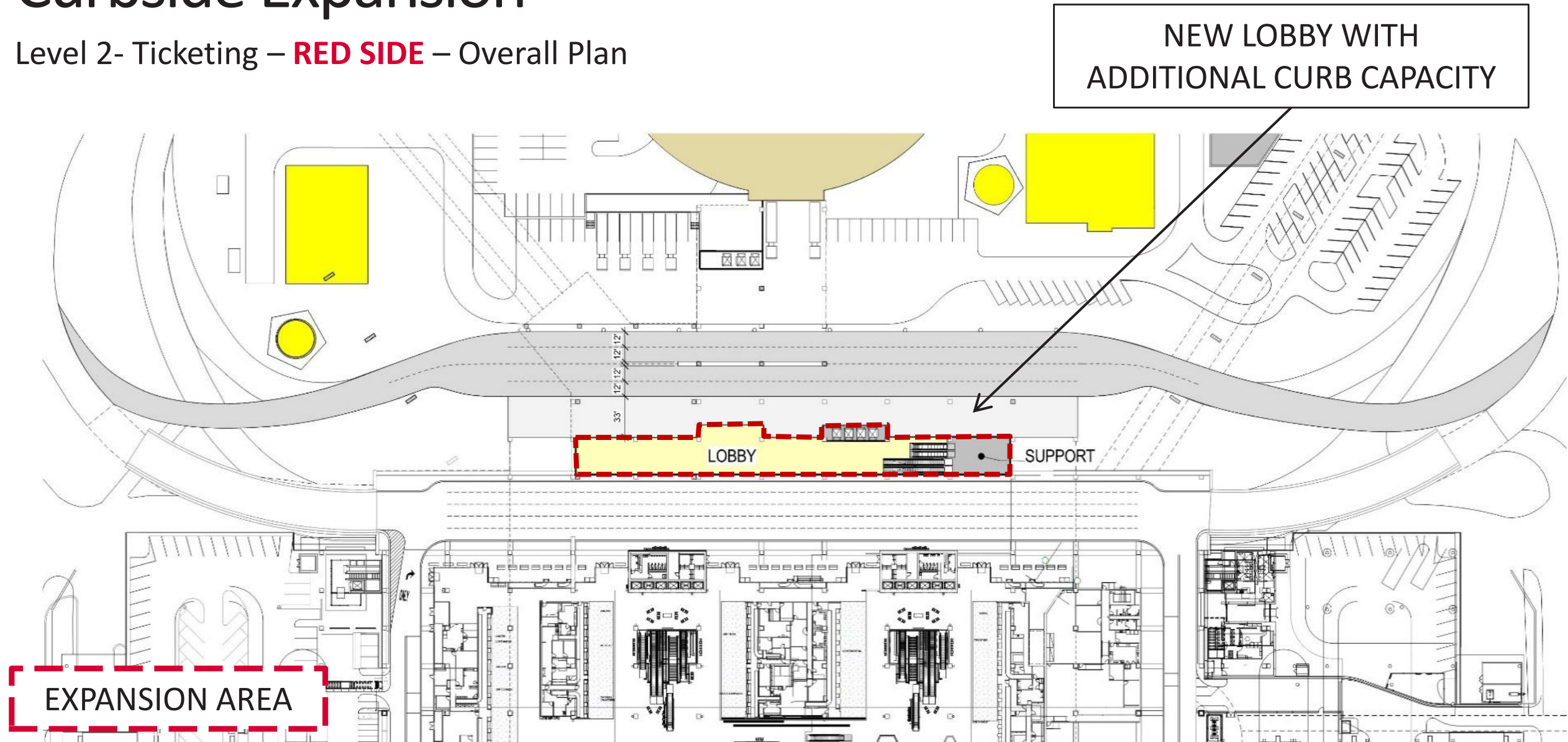
Terminal APM – Option C

Passenger Circulation - Enlarged



Curbside Expansion

Level 2- Ticketing – **RED SIDE** – Overall Plan

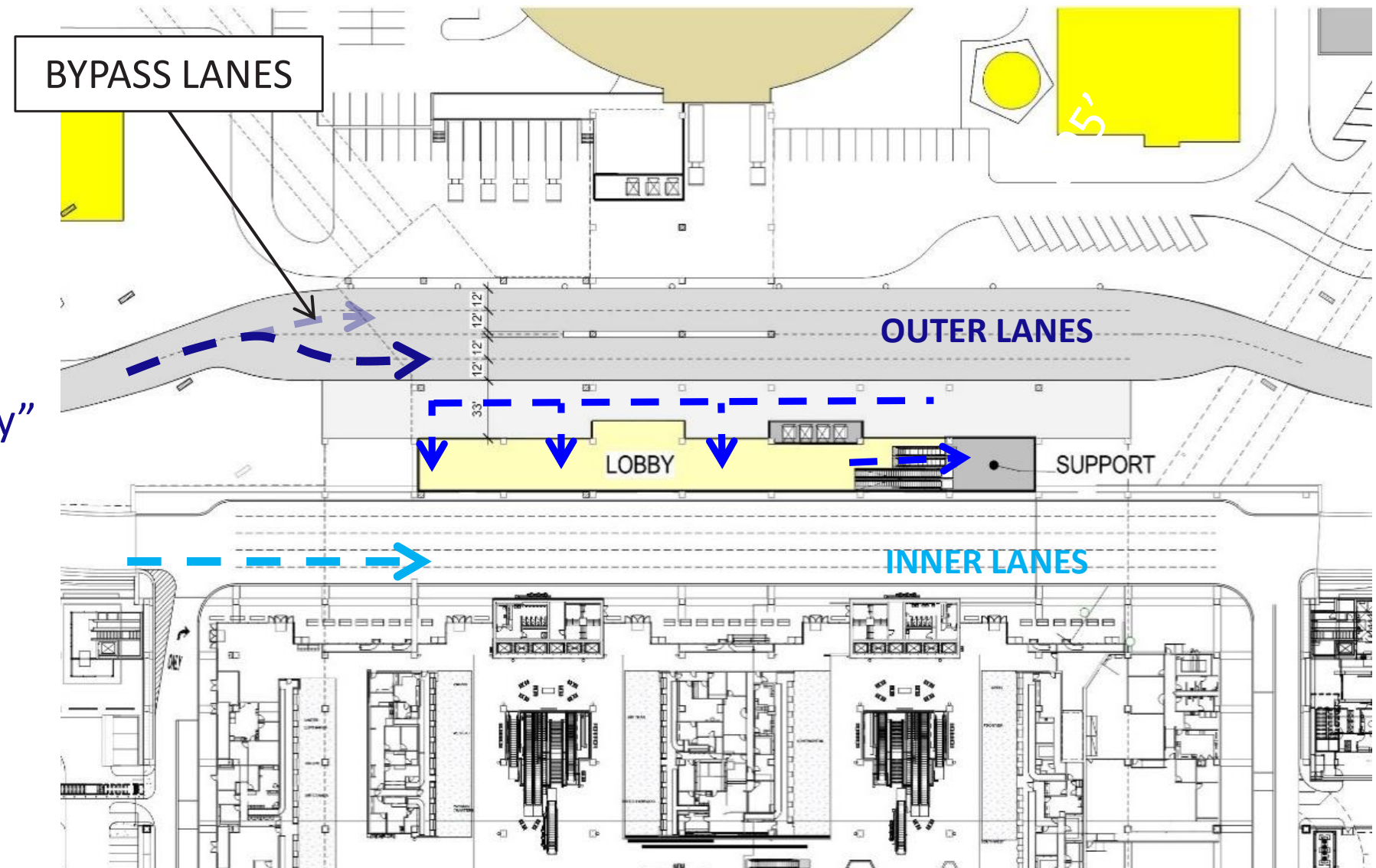


Curbside Expansion

Level 2- Ticketing – **RED SIDE**

At Departure Level

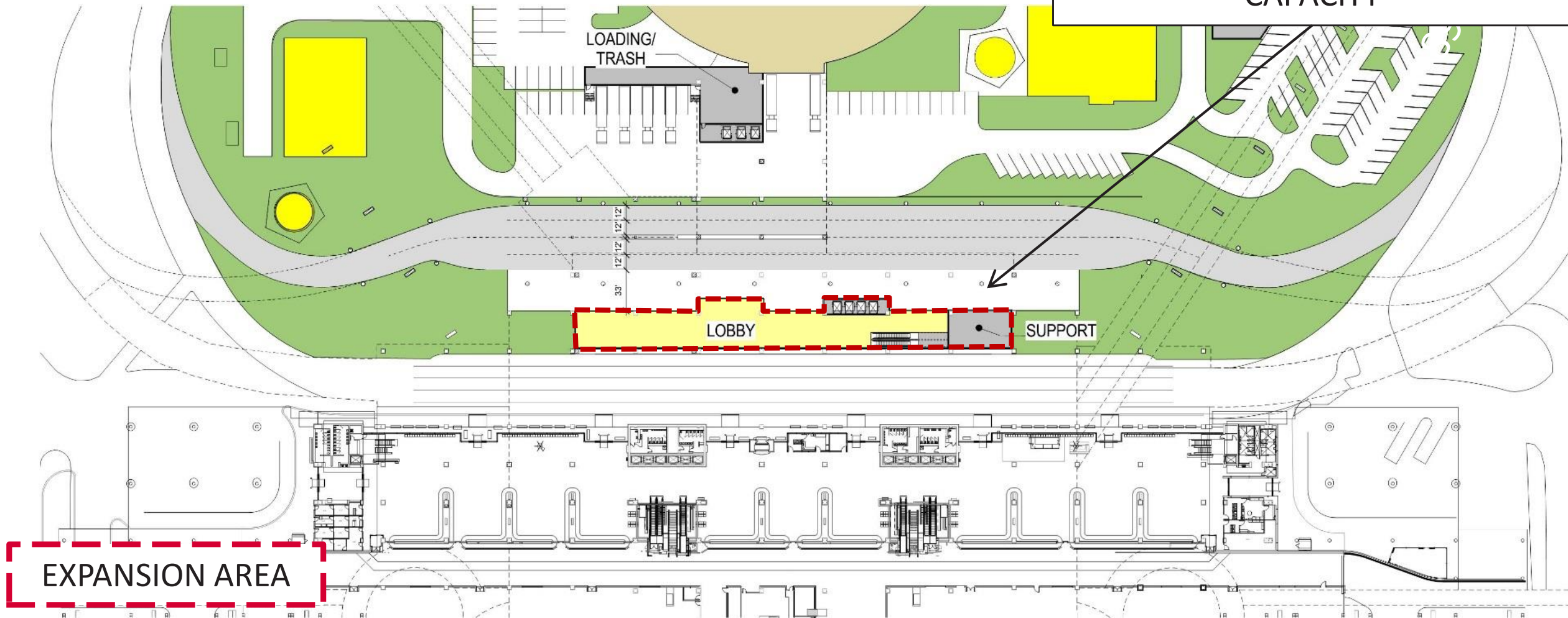
- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Outer Lanes:**
“Departures – Direct to Security”
 - **For Inner Lanes:**
“Departures – Bag Check-in”



Curbside Expansion

Level 1- Arrivals – **RED SIDE** – Overall Plan

NEW INTL ARRIVALS LOBBY WITH
DEDICATED CURB + ADDITIONAL
CAPACITY



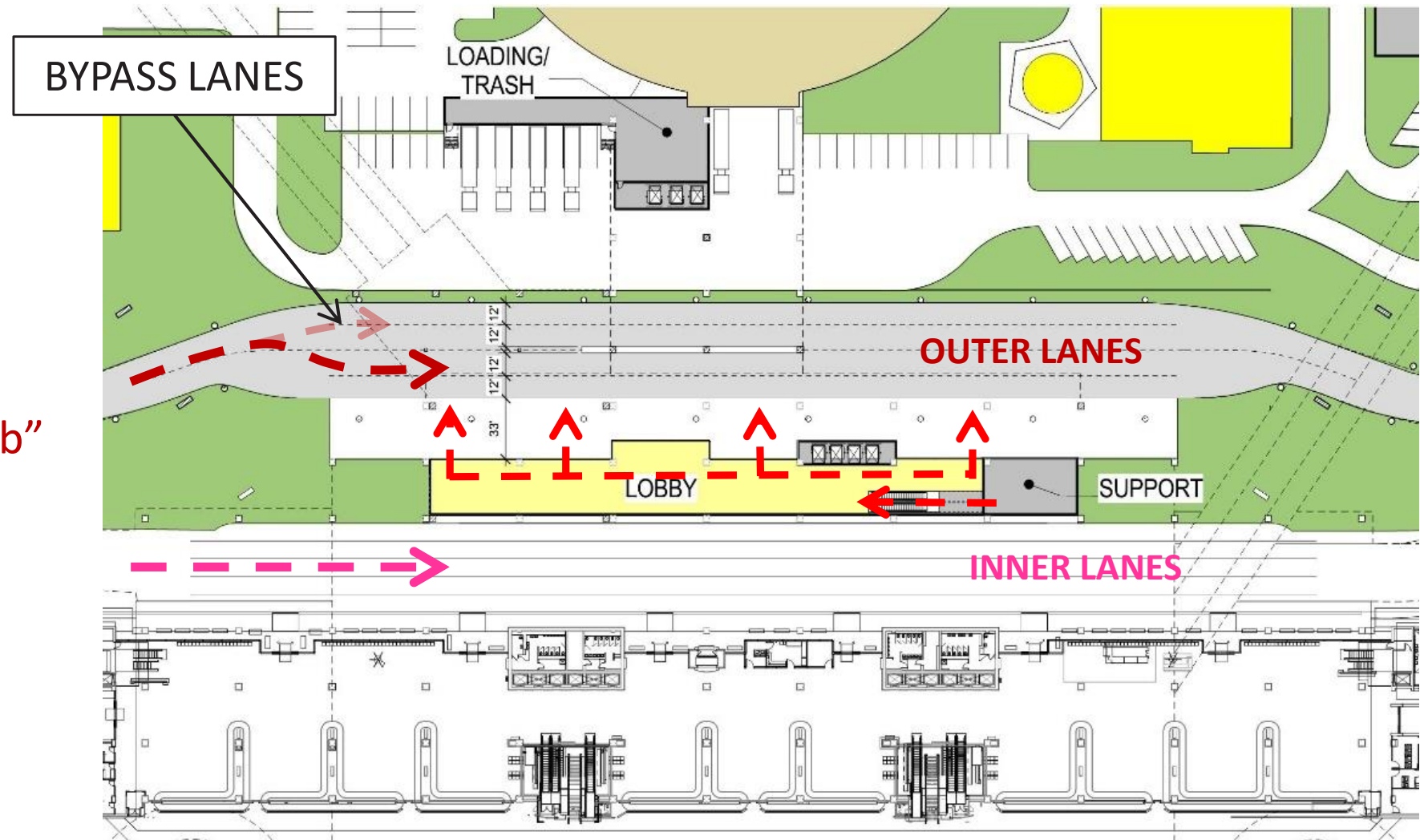
EXPANSION AREA

Curbside Expansion

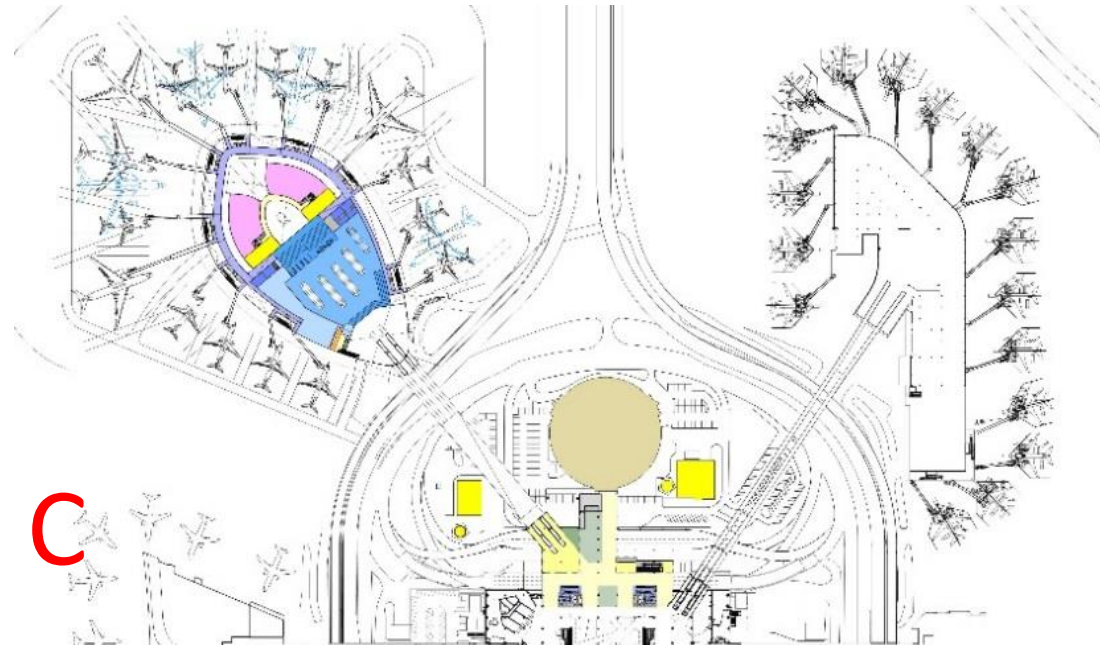
Level 1- Arrivals – **RED SIDE**

At Arrival Level

- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Outer Lanes:**
“Int’l Arrivals / Fast Pick-up Curb”
 - **For Inner Lanes:**
“Bag Claim Arrivals Curb”



APM / Curbside Expansion Matrix



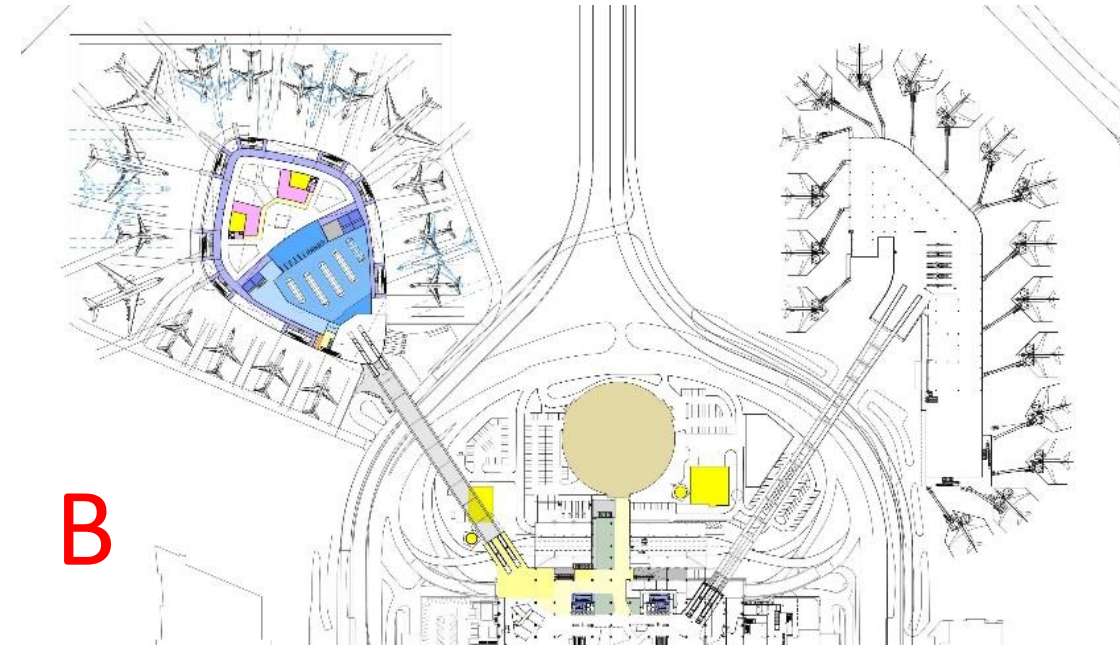
PROS:

- ✓ **Avoids future ATCT site**
- ✓ Easy wayfinding to new Intl Arrivals curb & departures
- ✓ Maintains new food court
- ✓ **Much easier constructability/ phasing**

CONS:

- ✓ New APM guideway req'd

RECOMMENDED OPTION



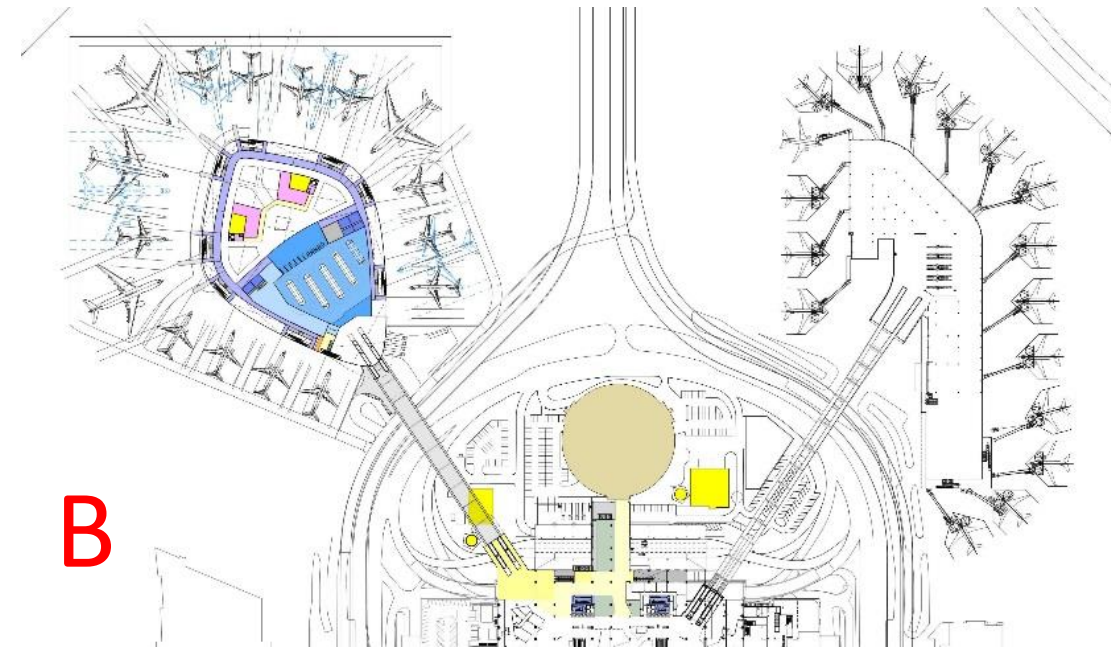
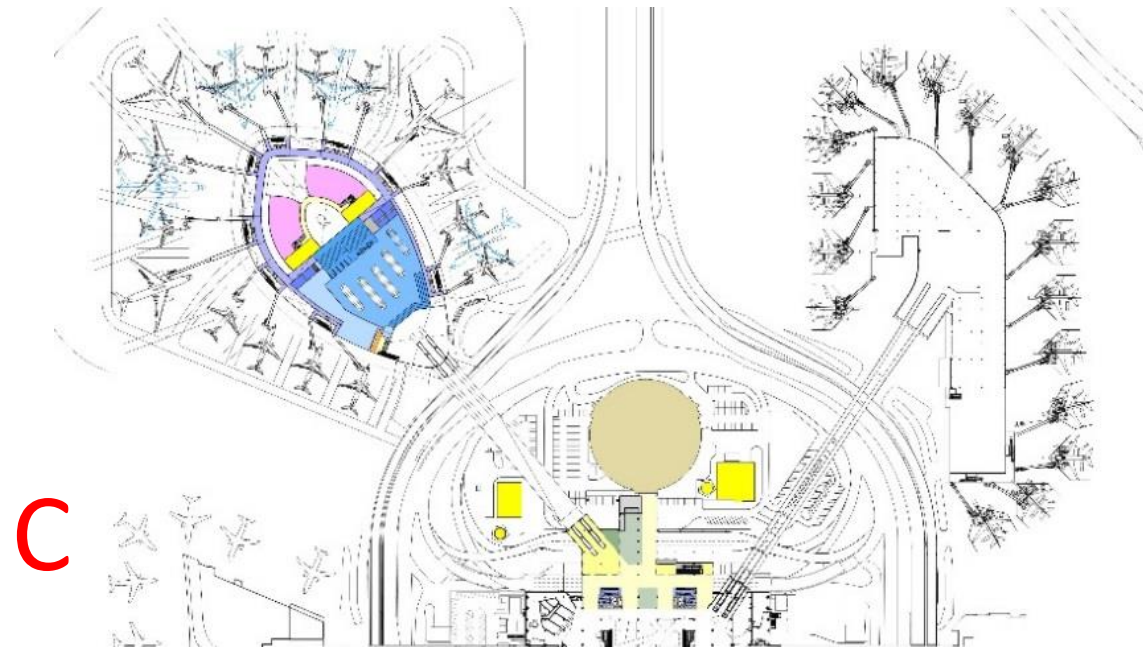
PROS:

- ✓ Utilizes existing Airside D APM guideway
- ✓ Easy wayfinding to new Intl Arrivals curb
- ✓ Maintains new food court

CONS:

- ✓ **Conflict w/ future ATCT site**
- ✓ **Impacts Hotel**
- ✓ **Constructability/Phasing – Terminal & APM**

APM / Curbside Expansion Matrix



Airside D APM Option C

• Guideway Structure -	\$19,444,000
• APM Vehicles -	\$46,504,000
• Main Terminal APM Station -	\$15,840,000
TOTAL -	\$81,788,000

Airside D APM Option B

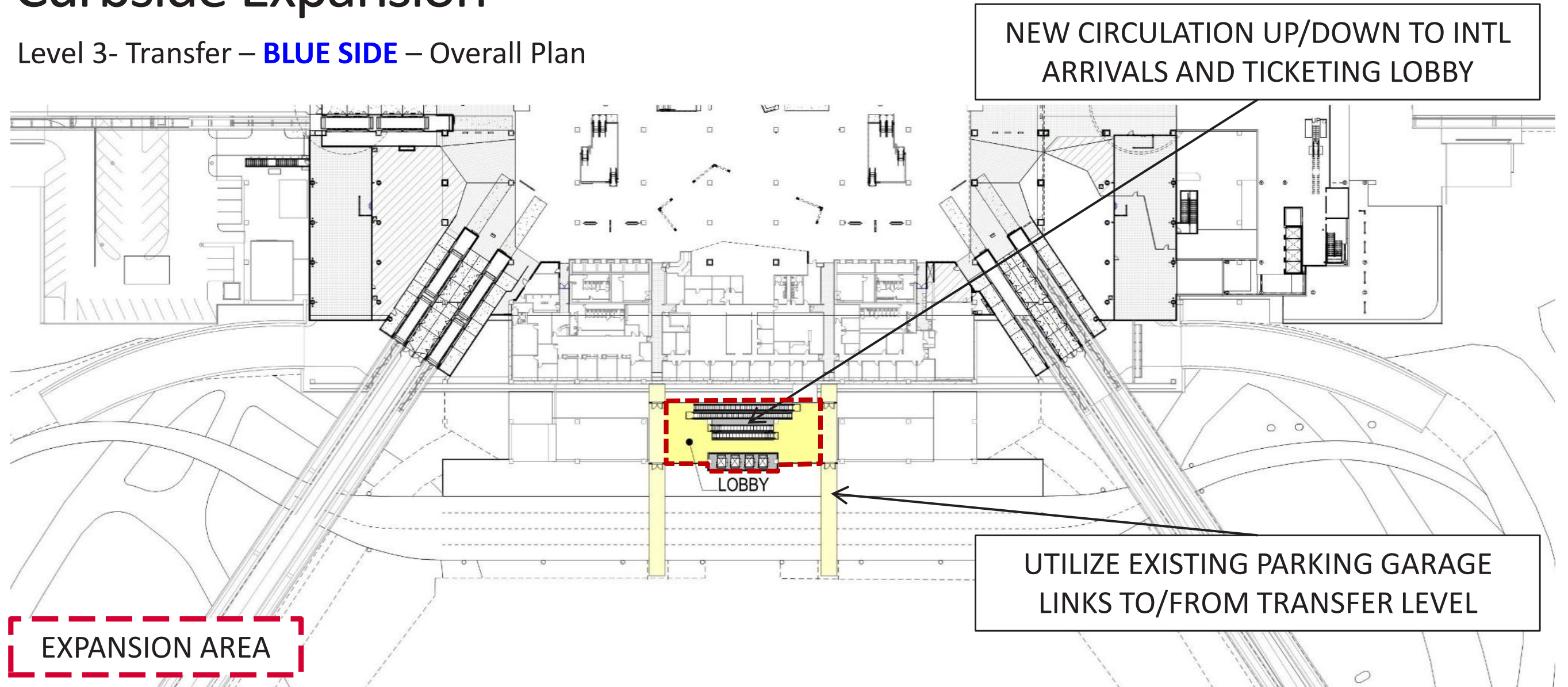
• Guideway Structure -	\$14,245,000
• APM Vehicles -	\$46,504,000
• Main Terminal APM Station -	\$21,276,000
TOTAL -	\$82,025,000

RECOMMENDED OPTION

*** Includes TOTAL PROJECT COSTS**

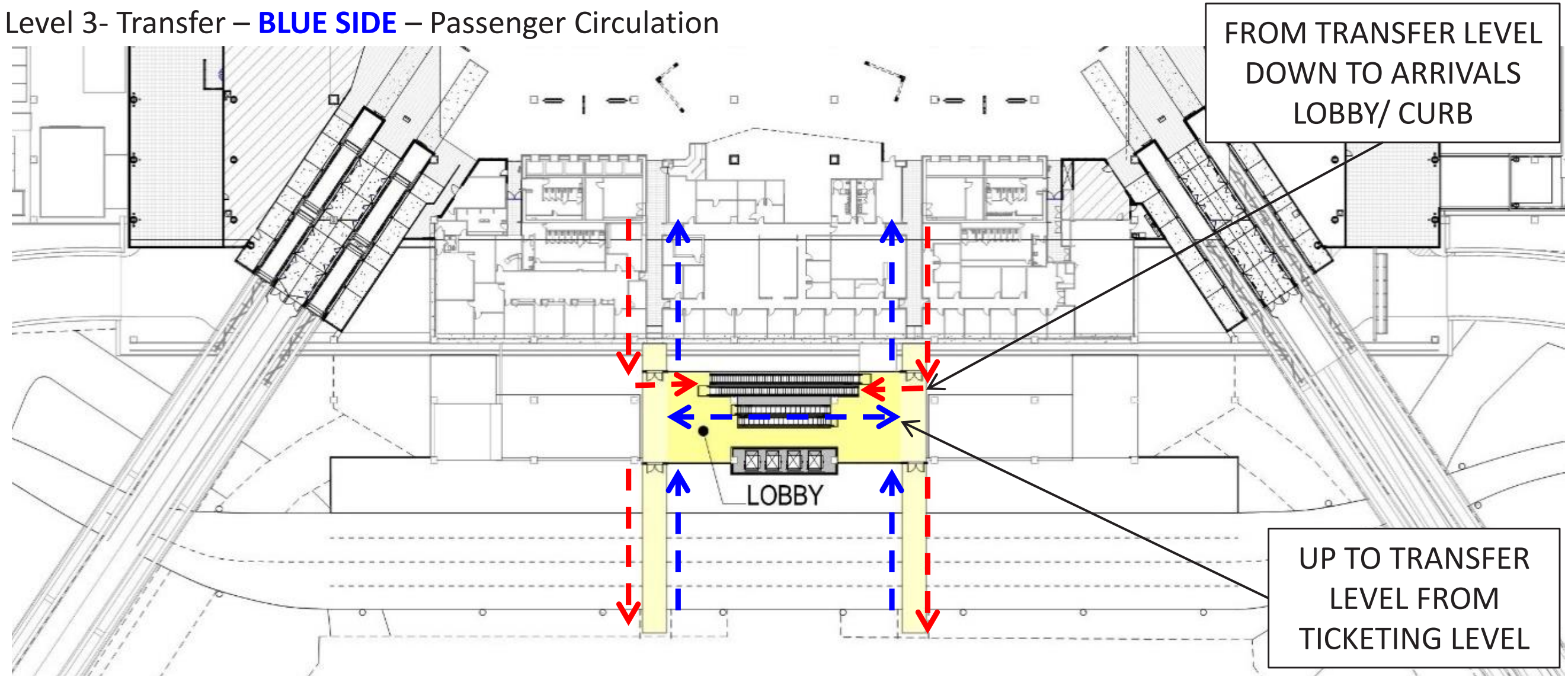
Curbside Expansion

Level 3- Transfer – **BLUE SIDE** – Overall Plan



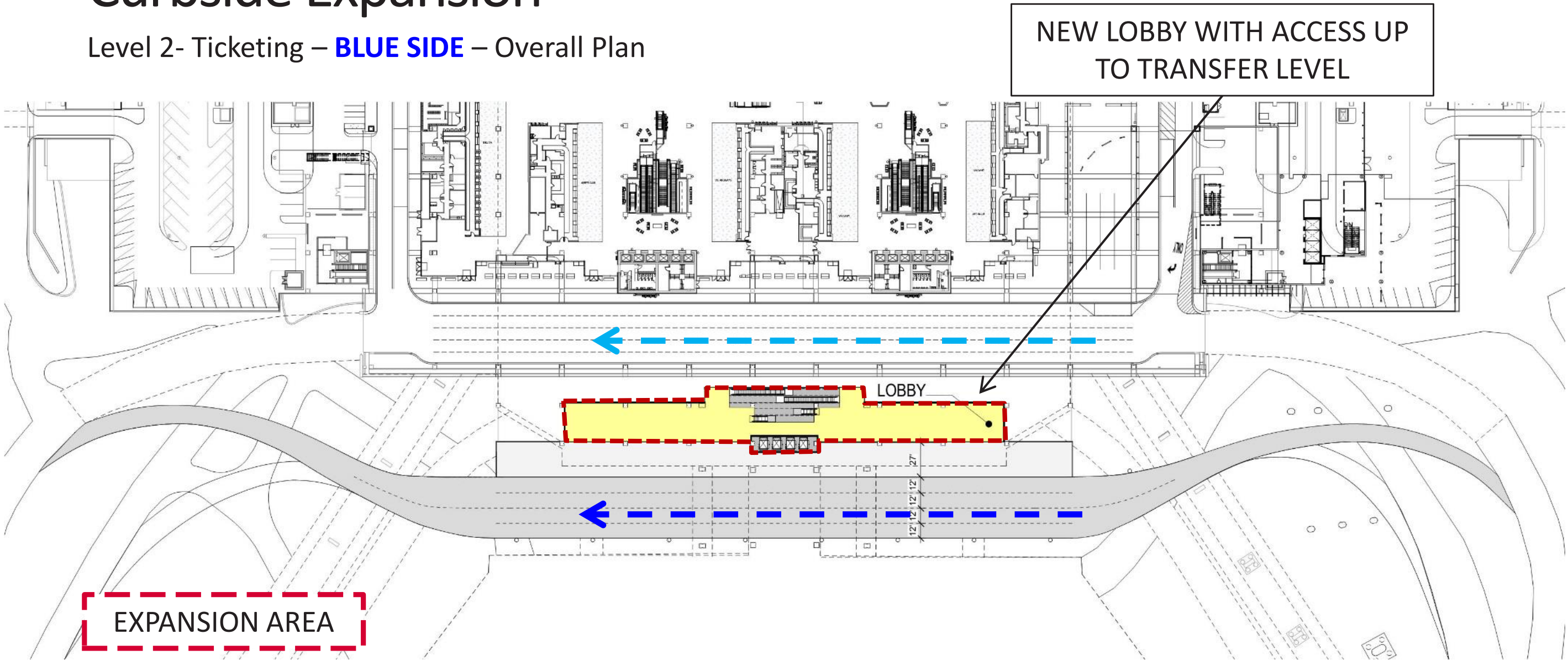
Curbside Expansion

Level 3- Transfer – **BLUE SIDE** – Passenger Circulation



Curbside Expansion

Level 2- Ticketing – **BLUE SIDE** – Overall Plan

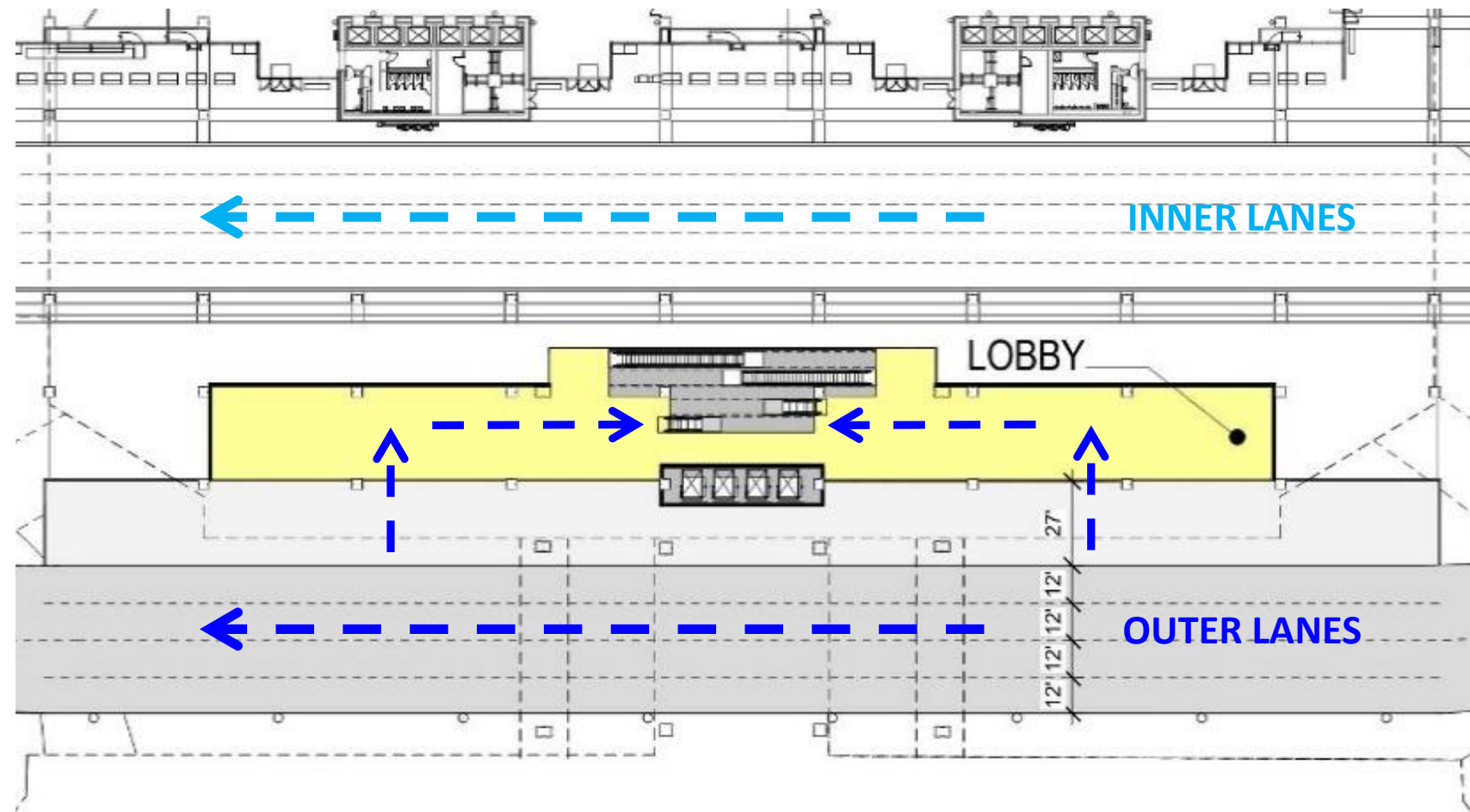


Curbside Expansion - Use of New Outer Lanes

Level 2- Ticketing – **BLUE SIDE** – Passenger Circulation

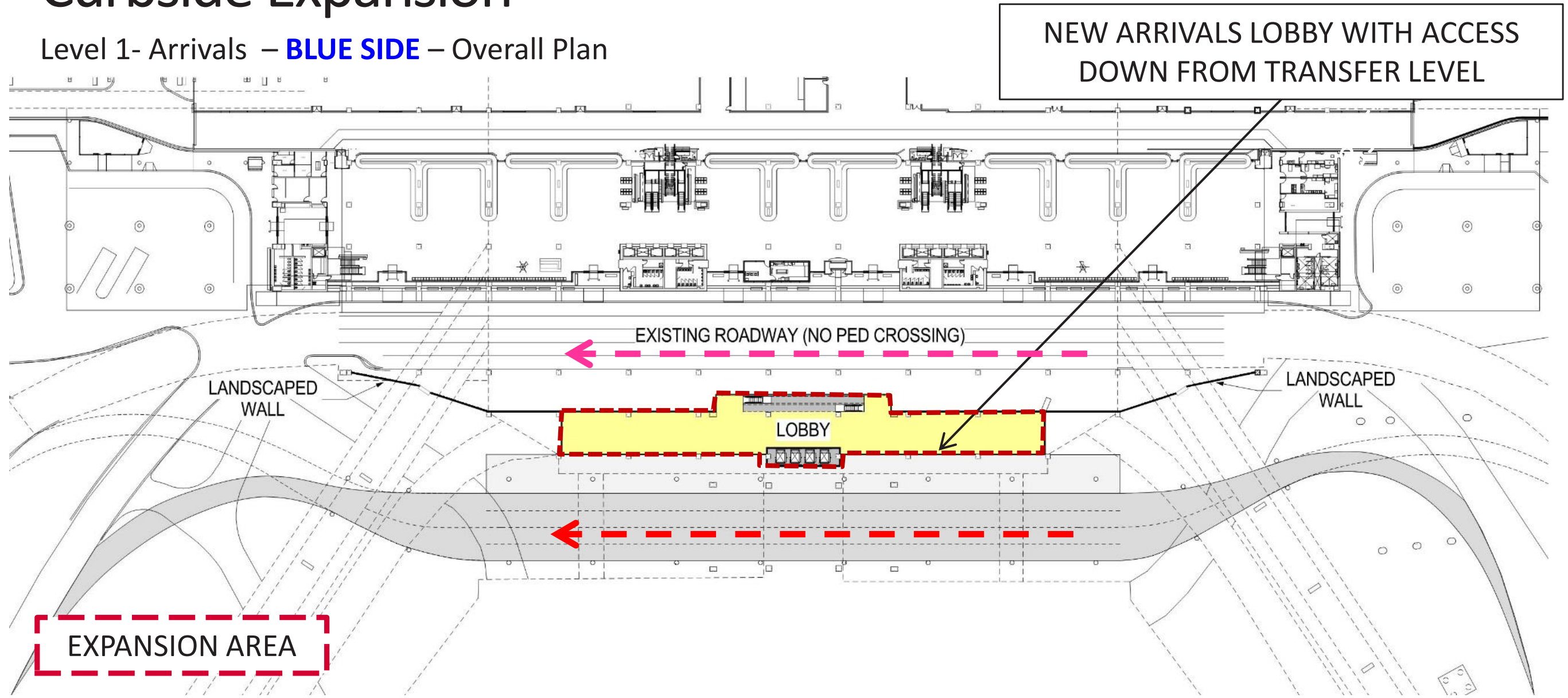
At Departure Level

- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Inner Lanes:**
“Departures – Bag Check-in”
 - **For Outer Lanes:**
“Departures – Direct to Security (No Bag Check)”



Curbside Expansion

Level 1- Arrivals – **BLUE SIDE** – Overall Plan

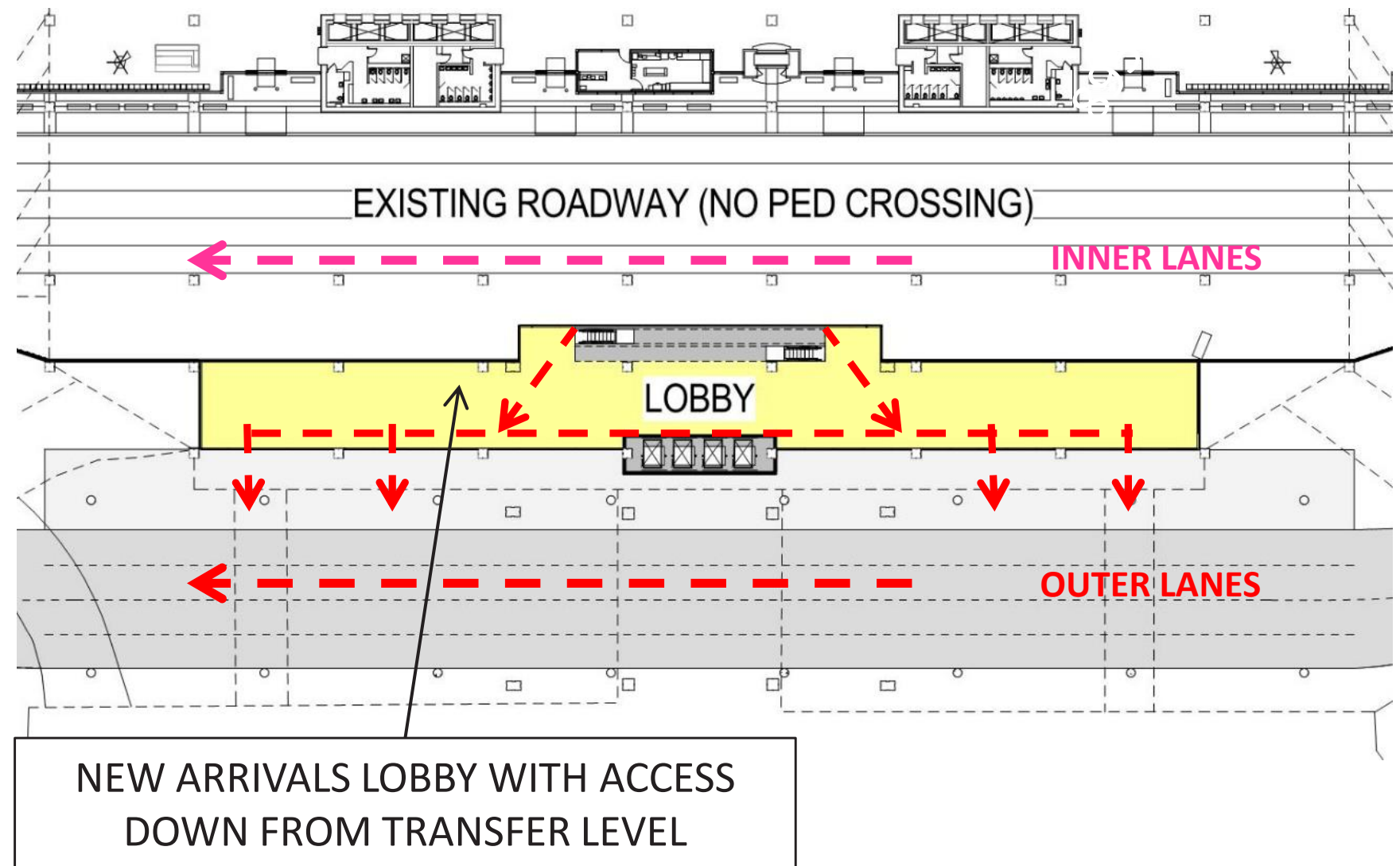


Curbside Expansion - Use of New Outer Lanes

Level 1- Arrivals – **BLUE SIDE** – Passenger Circulation

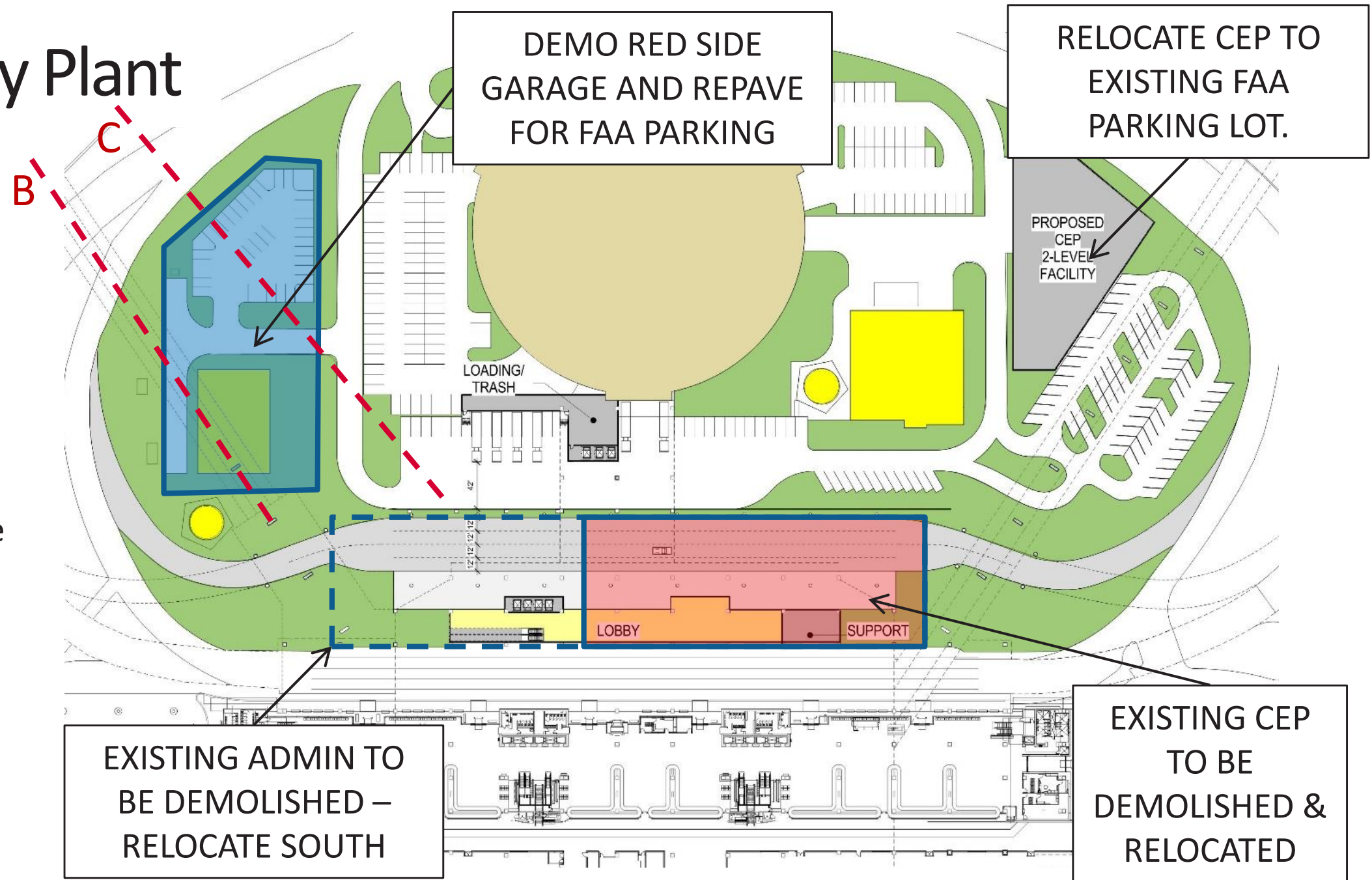
At Arrival Level

- ✓ A barrier wall prevents persons crossing inner lanes
- ✓ On Roadway Approach signs read:
 - **For Inner Lanes:**
“To Arrivals Pick-up Curb”
 - **For Outer Lanes:**
“Arrivals Fast Curb – Carry-On Bags Only”



Central Energy Plant

- ✓ Existing CEP to be demolished and relocated.
- ✓ Requires approx. 32,000 SF
- ✓ Any central site will need to be bi-level
- ✓ When red side garage is demolished, maximize parking for FAA for loss of spaces at new CEP



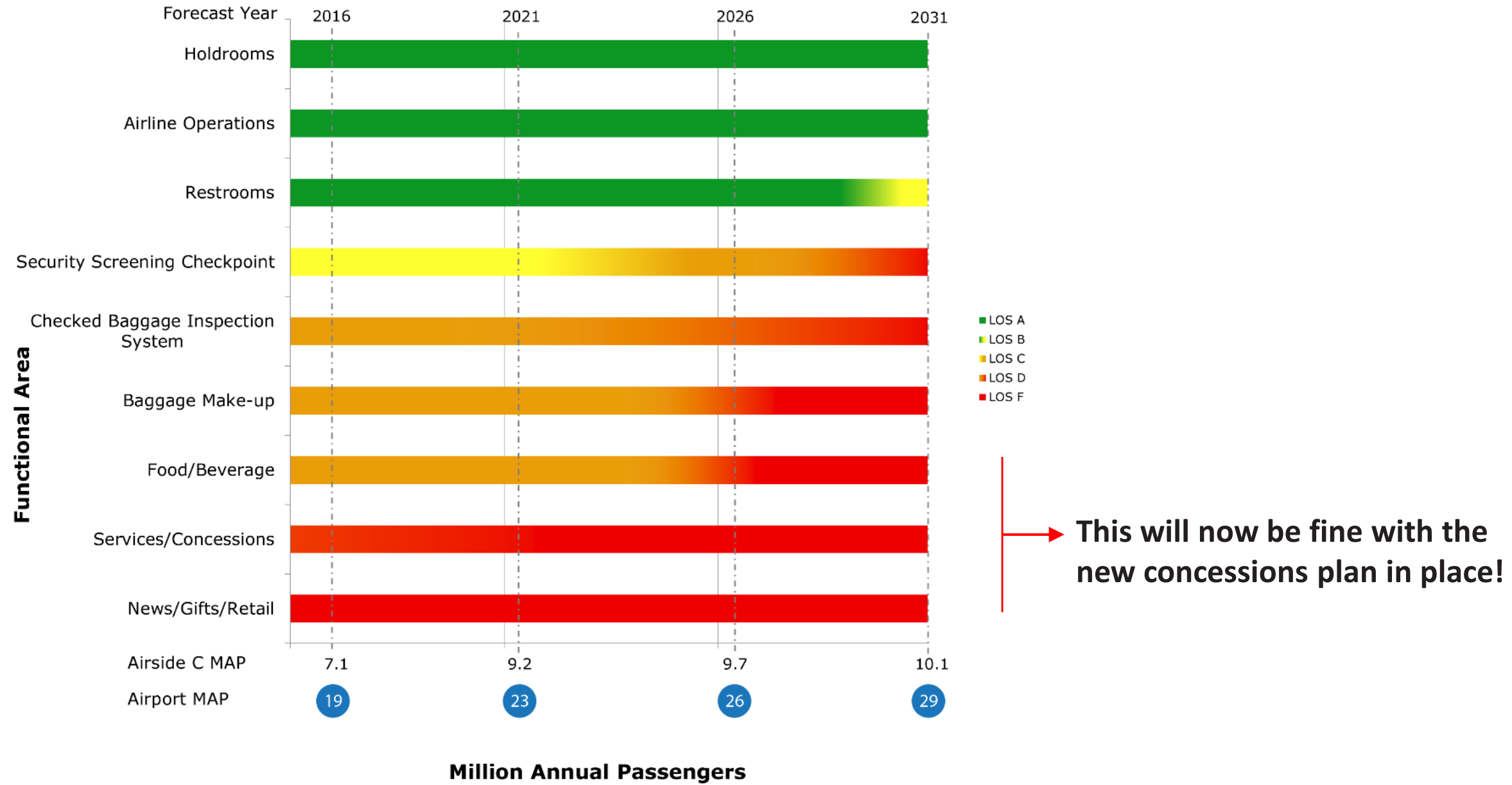


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Terminal Planning Alternatives

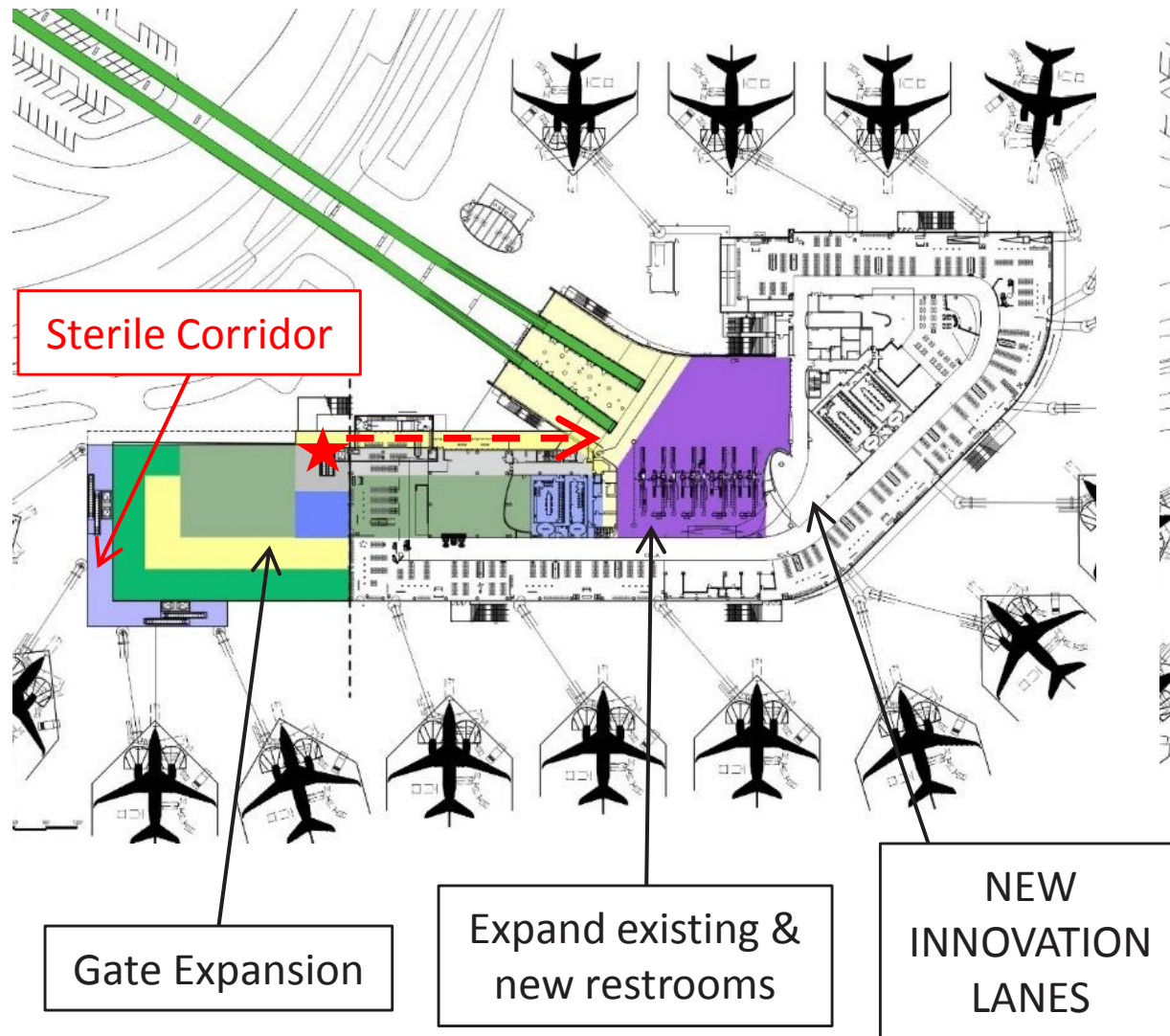
Airside C

Stoplight Chart – Airside C

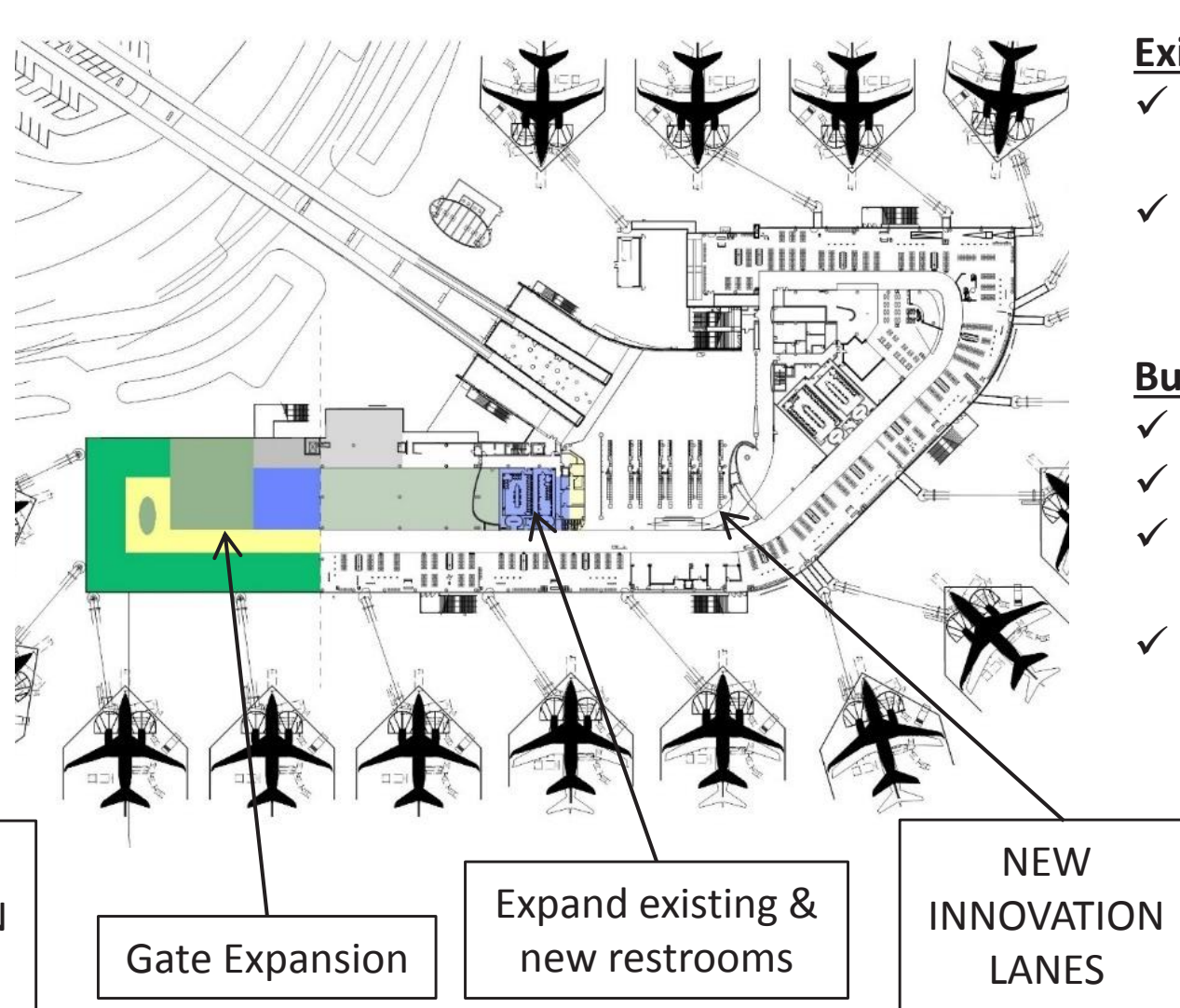


Airside C – Departure Level

Option 1



Option 2



Existing Building:

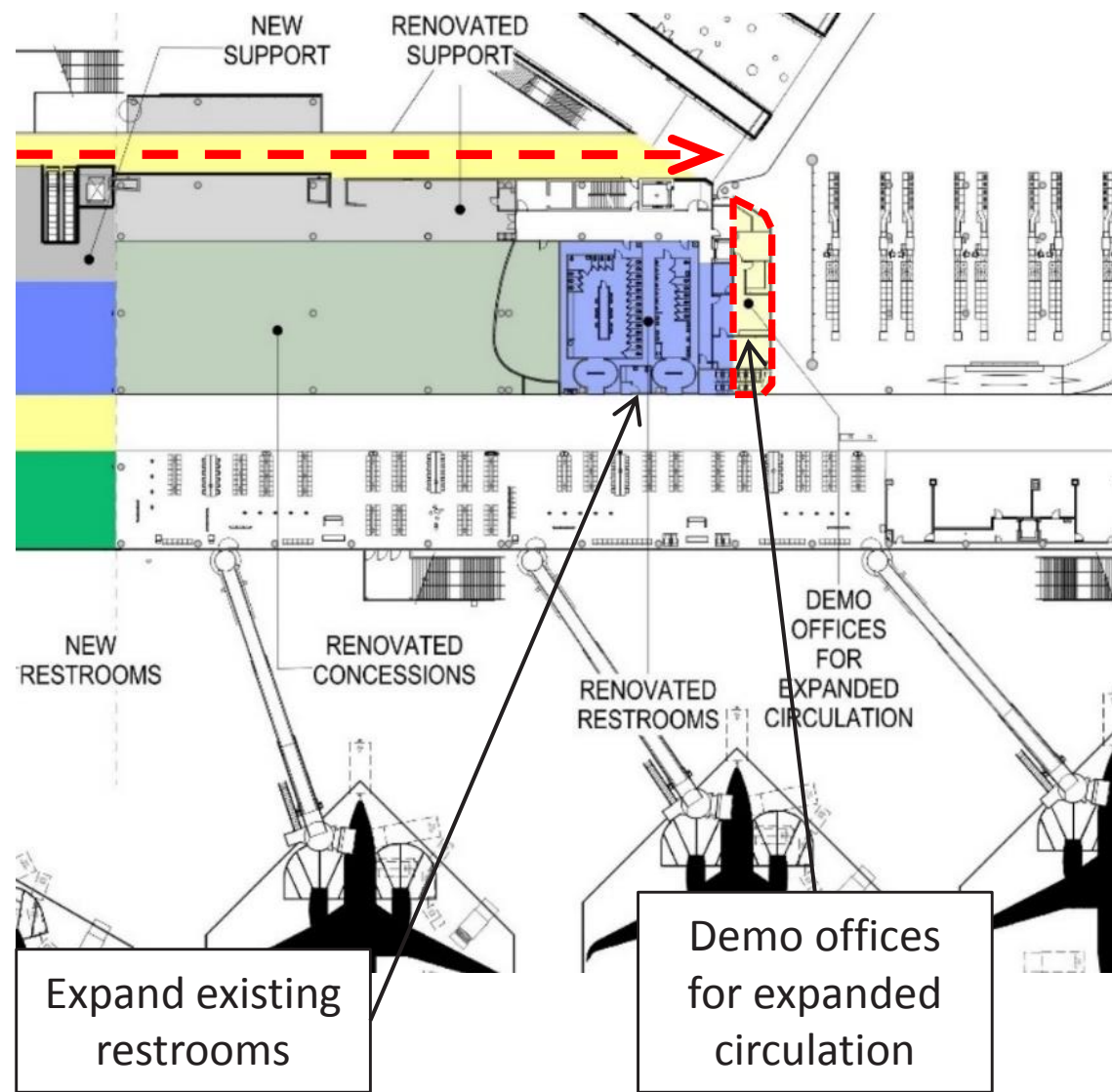
- ✓ Expand restroom core
- ✓ Expand existing SSCP to 8 lanes

Building Expansion:

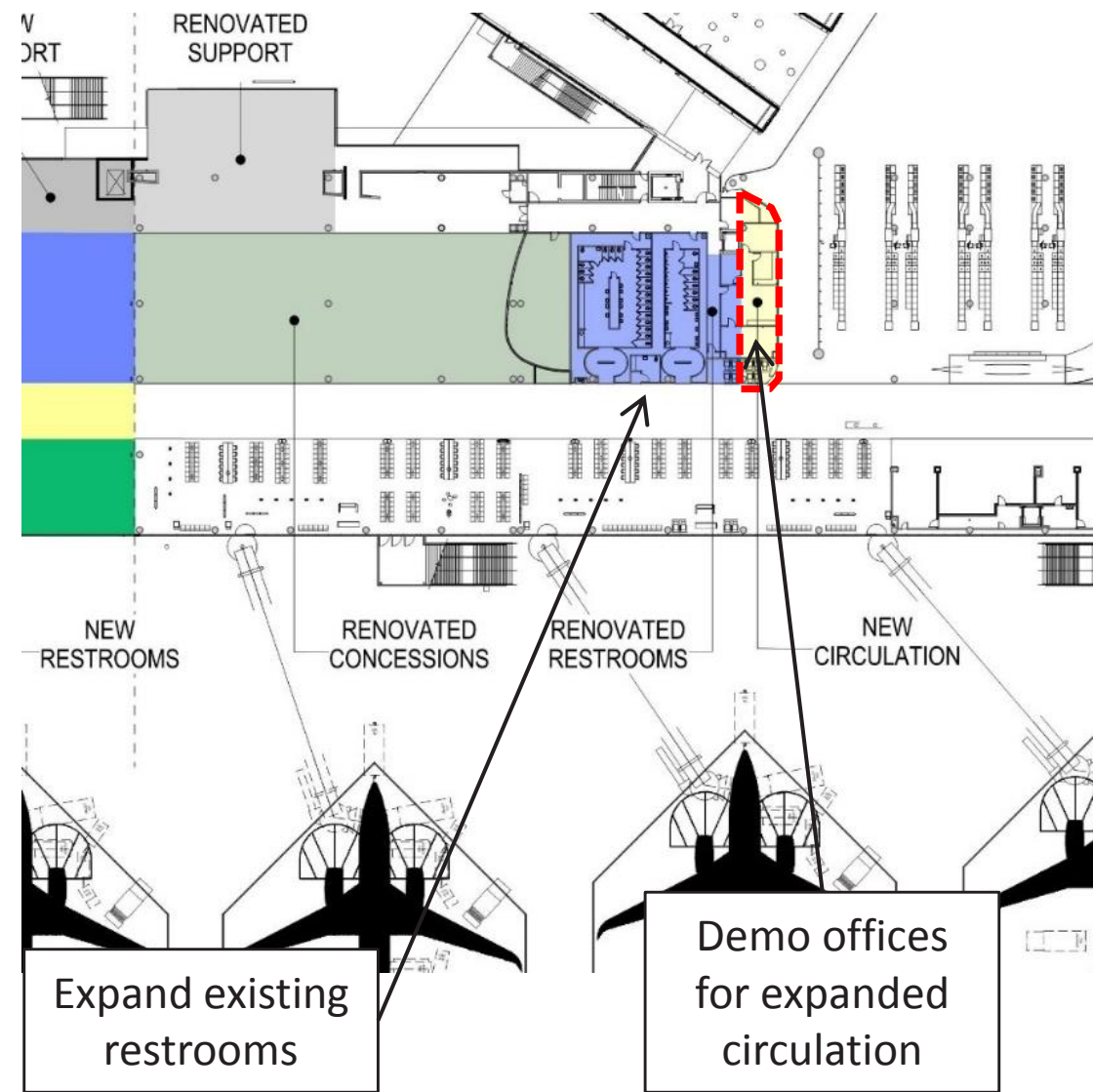
- ✓ 4 sterile gates
- ✓ Sterile corridor
- ✓ Additional restrooms
- ✓ Additional concessions

Airside C – Departure Level – Existing Building

Option 1



Option 2

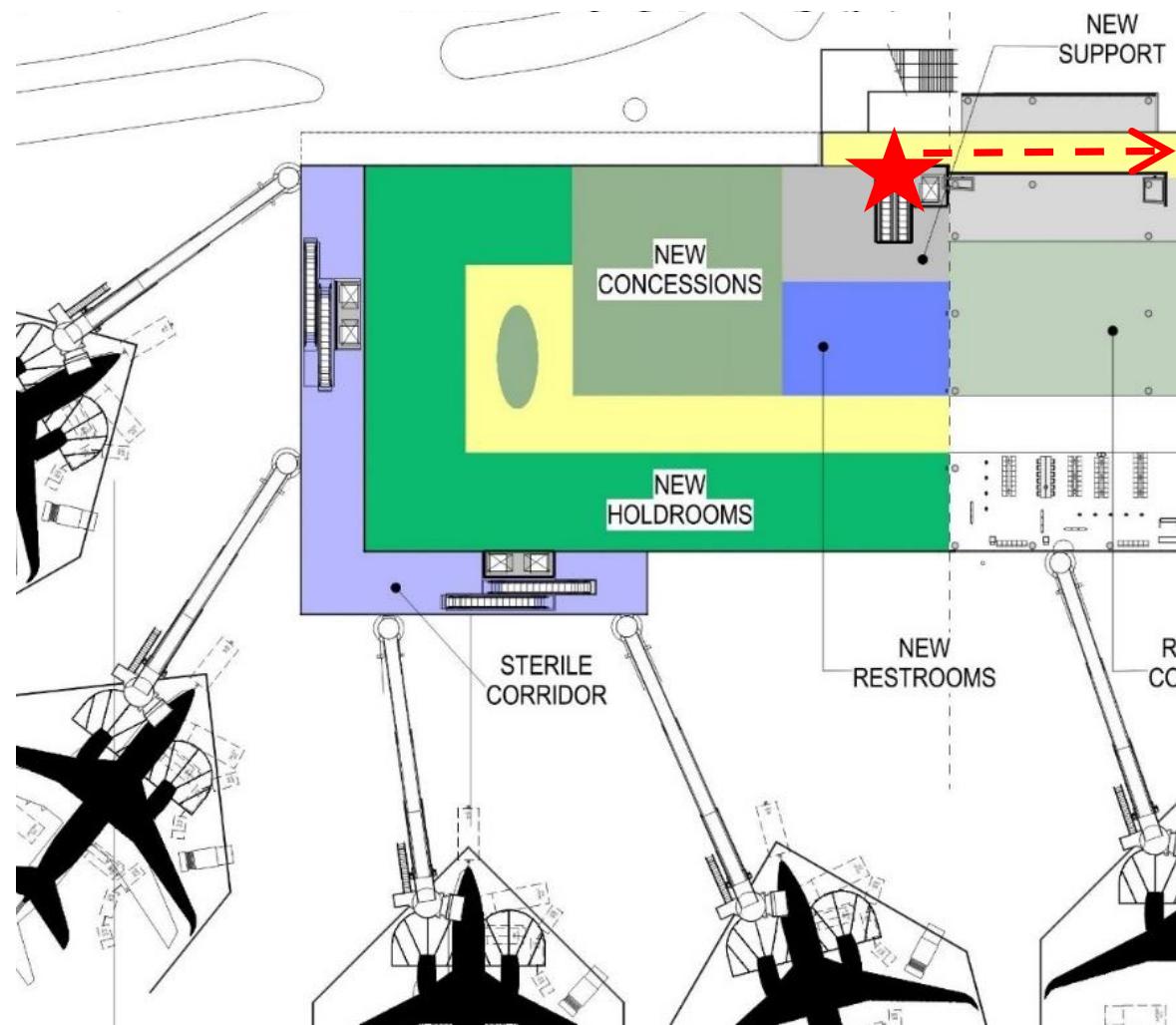


Existing Building:

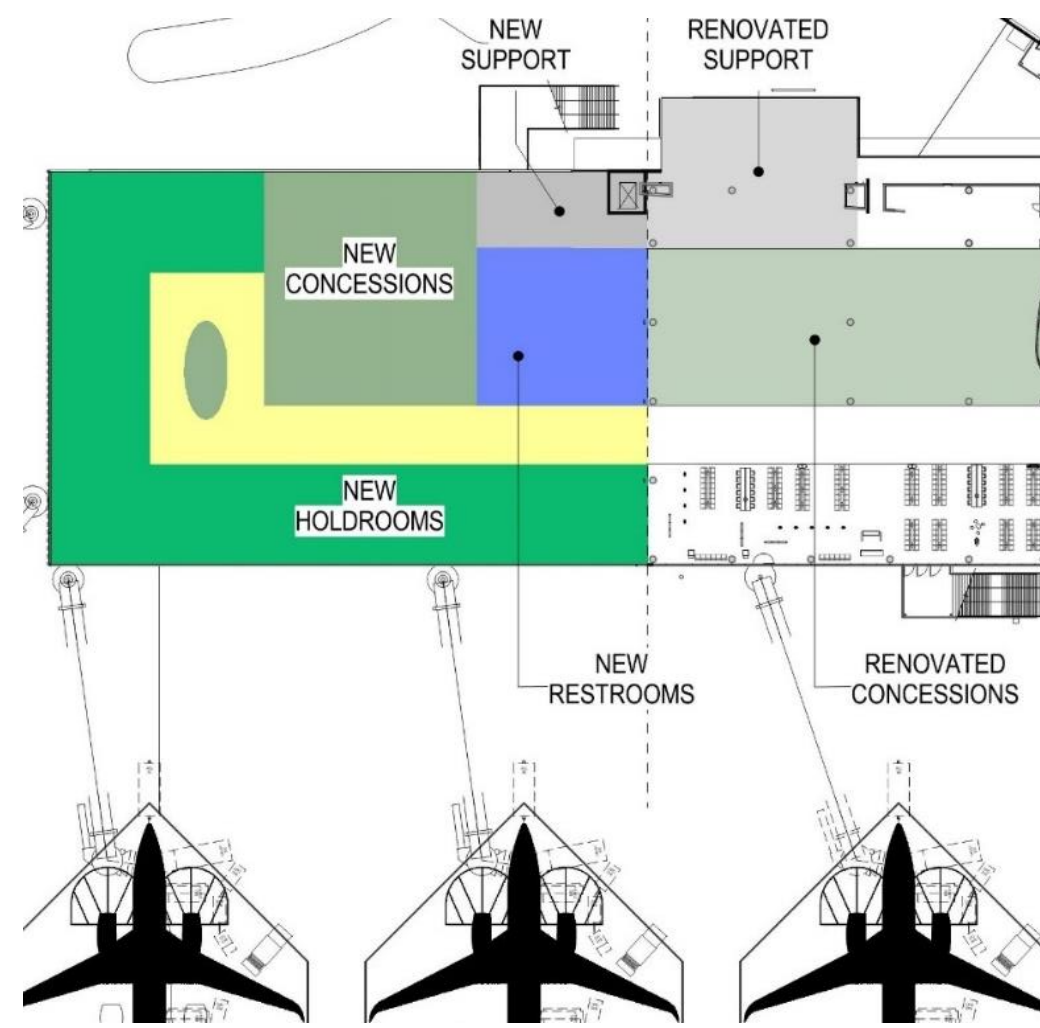
- ✓ (1) additional SSCP lane
- ✓ Demolish existing Southwest Airlines customer service office
- ✓ Relocate exit corridor further south
- ✓ Expand existing restroom core

Airside C – Departure Level – Building Expansion

Option 1



Option 2

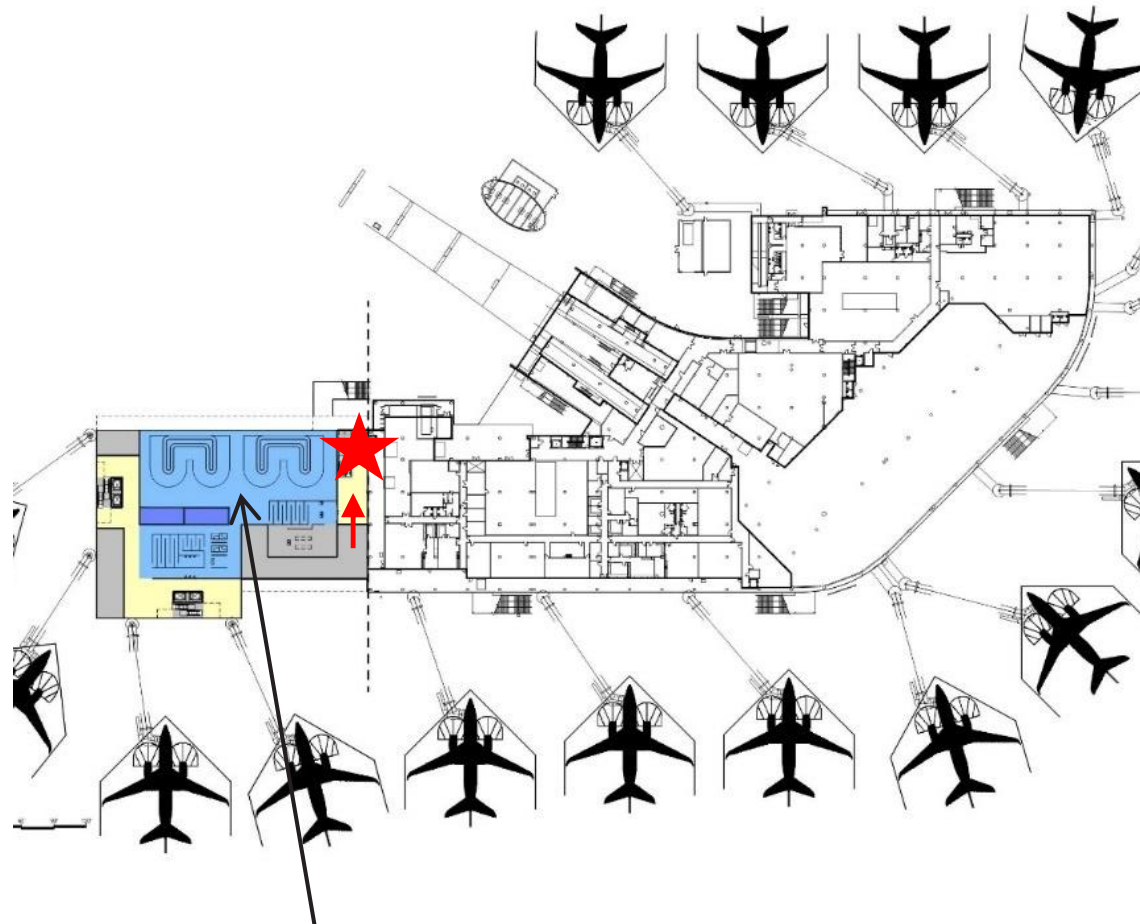


Building Expansion:

- ✓ (4) sterile connected gates (2 net gain gates) with associated hold room
- ✓ Additional concessions
- ✓ Additional restroom
- ✓ Building height would not be higher than existing building to maintain line-of-sight from ATCT

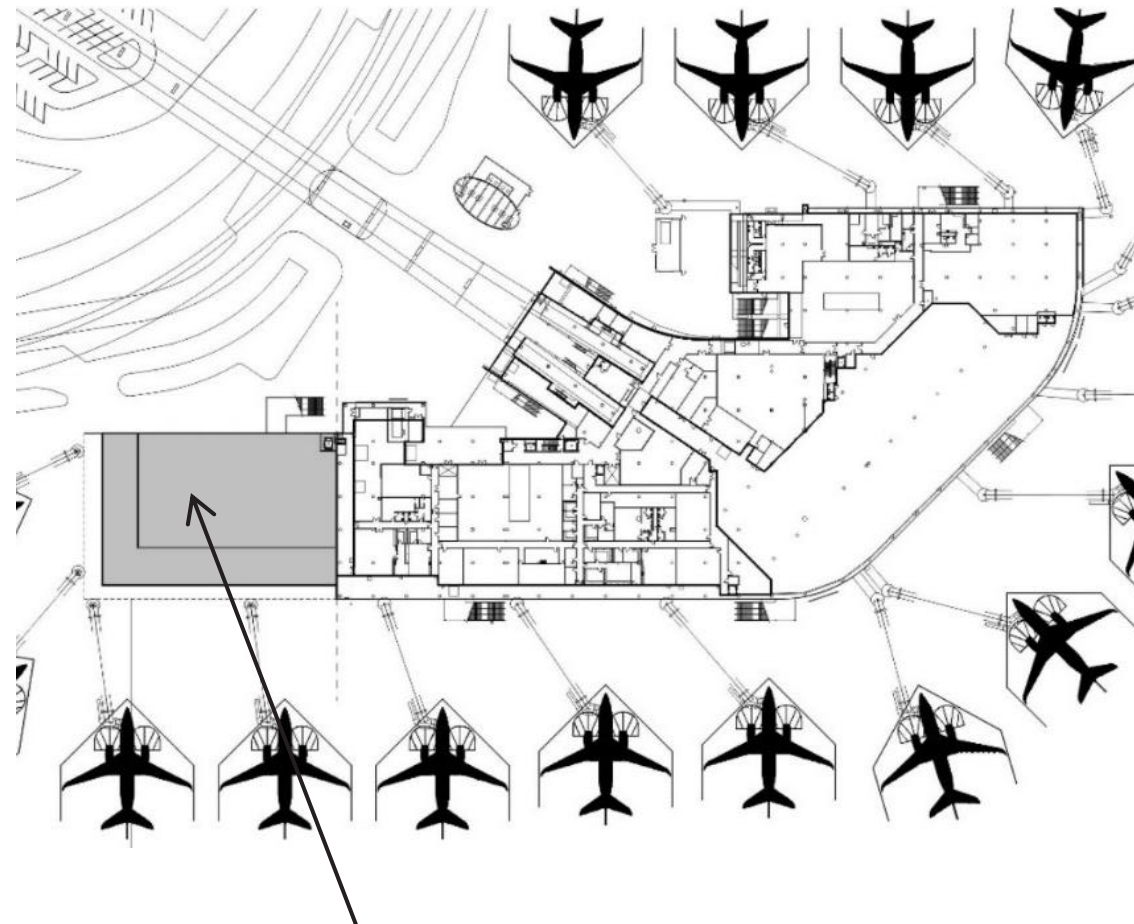
Airside C – Apron Level

Option 1



New CBP on Ground Floor

Option 2



New Airline Support on Ground Floor

Existing Building:

- ✓ MEP upgrades for Departure level modifications

Building Expansion:

- ✓ New CBP
- ✓ Sterile Corridor
- ✓ Additional airline ops

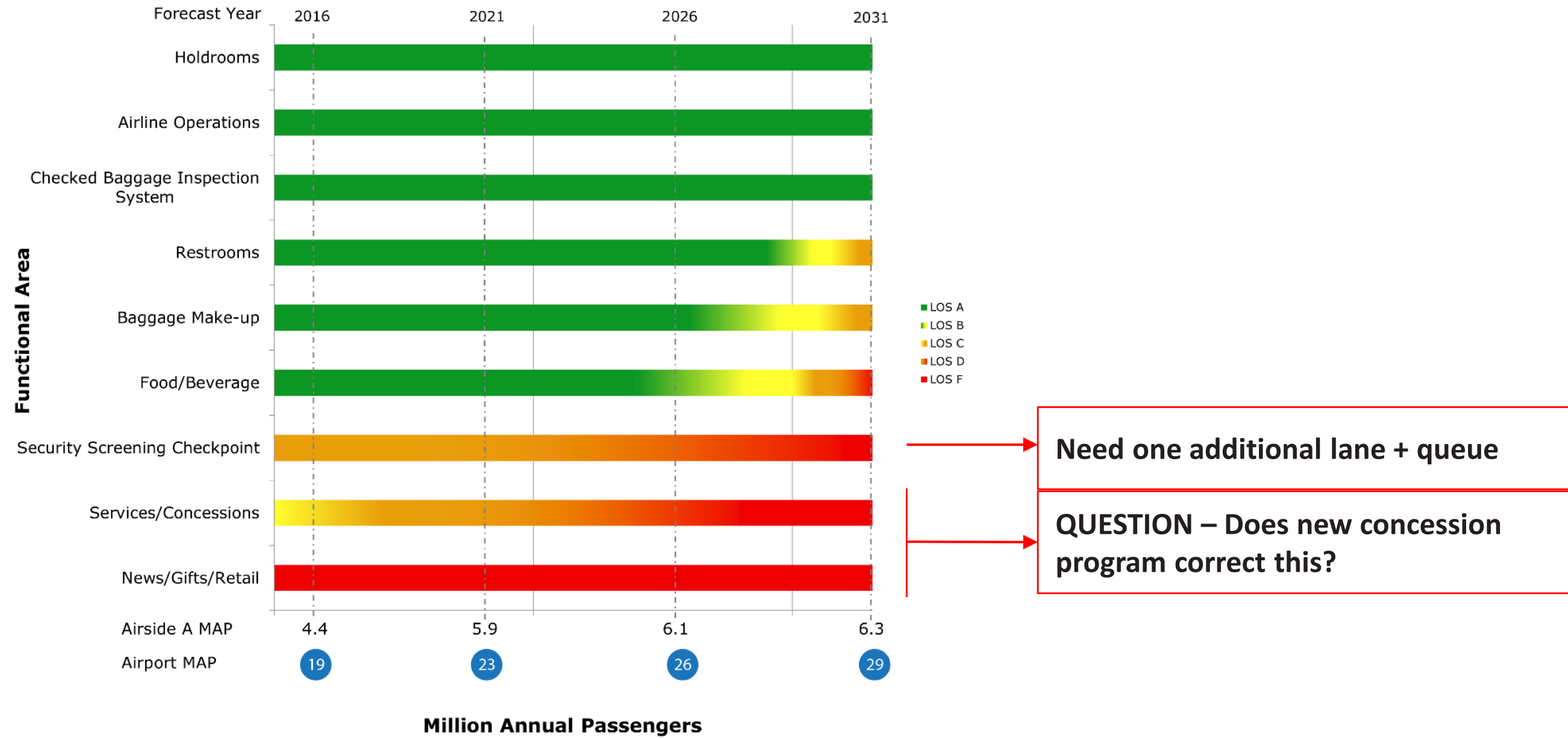


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Terminal Planning Alternatives

Airside A

Stoplight Chart – Airside A



Airside A

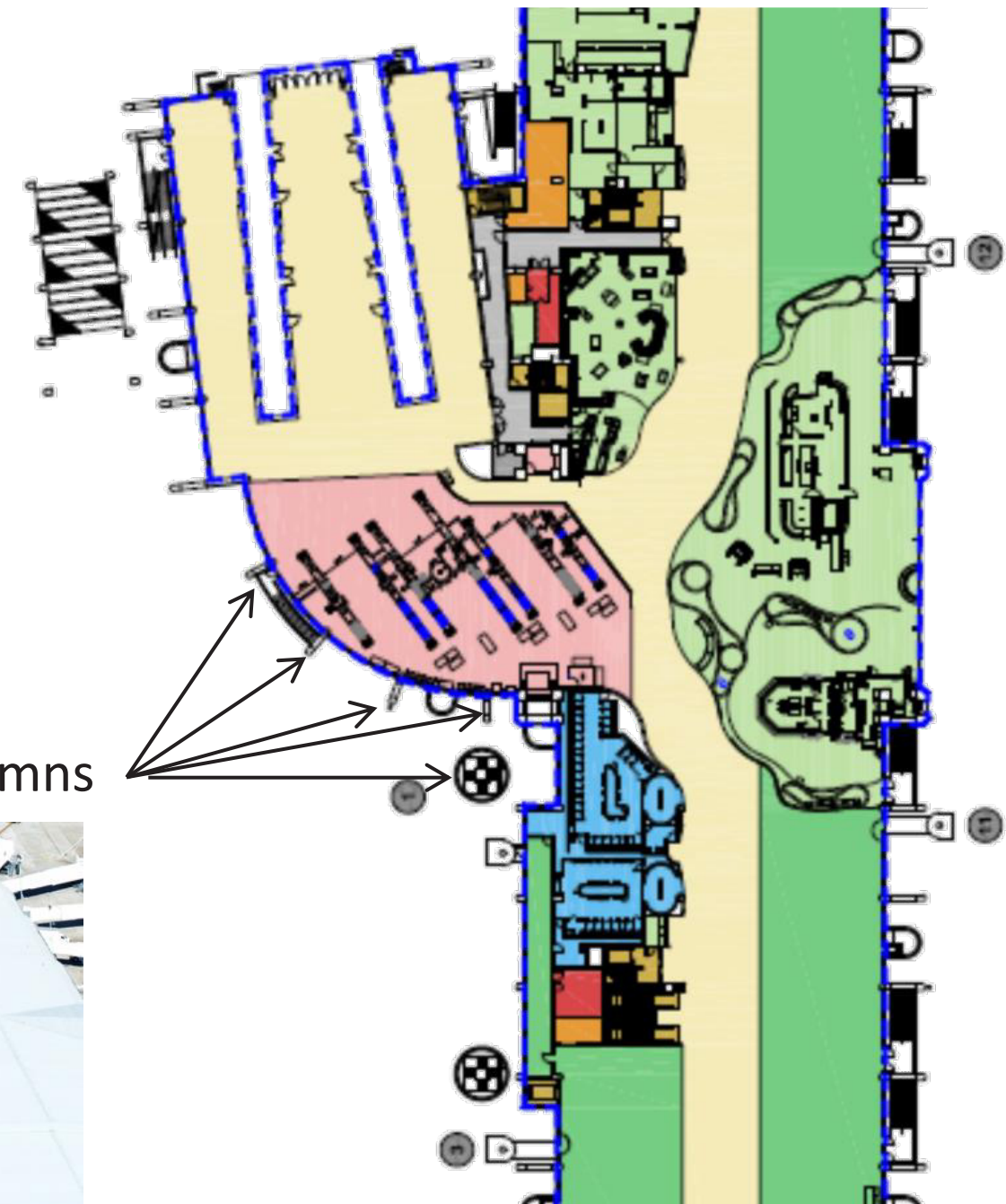
Security Checkpoint Expansion

- Need additional:
 - (1) Lane (minimum)
 - Queuing
- Currently non-standard lanes; need more revest area

Issues:

- Structural Columns
- Exit Stairs
- Silver Airways Hardstand access

Large Structural Columns

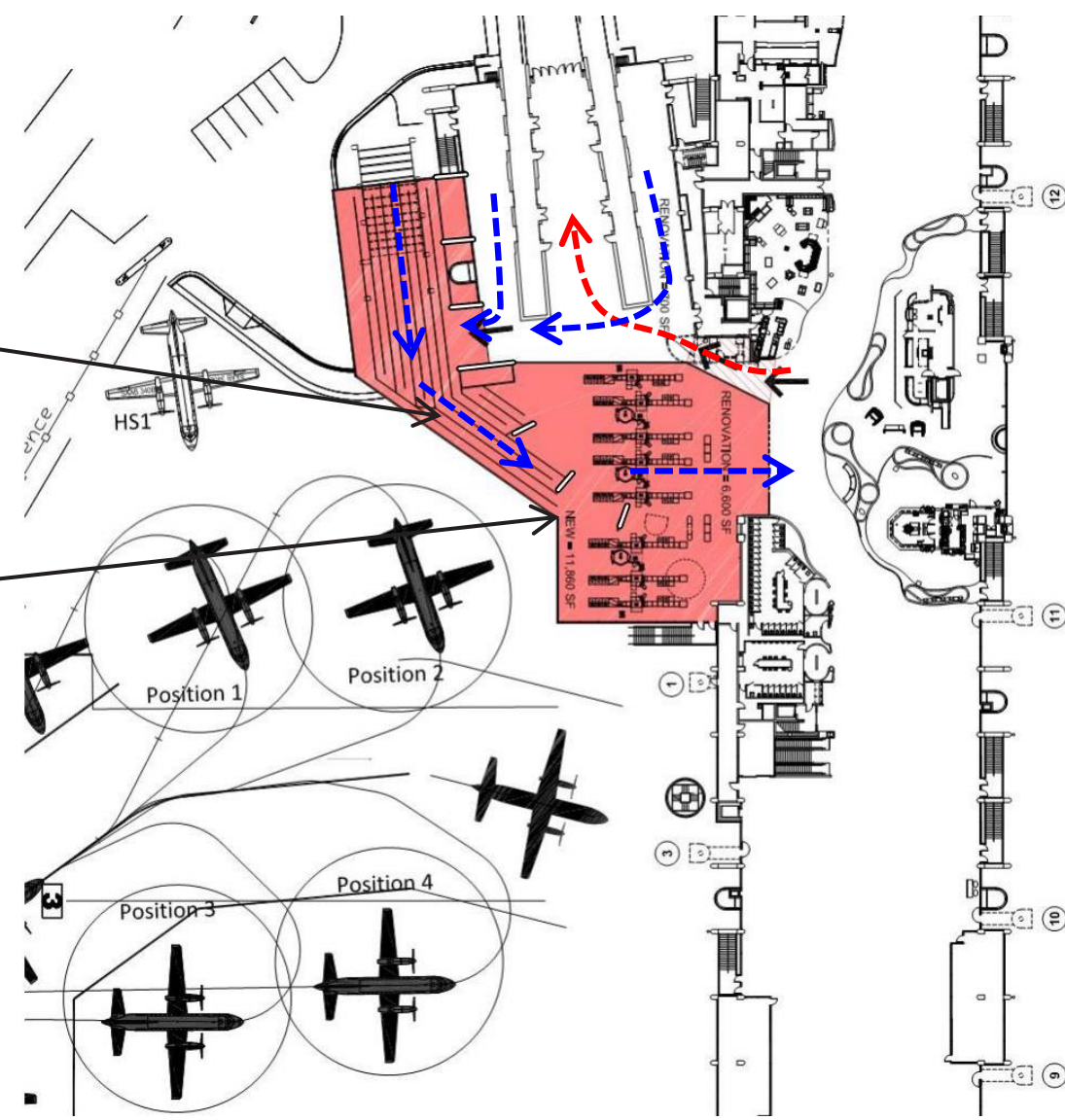
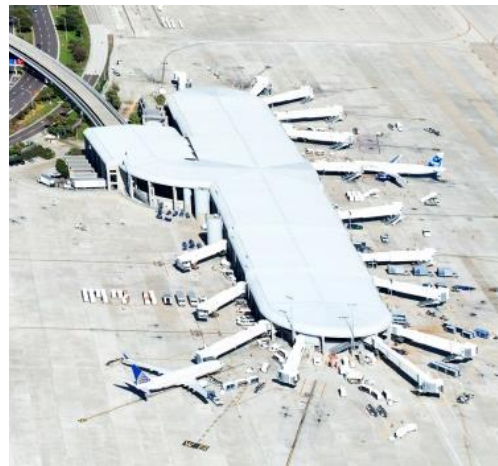


Existing

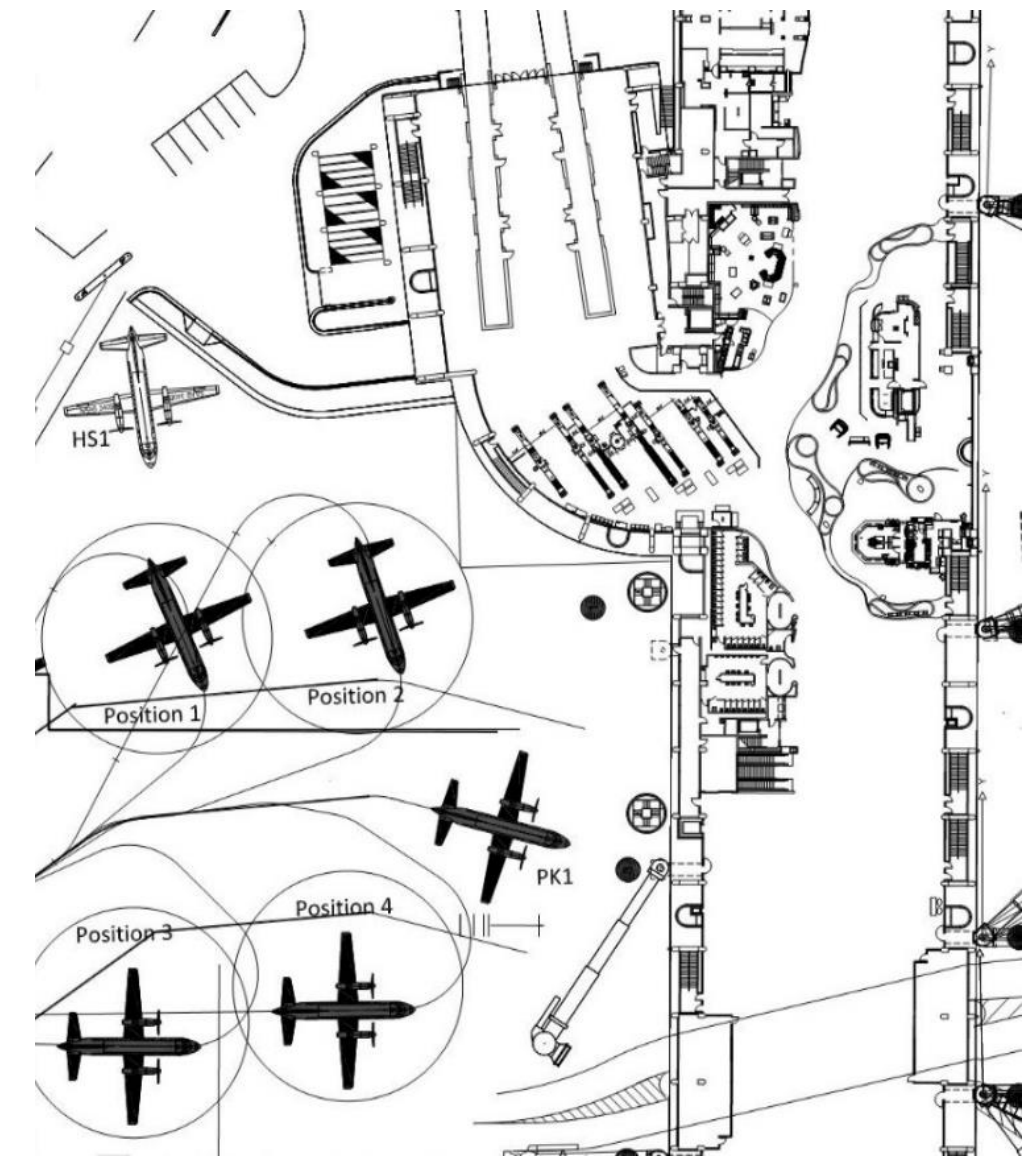
Airside A

QUEUE
4100 SF
(2000 ADDITIONAL)

8 LANES
(1 ADDITIONAL)



Proposed

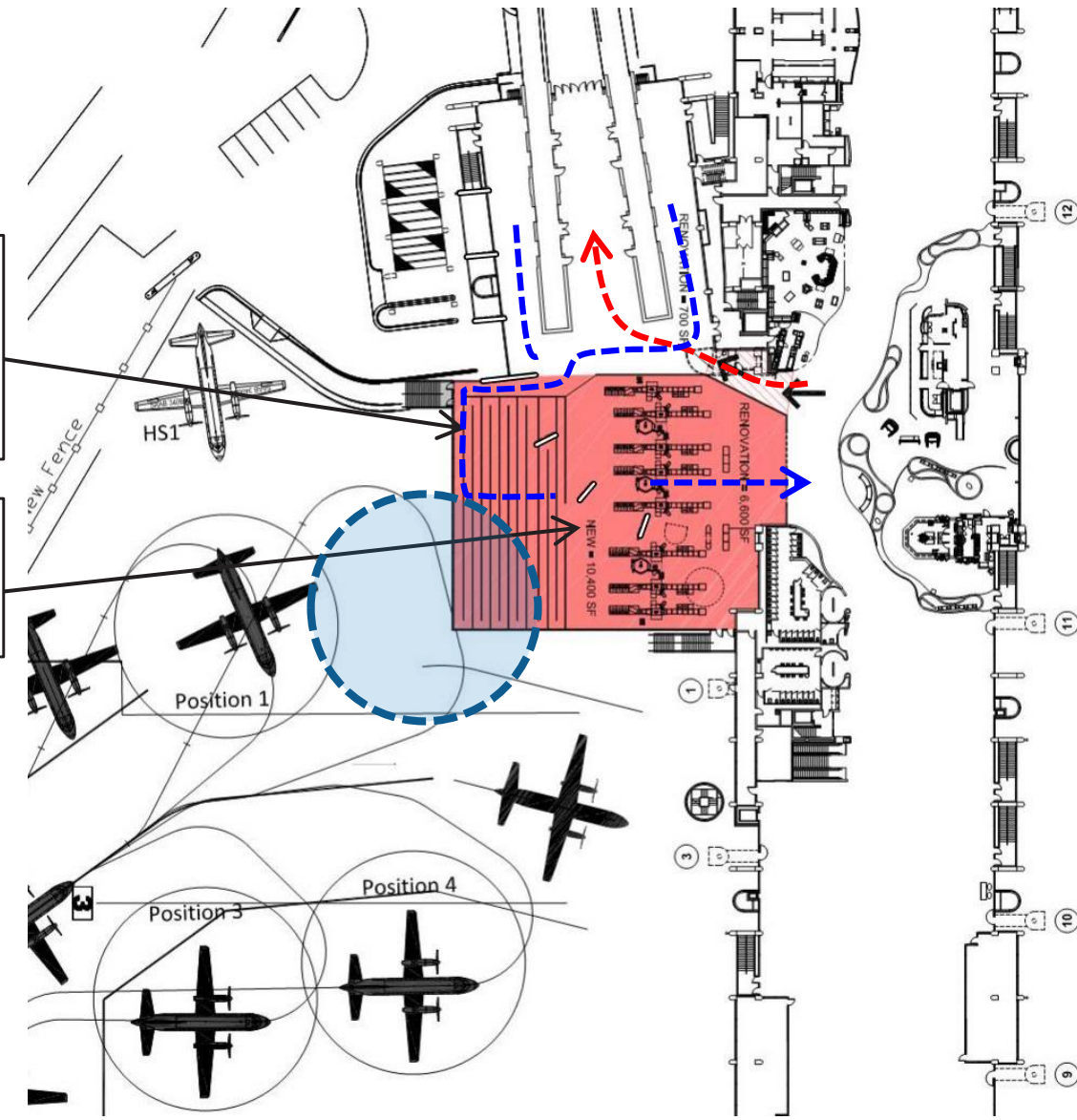
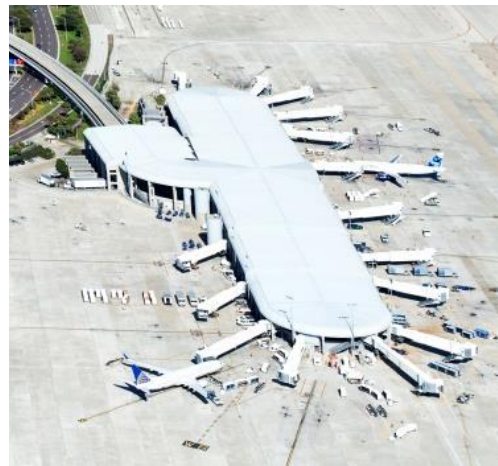


Existing

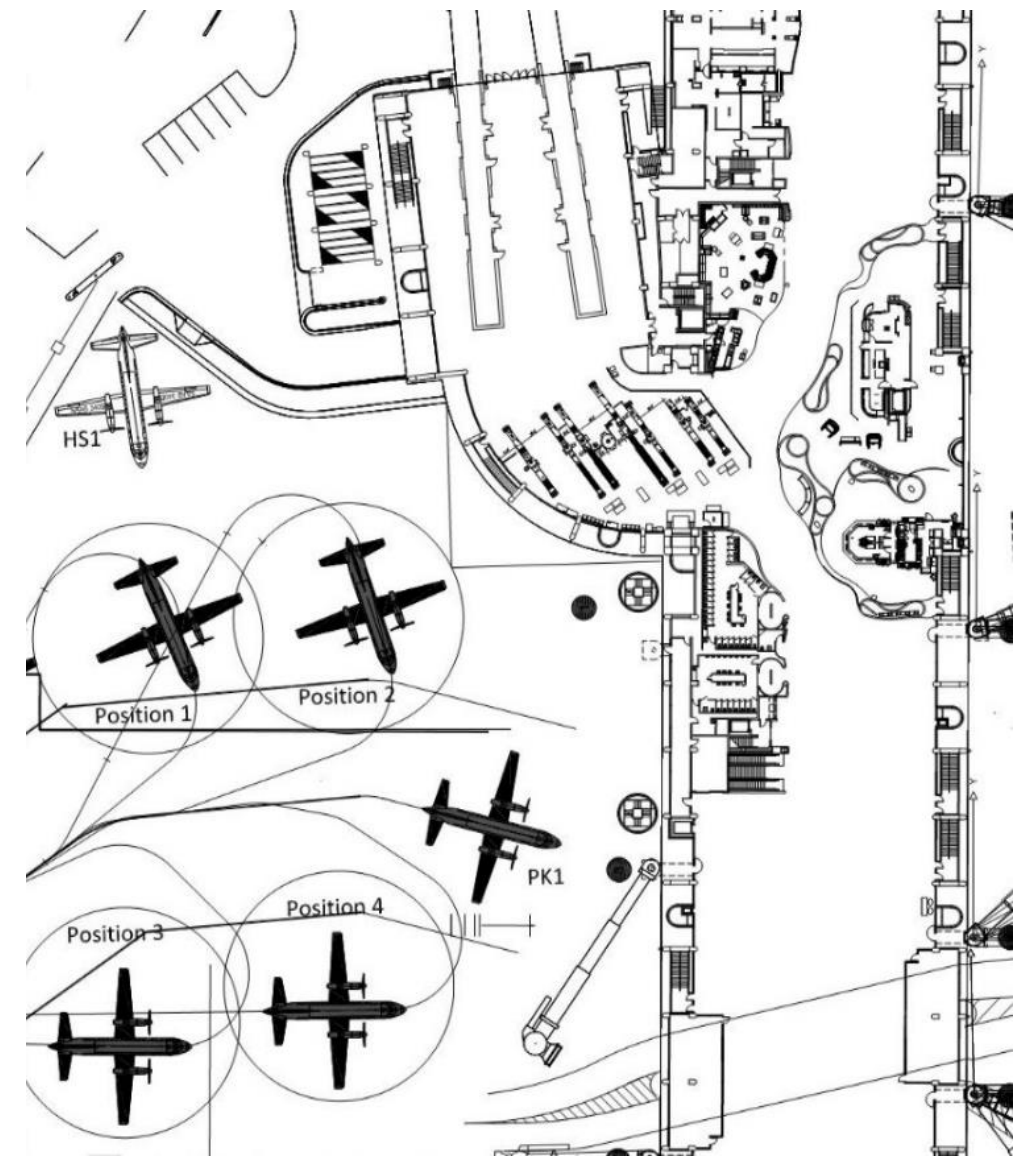
Airside A

QUEUE
4100 SF
(2000 ADDITIONAL)

8 LANES
(1 ADDITIONAL)



Proposed



Existing

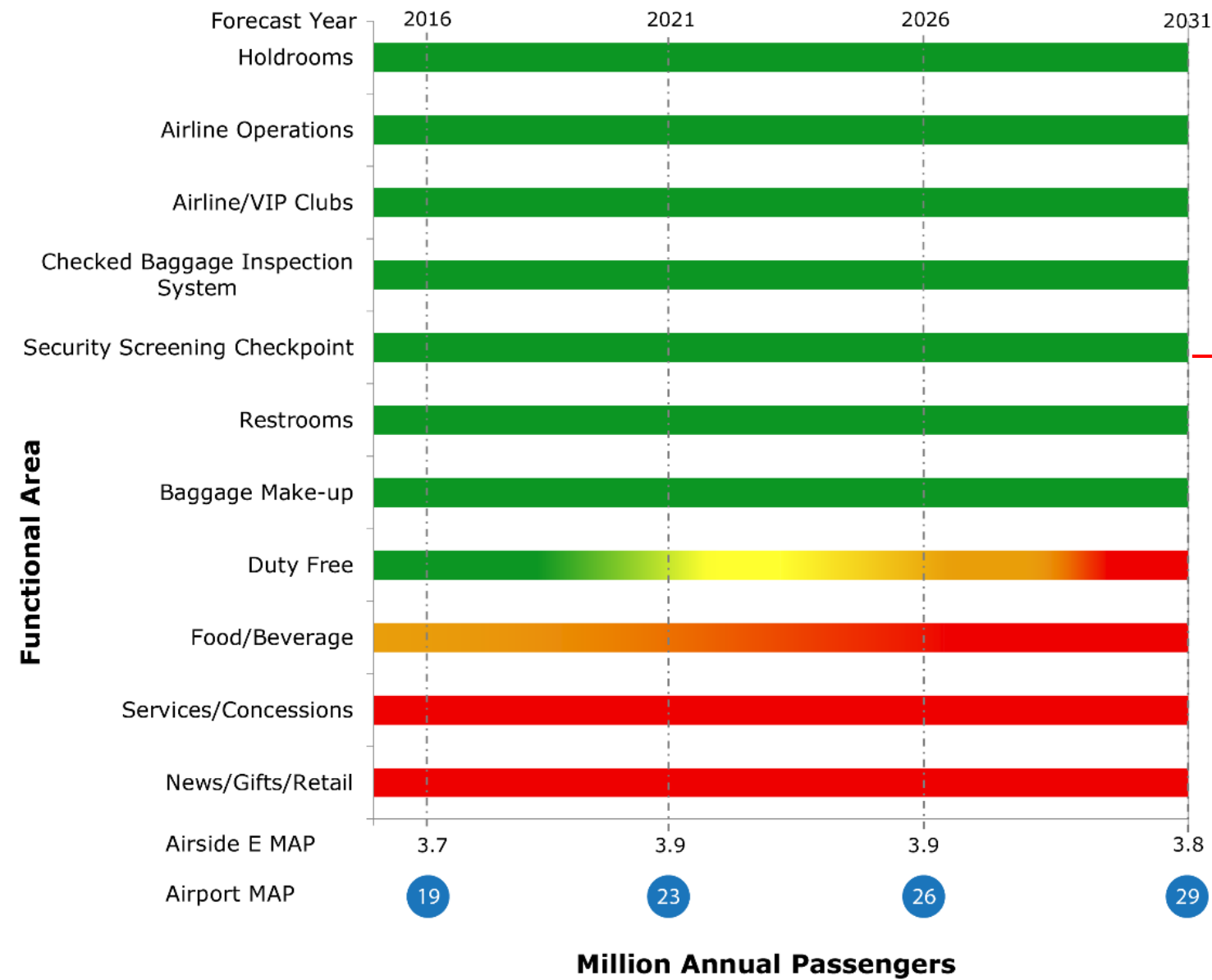


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Terminal Planning Alternatives

Airside E

Stoplight Chart – Airside E



- Number of lanes is adequate.
- Functionality of lanes impacts capacity due to sloped floor and lack of appropriate queue.

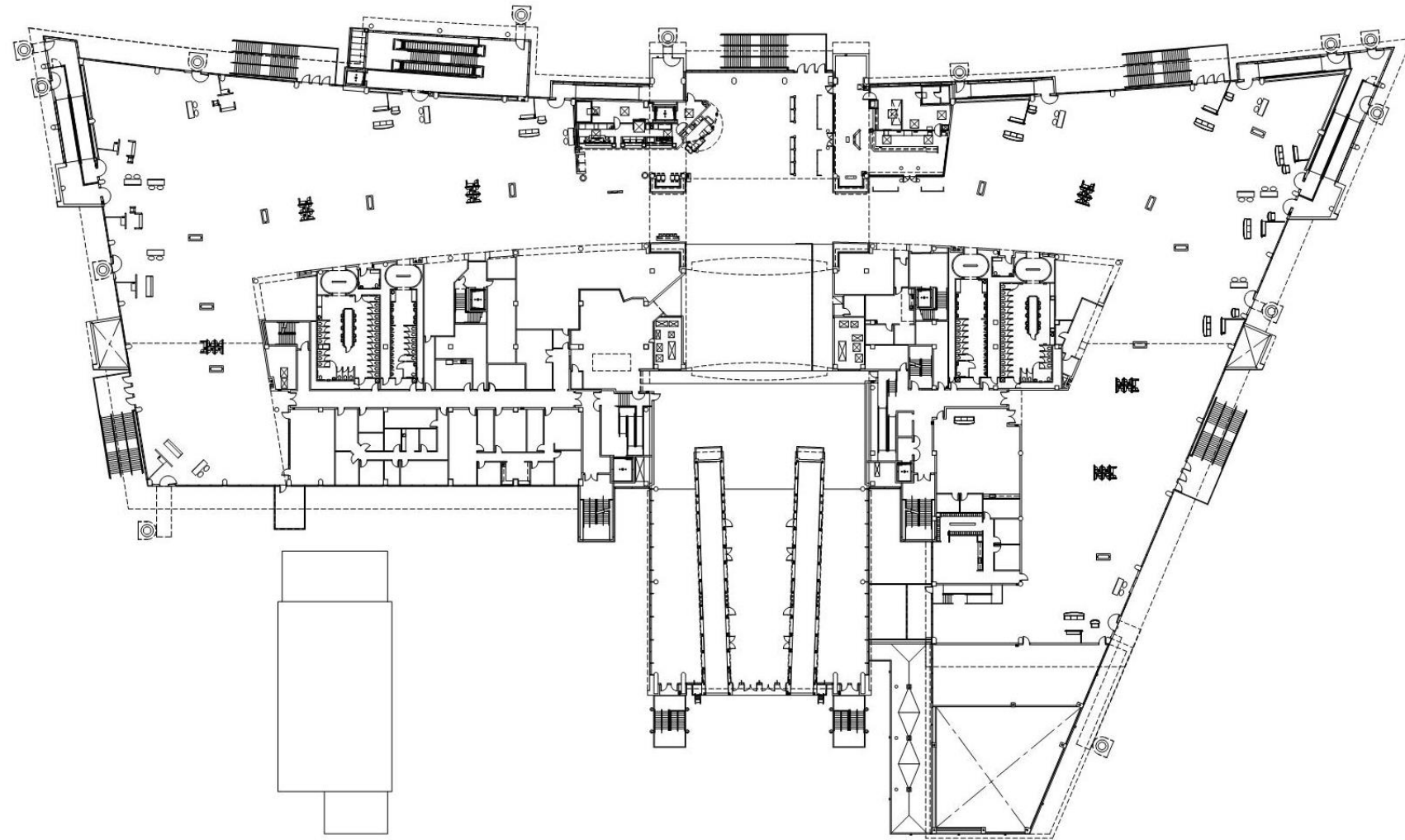
QUESTION – Does new concession program correct this?

Airside E

Existing

Issues:

- ✓ Need 6 SSCP Lanes (existing)
- ✓ Get SSCP off sloped floor
- ✓ Add more queue space
- ✓ Eliminate conflict with access to boarding APM



Airside E

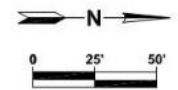
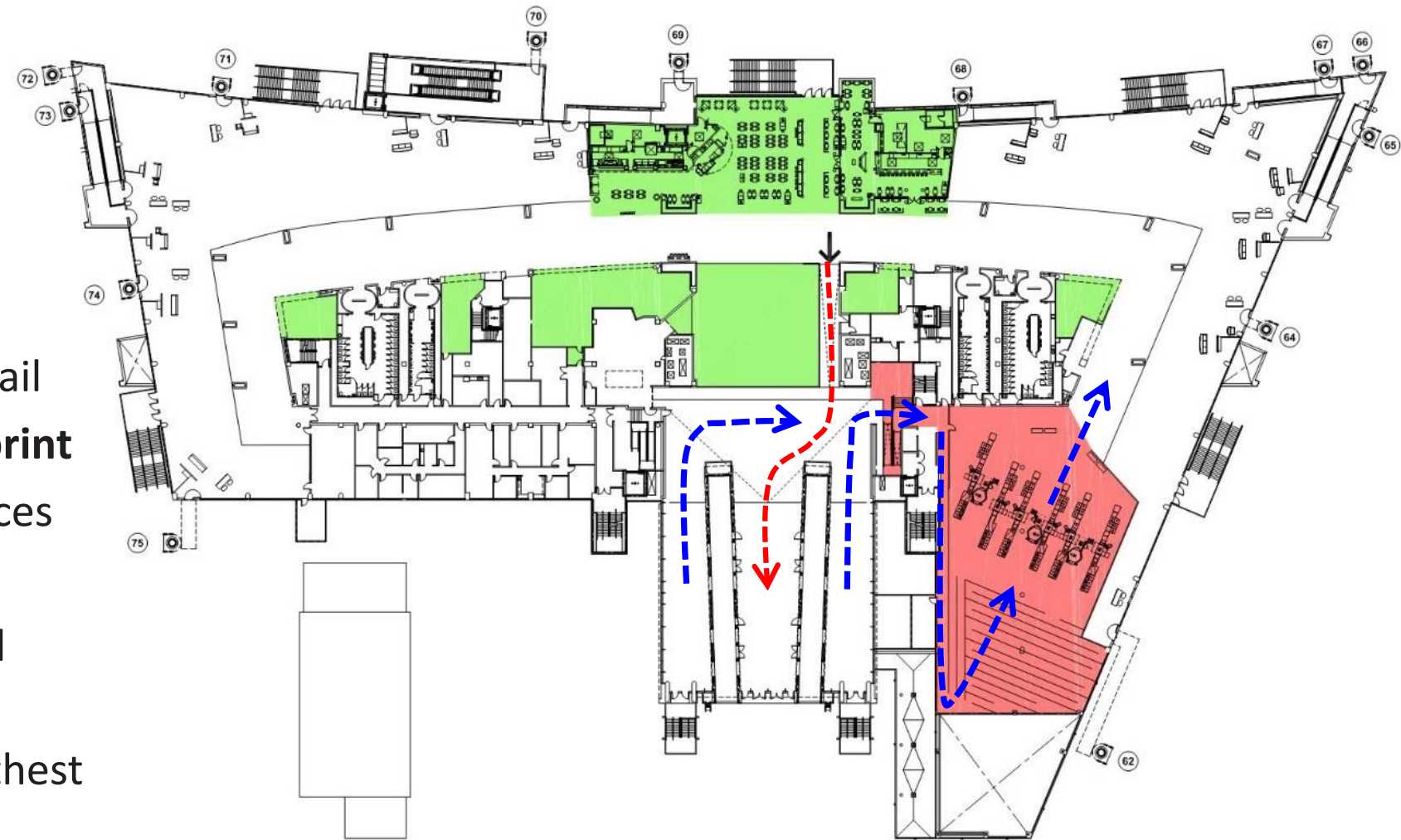
Option 1 – North

PROS:

- ✓ **Flat SSCP**
- ✓ Opens current SSCP to new retail
- ✓ **Utilizes existing building footprint**
- ✓ Reallocation of underused spaces

CONS:

- ✓ Gate 62's hold room is reduced (assumes Airside D is open)
- ✓ Longer walking distance to farthest gate



AIRSIDE 'E' - BOARDING LEVEL

Airside E

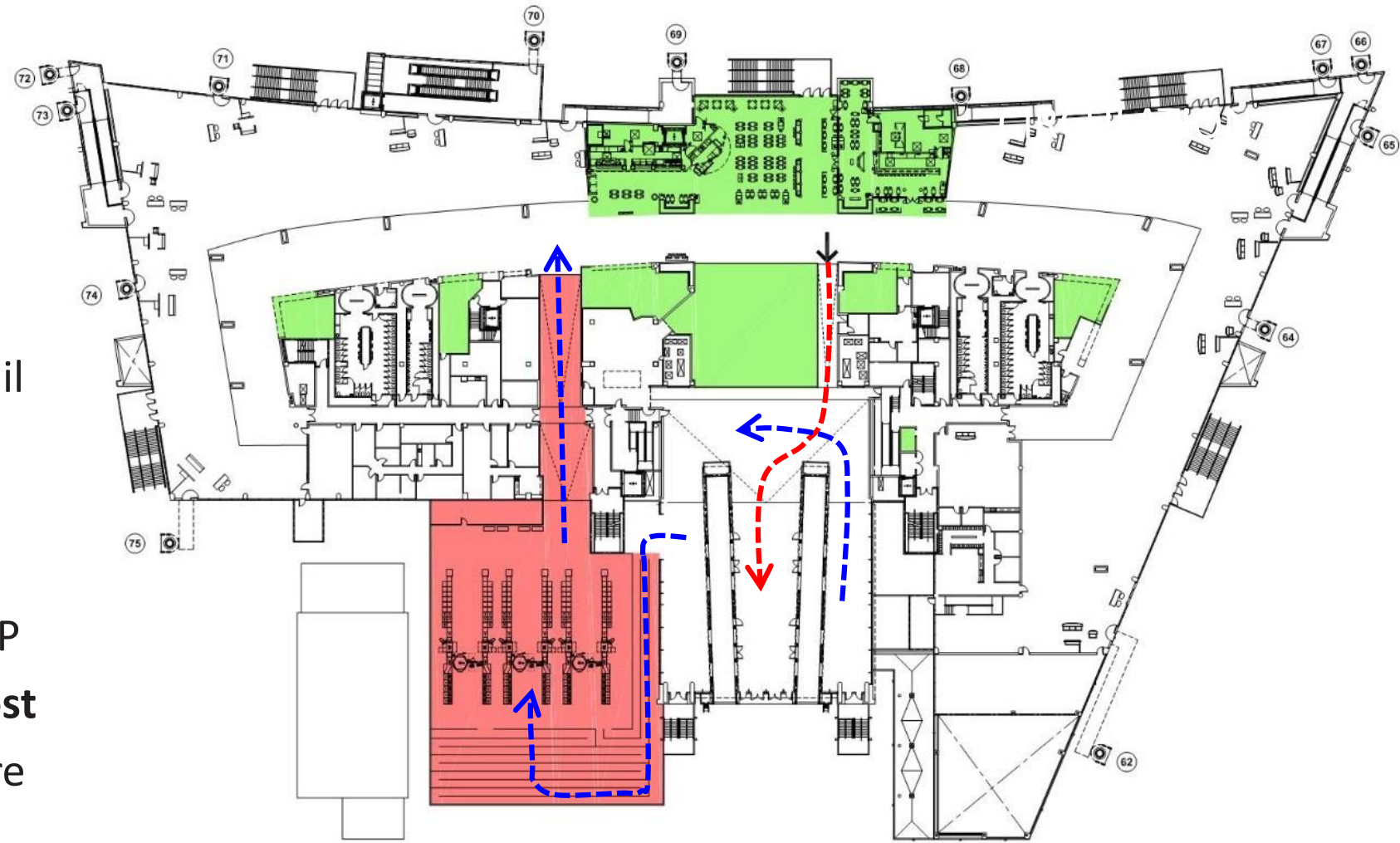
Option 2 – South

PROS:

- ✓ **Flat SSCP**
- ✓ Opens current SSCP to new retail
- ✓ Mitigates disruption to existing interior layout

CONS:

- ✓ Difficult route from APM to SSCP
- ✓ **Building addition required = Cost**
- ✓ New construction could interfere with existing loading dock operations below



AIRSIDE 'E' - BOARDING LEVEL

Airside E

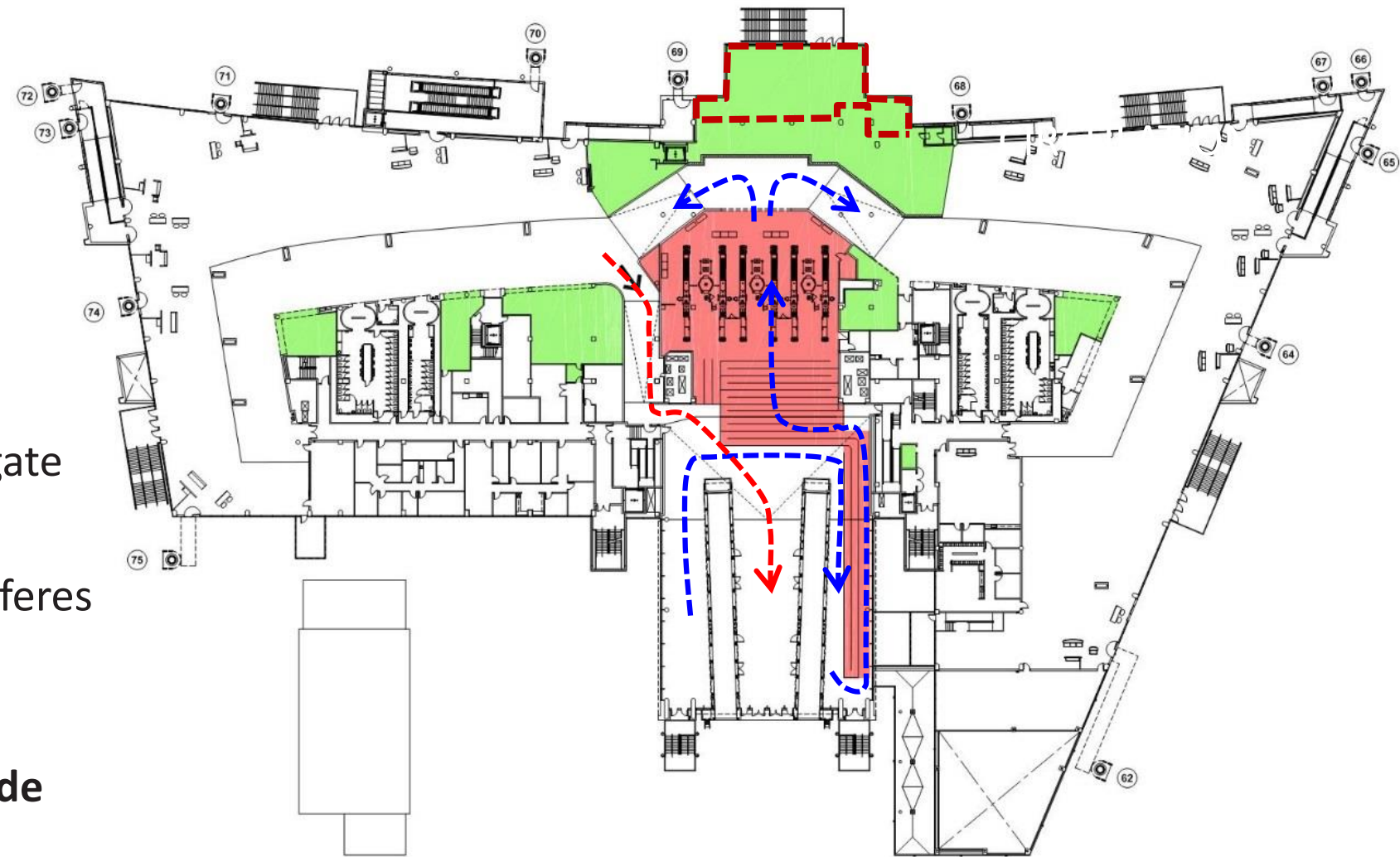
Option 3 – Central

PROS:

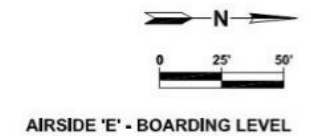
- ✓ **Flat SSCP**
- ✓ Very easy wayfinding
- ✓ Shortest walking distances to gate

CONS:

- ✓ Existing column structure interferes with new ramps
- ✓ Congestion (pre & post SSCP)
- ✓ **Building expansion limits airside operations**



EXPANSION AREA



Airside E

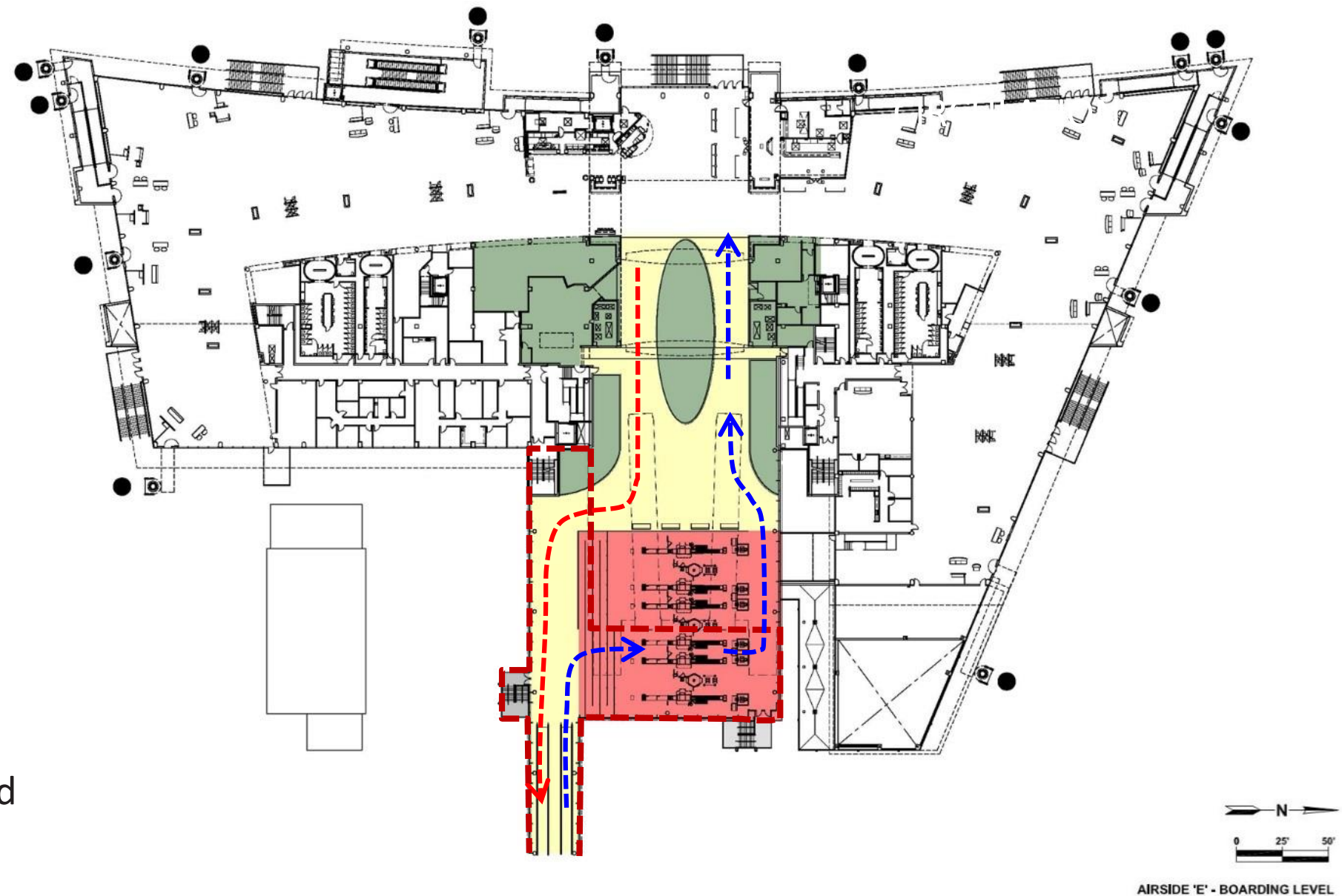
Option 4 – Moving Walks

PROS:

- ✓ Flat SSCP
- ✓ Easy wayfinding
- ✓ Arriving and departing passengers must go thru concessions

CONS:

- ✓ Queue capacity?
- ✓ New building and infill existing APM station
- ✓ No APM (moving walks) instead
- ✓ Need to relocate existing stair



Airside E

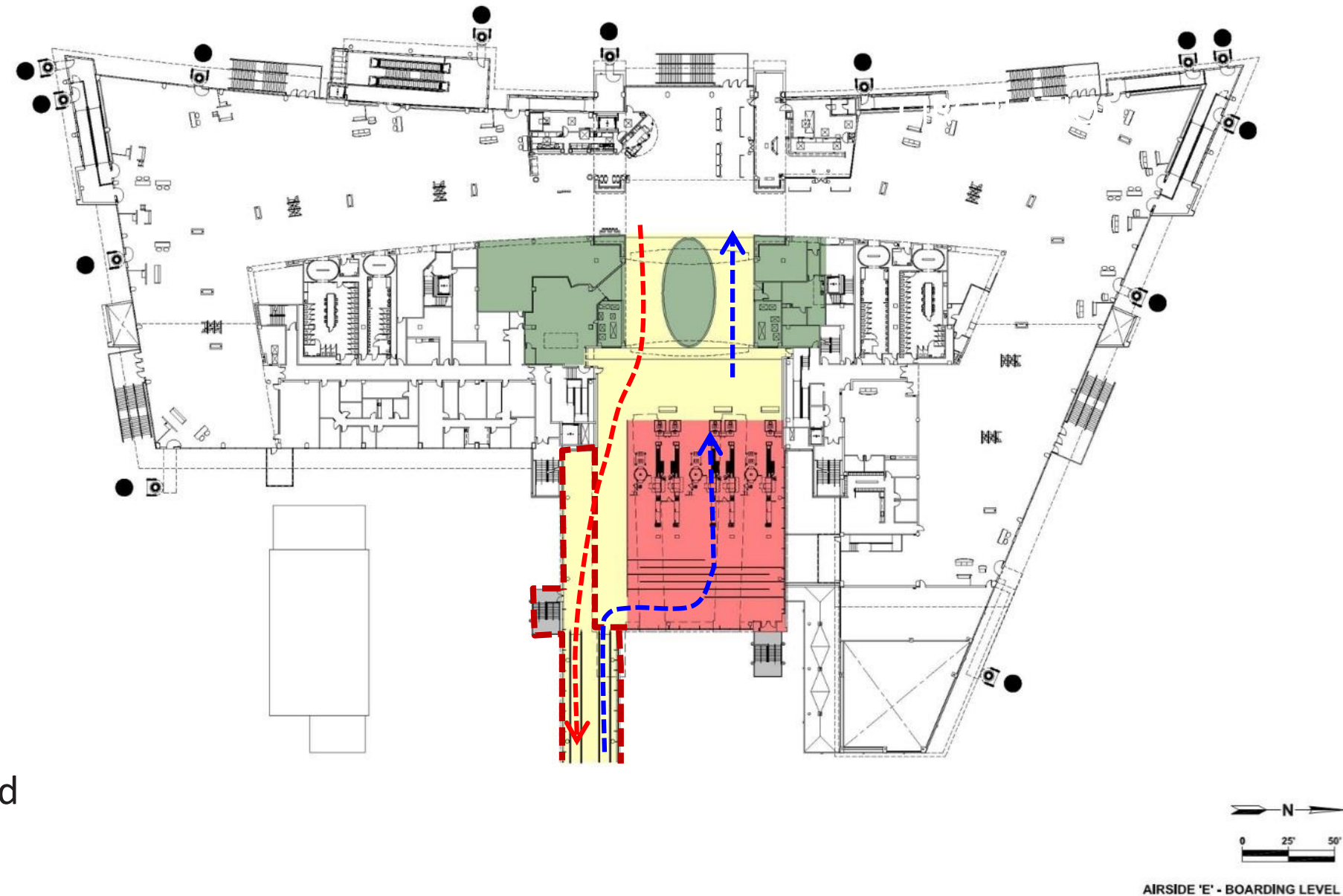
Option 5 – Moving Walks

PROS:

- ✓ Flat SSCP
- ✓ Easy wayfinding
- ✓ Arriving and departing passengers must go thru concessions

CONS:

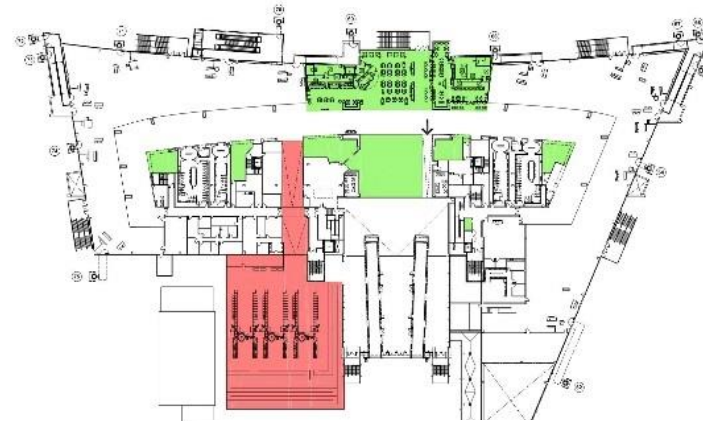
- ✓ Queue capacity?
- ✓ New building and infill existing APM station
- ✓ No APM (moving walks) instead
- ✓ Need to relocate existing stair



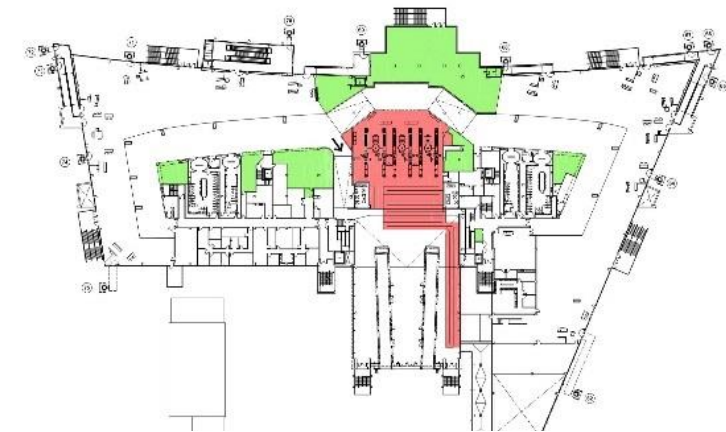
Airside E Summary



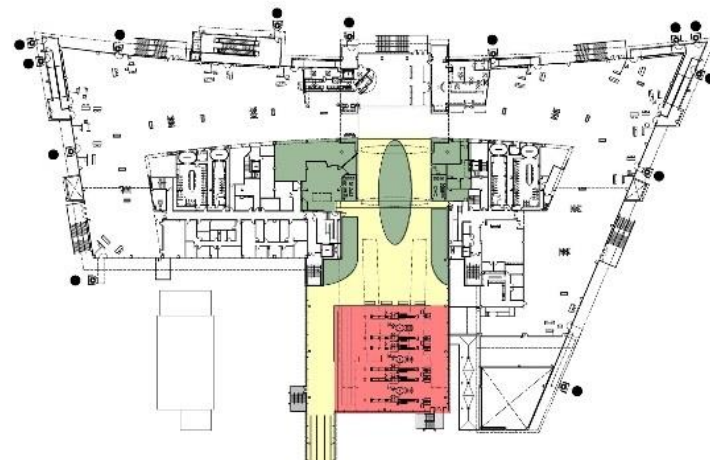
1 APM - North



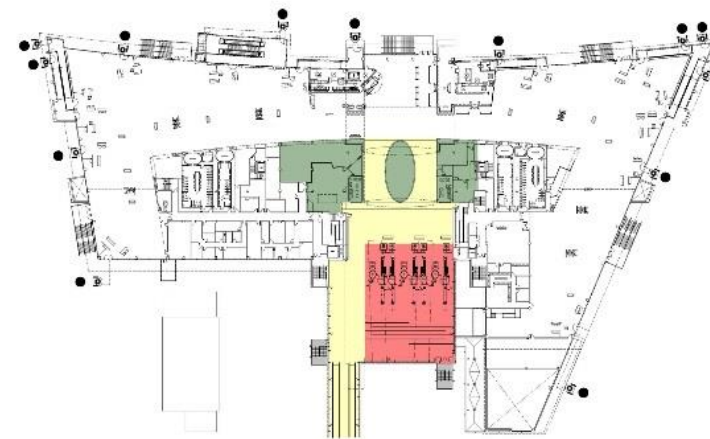
2 APM - South



3 APM - Central



4 Moving Walk



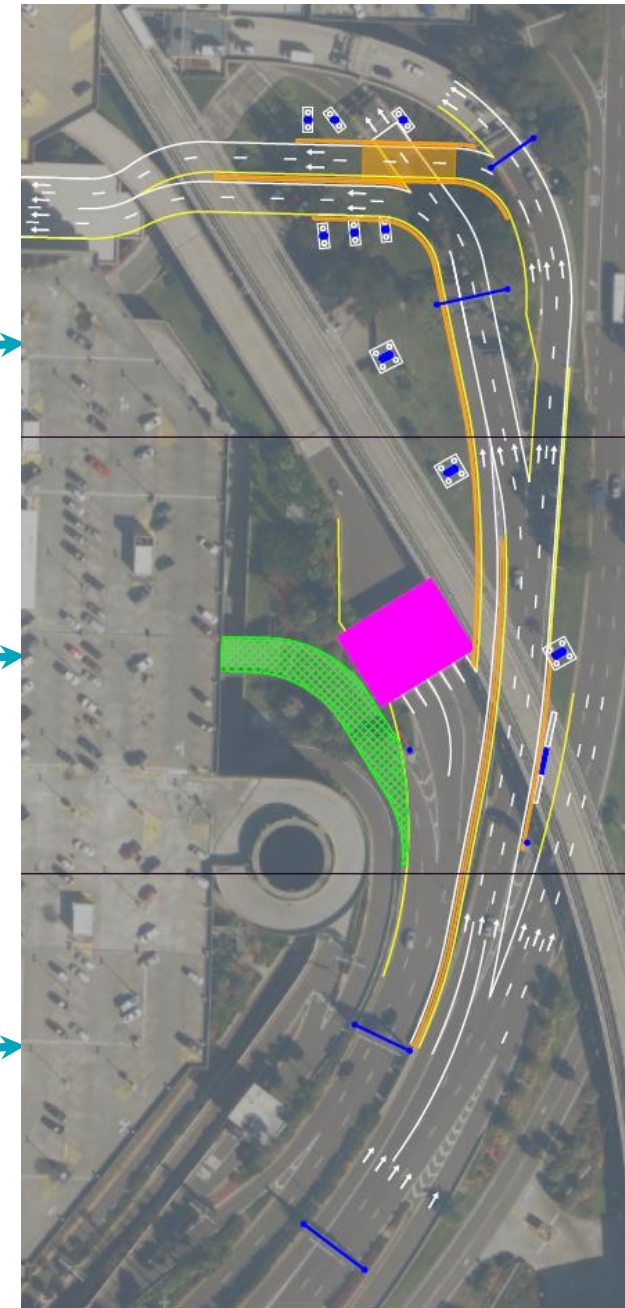
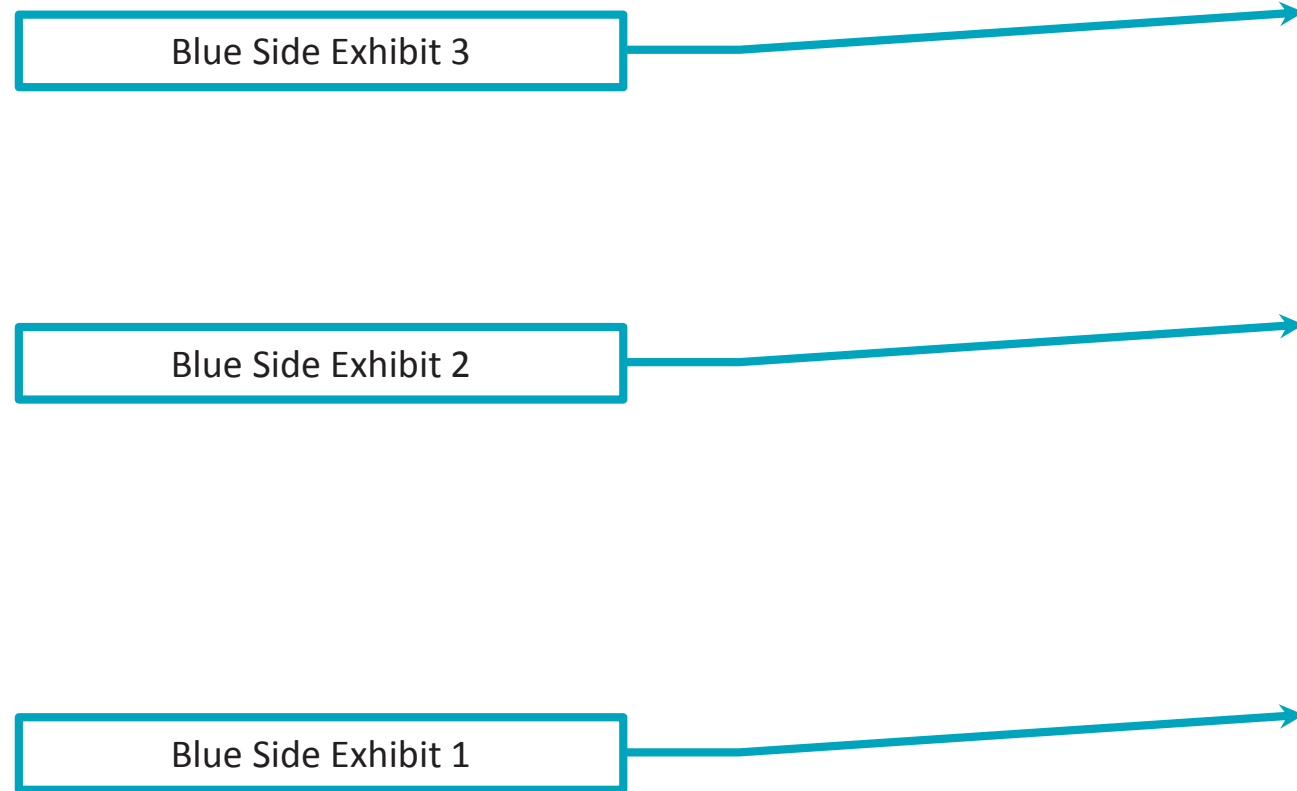
5 Moving Walk



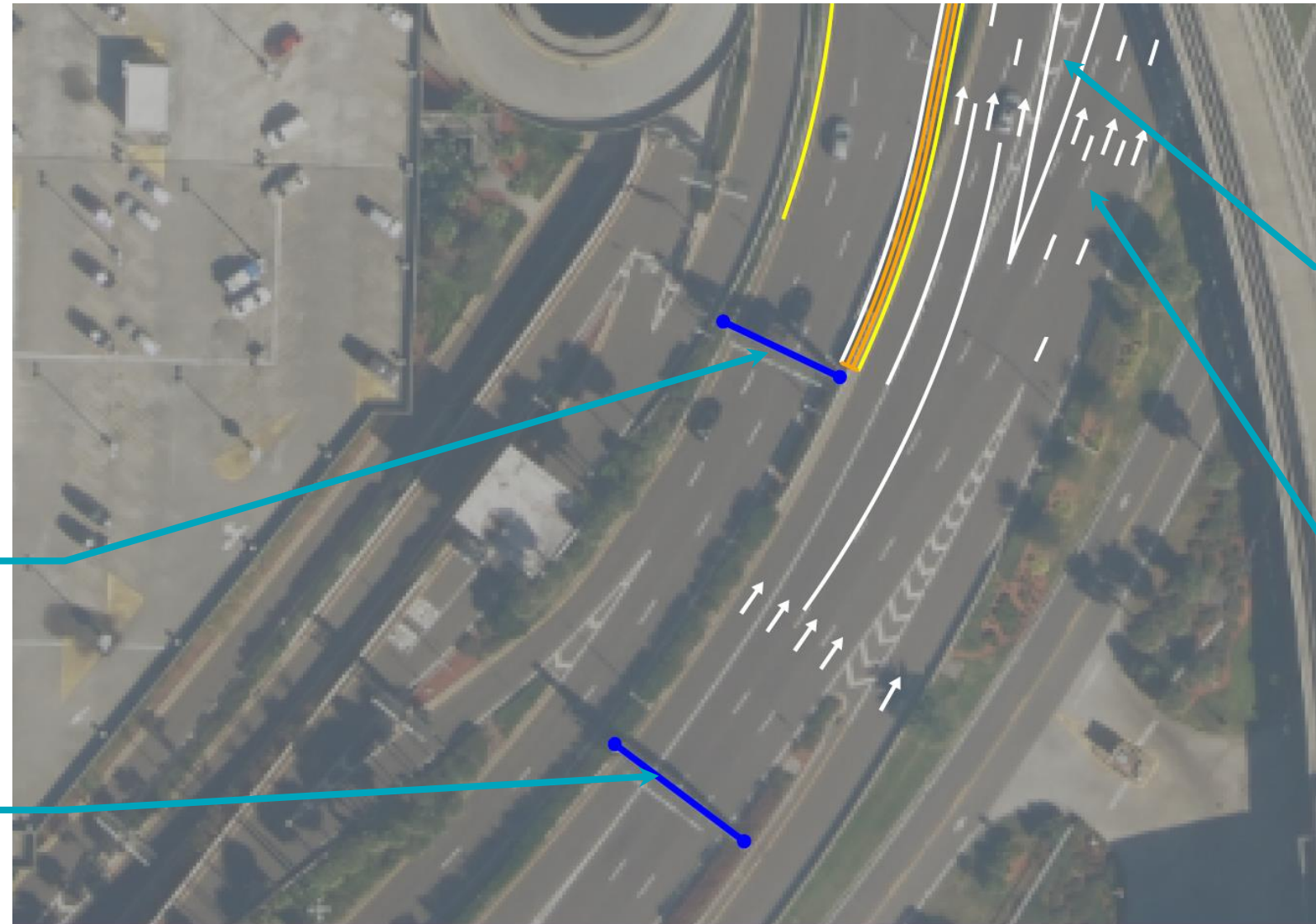
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Site Roadway Alignments

Blue Side Terminal Entrance Re-alignment Overview



Blue Side Terminal Entrance Exhibit 1



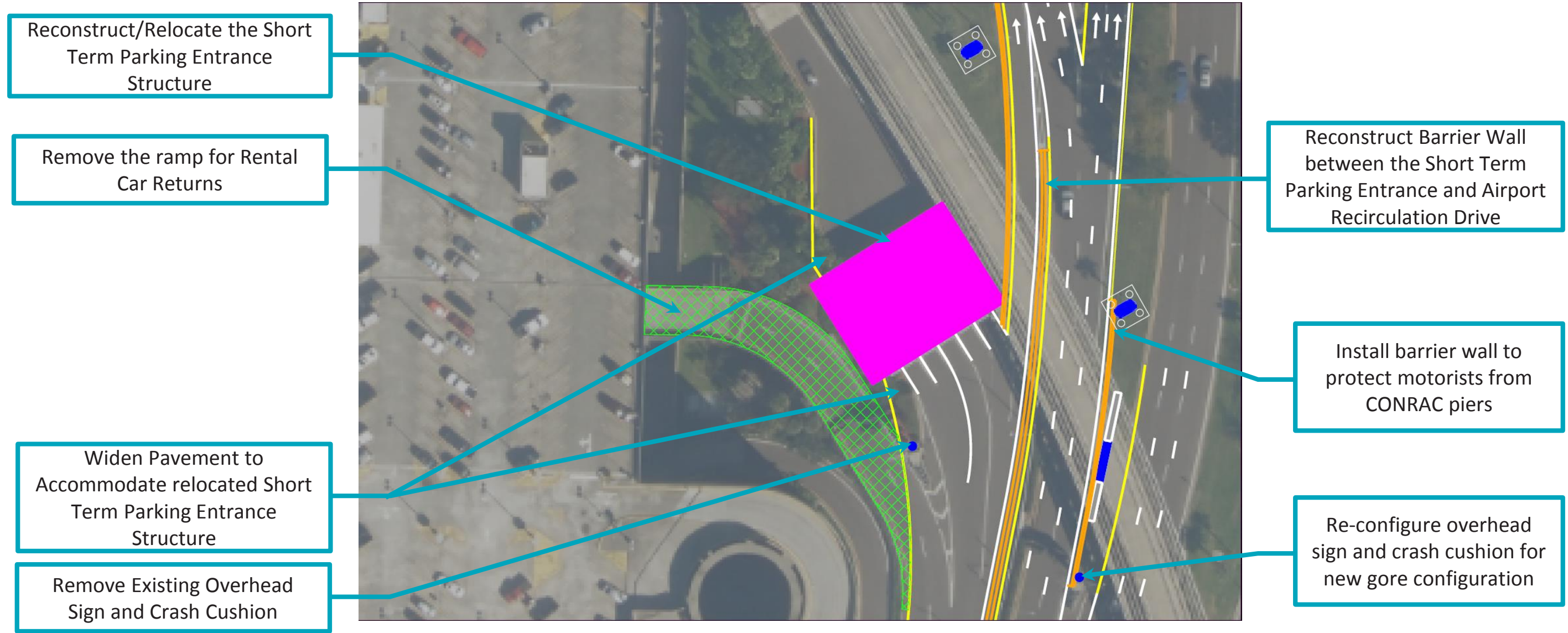
Re-configure overhead sign panels and remove "Rental Car Return" Panel

Re-configure overhead sign panels

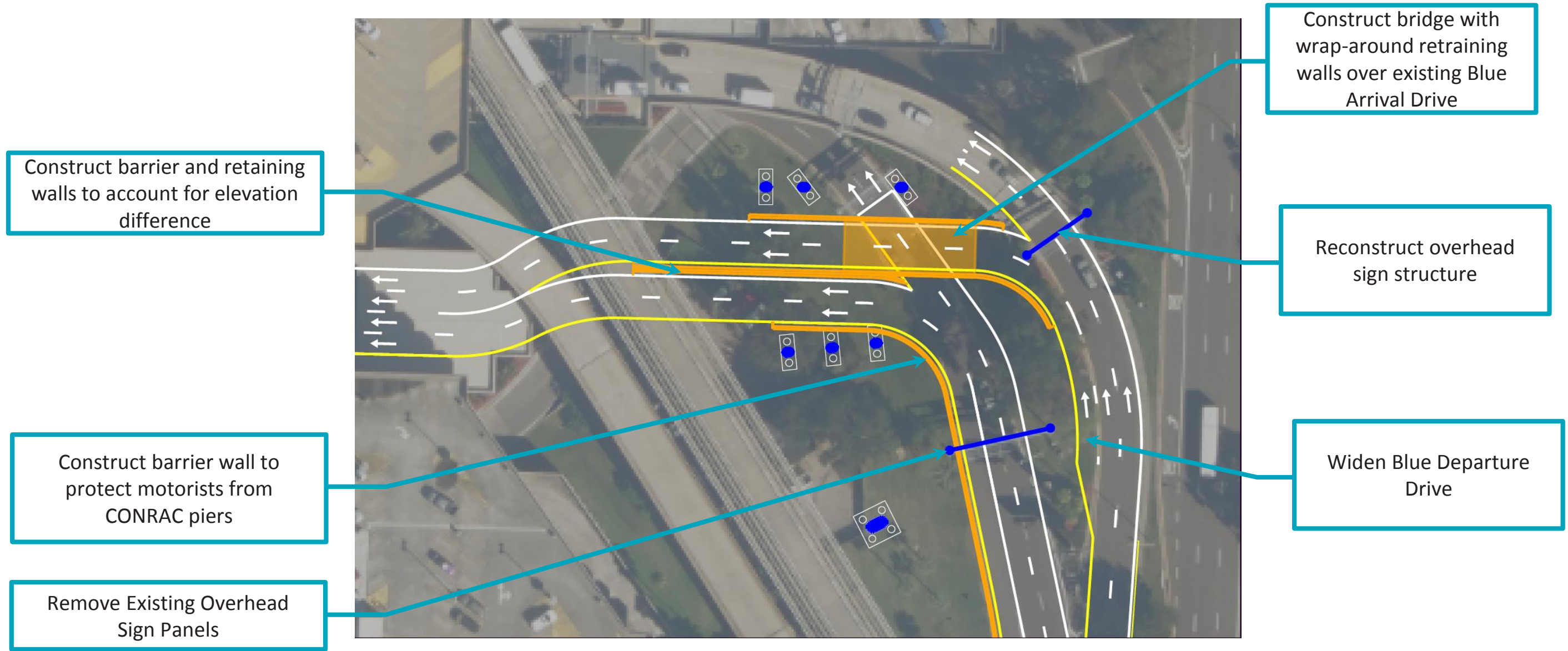
Mill, resurface and re-stripe all existing pavement for new lane configurations

Re-configure lanes along George J Bean Parkway to allow for proper lane splits and eliminate outside merge

Blue Side Terminal Entrance Exhibit 2



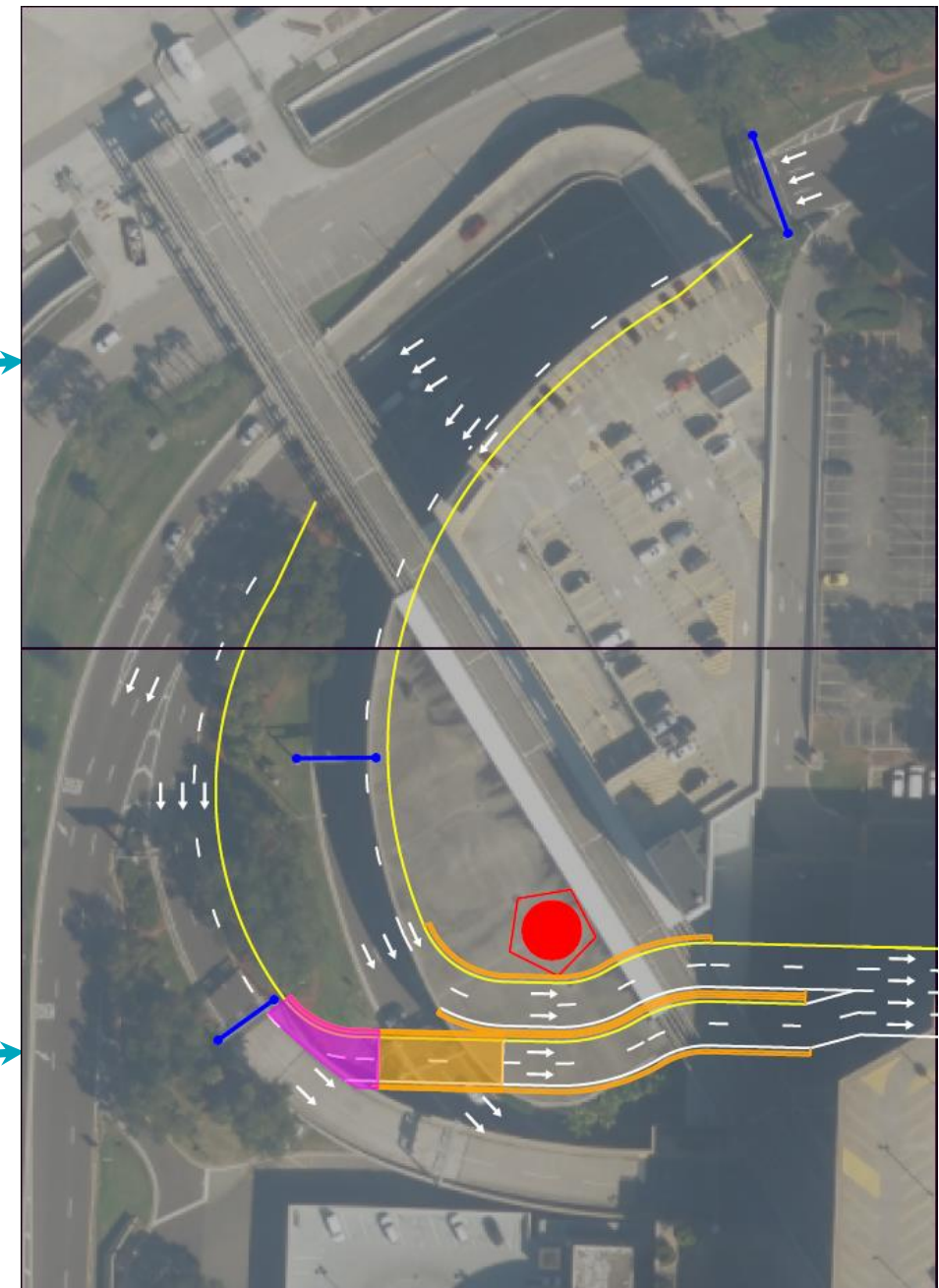
Blue Side Terminal Entrance Exhibit 3



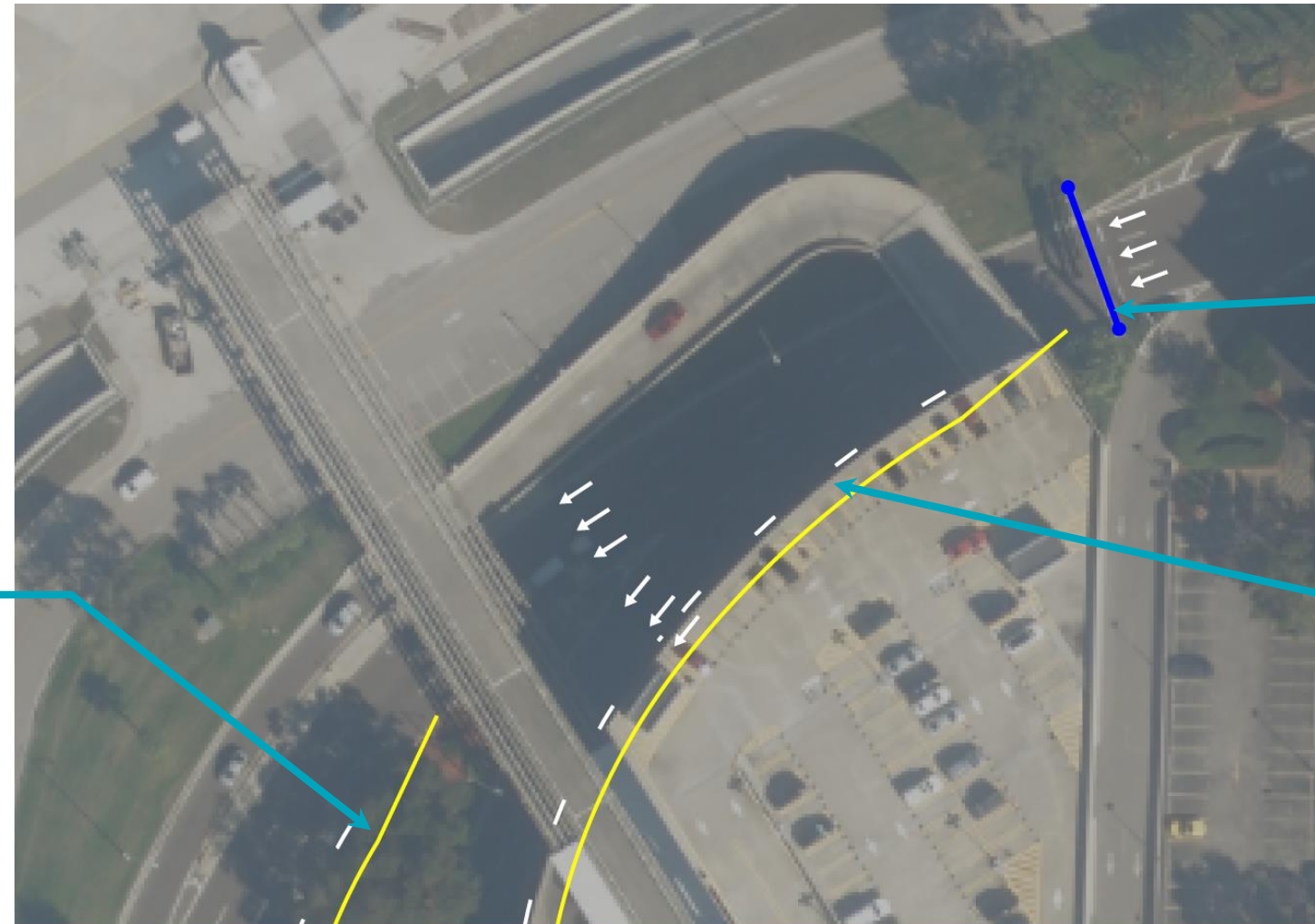
Red Side Terminal Entrance Re-alignment Overview

Red Side Exhibit 1

Red Side Exhibit 2



Red Side Terminal Entrance Exhibit 1

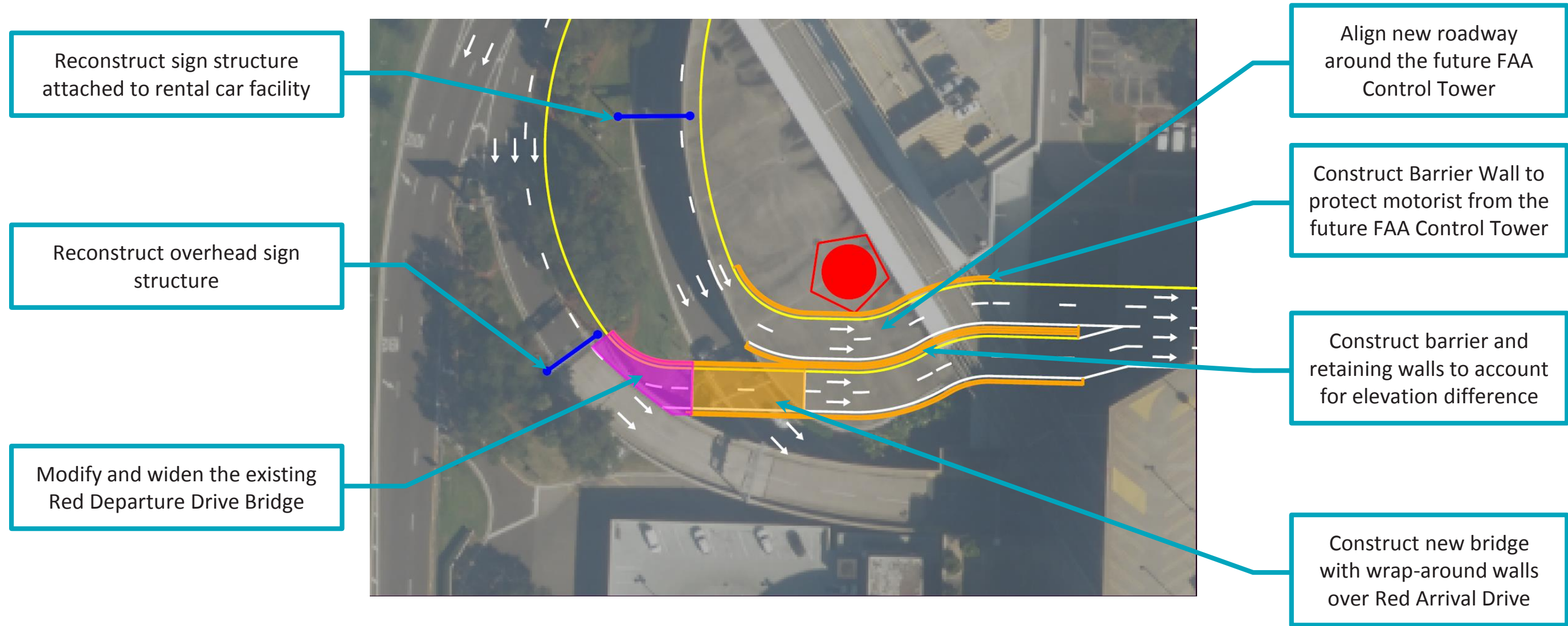


Widen Red Departure Drive

Re-configure overhead sign panels

Widen Red Arrival Drive once the existing rental car facility is demolished

Red Side Terminal Entrance Exhibit 2





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Cost & Schedule

Schedule Summary

	Airside D (APM Option C, Pre-MII)	Airside D (APM Option C, Post-MII)
<u>Start Procurement</u>		
Authority office building (Airside D and Curbside Enabling project)	March 2017	March 2017
Airside D	August 2017	March 2020
Central Energy Plant (Curbside Enabling Project)	April 2018	April 2018
Curbside Expansion	November 2020	November 2020
<u>Complete Construction</u>		
Authority office building (Airside D and Curbside Enabling project)	November 2019	November 2019
Airside D	November 2021	April 2024
Central Energy Plant (Curbside Enabling Project)	April 2021	April 2021
Curbside Expansion	February 2024	February 2024

Cost Summary

Project	Cost	Budget Year
Demolish Red Side Garage	\$9,328,000	FY 17
Authority Offices <ul style="list-style-type: none"> • Office Building - \$100.6M • Parking Garage - \$45.2M • Site prep - \$11.5M • Pedestrian Walkway - \$18.3M • Atrium - \$27.2M • Commercial Curb - \$10.5M • NOC - \$9.9M 	\$223,276,000	FY 17
FAA Parking Lot	\$958,000	FY 18
Central Energy Plant	\$32,828,000	FY 18
Demolish Administration Building	\$4,771,000	FY 19 or FY 20

Cost Summary

Project	Cost	Budget Year
Airside D	\$593,540,000	FY 17 or FY 21
Airside D Shuttle – Option C <ul style="list-style-type: none"> • Guideway - \$19.5M • Vehicles - \$46.5M • Main Terminal Station- \$15.8M Note: Option B reduce by \$1M	\$81,788,000	FY 17 or FY 21
Loading Dock Building	\$6,115,000	FY 17 or FY 21
Red Side Curb Expansion	\$85,857,000	FY 21
Blue Side Curb Expansion	\$63,395,000	FY 21
Airside A SSCP Expansion	\$25,304,000	FY 17 or FY 21

Cost Summary

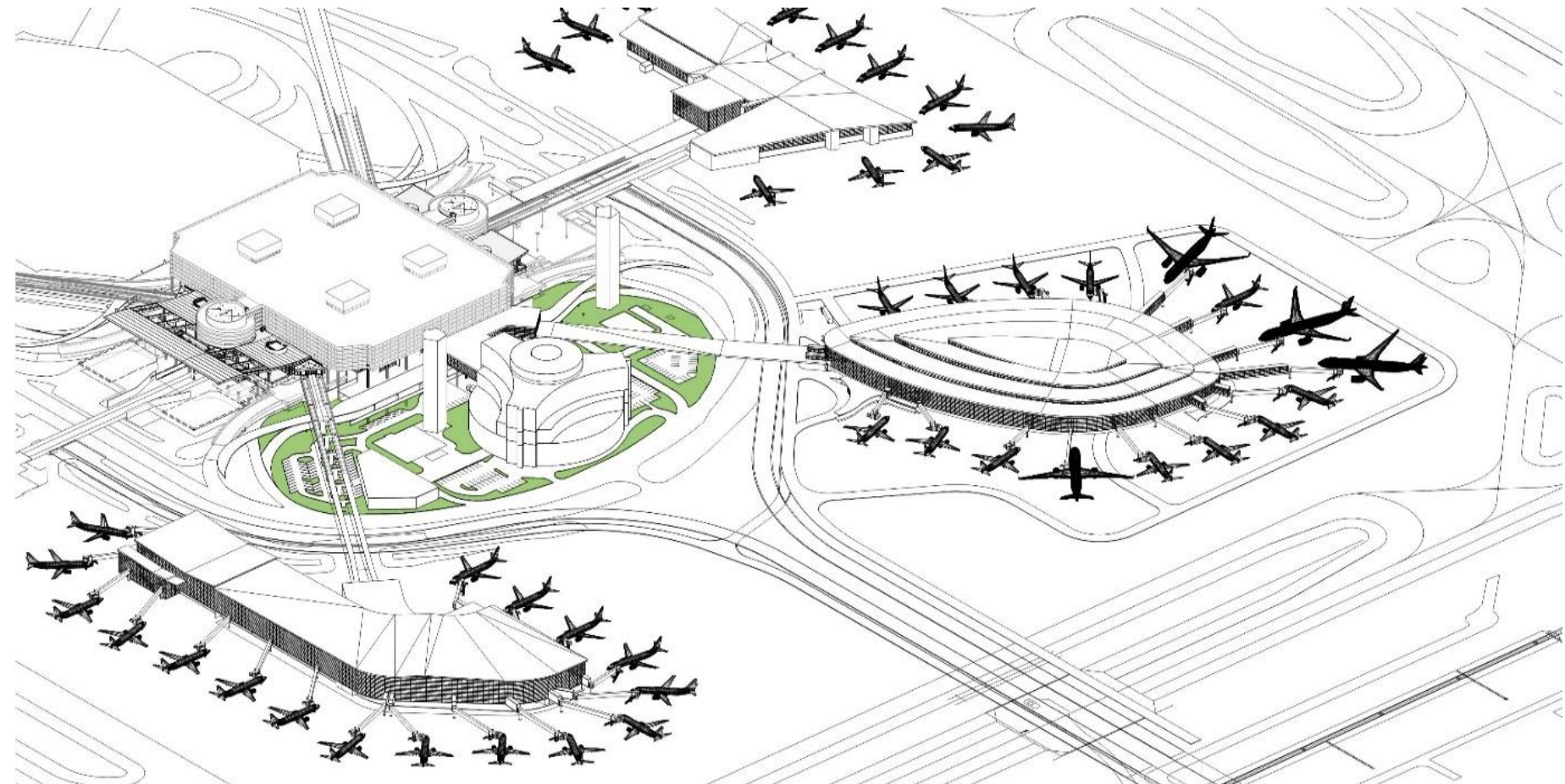
Project	Cost	Budget Year
Widen Parkway	\$17,824,000	FY 19 or FY 20
Additional Exit Lane South of Post Office	\$18,551,000	FY 19 or FY 20
Crossfield Taxiway Bridge M	\$57,840,000	FY 19 or FY 20
Airside C Expansion (without FIS) Note: With FIS add \$26.8M	\$75,668,000	TBD
Airside F RON Parking	\$21,380,000	TBD
TOTAL	\$1,318,423,000	

Decisions of the Day:

1. AIRSIDE D: APM alignment

Final Document will show all options but no recommendations:

1. AIRSIDE C: (One CBP vs. two)
2. AIRSIDE E
3. AIRSIDE A



Next Steps/Schedule:

- ~~Workshop #1: April 11, 2016~~
- ~~Workshop #2: May 24, 2016~~
- ~~Workshop #3: June 20, 2016~~
- ~~Workshop #4: August 9, 2016~~
- **Workshop #5: September 16, 2016 (TODAY)**
- Airline Meeting #1: October 13, 2016 (Dry Run – October 11, 2016)
- Airline Meeting #2: November 15, 2016
- Airline Meeting #3: December 8, 2016
- Board Workshop: February 2017
- FY 17 CIP amendment for master plan Phase 2 presented to the Board: March 2017

- Draft Report Due: TBD



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Discussion / Questions and Answers



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Appendix



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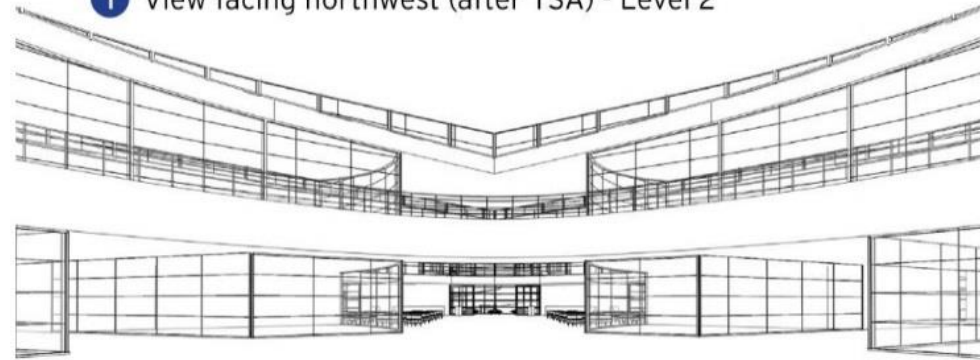
Airside D Rendering Options

2012 Renderings

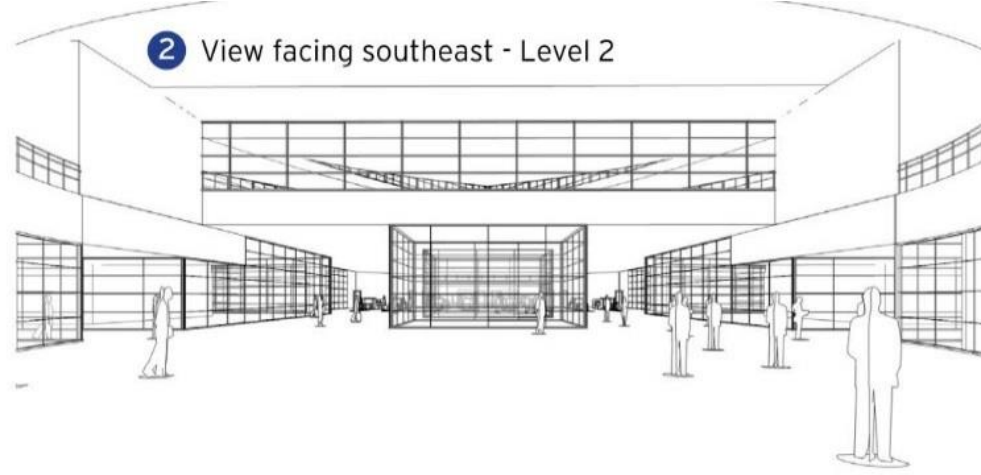


Airside D Rendering Options— Central Concession Core

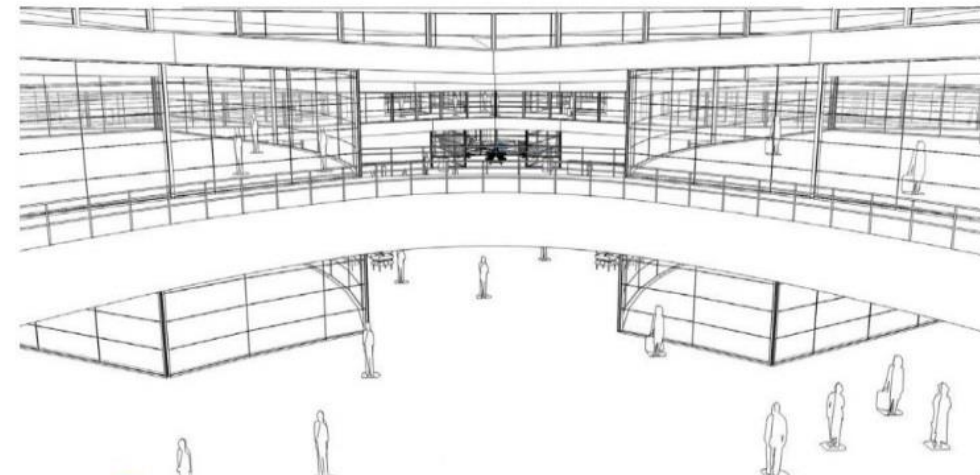
1 View facing northwest (after TSA) - Level 2



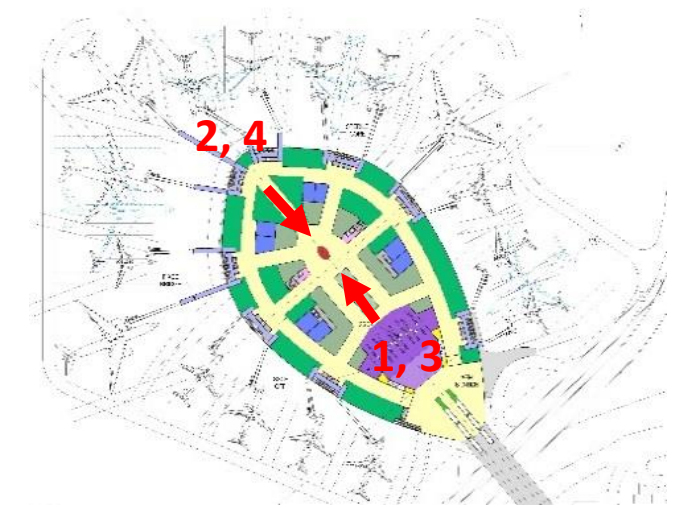
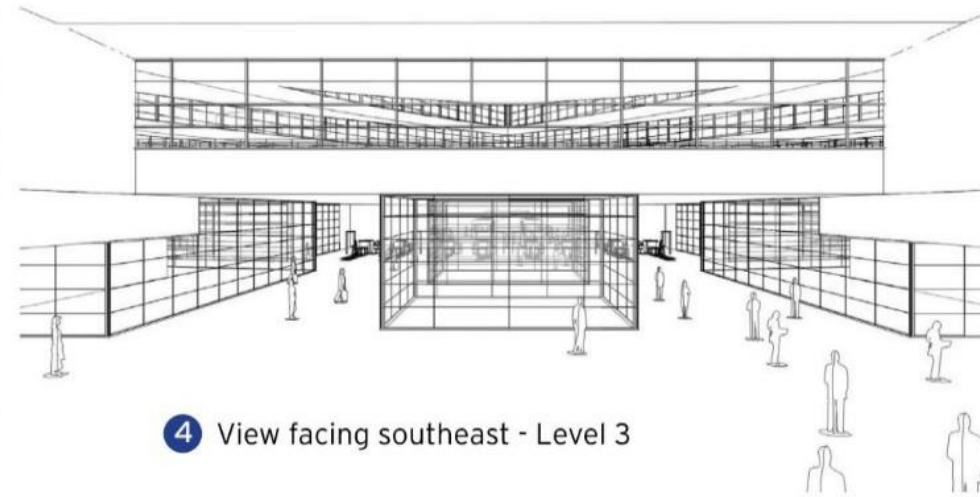
2 View facing southeast - Level 2



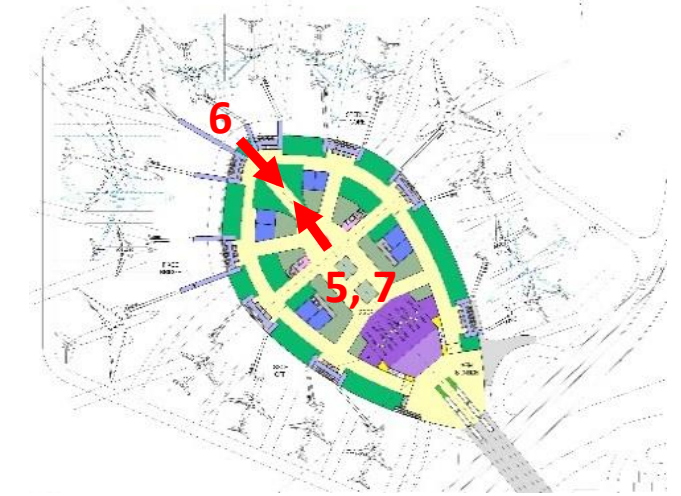
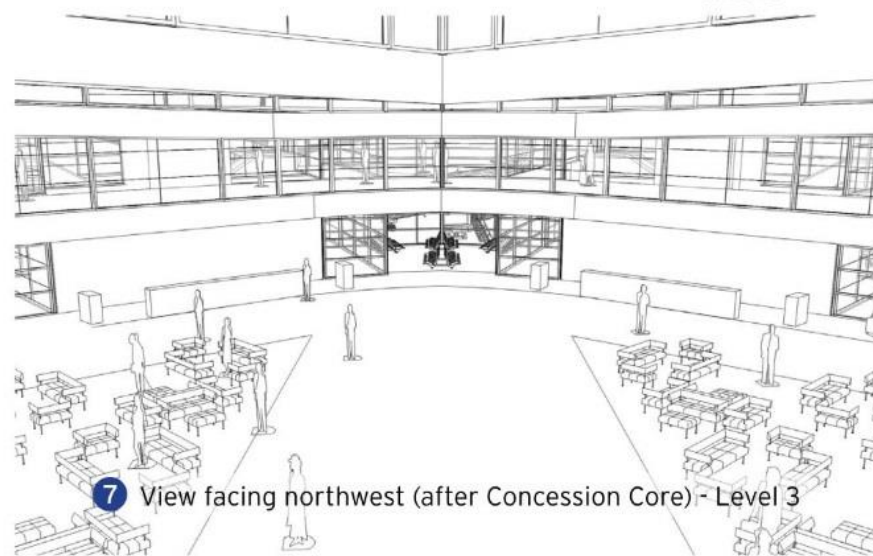
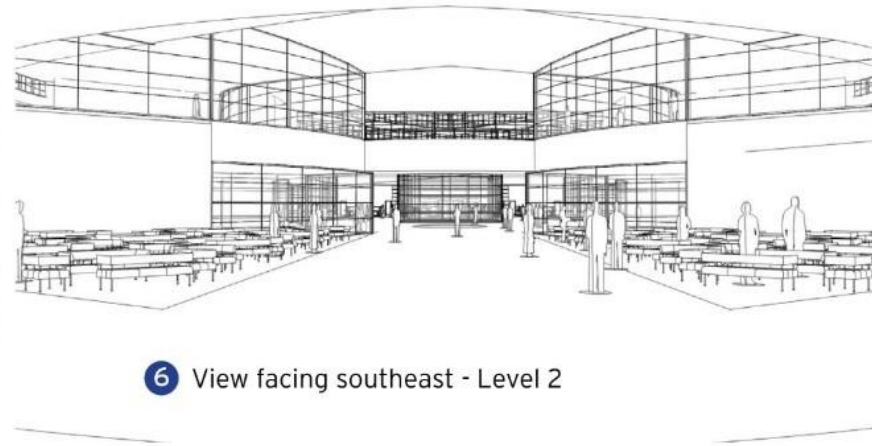
3 View facing northwest (after TSA) - Level 3



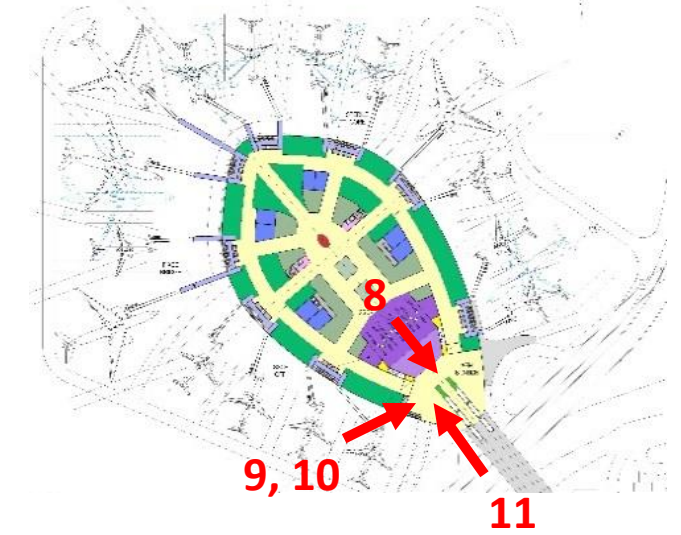
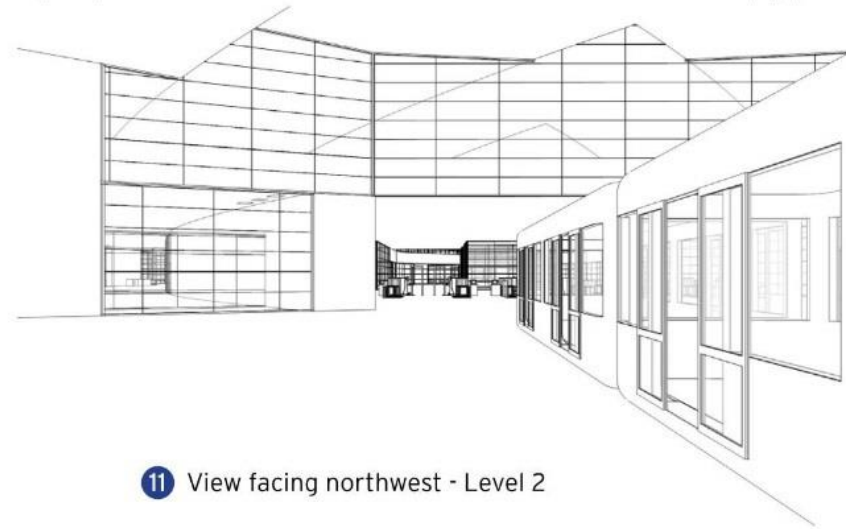
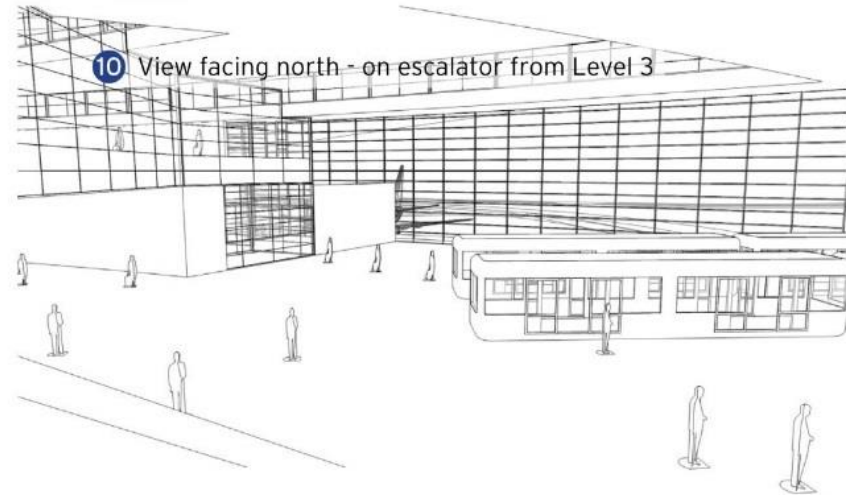
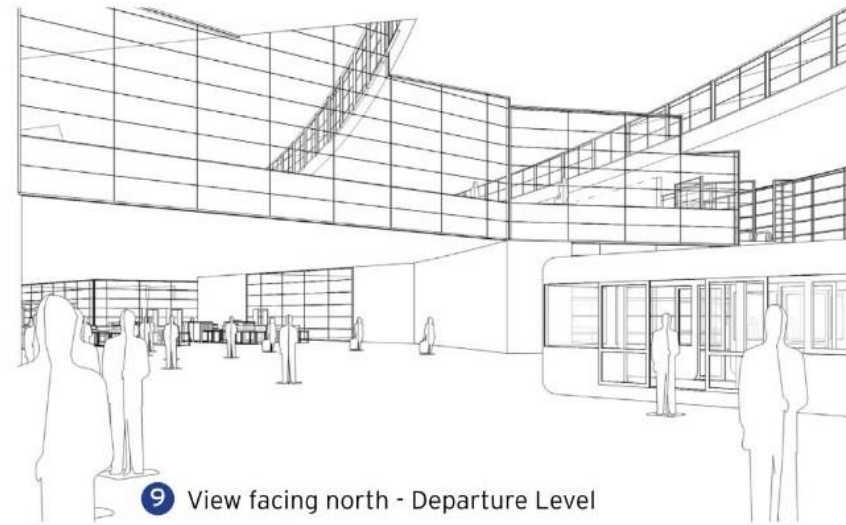
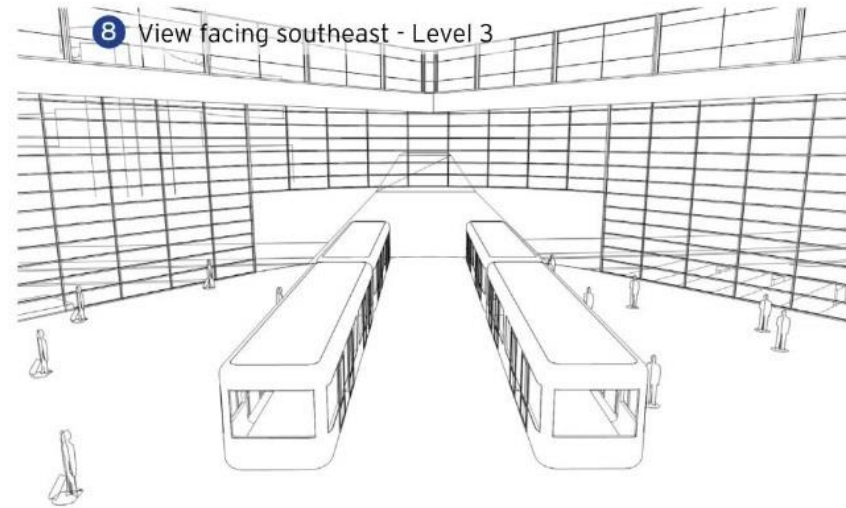
4 View facing southeast - Level 3



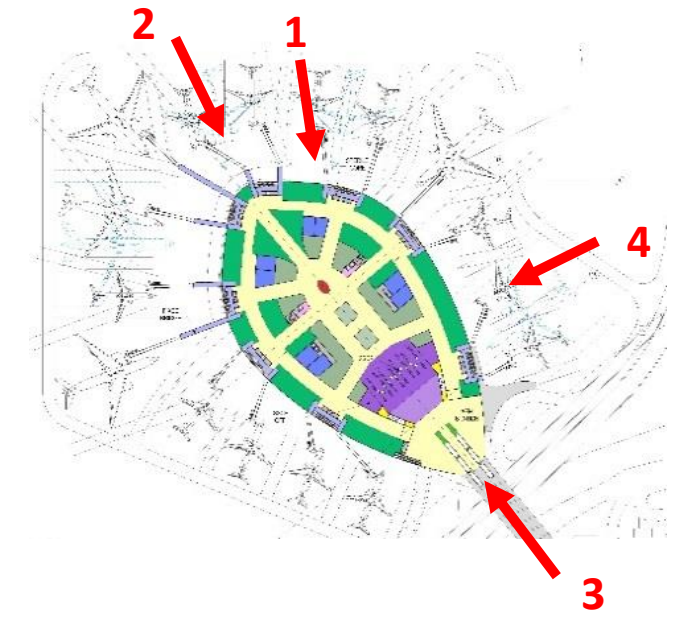
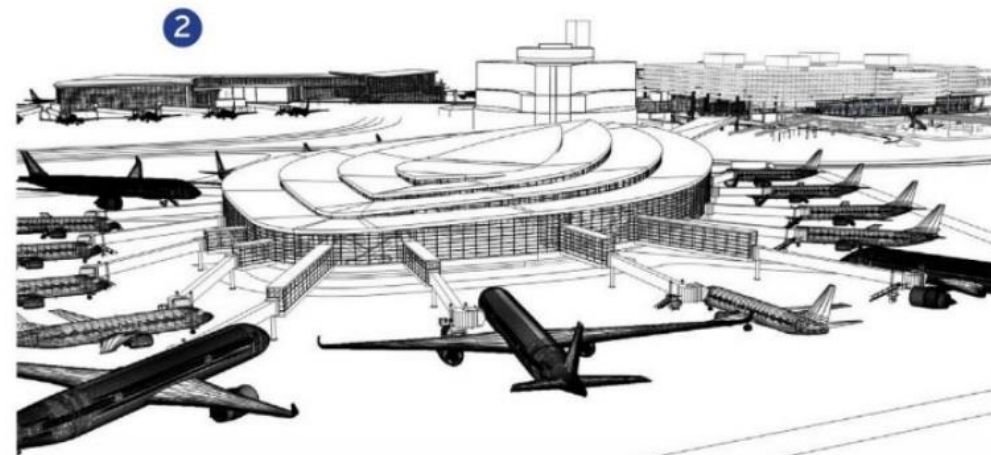
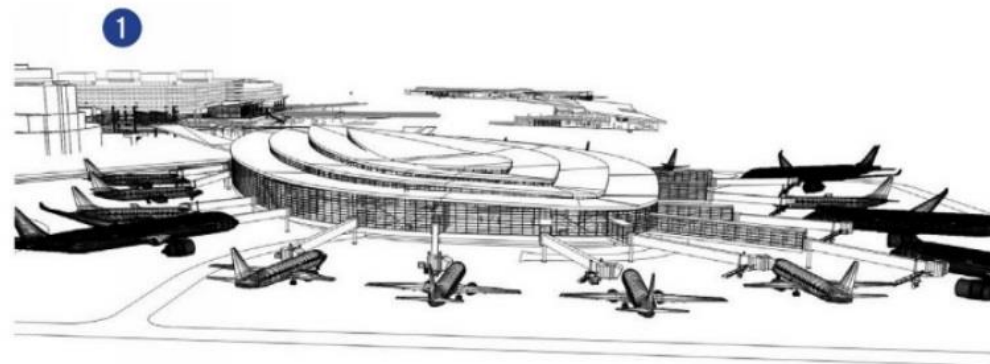
Airside D Rendering Options— Holdrooms



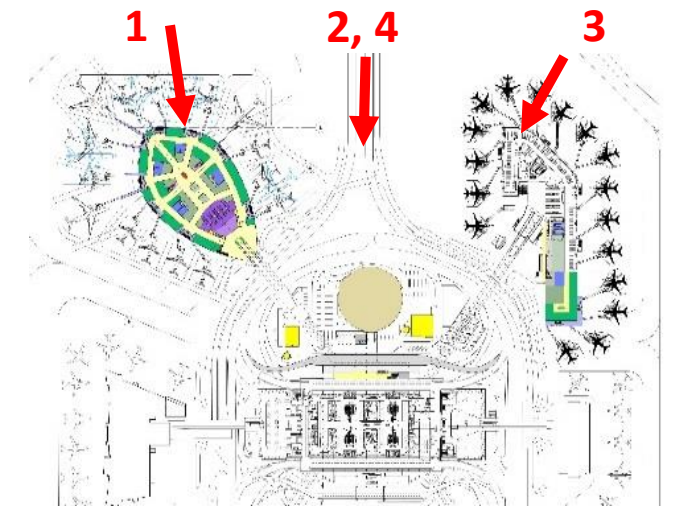
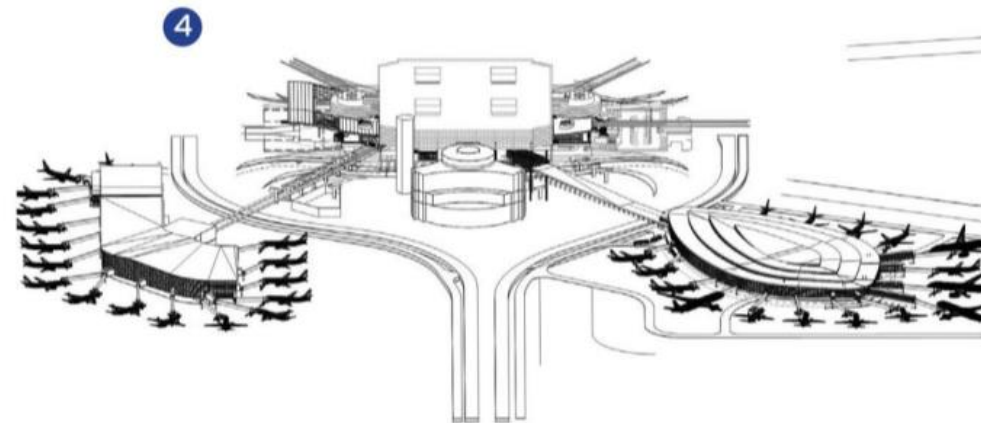
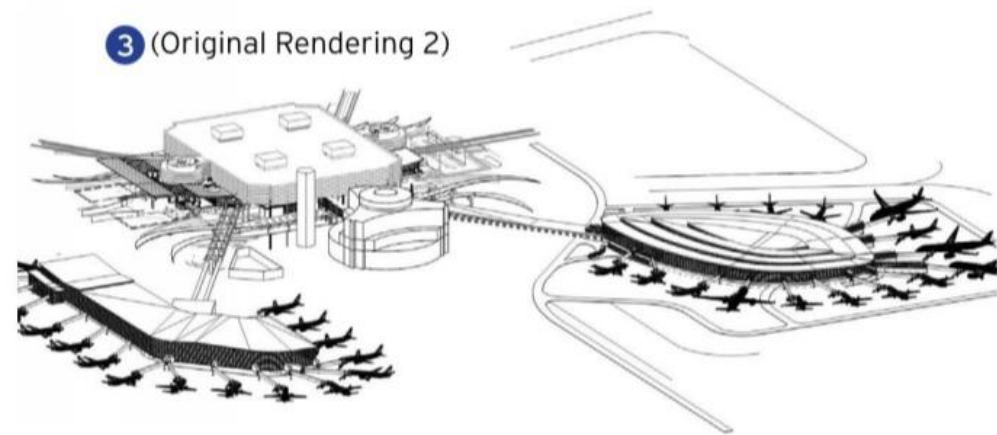
Airside D Rendering Options – APM Station



Airside D Rendering Options – Overall Massing



Airside D Rendering Options – Overall Massing





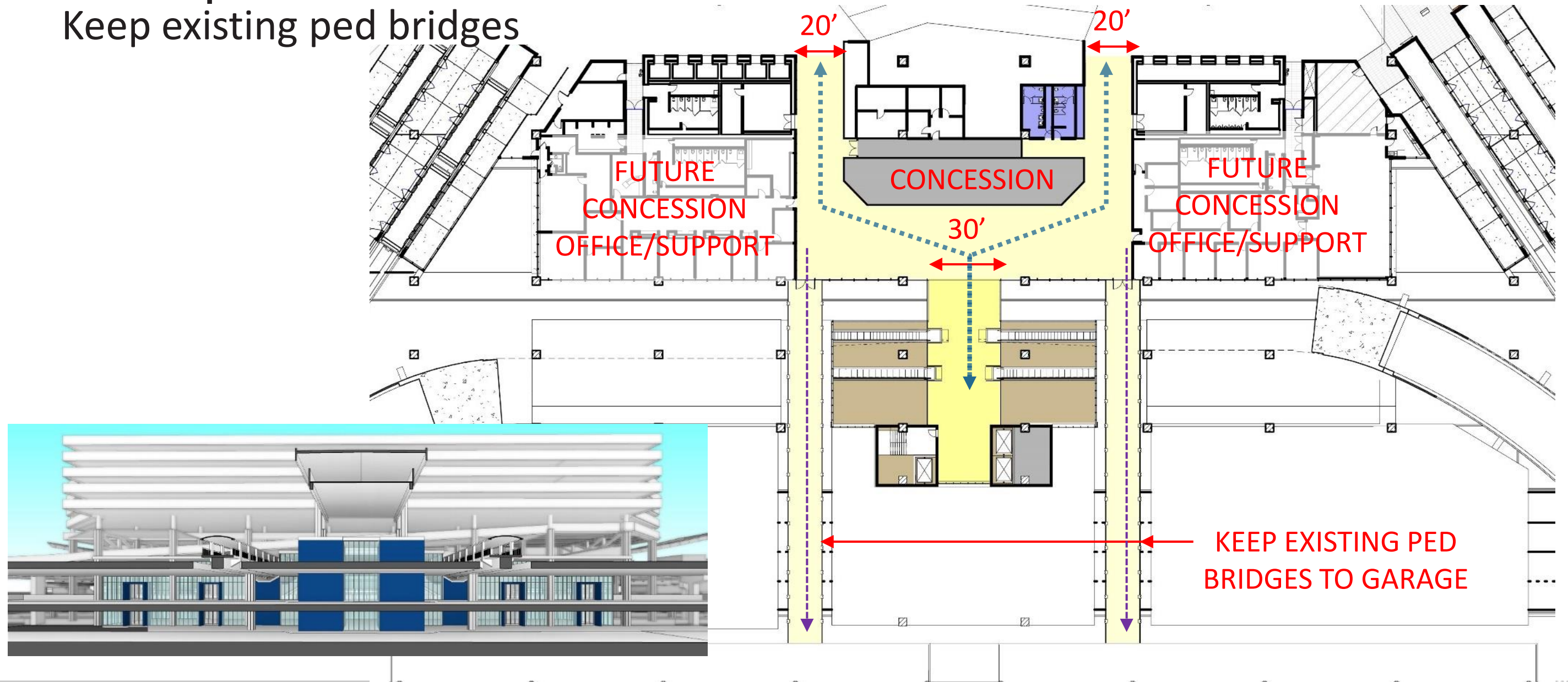
Hillsborough County Aviation Authority
Tampa International, Peter O. Knight,
Plant City and Tampa Executive Airports

TPA Master Plan Update

Blue Options – April 7, 2017

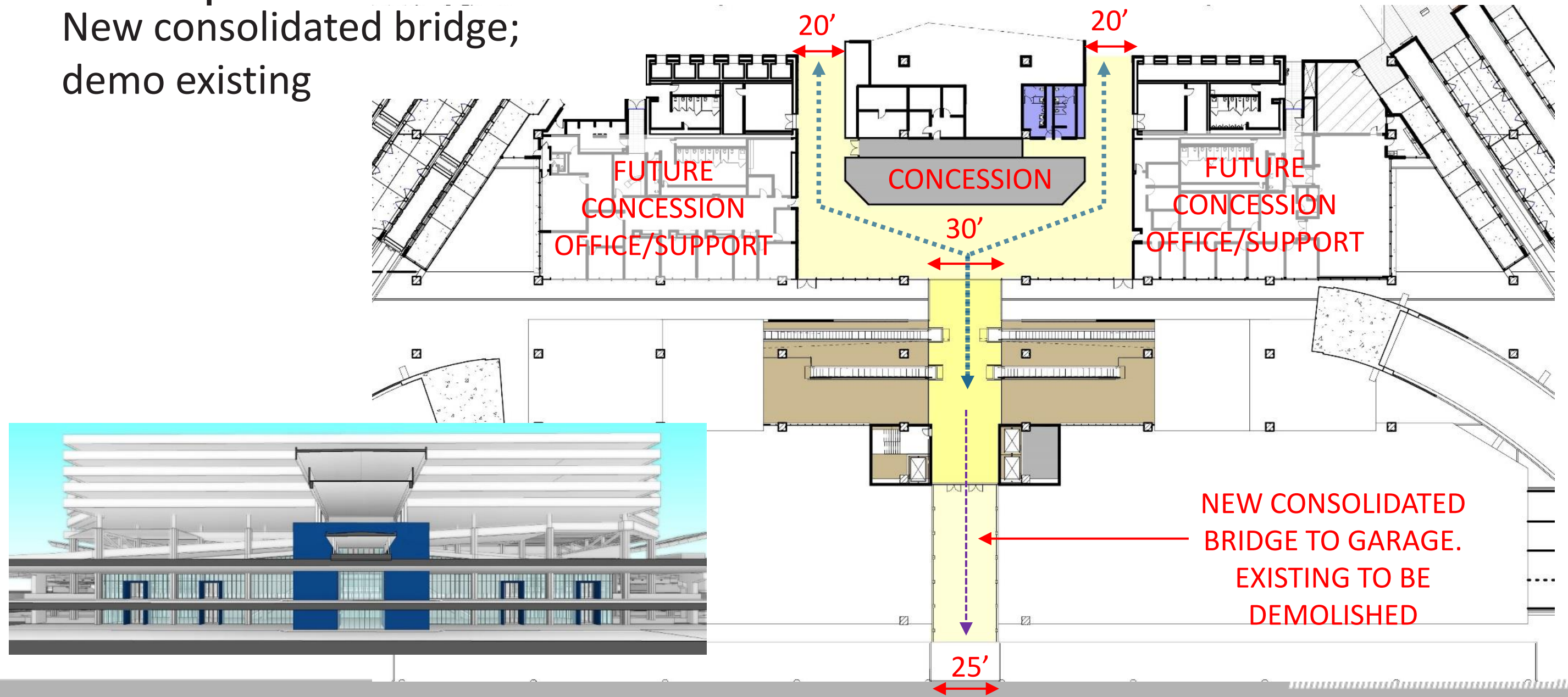
Blue Option 1

Keep existing ped bridges



Blue Option 2

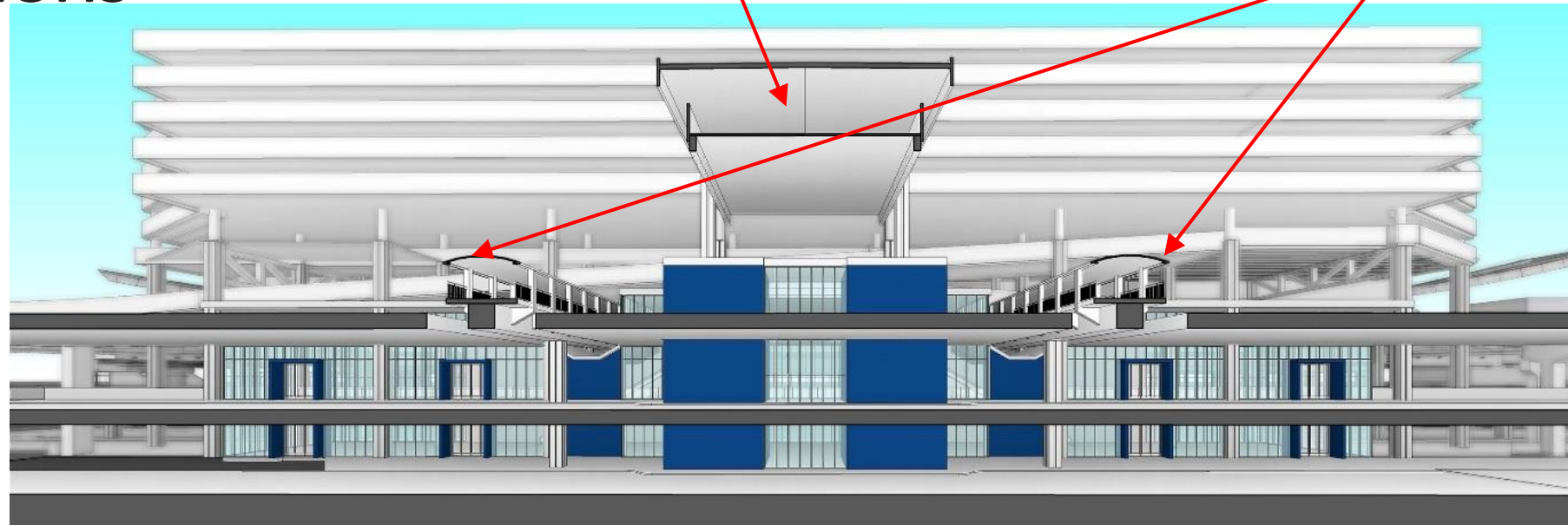
New consolidated bridge;
demo existing



Blue Options

EXISTING PARKING CONNECTION ABOVE

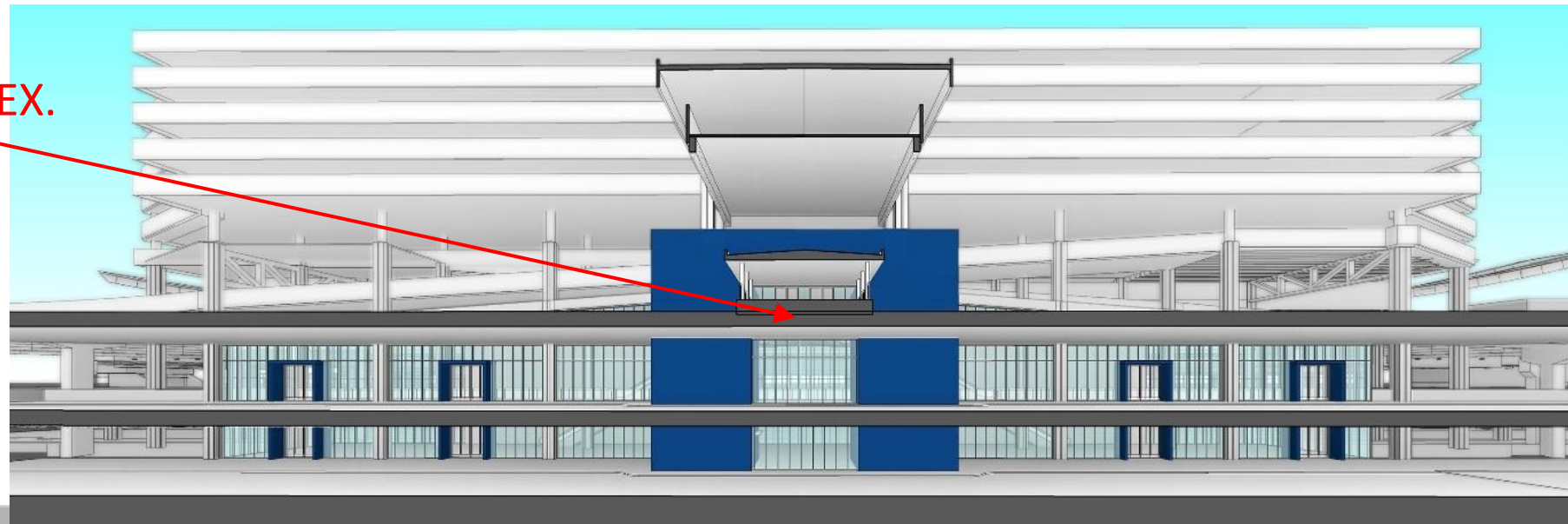
KEEP EXISTING BRIDGES



TRANSFER
DEPARTURES
ARRIVALS

OPTION 1

CONSOLIDATED BRIDGE IN LIEU OF EX. PED BRIDGES



TRANSFER
DEPARTURES
ARRIVALS

OPTION 2

Blue Options

NEED TO STAY BELOW EXISTING
PARKING RAMP

KEEP EXISTING
BRIDGES



DEPARTURES
ARRIVALS

OPTION 1

NEW TRANSFER PLATFORM



DEPARTURES
ARRIVALS

OPTION 2

CONSOLIDATED
BRIDGE IN LIEU OF EX.
PED BRIDGES

Blue Options – Interior



OPTION 1 – KEEP EXISTING PED BRIDGES TO GARAGE

- EX. PED BRIDGE BLOCKS VIEW OF TRANSFER LEVEL



OPTION 2 – CONSOLIDATED PED BRIDGES TO GARAGE

- VISUAL CONNECTION TO TRANSFER LEVEL

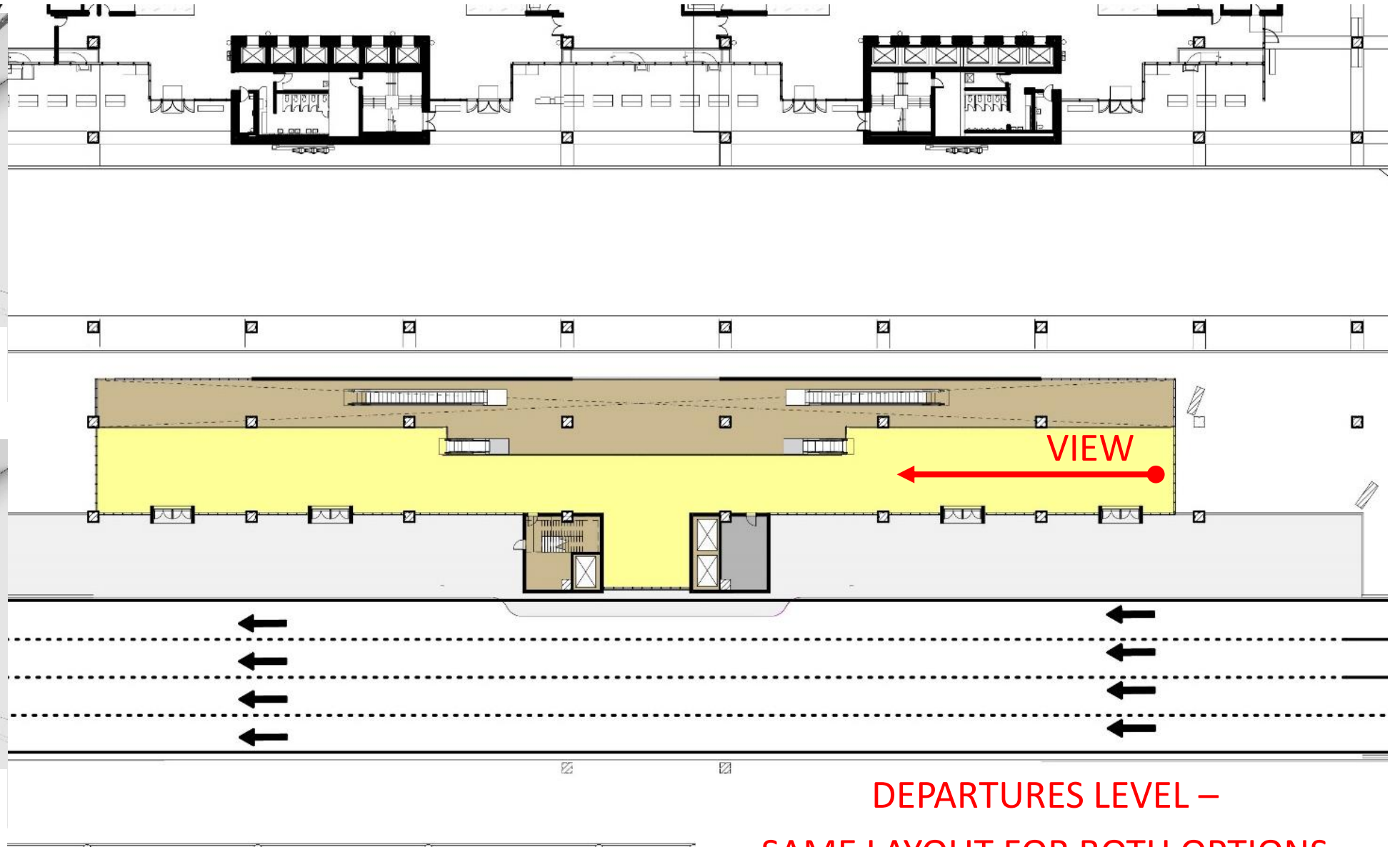
Blue Options



OPTION 1 – KEEP EXISTING PED BRIDGES TO GARAGE

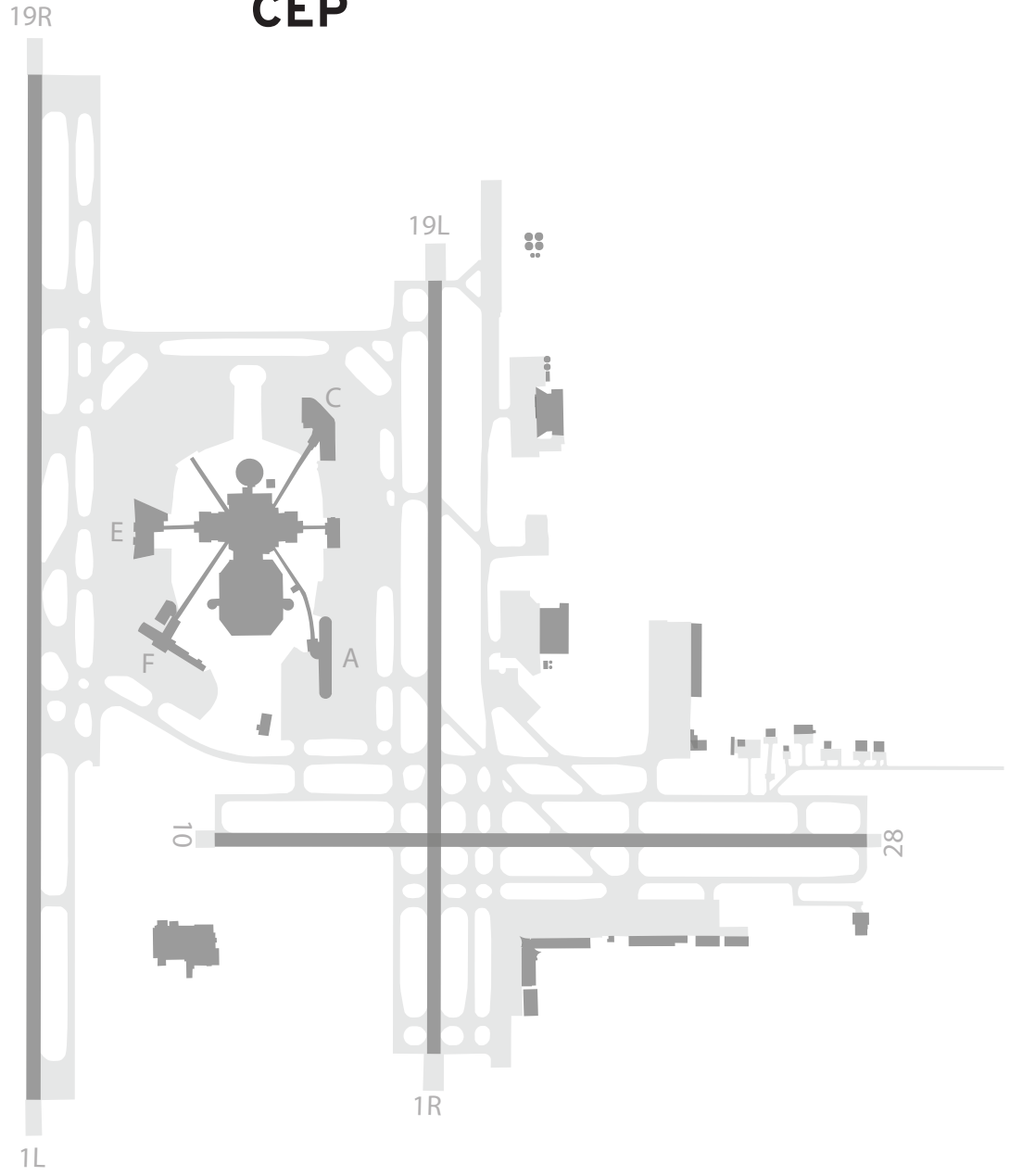


OPTION 2 – REMOVE EX. BRIDGES & BUILD NEW



DEPARTURES LEVEL – SAME LAYOUT FOR BOTH OPTIONS

APPENDIX O - UTILITIES AND CEP



Hillsborough County Aviation Authority



Tampa International Airport

2016 Master Plan Study – Electrical and Mechanical Improvements

HCAA No. 5860 12

ENGINEER'S NARRATIVE

December 1, 2016

by

Gerald Crnkovich, PE

Dominic Cacolici, PE



TLC ENGINEERING FOR ARCHITECTURE, INC.
500 N. Westshore Boulevard . Suite 435 . Tampa, FL 33609-5003
Phone 813.637.0110 www.tlc-engineers.com Fax 813.637.0013

INFRASTRUCTURE IMPROVEMENT NARRATIVE

Project Summary

Relocate the electrical and mechanical services currently located at the Service Building to allow for new drive aisles. The relocated services should include the primary heating and cooling plants, and power for the Main Terminal. Ancillary spaces to be designated at a later date.

Central Energy Plant

Upon meeting with the Authority, and reviewing the existing and proposed building mechanical loads, the follow system components are recommended:

First Floor (16' feet tall) – 7,150 sq.ft.

- A. Electrical Service - Transformers
- B. Fire Pump Room
- C. Domestic Water Booster Pumps
- D. Water softener system (10,000 Gal) for cooling tower make-up.
- E. Utility Corridor from CEP to vertical chase at the new Vertical Circulation between the Red side aisles, to connect to the 71 foot level.
- F. Office and Shop Spaces to match existing in the Service Building:
 - 1. 1600 sq.ft. – Verizon room
 - 2. 2435 sq.ft. – Shop/Muster
 - 3. 420 sq.ft. – Control Room
 - 4. 540 sq.ft. – Restrooms
 - 5. 570 sq.ft. – Break room

Second Floor (22' feet tall) – 7,150 sq.ft.

- A. (4) 1100 ton chillers – (4) primary pumps (100 HP) variable primary piping arrangement.
- B. (5) 2000 MBH Boilers – Condensing type, Primary / Secondary piping, variable pumping to secondary.

Roof Level (35' feet tall) – 7,150 sq.ft.

- A. (4) 1100 ton Architectural cooling towers with ceramic fill, (4) 125 hp pumps, (4) 100 hp fans, Or Fiberglass with ceramic fill and Architectural Screenwall and Louvers.

Services to the CEP

- A. Primary Transformers from TECO. Each main service will have a 2000 KVA pad mounted transformer served from a pad mounted automatic transfer switchgear. The switchgear will be fed from a primary and alternate circuit. Each circuit will originate from unique TECO substations.
- B. Chiller Plant Secondary Electrical Service. Two 4000A electrical services with tie breaker connection. Services will serve all equipment in new chiller plant including pumps, cooling towers and chillers. Provide 8-1600A feeder breakers on each service with 4 fully prepped 1600A spaces.

The existing baggage system service will be relocated to the CEP and consist of two 4000A electrical services with tie breaker connection. There will be a 3000A feeder breaker for each BHS switchboard feeder on each service along with 3 fully prepped 1600 A spaces. The baggage service will be routed through the utility corridor and intercept the existing feeders within the existing manhole on the south side of the existing CEP.

- C. 8" Fire Main – 150 HP pump.
- D. 6" Domestic Water Service – Triplex Booster pump, 30HP each, with (1) standby.

Services to the Main Terminal

Chilled Water, Hot Water, Fire Line, and Domestic Water will be routed from the CEP to the Main Terminal via a Utility Corridor. This corridor will be below grade, tall enough to wall through with the utilities racked on each side of the walking path. Rough dimensions are 12' wide x 10' tall. The corridor will terminate at a new Stairwell and Chase located just west of existing Cooling Tower CT-4. Partial demolition of the Service Building will be required to install the chase prior to shutting down the existing CEP.

The vertical chase will connect to an extension of the 71 foot level, to allow the piping to be routed into the Main Terminal, and west to intercept the existing utilities at the spine, which is the intersection of the terminal building to the bridge to the Marriot. This work will require shut-down of the existing drive isle for installation of steel beams, floors, wall panels, and connections to existing columns to be made.

Refer to attachments;

- TIA Masterplan Baggage Level Mechanical Layout
- TIA Masterplan Transfer Level Mechanical Layout
- TIA Masterplan CEP Layout

Electrical Service Entry

The Main Terminal electrical service will require reconfiguration near the existing space. The existing service entry transformers are proposed to remain in the same location with a new structure to stand independent of the existing Service Building until new services are constructed. The adjacent loading dock area will be converted into a new building to locate the TECO service equipment and Electrical Gear room, and also be integrated to the new building along the north side of the new drive isle. From this point, the existing service elevator shaft will be maintained as a pathway for services up to the 71 foot level, via the Marriott connector. There will be new TECO service equipment built in the 1st floor of the new electrical building to serve the new distribution switchgear located on the 2nd floor.

First Floor (22' feet tall) – 5,000 sq.ft./ Second Floor (17' feet tall) – 5,000 sq ft.

September 2017

- A. Primary Transformers from TECO. Each main service will have a 2000 KVA pad mounted transformer served from a pad mounted automatic transfer switchgear. The switchgear will be fed from a primary and alternate circuit. Each circuit will originate from unique TECO substations. This equipment will be located on the first floor with overhead cranes to allow access to TECO for removals and maintenance.
- B. Main Terminal Electrical Service. 4- 4000A electrical services with main tie main configurations for reconnection to the Main Terminal electrical distribution system. Each service will have two bus duct feeder sections to connect to distribution panels located in A, B, C, and D cores in the 71' level. The bus duct will be required to be routed from new electrical room to the 71' level through a new shaft. Final connections will be fabricated to match new bus duct to existing bus duct. Each service will have four 1600A feeder breakers and four 1600A fully prepped spaces.

New emergency electrical distribution and generators will be required to refeed emergency distribution in the main terminal. A new 1250KW, 480/277V diesel generator will serve a 2000A emergency distribution switchboard through transfer switches that will refeed the main terminal building and serve new loads.

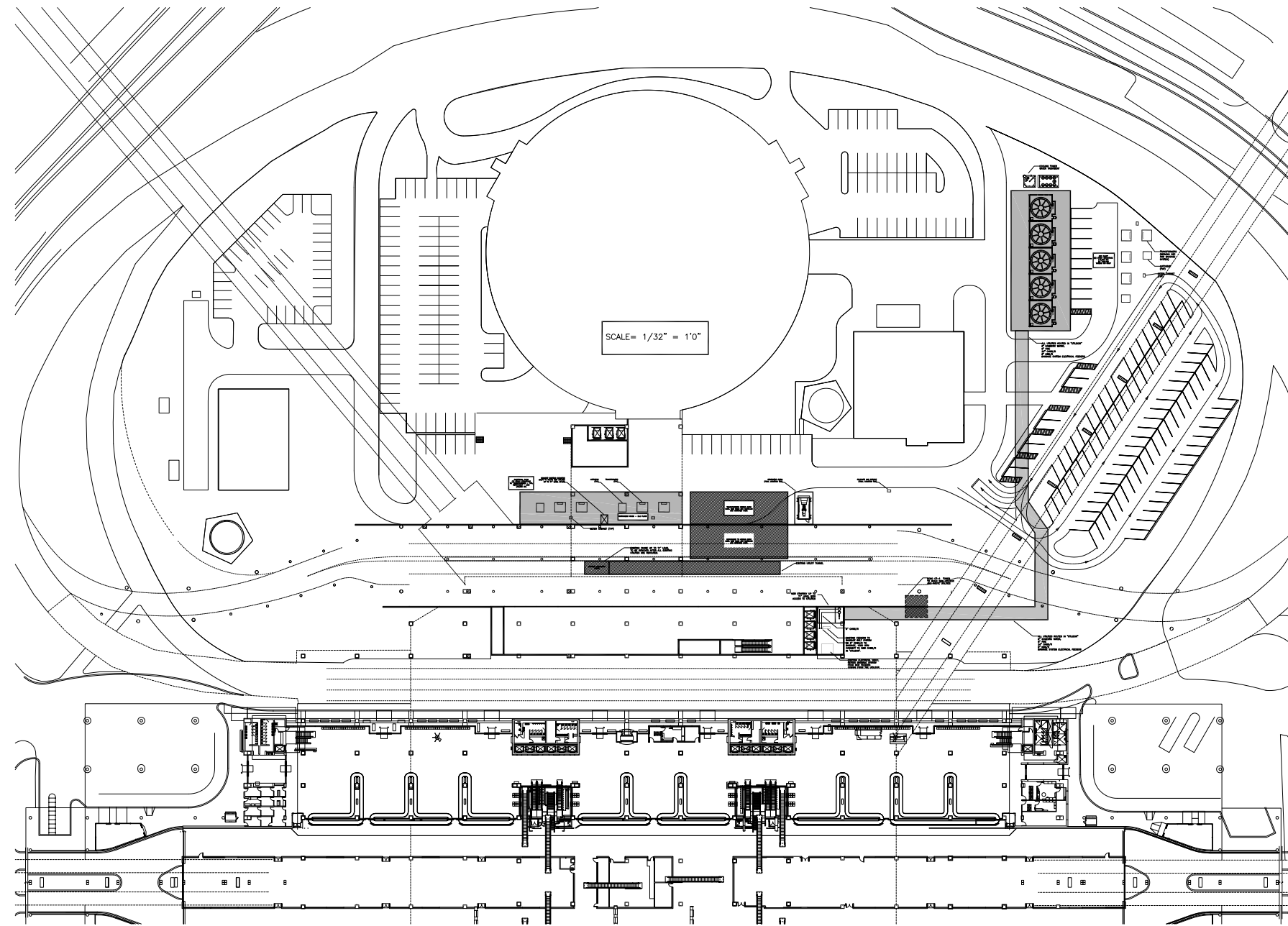
End of Narrative

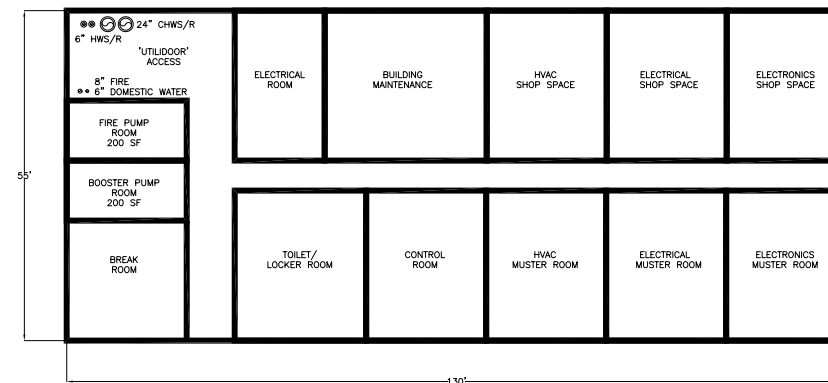
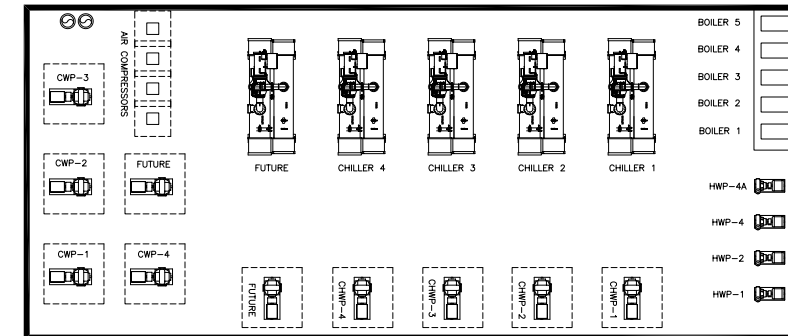
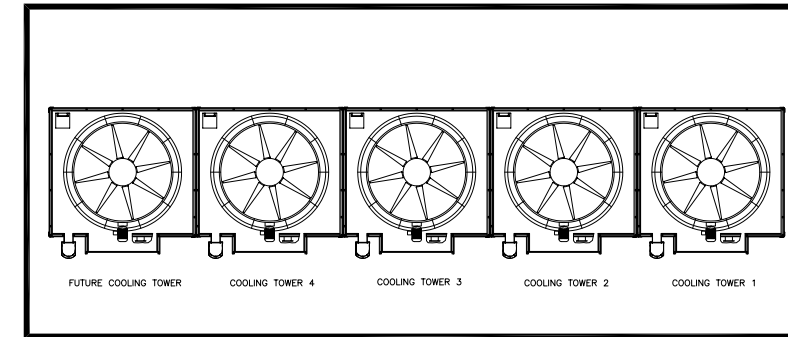
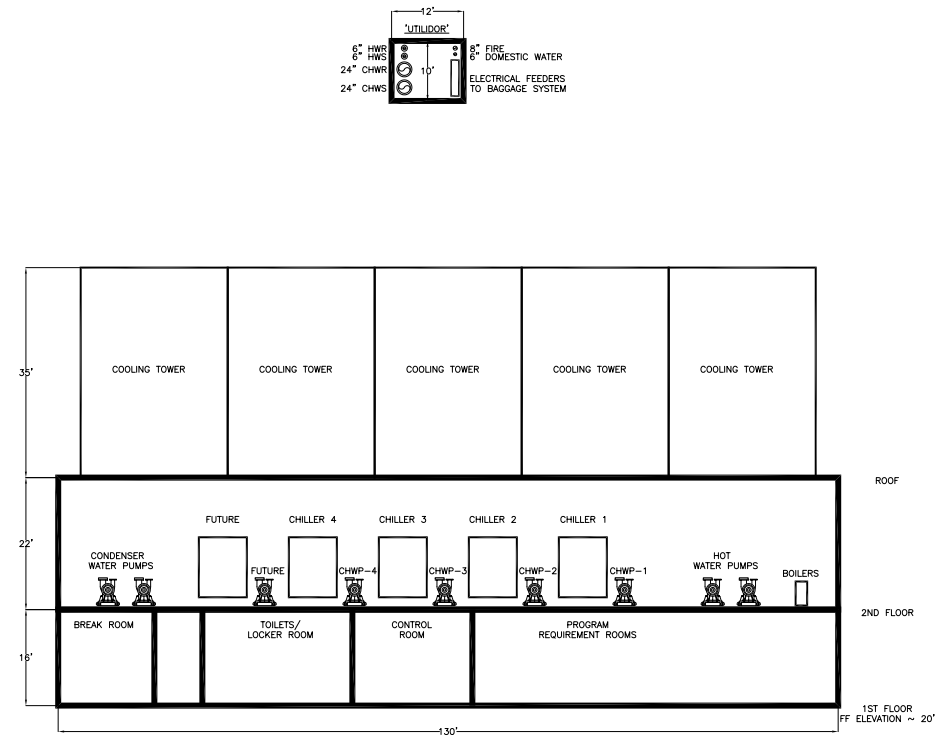
Example Building Structures

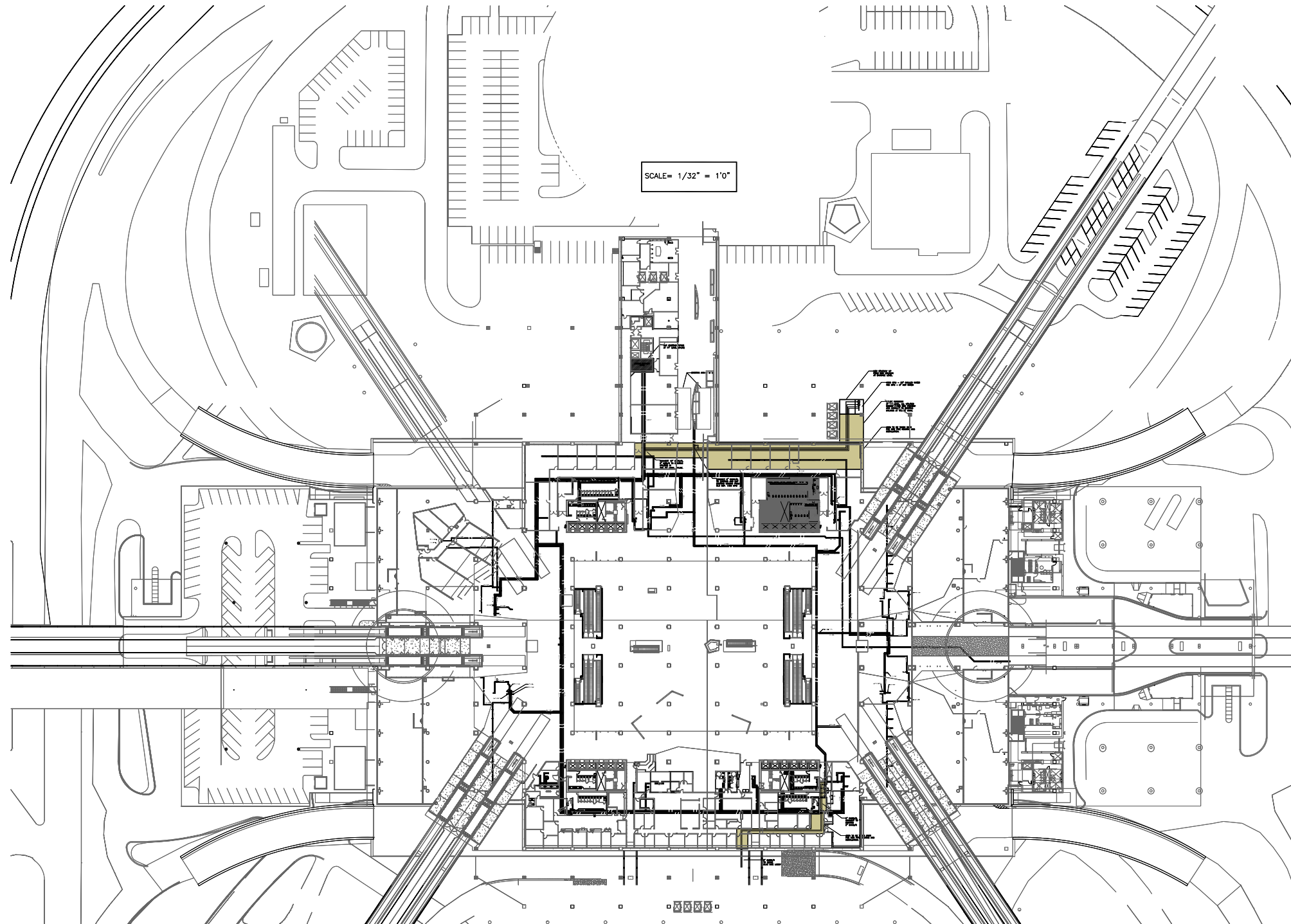


Miami International Airport Central Energy Plant



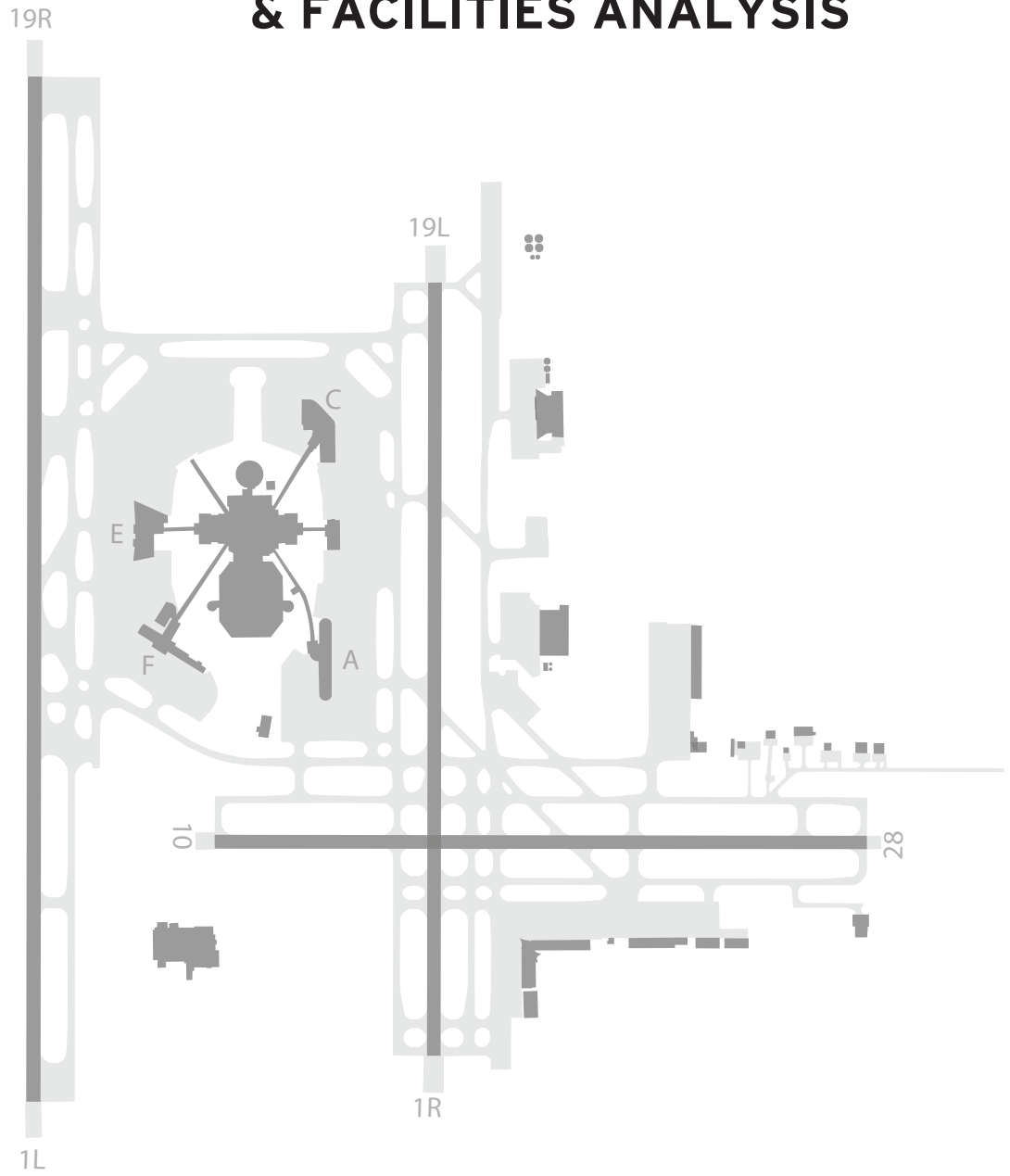






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APPENDIX P - ASF CAPACITY & FACILITIES ANALYSIS





Airside F Capacity & Facilities Analysis

January 6, 2016



Agenda

- Study initiatives
- Analysis findings
- Airline relocation at Airside A and F
- Ticket counter relocation
- Expansion concept
- Cost and schedule

Note: RS&H conducted a study on maximization of the Airside F facility to accommodate further growth and determine constraints.



Airside F Capacity & Facilities Analysis



Study Initiatives and Analysis Findings

Study Initiatives

- Determine facility, infrastructure and operational changes at Airside F to accommodate additional international flights until new Airside D is complete
- Analysis considered the following scenarios:
 - Summer 2015 schedule with the addition of Lufthansa beginning in Sept. 2015
 - Potential addition of Central America/Caribbean flights
 - Three simultaneous wide-body flights within a 10 minute period
 - Four simultaneous wide-body flights within a 15 minute period
- Three categories of planning criteria were used in the analysis:
 - Passenger attributes pertaining to passport types and eligibility for different FIS procedures
 - Operating parameters related to CBP transaction times and sequence of events
 - Level of Service (LOS) standards
- Gate analysis included evaluation of existing flight schedules with new additions and 13 gates at Airside F

Analysis Findings

- Airline reassignment is needed to accommodate additional international flights
- Identified the following deficiencies:
 - Ramp Level (FIS Facilities) analysis indicated deficiencies in the CBP processing area, passenger queue space and the baggage claim carousel area
 - Boarding Level analysis indicated deficiencies in holdroom capacity and concessions (master plan confirmed)
 - Club Level indicated a need for additional airline lounge space
 - Add swing gate capability to gates 78, 79, 84 and 86
- Proposed expansion concepts will accommodate 4 international wide body aircraft arriving within 15 mins and increase the FIS capacity to 1,200 pph (currently 800 pph)
- Proposed expansion concepts will not accommodate a 5th international wide body aircraft

Future Capacity

Gates	2011 Gates Available	2011 Occupied Gates	2031 Occupied Gates	2011 Peak Hour Originating Passengers	2031 Peak Hour Originating Passengers	2011 Annual Passengers	2031 Annual Passengers
Airside A	16	9	13	505	706	3,434,911	5,155,785
Airside C	16	15	16	842	1,473	6,718,340	11,076,457
Future Airside D	16	12	16	593	930	3,494,618	6,835,442
Airside E	13	9	12	577	923	3,084,182	5,636,380
Subtotal	61	45	57	2,250	3,458	16,732,051	28,704,064
Future Airside F	15				900		6,000,000
Total	76			2,250	4,223		34,704,064

- The above analysis was performed by HNTB as part of the 2012 master plan update
- Total capacity will change to approximately 33.9 MAP with 13 gates at Airside F

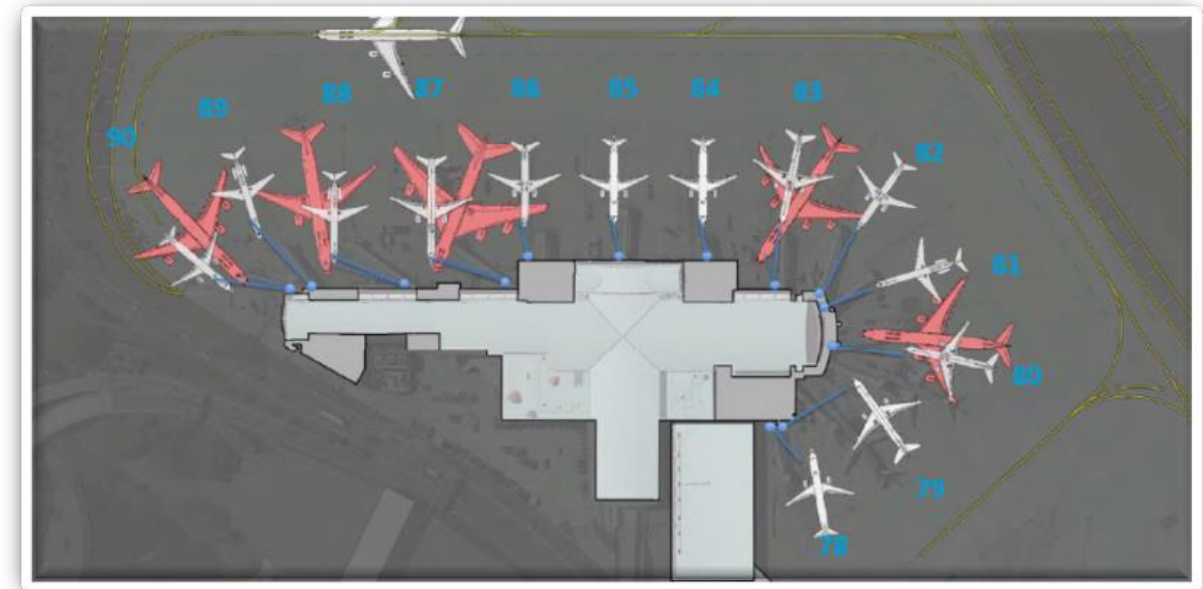


Airside F Capacity & Facilities Analysis

Airline Relocation

Airline Relocation – Airside

- Reassign airlines at Airside A and F:
 - Relocate American Airlines to Airside A
 - Relocate United and JetBlue to Airside F
- Moving United to Airside F will open gates at the necessary time slots for long haul trans-ocean service
- Airline relocation also involves ticket counter changes in the Main Terminal



Airline Relocation – Ticket Counter

- The impacts associated with relocating American to Airside A and United/Jet Blue to Airside F, on the Ticketing Level of the Main Terminal, extend beyond just the three identified airlines
- In order to provide sufficient space for consolidated airline operations, Cayman and Sun Country's ticket counter must also be relocated



Airline Relocation – Ticket Counter (cont.)

- Ticket counter relocation would be phased:
 - Relocate Cayman ticket counter and back office
 - Relocate United ticket counter, back office and curbside
 - Relocate a portion of American ticket counter, back office and curbside
 - Relocate JetBlue ticket counter, back office and curbside
 - Relocate Sun Country ticket counter and back office
 - Relocate the remainder of American ticket counter and back office
- Analysis assumes all impacted counters would be converted to the common/shared use system





Airside F Capacity & Facilities Analysis

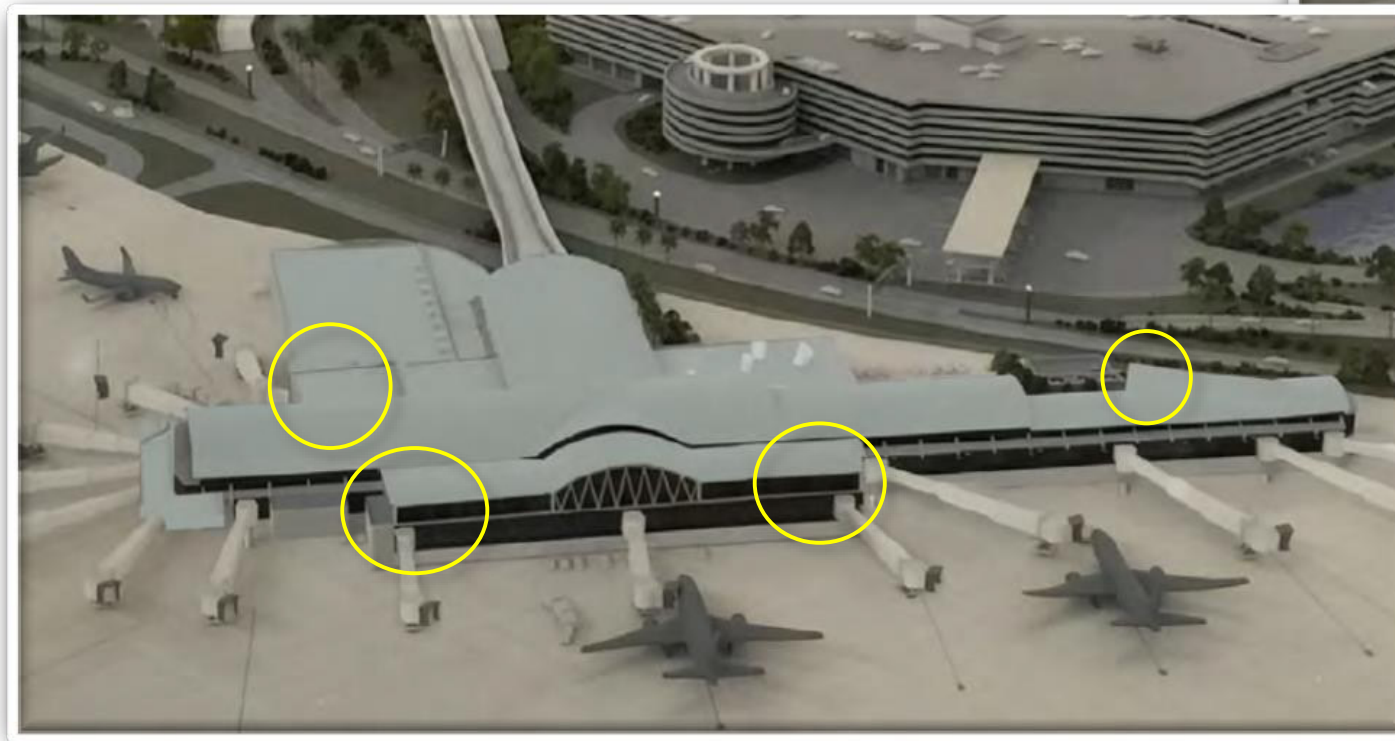
Expansion Concept

Airside F – Exterior Configurations

- Expansion occurs in four main areas of the building, on all three levels (ramp, boarding & club)
- Existing Airside F functionality and architectural expression is maintained



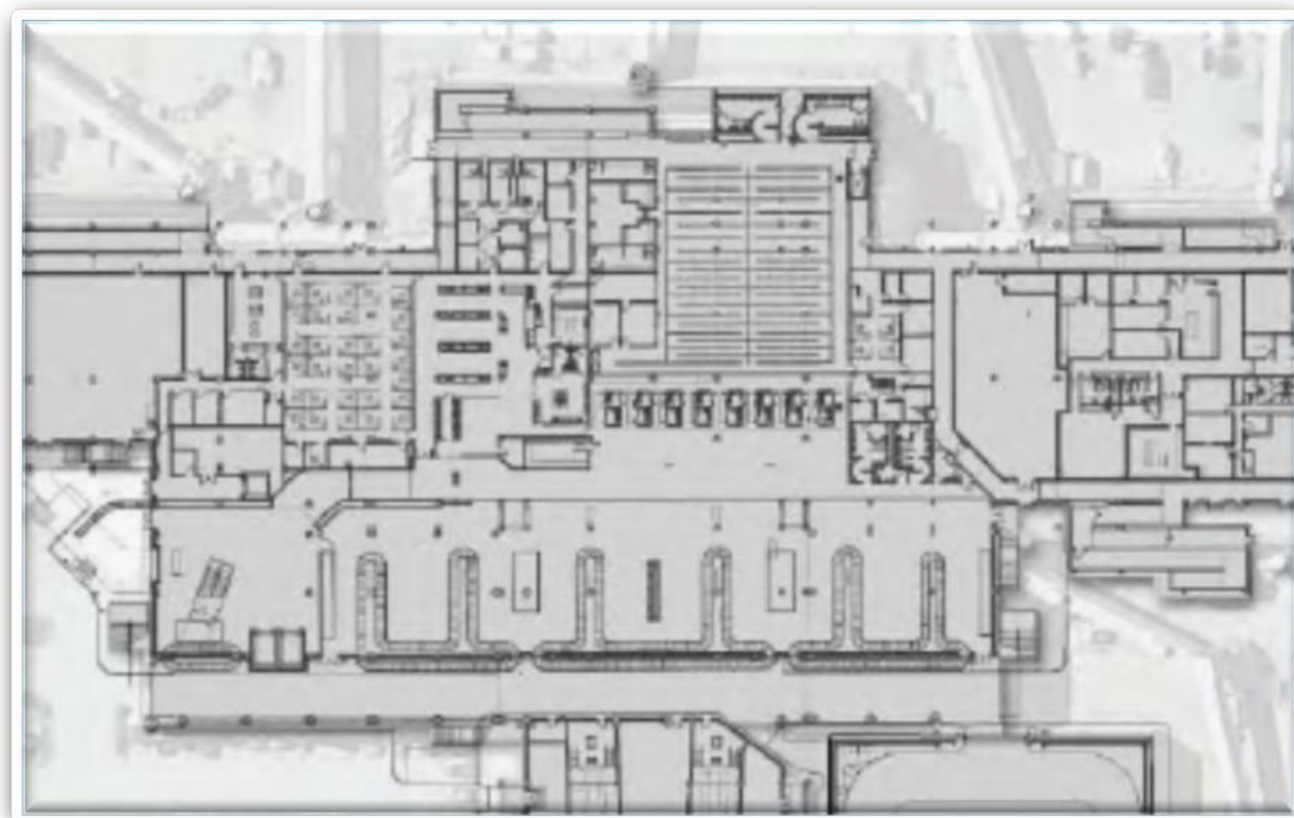
Existing ASF



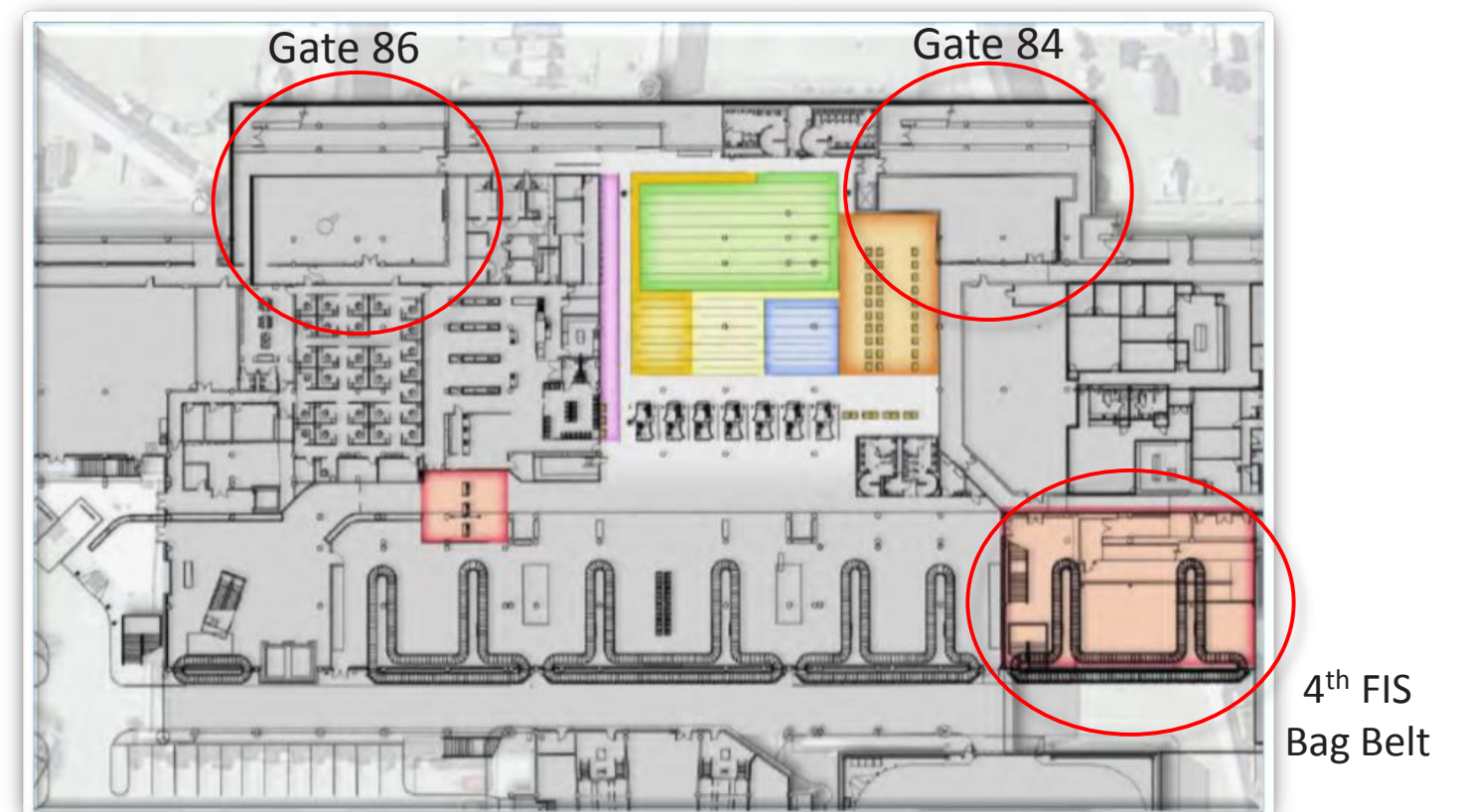
Proposed ASF

Airside F – Ramp Level

- Expand Gate 86 area to provide new support space for CBP, thereby freeing up space for passenger queuing
- Expand Gate 84 area to provide new support space for CBP, thereby freeing up space for passenger queuing



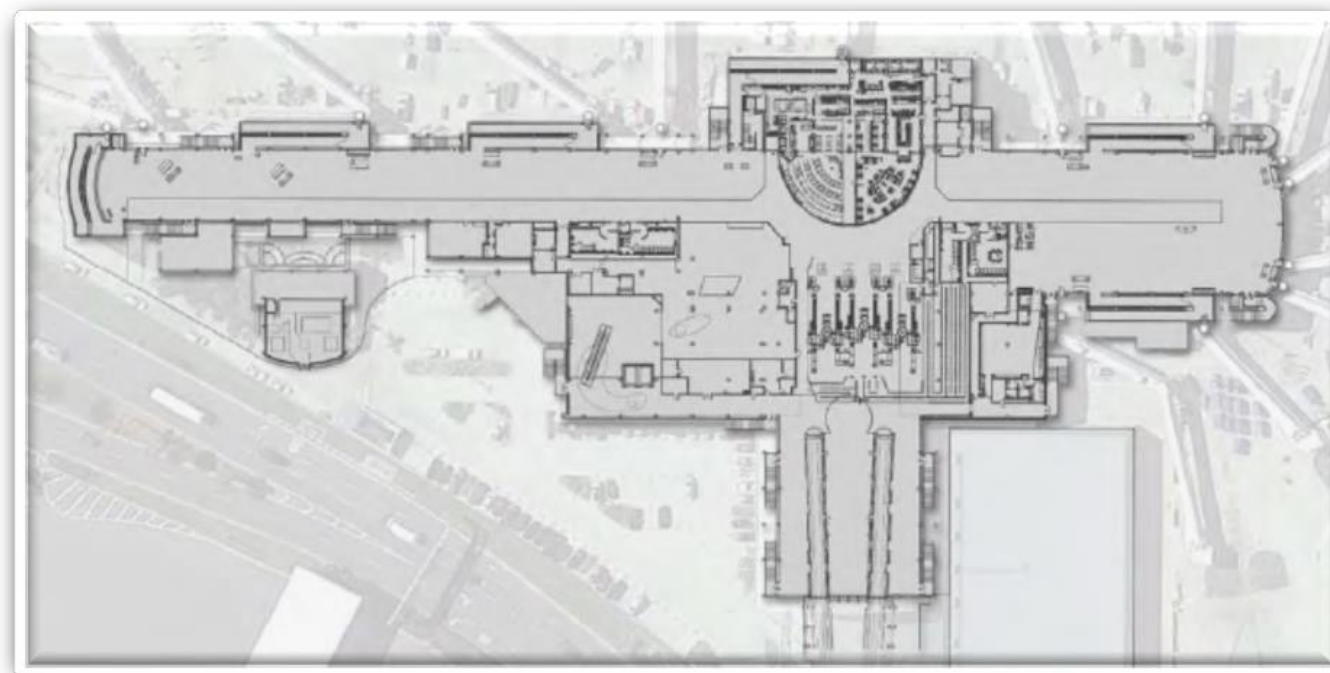
Existing Ramp Level



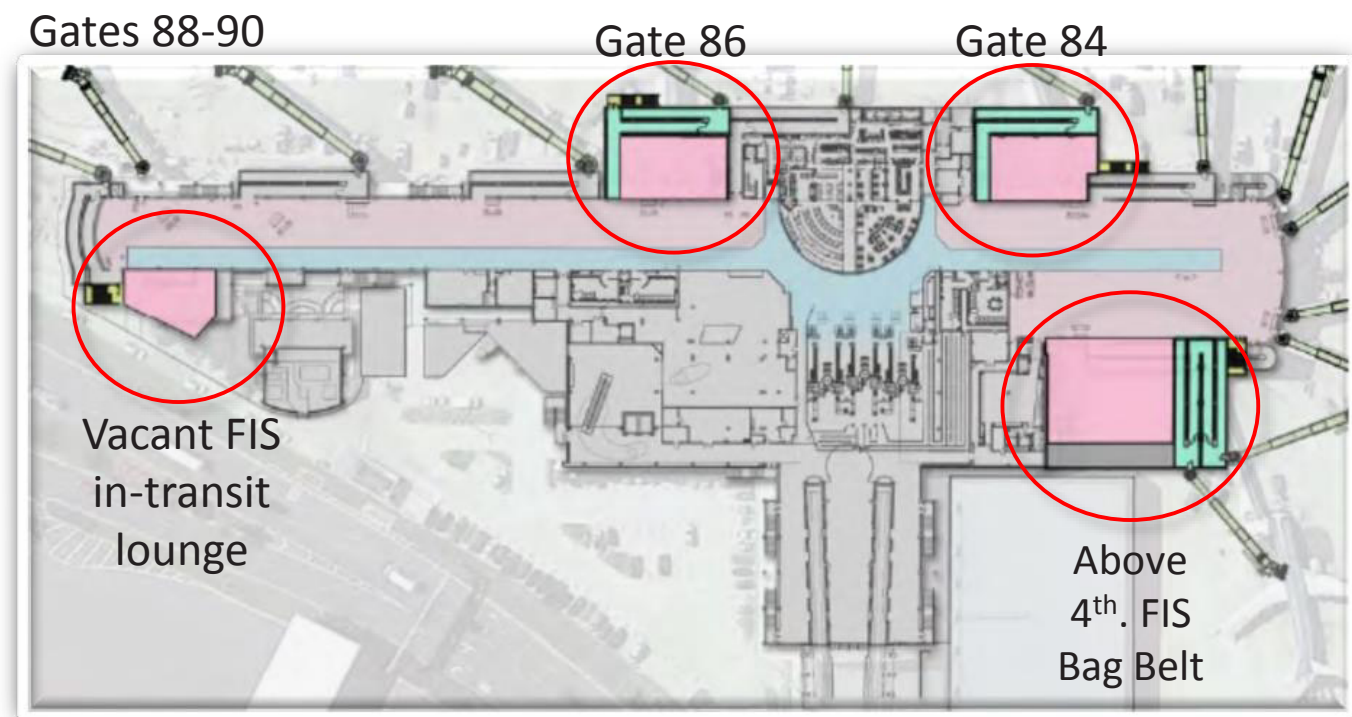
Proposed Ramp Level

Airside F – Boarding Level

- Build out over vacant FIS in-transit lounge to provide new holdroom area for Gates 88, 89 & 90
- Expand Gate 86 area to provide new holdroom area
- Expand Gate 84 area to provide new holdroom area
- Build second level over new 4th. bag claim device to provide new holdroom area



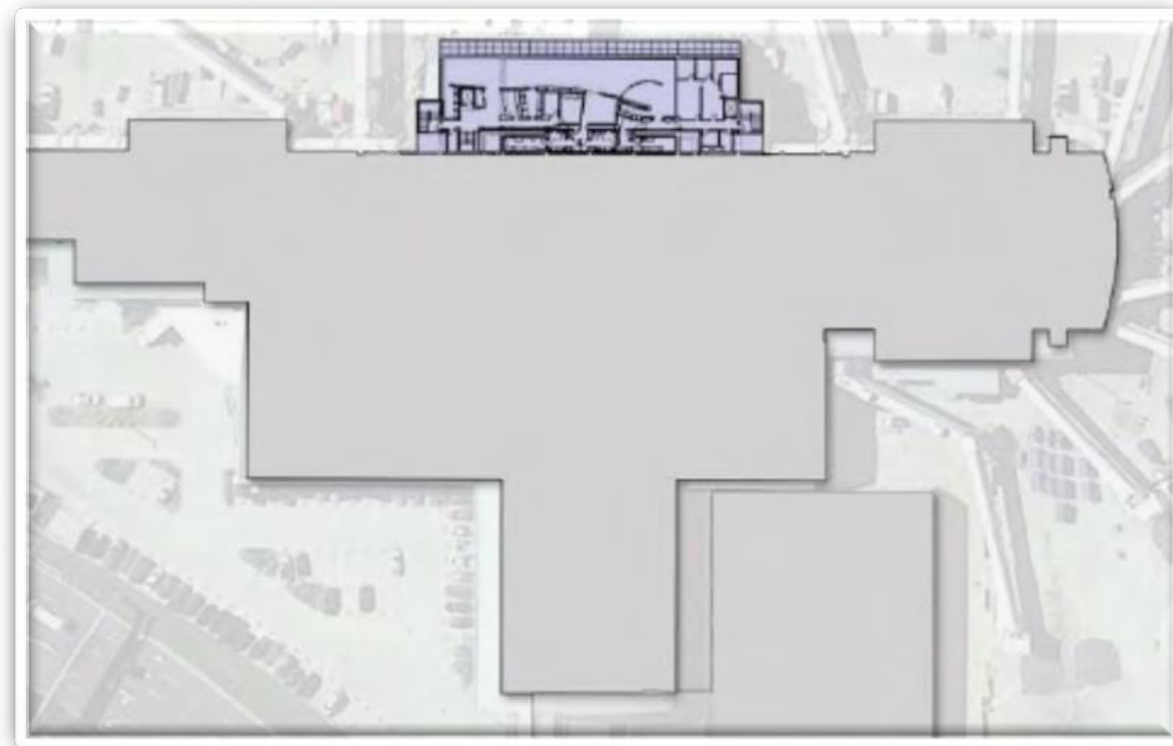
Existing Boarding Level



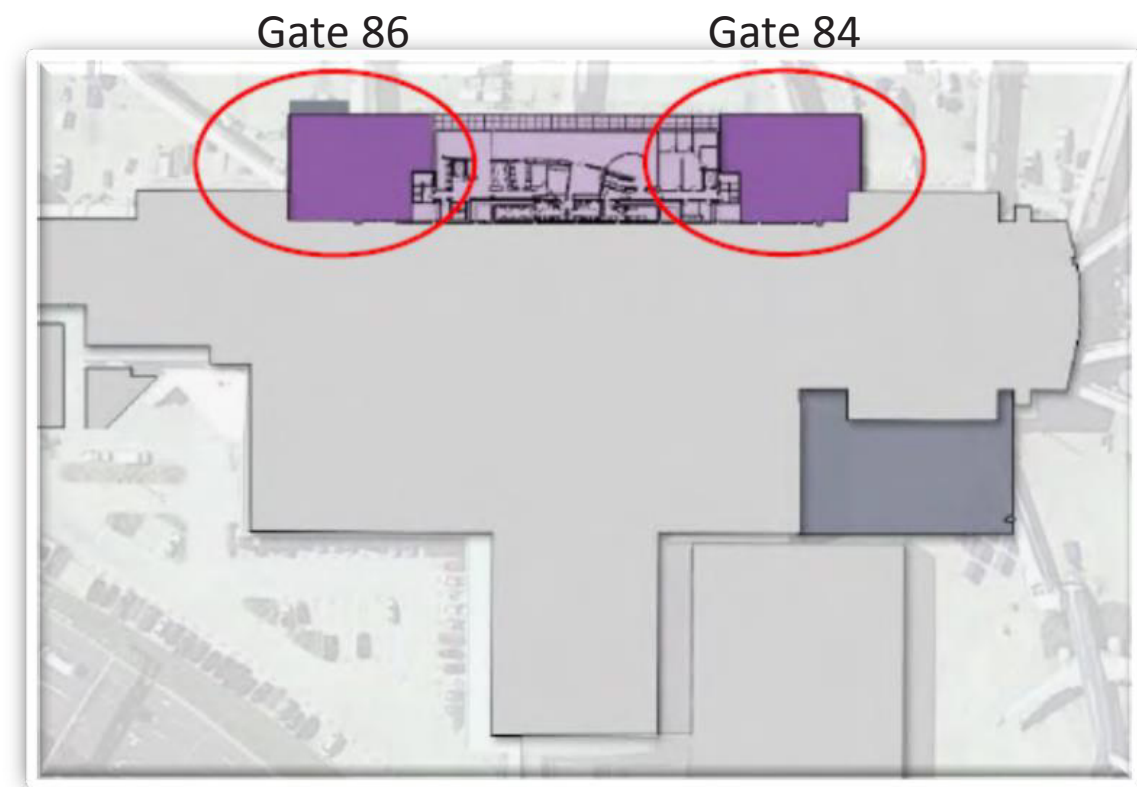
Proposed Boarding Level

Airside F – Club Level

- Expand Club level on both sides of the existing club space (Gates 84 & 86 area)
- New space for additional airline club and offices
- Utilize existing vertical circulation cores



Existing Club Level



Proposed Club Level



Airside F Capacity & Facilities Analysis



Cost and Schedule

Cost and Schedule

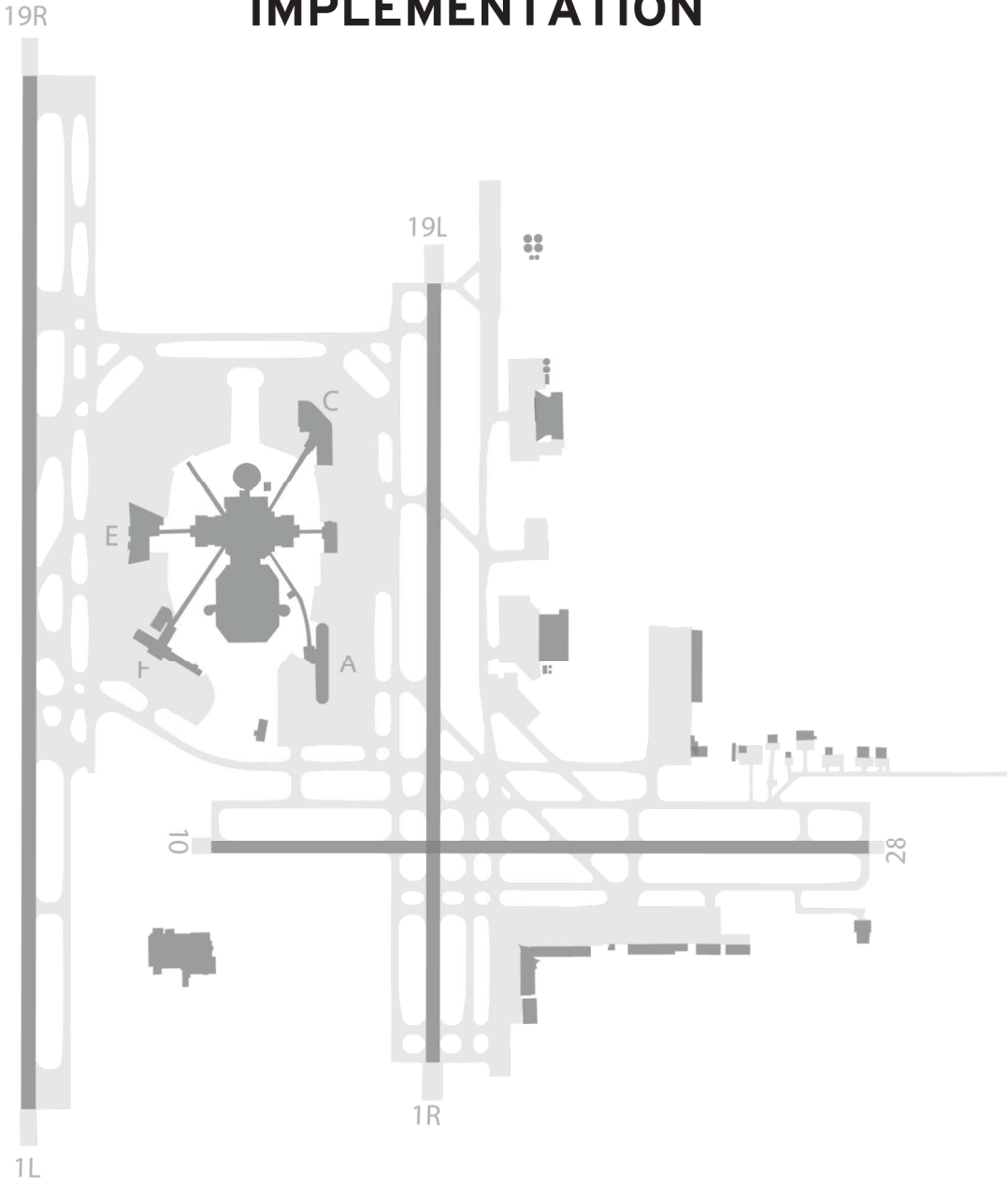
- Estimated costs for recommended expansion concepts and airline relocations, as estimated by RS&H:

Airside F Expansion	\$ 50,800,000
Airline Relocation Costs	\$ 19,300,000
Total	\$ 70,100,000

- Estimate includes (currently being reviewed by staff):
 - Construction costs with contractor mark-ups
 - Owner soft costs and contingencies (20% Design Evolution + 5% Owner Contingency)
 - Escalation to the midpoint of construction
- Proposed Schedule
 - Design to begin in October, 2016
 - Construction to begin in late summer 2017
 - Substantial completion in late summer 2019

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APPENDIX Q - PHASE 2 IMPLEMENTATION





Master Plan Phase 2 Development Schedule

June 27, 2017

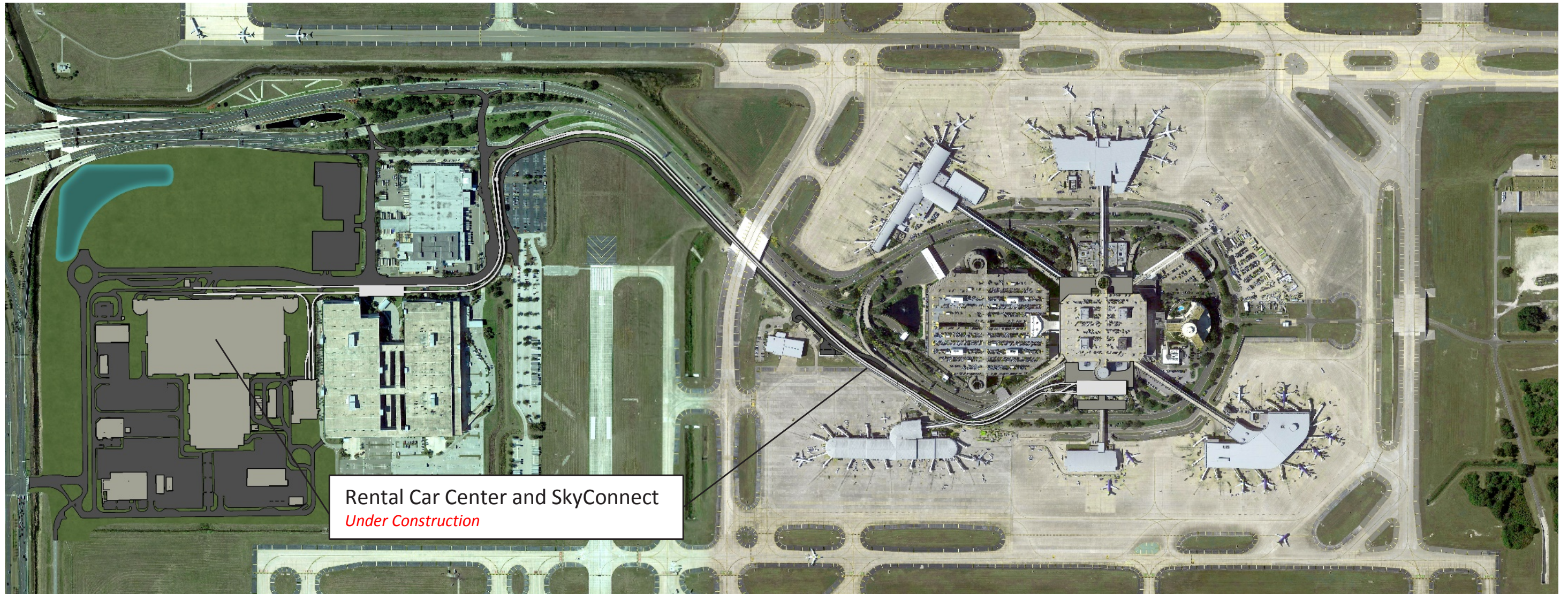


Master Plan Phase 2

Schedule Elements:

- Demo Red Side Garage and Airside D APM Guideway
- Gateway Development Area – Site Development/Infrastructure
- Gateway Development Area – Pedestrian Walkway, Atrium, Commercial Curb, NOC, AOC and Office TI
- Gateway Development Area – Office Tower and Garage (by Developer)
- Demo Administration Building
- Central Plant and Associated Projects
- Blue Curbside Expansion
- Red Curbside Expansion
- Widening George Bean Parkway and New Economy Parking Road Exit
- Crossfield Taxiway A

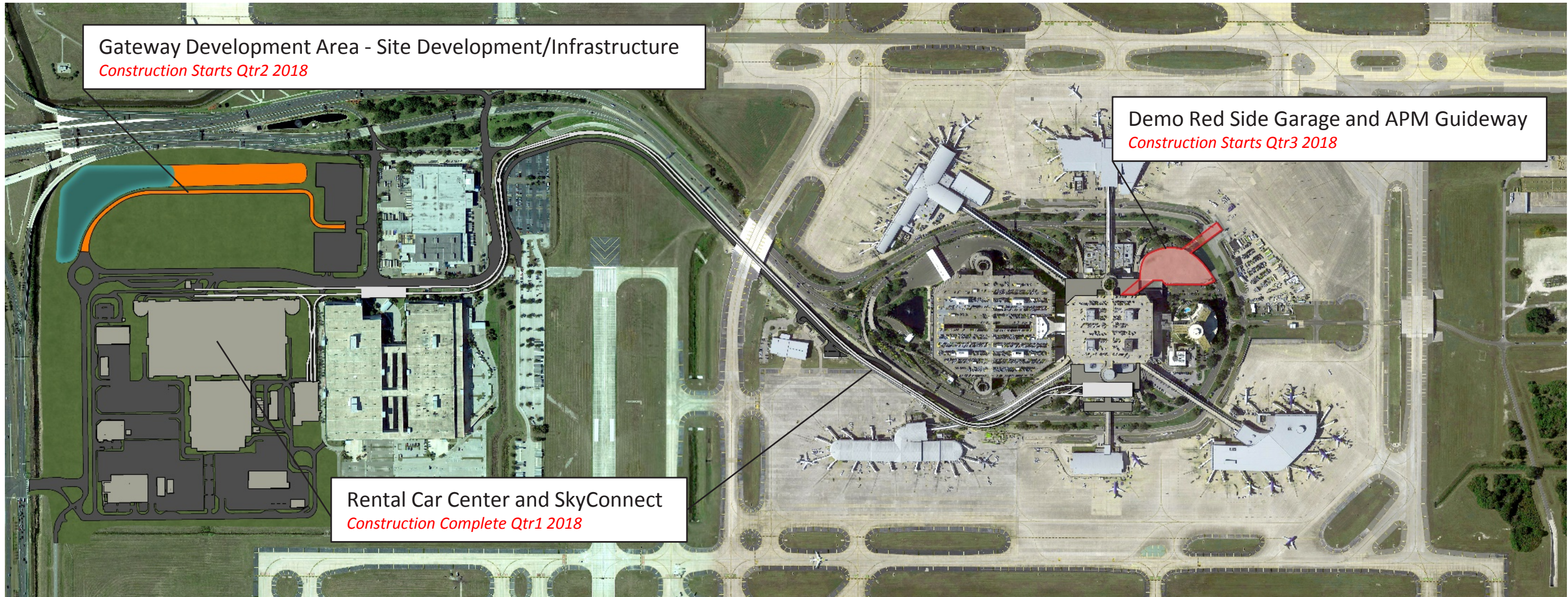
Master Plan Phase 2 Development – 2017



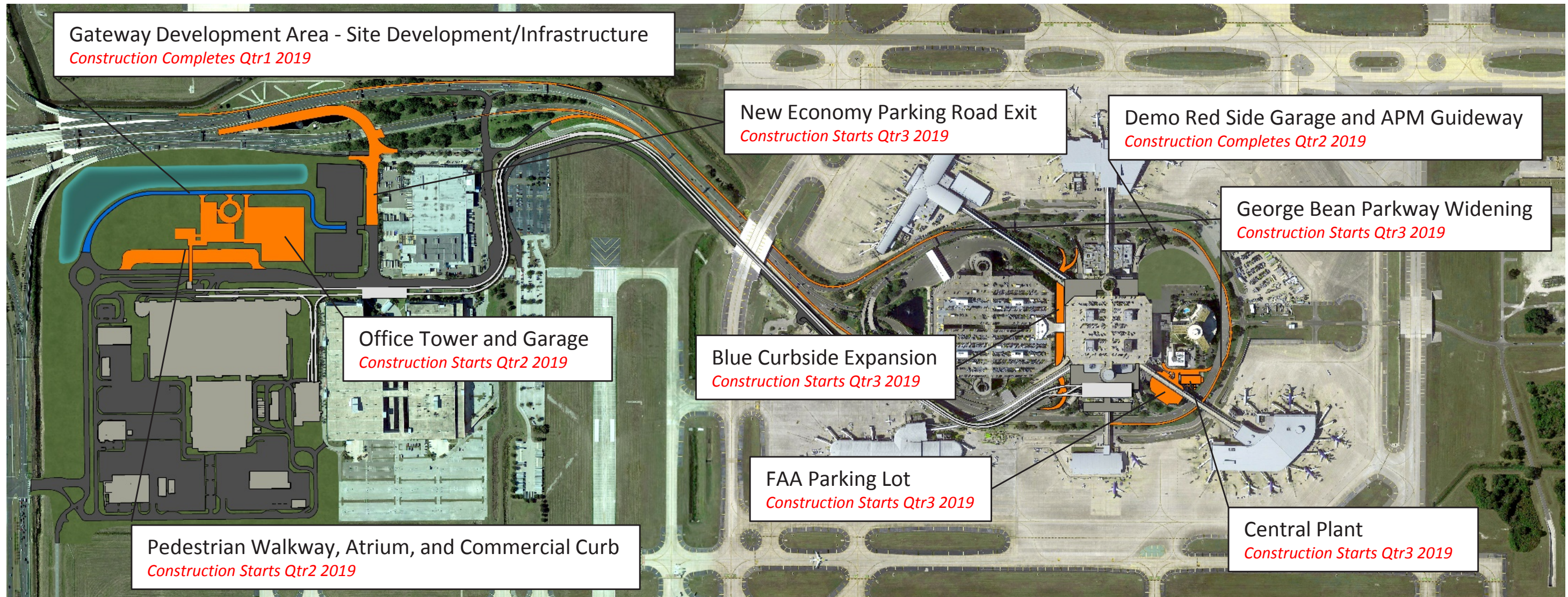
Rental Car Center and SkyConnect
Under Construction



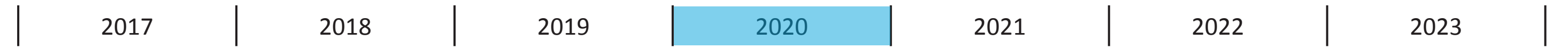
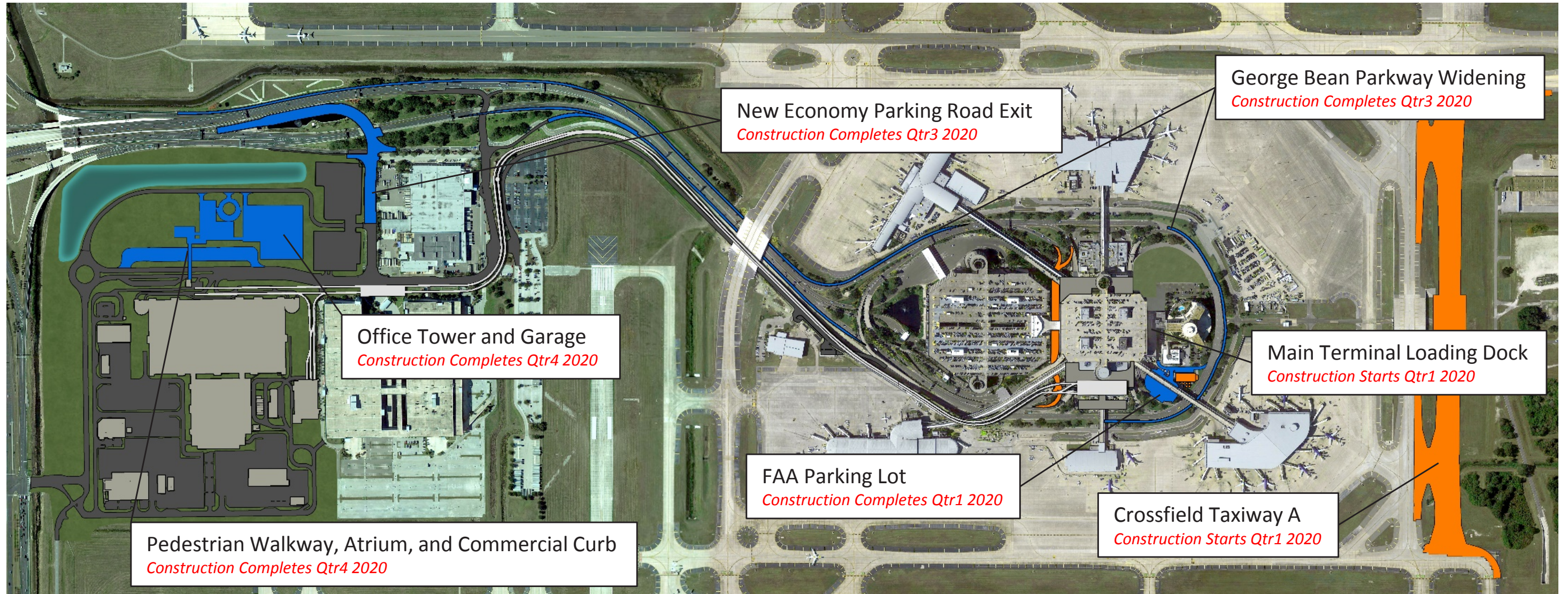
Master Plan Phase 2 Development – 2018



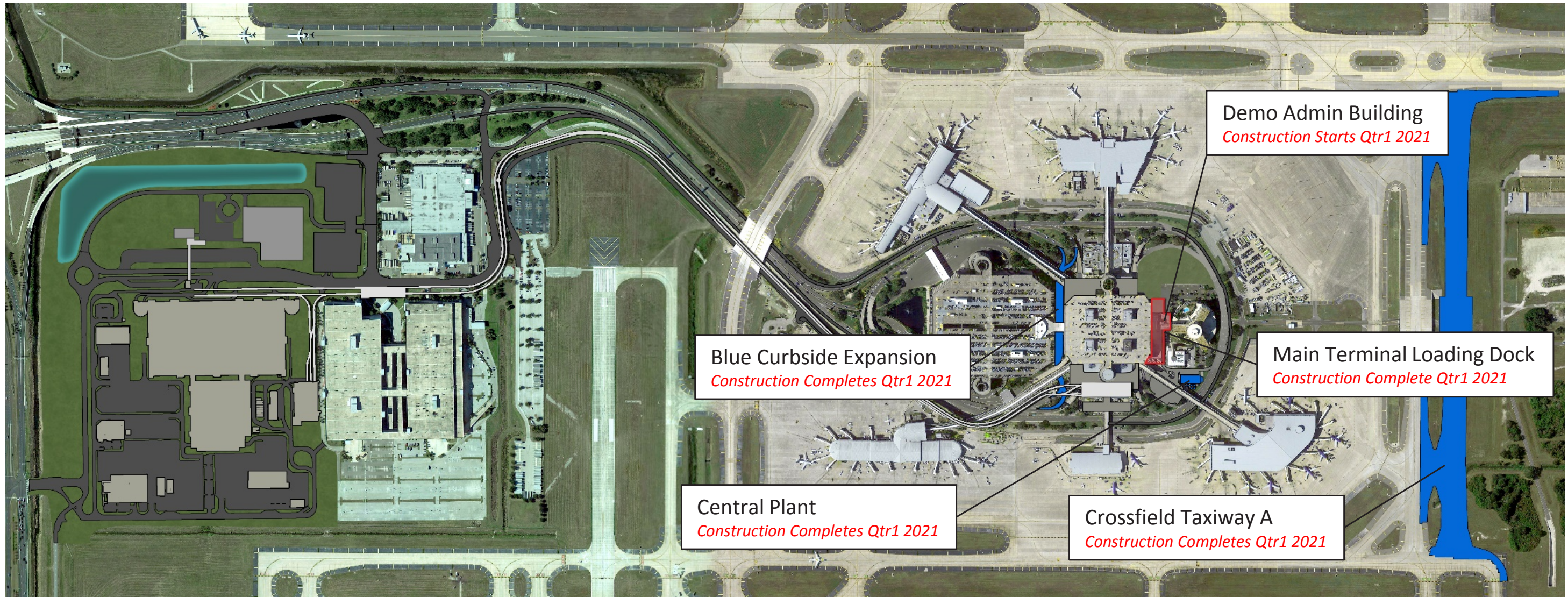
Master Plan Phase 2 Development – 2019



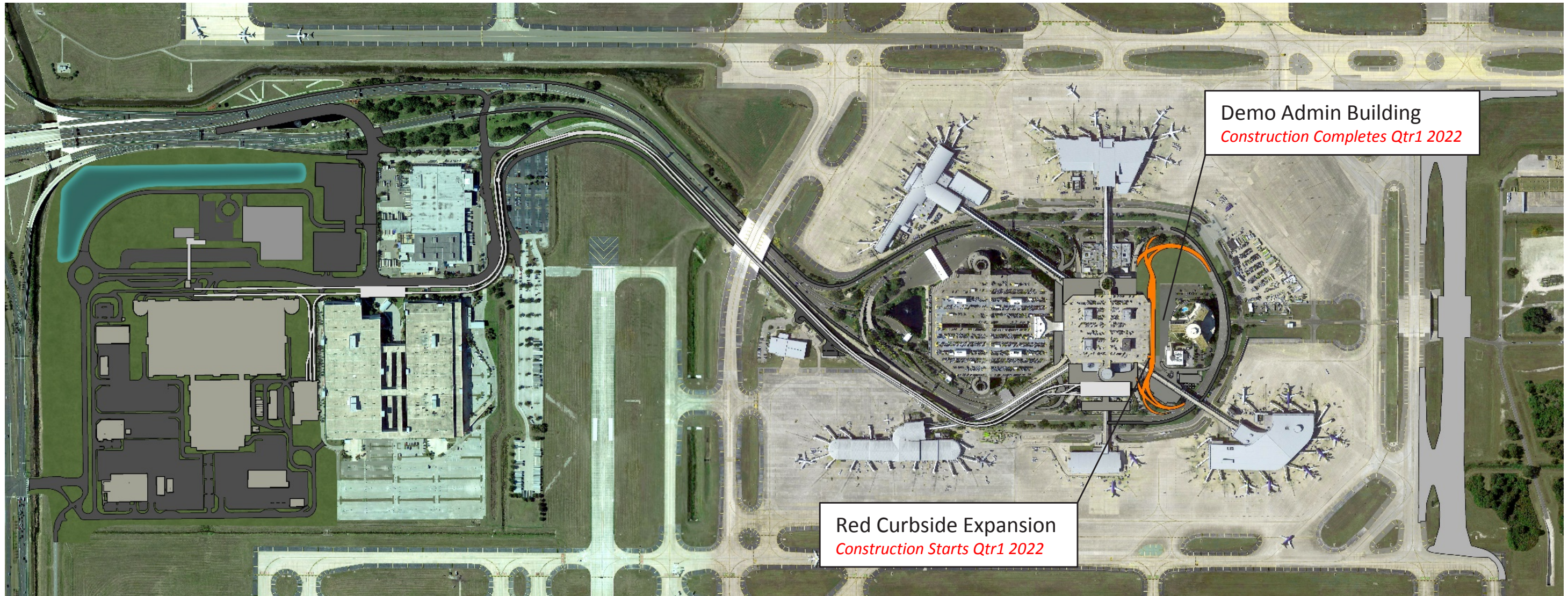
Master Plan Phase 2 Development – 2020



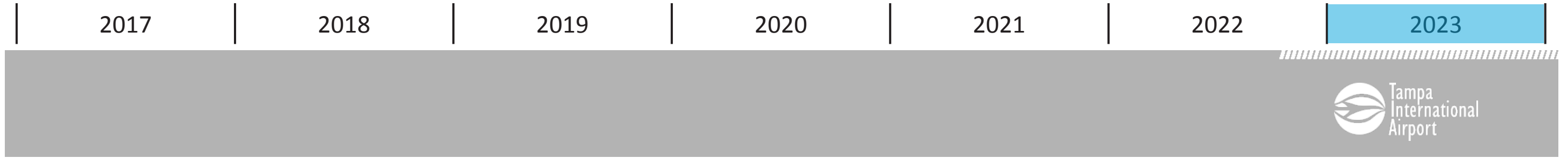
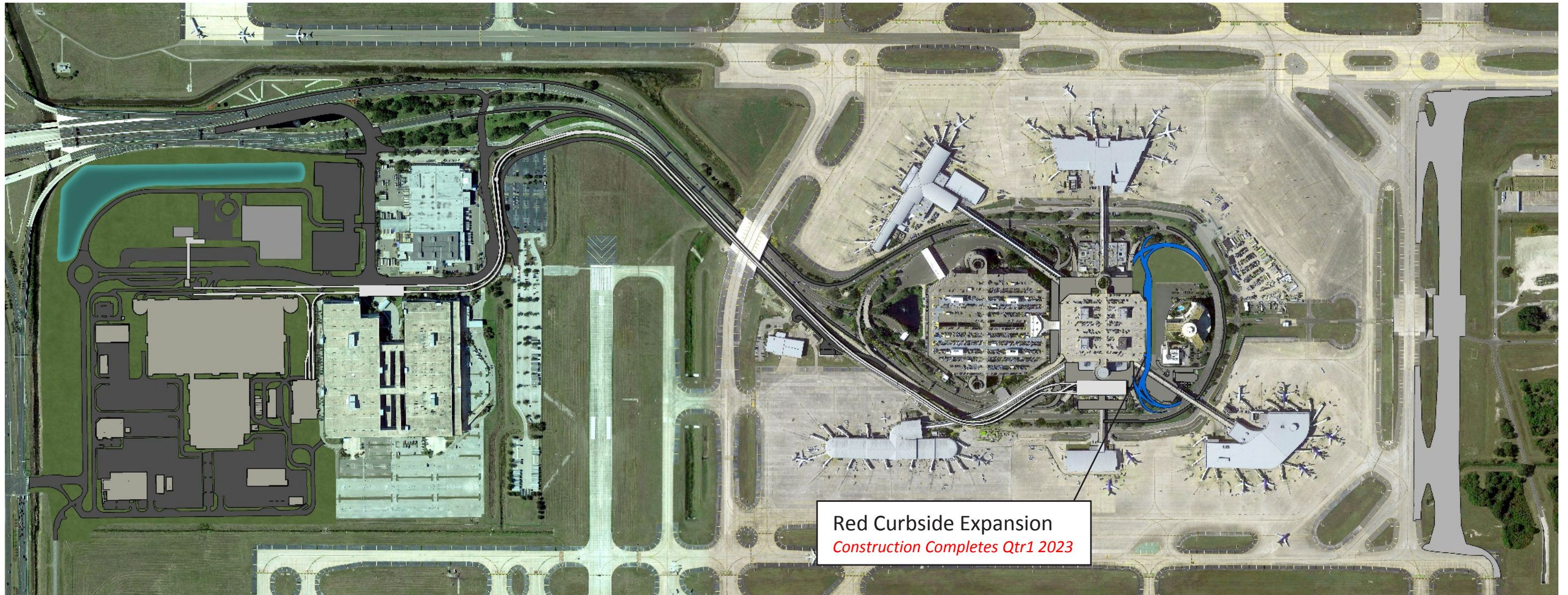
Master Plan Phase 2 Development – 2021



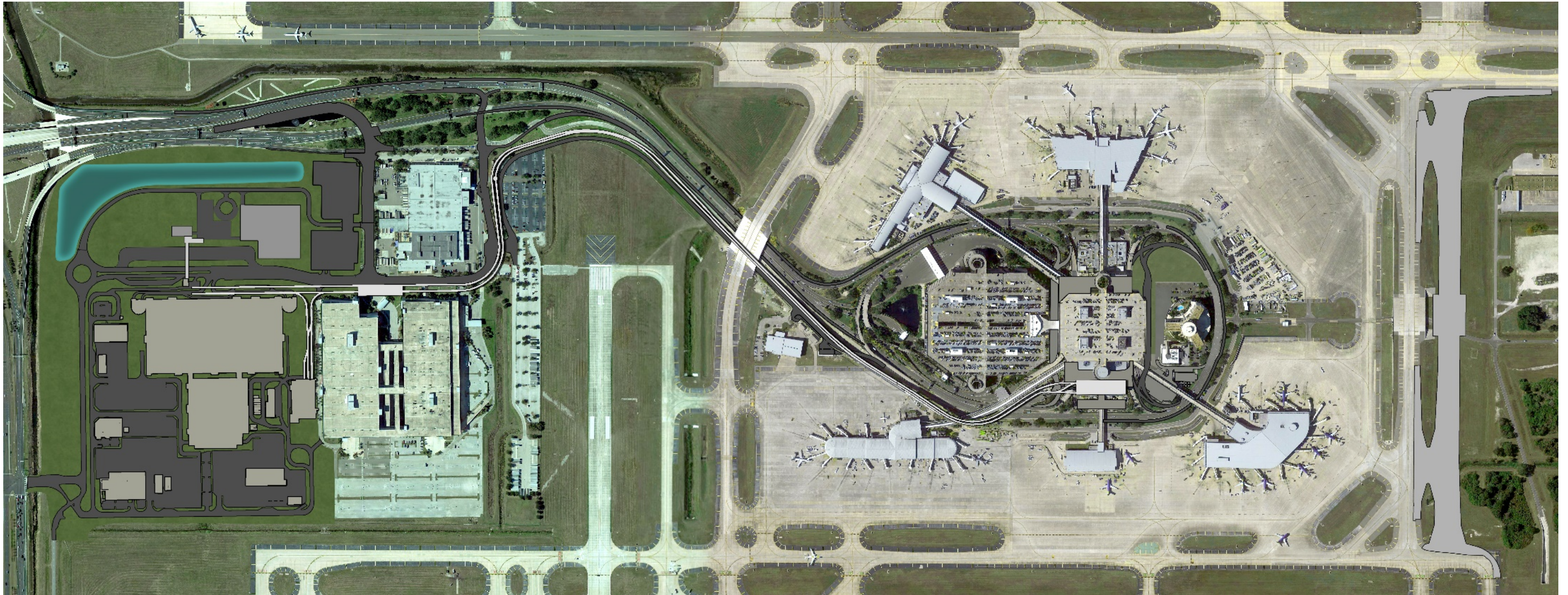
Master Plan Phase 2 Development – 2022



Master Plan Phase 2 Development – 2023



Master Plan Phase 2 Development – Complete 2023



2017

2018

2019

2020

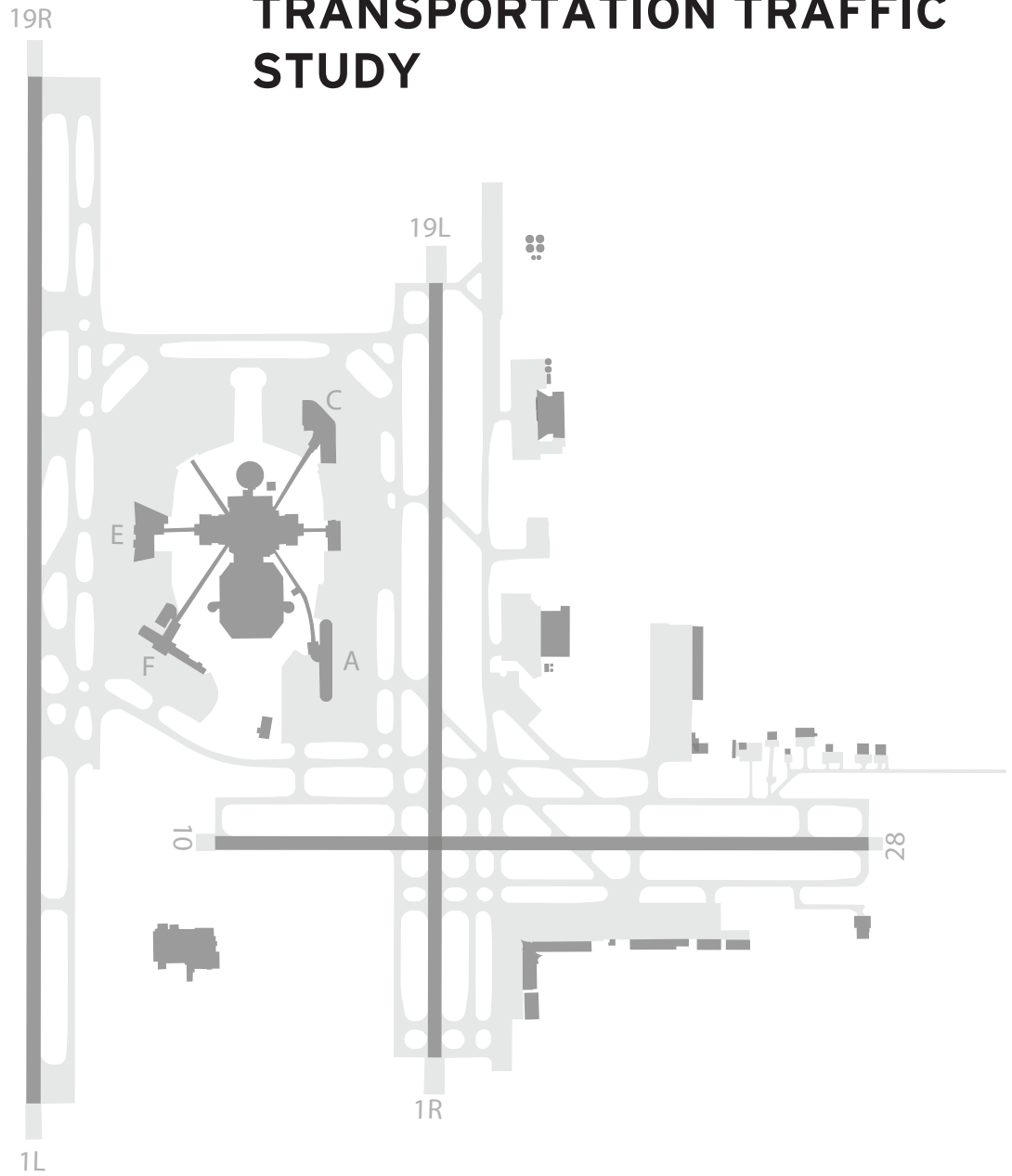
2021

2022

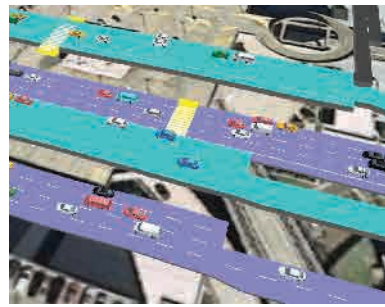
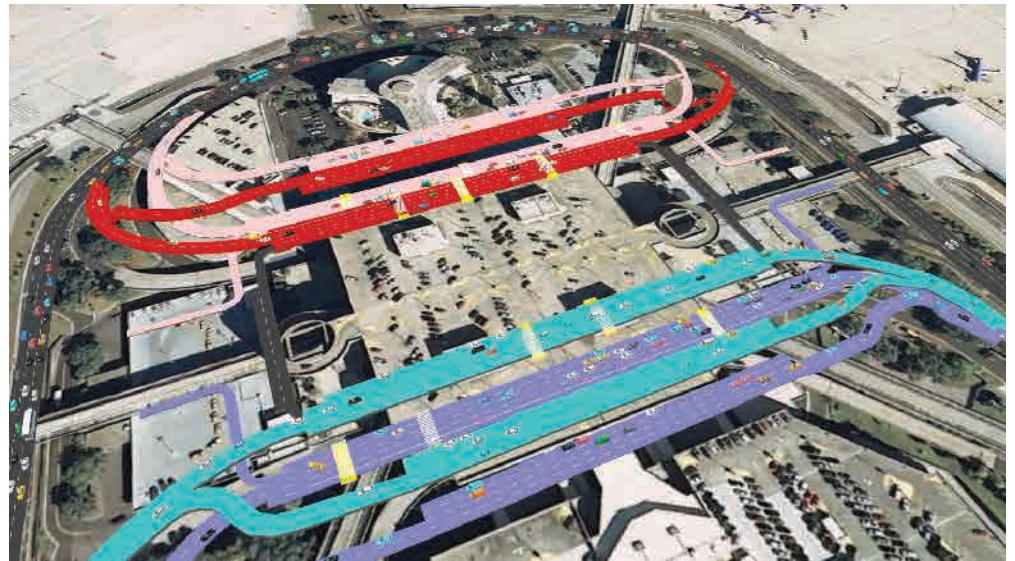
2023



APPENDIX R - TIA GROUND TRANSPORTATION TRAFFIC STUDY



Tampa International Airport Ground Transportation Traffic Study



AECOM

May 24, 2017

Tampa International Airport Ground Transportation Traffic Study

**Prepared for
Hillsborough County Aviation Authority**

**Prepared by
AECOM**



May 24, 2017

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- Year 2021 Vissim Simulation
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E.1 Executive Summary

AECOM was retained by HCAA to prepare a travel simulation model for Tampa International Airport (TIA). This re-evaluation focused on traffic conditions anticipated along the terminal curbside roadways for existing conditions and for vehicular activity anticipated for future years 2018, 2021, 2023, and 2031. As part of the modeling, the entire roadway system for TIA was reviewed and updated, including the roadways within the Consolidated Rental Car facility (ConRAC) and the South Terminal Support Development Area (STSDA). Curbside roadway volumes were reduced by 12 percent on Departures levels and 3 percent on Arrivals levels. Pedestrian activities at all crosswalks were reduced to 10 percent of existing conditions. Below is a summary by year of the results from the Vissim models with the incremental planned improvements and LOS:

- **Current traffic conditions** with existing roadway geometry. Existing conditions resulted in LOS E for both arrivals levels and LOS D for the departures levels
- **2018 traffic conditions** includes existing curbside roadways and George Bean Parkway and geometry for ConRAC /STSDA roadway improvements. Curbside operations are expected to be LOS D.
- **2021 traffic conditions** includes geometry for ConRAC / STSDA roadway improvements, Blue side curb expansion (4 lanes) only, George Bean Parkway expansion, and STSDA dual exit expansion with a remote curb (700' feet long with 5 lanes) at the STSDA office building. Curbside operations are expected to be LOS D.
- **2023 traffic conditions (No Build)** includes existing curbside and George Bean Parkway and geometry for ConRAC/STSDA roadway improvements with a remote curb (700' feet long with 5 lanes) at the STSDA office building. Curbside operations are expected to be LOS D for both departures and LOS E for both arrivals.
- **2023 traffic conditions (Build)** includes geometry for ConRAC / STSDA roadway improvements, Blue side curb expansion (4 lanes), Red side curb expansion (4 lanes), George Bean Parkway expansion, and STSDA dual exit expansion with a remote curb (700' feet long with 5 lanes) at the STSDA office building. Curbside operations are expected to be LOS D or better.
- **2031 traffic conditions** includes geometry for ConRAC / STSDA roadway improvements, Blue side curb expansion (4 lanes), Red side curb expansion (4 lanes), George Bean Parkway expansion, and STSDA dual exit expansion with a remote curb (700' feet long with 5 lanes) at the STSDA office building. Curbside operations are expected to be LOS D or better.
- **2043 traffic conditions** the Arrivals curbside roadways are expected to operate deficient levels of service.

1.0 Introduction

AECOM was retained by HCAA to prepare a travel simulation model for Tampa International Airport (TIA). This re-evaluation focused on traffic conditions anticipated along the terminal curbside roadways for existing conditions and for vehicular activity anticipated for future years 2018, 2021, 2023, and 2031. As part of the modeling, the entire roadway system for TIA was reviewed and updated, including the roadways within the Consolidated Rental Car facility (ConRAC) and the South Terminal Support Development Area (STSDA). Previous modeling efforts conducted by AECOM for TIA include the application of Synchro/SimTraffic and Vissim models. This updated model is based on the Vissim software, which provides a 3-dimensional simulation of vehicular conditions and has built-in capabilities to properly model modes of travel and roadway characteristics unique to airports, such as the terminal curbside roadways.

2.0 Traffic Data Collection

24-hour vehicle counts at terminal curbsides were conducted at the entrance ramps to the Arrivals and Departures levels on the Red and Blue sides. The Red side counts began on February 3, 2017 and ended on March 7, 2017. The Blue side counts began on August 17, 2016 and ended on September 1, 2016. After reviewing the counts, it was determined that the previous existing conditions counts developed using the TIA Master Plan would require adjustments to reflect current conditions at the terminal curbsides for the Red and Blue sides. **Table 1** provides a comparison of curbside volumes between these new counts and those included in the previous TIA Ground Transportation Traffic Simulation Report, prepared in December 2014.

TABLE 1
CURBSIDE VOLUMES COMPARISON

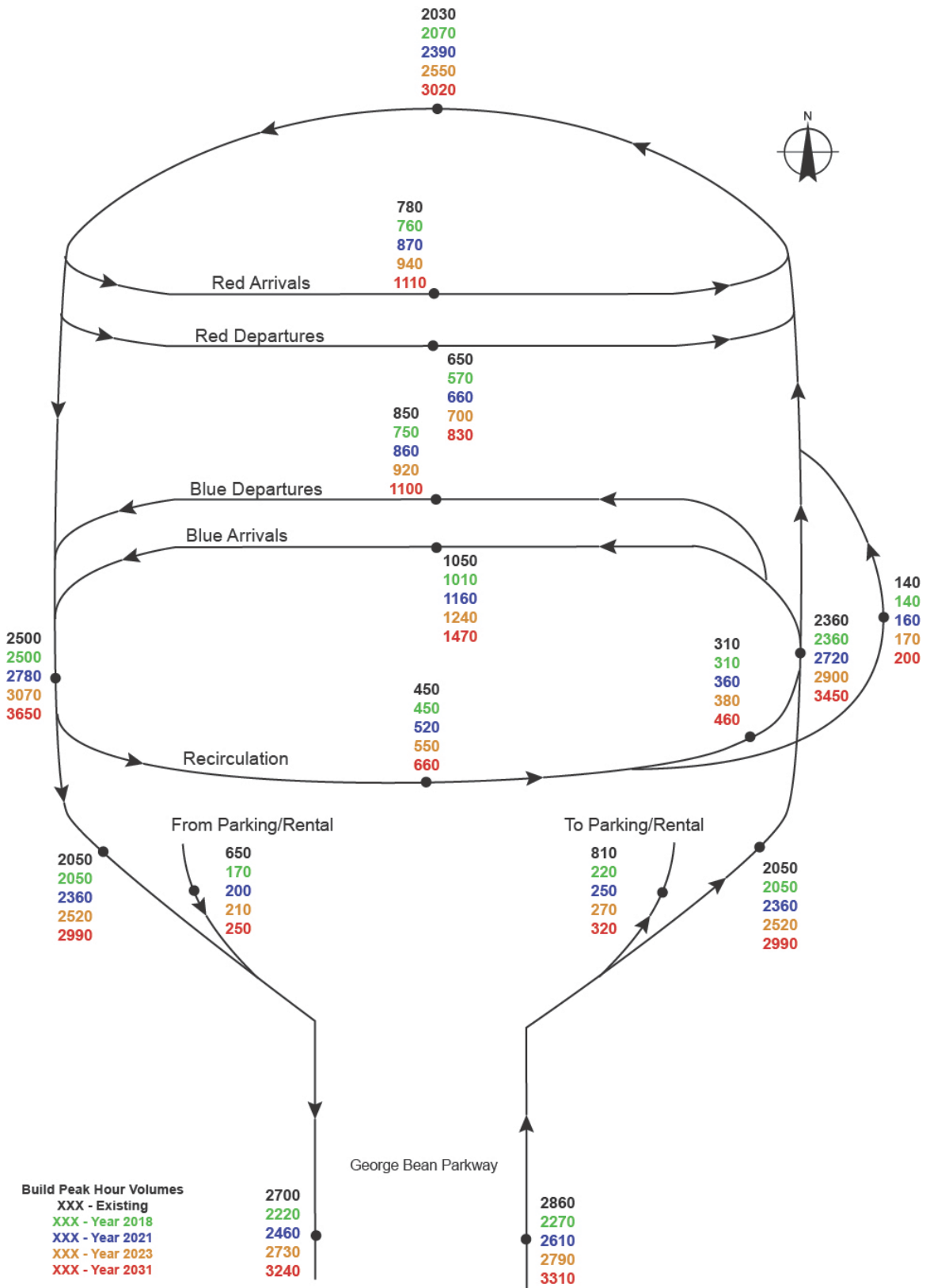
Terminal Side/Level	Master Plan – Curbside Volumes	Curbside Counts	Analysis Volumes
Blue/Departures	720	850	850
Blue/Arrivals	620	1050	1050
Red/Departures	610	650	650
Red/Arrivals	400	780	780

Source: TIA Ground Transportation Traffic Simulation Report, December 2014

AECOM 24-hour vehicle counts, August 17 – September 1, 2016 Blue side and February 3 – March 7, 2017, Red side.

Counts were seasonally adjusted to reflect the Average Day Peak Month (ADPM) conditions. Existing Year counts on the Blue and Red sides Arrivals and Departures curbside roadways were found to be significantly higher than those derived from the 2013 Master Plan. An annual growth rate of 3.6% from the *Tampa International Airport Ground Transportation Traffic Simulation Study, June 2016* was used to forecast volumes for years 2018, 2021, 2016, and 2031. The forecasted vehicular volumes for year 2031 conditions are equivalent to a future enplanement level of 28.7 MAP. For this assignment, peak hour traffic volumes are illustrated on **Figure 1**.

**FIGURE 1
PEAK HOUR VOLUMES**



3.0 Vissim Model Adjustments

Vissim models for the various years were modified in order to incorporate planned improvements as summarized in **Table 2**. The terminal curbside roadways were also modeled for ADA compliant crosswalks and ramps where vehicles have restricted movements through the two loading/unloading lanes nearest the curbside.

**TABLE 2
PLANNED IMPROVEMENTS**

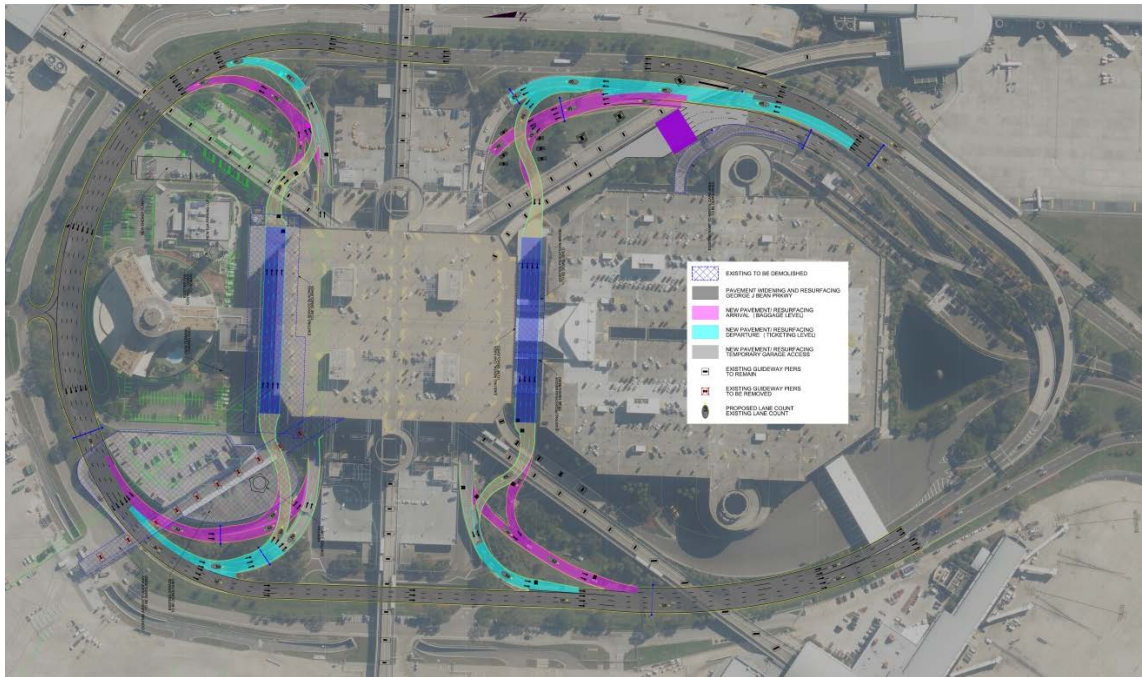
Analysis Year	George Bean Parkway	Terminal Curbside Roadways	ConRAC/STSA Area
Existing	3 Lanes	<ul style="list-style-type: none"> 5 Lanes (2 Loading/Unloading) per Curbside Roadway 	--
2018	3 Lanes	<ul style="list-style-type: none"> 5 Lanes (2 Loading/Unloading) per Curbside Roadway 	<ul style="list-style-type: none"> Roadway Improvements
2021	5 Lanes at Blue and Red Sides	<ul style="list-style-type: none"> 5 Lanes (2 Loading/Unloading) per Curbside Roadway Blue Side Arrivals 4-Lane Expansion Blue Side Departures 4-Lane Expansion 	<ul style="list-style-type: none"> Roadway Improvements Dual Exit Expansion Remote Curb (5 Lanes 700' long)
2023 (No Build)	3 Lanes	<ul style="list-style-type: none"> 5 Lanes (2 Loading/Unloading) per Curbside Roadway 	<ul style="list-style-type: none"> Roadway Improvements Dual Exit Expansion Remote Curb (5 Lanes 700' long)
2023 (Build)	5 Lanes at Blue and Red Sides	<ul style="list-style-type: none"> 5 Lanes (2 Loading/Unloading) per Curbside Roadway Blue Side Arrivals 4-Lane Expansion Blue Side Departures 4-Lane Expansion Red Side Arrivals 4-Lane Expansion Red Side Departures 4-Lane Expansion 	<ul style="list-style-type: none"> Roadway Improvements Dual Exit Expansion Remote Curb (5 Lanes 700' long)
2031	5 Lanes at Blue and Red Sides	<ul style="list-style-type: none"> 5 Lanes (2 Loading/Unloading) per Curbside Roadway Blue Side Arrivals 4-Lane Expansion Blue Sides Departures 4-Lane Expansion Red Side Arrivals 4-Lane Expansion Red Side Departures 4-Lane Expansion 	<ul style="list-style-type: none"> Roadway Improvements Dual Exit Expansion Remote Curb (5 Lanes 700' long)

As detailed in Table 2, four additional lanes on the Blue and Red sides Arrivals and Departures levels (16 total lanes) with loading/unloading along the two inside lanes are considered in the future year models. These future lanes are expected to be a separated parkway serving specific type passengers including international passengers, express no check-in baggage and express pickup.

After the opening of ConRAC/STSDA, exiting traffic to George Bean Parkway will use Airport Service Road (North). It is planned to add a second exit on Economy Parking Road (South) by year 2021. Once the dual exit expansion is complete, the north exit will continue to provide access to SR 60/Memorial Highway and I-275 and the south exit is expected to provide access to I-275. A 700-foot long remote curbside roadway consisting of 5-lanes within the ConRAC/STSDA is expected to provide relief to the terminal curbside roadways during unanticipated heavy congestion or incident. For the purpose of this analysis, a nominal assignment of 100 vehicles was assigned to the remote curb.

Figure 2 shows the widening along George B. Parkway and terminal curbside roadways. **Figure 3** illustrates the remote curbside roadway within the ConRAC/STSDA.

FIGURE 2
GEORGE BEAN PARKWAY WIDENING AND TERMINAL CURBSIDE ROADWAYS CONCEPT PLAN



Source: TIA Master Plan Update 2017, HNTB

FIGURE 3
FUTURE CONRAC/STSDA 5-LANE REMOTE CURB



Source: TIA Master Plan Update 2017, HNTB

Figures 4 and 5 illustrate the handicap ramp locations included in the coding of the Vissim network links at the curbside roadways. Figure 6 illustrates an example of a Vissim model link at the curbside crosswalk and how it was coded to replicate actual traffic conditions where cones restrict through movement vehicles within the two inside lanes.

FIGURE 4
RED AND BLUE SIDES ARRIVALS LEVEL CURBSIDE RAMPS

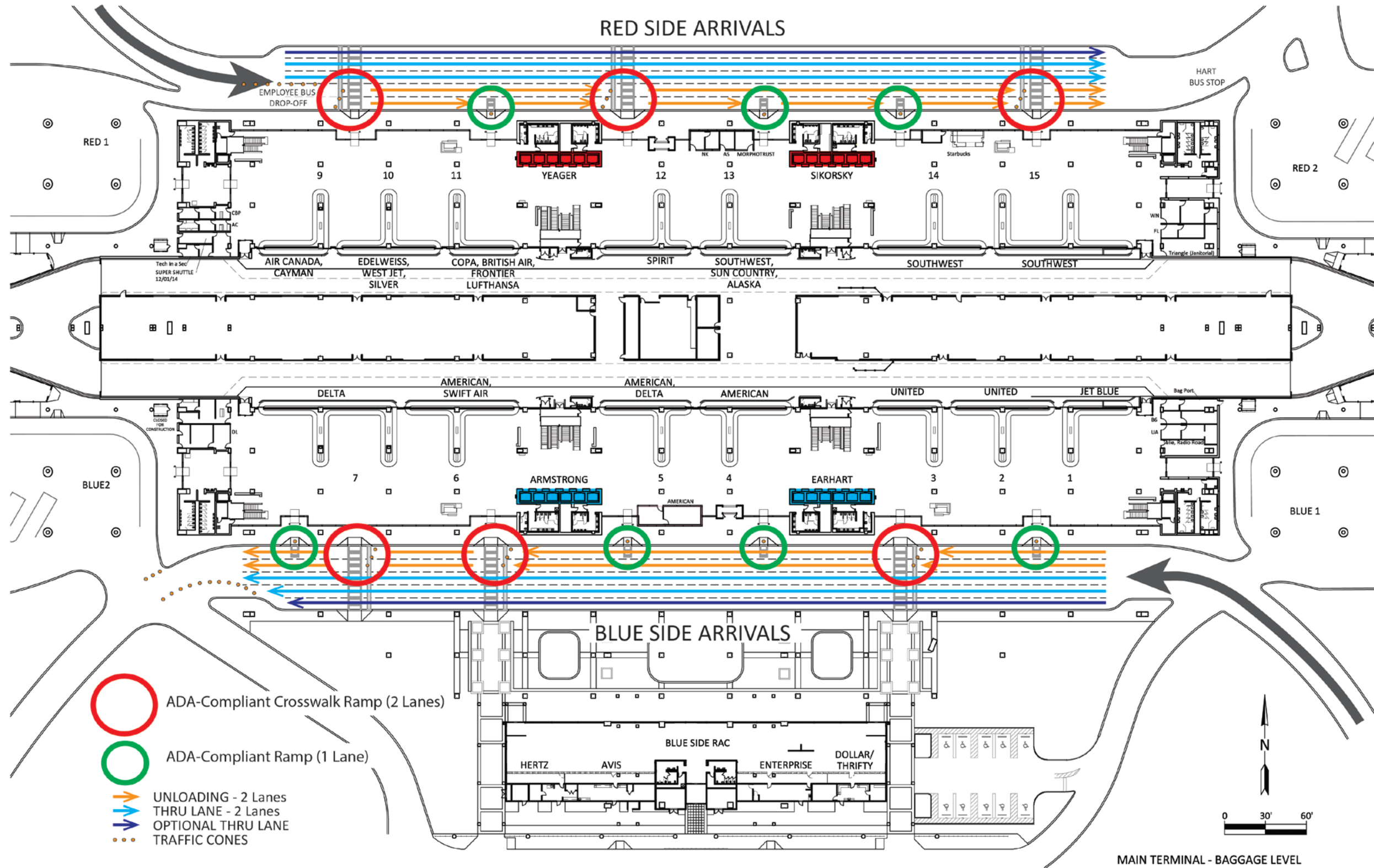


FIGURE 5
RED AND BLUE SIDES DEPARTURES LEVEL CURBSIDE RAMPS

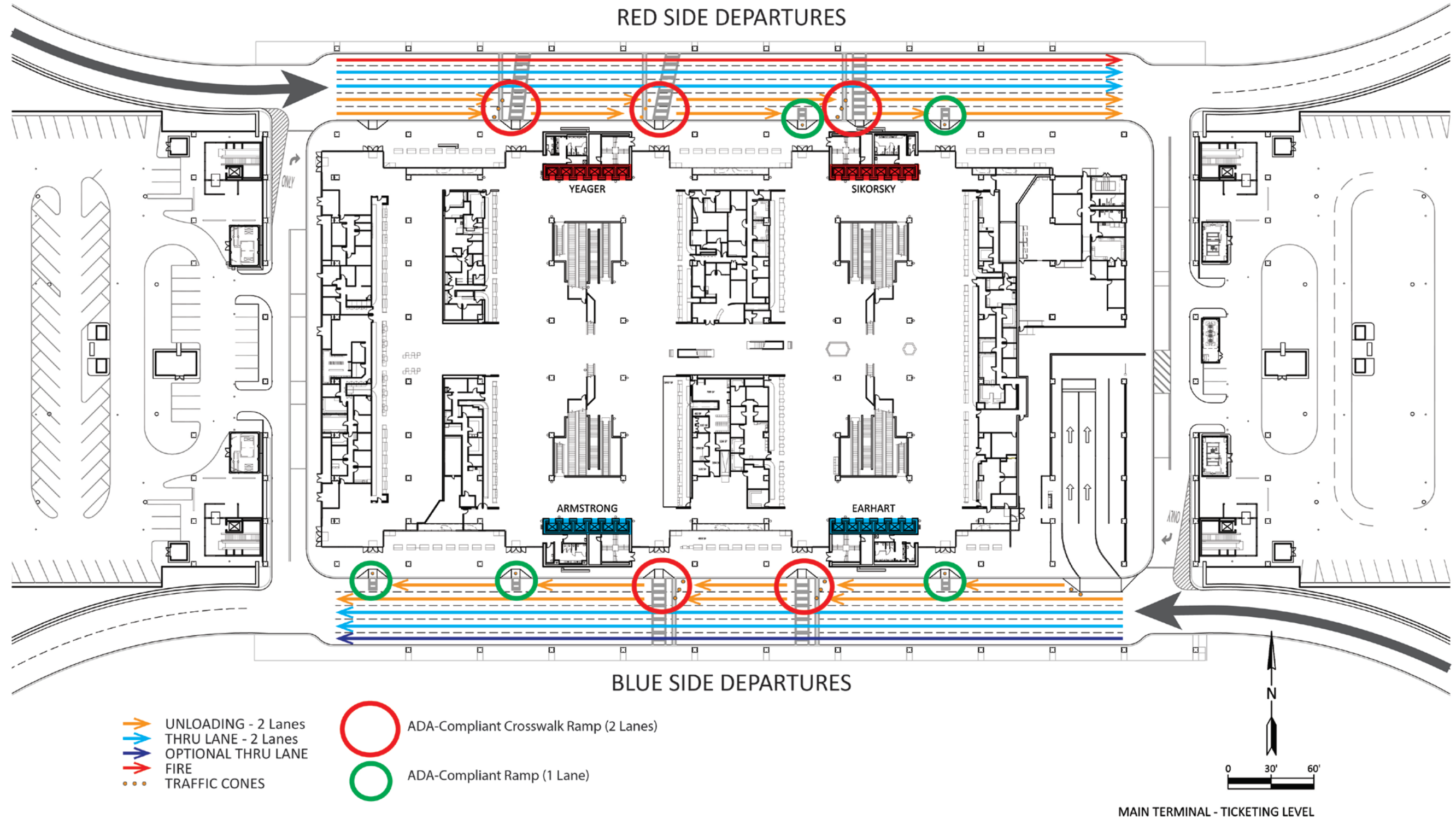
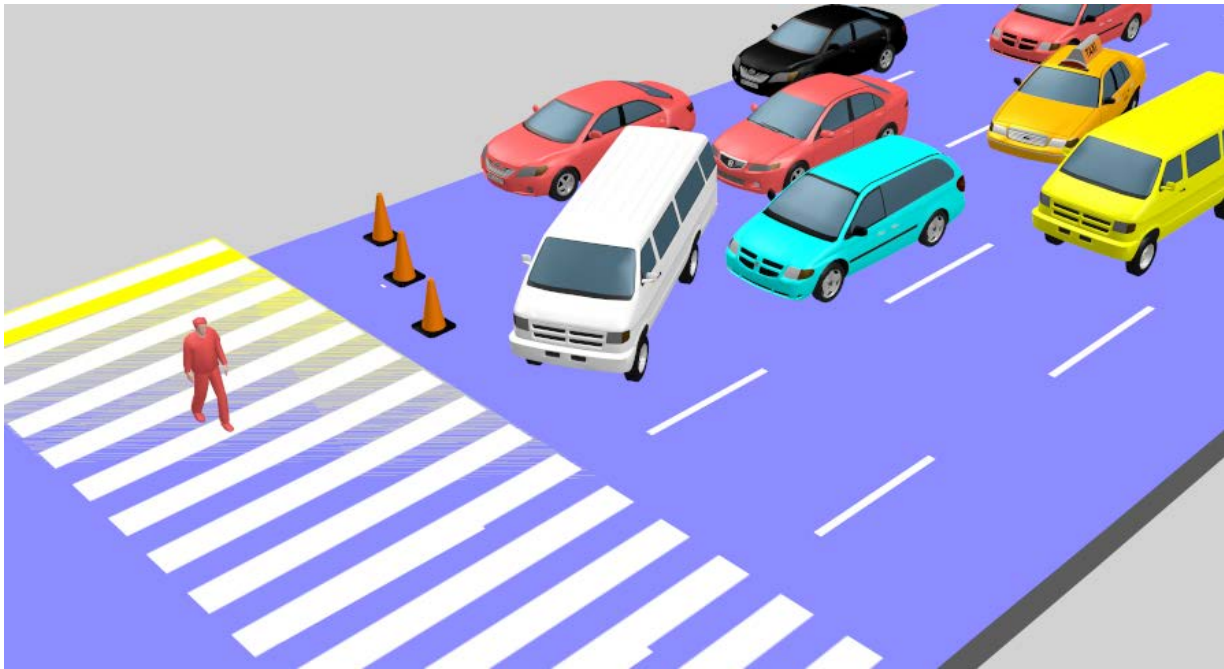


FIGURE 6
Vissim Model Curbside Roadway Link Example



The next step in model refinements involved the volume adjustments of vehicles entering at the terminal curbside roadways. Key vehicle inputs and vehicle route decisions to the curbside roadways were reviewed and adjusted to reflect the updated volumes for future year conditions.

4.0 Curbside Level of Service Methodology

Curbside level of service is a qualitative measure that describes traffic operating conditions along an airport curbside roadway. The curbside analysis measures curbside space demand in linear feet and compares it to available curbside frontage. Levels of service are based on curbside utilization factor thresholds. A curbside utilization factor can be defined as the ratio of the required curbside length over the available curbside linear length as described below:

$$\text{Utilization Factor} = \frac{\text{Required Curbside Length}}{\text{Available Curbside Linear Length}}$$

The required curbside length is a theoretical measurement of the accumulation of vehicles over a given period of time, as they queue up in a designated curbside lane. The VISSIM model developed for the TIA study provides a simulation of the anticipated traffic volumes accessing the curbside and the effects of the interaction of vehicles stopping and maneuvering within curbside pick-up and drop-off zones during the time of day conditions analyzed. Vehicular densities were reported on curbside roads from the Vissim simulation. The number of vehicles in the density calculation are multiplied by the average vehicle length and summed up to provide an equivalent required curbside length. The required curbside length is then divided by the available curbside linear length to determine the curbside utilization factor.

The calculated utilization factor is then compared to the curbside LOS utilization thresholds as defined in **Table 3**. These thresholds were published in *Airport Cooperative Research Program (ACRP) Report 40, 2010*, and *Federal Aviation Administration Advisory Circular 150/5360-13, Planning and Design Guidelines, January 19, 1994*.

TABLE 3
Curbside Demand LOS and Utilization Ranges for Curbsides with Dual Lane Passenger Loading/Unloading

Level of Service (LOS)	Utilization Range ¹	Equivalent Volume/Capacity Ratio ²	Description
A	0% - 90%	0.000 - 0.450	EXCELLENT: Drivers experience no interference from pedestrians or other motorists
B	91% - 110%	0.451 - 0.550	VERY GOOD: Relatively free flow conditions with limited double parking
C	111% - 130%	0.551 - 0.650	GOOD: Double parking near doors is common with some intermittent triple parking
D	131% - 170%	0.651 - 0.850	FAIR: Vehicle maneuverability restricted due to frequent double/triple parking
E	171% - 200%	0.851 - 1.000	POOR: Significant delays and queues; double/triple parking throughout curbside
F	> 200%	1.001 or greater	FAILURE: Motorists unable to access/depart curbside; significant queuing along entry road

Notes:
 1 Utilization is the ratio of curbside space demand in linear feet divided by available curbside length.
 2 The equivalent volume to capacity (V/C) ratio is calculated as the utilization for a given LOS range divided by the maximum utilization at capacity, or LOS E. The equivalent V/C ratio is calculated for purposes of providing a compatible threshold measure for determining potential program impacts in accordance with LADOT significance thresholds.

Source: Ricondo & Associates, Inc., based on information published by the Transportation Research Board, Airport Cooperative Research Program (ACRP) Report 40, 2010, and Federal Aviation Administration Advisory Circular 150/5360-13, Planning and Design Guidelines, January 19, 1994.

5.0 Curbside Levels of Service with Existing Lane Geometry

For calibration purposes, Vissim model was created for the existing year conditions. In order to match the utilization factors derived from Vissim simulations with field conditions, calibration factors were applied to Vissim raw data. A similar set of calibration factors was also applied to Vissim raw data from models of future years.

Curbside utilization factors and levels of service are listed in **Table 4** below:

Table 4
Curbside Levels of Service with Existing Lane Geometry

Terminal Levels	Existing		Year 2018		Year 2023	
	Utilization Factor	LOS	Utilization Factor	LOS	Utilization Factor	LOS
Blue Arrivals	1.9	E	1.6	D	1.7	E
Blue Departures	1.6	D	1.3	D	1.3	D
Red Arrivals	1.8	E	1.4	D	1.7	E
Red Departures	1.5	D	1.3	D	1.5	D

As displayed in Table 4, the current geometric configurations of Blue Arrivals/Departures operations begin to deteriorate, (exceeding LOS D) by the year 2023. This finding is also corroborated by observation of Vissim simulations. Video clips of representative Vissim simulations are included in the Appendix. Vissim simulations show that traffic on Blue and Red sides Arrivals/Departures start to spill back to George Bean Parkway by the year 2023.

6.0 Curbside Levels of Service with Additional Lane Improvements

The Arrivals and Departures levels are planned for expansion from the existing five lanes (one lane for emergency vehicles only) to include four additional lanes each. The additional lane configurations for each of the levels is planned to be a barrier-separated curbside road serving specific type passengers including international passengers, express no check-in baggage and express pickup.

The Vissim models were developed for future years 2021, 2023, 2031.

According to HNTB, the length of all the expansion curbside roads is 450 feet. The available curbside length is assumed to be 360 feet after applying a gate concentration factor of 0.80. The total available curbside length was used to calculate the utilization factor. The number of vehicles in the density calculation are multiplied by the average vehicle length and summed up to provide an equivalent required curbside length. The available lengths for the curbside roadways are shown in **Table 5**. The required (needed) curbside lengths are provided in **Table 6** for each of the future year conditions. Curbside levels of service are listed in **Table 7**.

Table 5
Future Available Curbside Roadway Length

Terminal Level	Available Curbside Linear Length (in Feet)
Blue Arrivals	590
Blue Arrivals Expansion	360
Blue Departures	500
Blue Departures Expansion	360
Red Arrivals	590
Red Arrivals Expansion	360
Red Departures	560
Red Departures Expansion	360

Table 6
Required (Needed) Curbside Roadway Length

Terminal Level	Required (Needed) Linear Length (in Feet)		
	Year 2021	Year 2023	Year 2031
Blue Arrivals	731	789	900
Blue Arrivals Expansion	368	342	328
Blue Departures	411	454	537
Blue Departures Expansion	282	309	387
Red Arrivals	887	592	640
Red Arrivals Expansion	--	332	341
Red Departures	797	475	597
Red Departures Expansion	--	82	116

Table 7
Curbside Roadway Levels of Service with Future Geometry Improvements

Terminal Levels	Year 2021		Year 2023		Year 2031	
	Utilization Factor	LOS	Utilization Factor	LOS	Utilization Factor	LOS
Blue Arrivals	0.8	A	1.3	D	1.6	D
Blue Arrivals Expansion	1.0	B	1.0	A	0.9	A
Blue Departures	0.8	A	0.9	A	1.1	C
Blue Departures Expansion	0.8	A	0.9	A	1.1	C
Red Arrivals	1.5	D	1.0	B	1.1	C
Red Arrivals Expansion	--	--	0.9	A	0.9	A
Red Departures	1.4	D	0.8	A	1.1	C
Red Departures Expansion	--	--	0.2	A	0.3	A

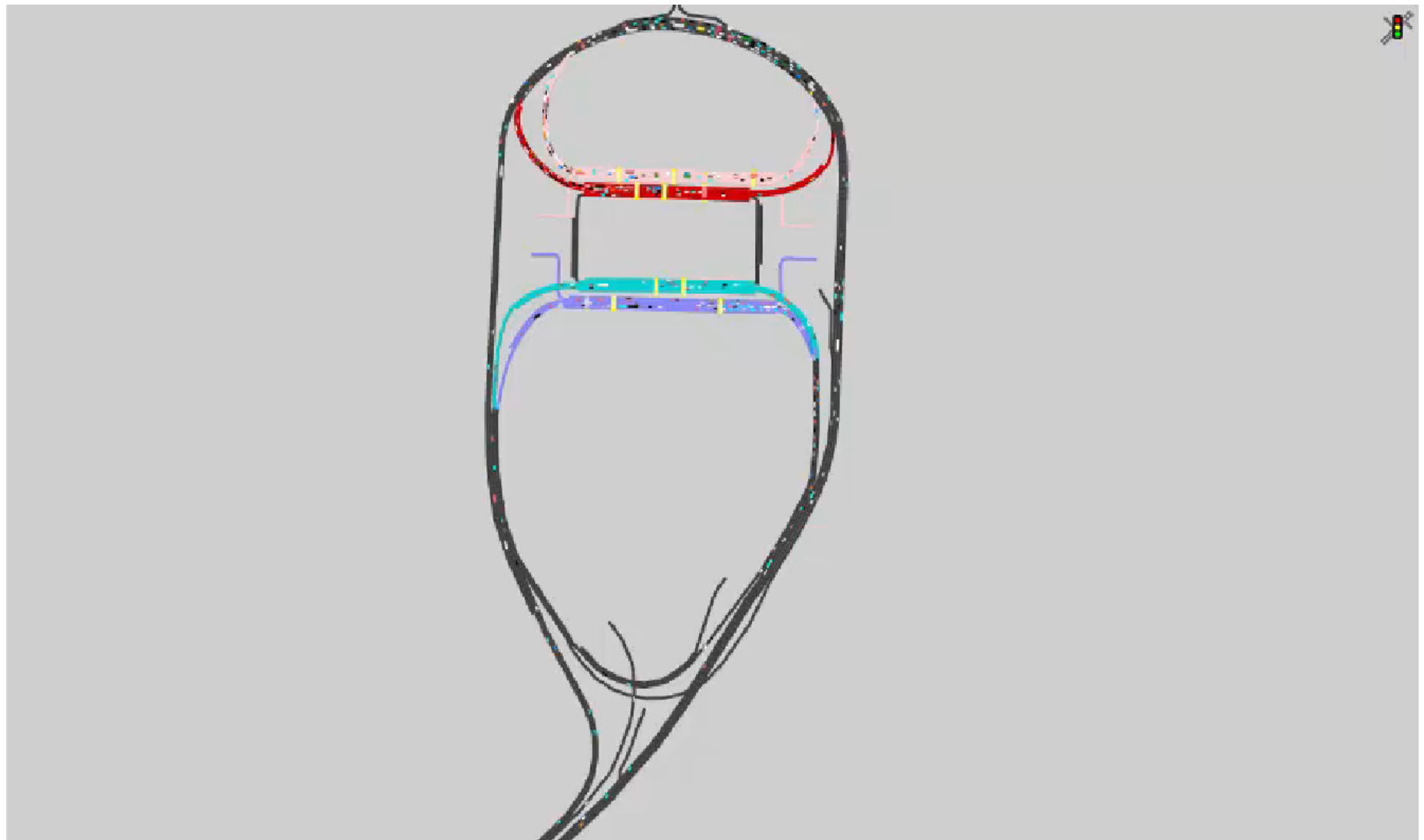
As shown in Table 7, all curbside roads are expected to operate at an acceptable level of service through the year 2031.

7.0 Conclusions

The Vissim model for TIA was updated to reflect the existing and future curbside roadway network configuration, including number and type of lanes, crosswalks and location of ADA ramps and to identify analysis years when level of service deficiencies are anticipated. Volumes were refined for the analysis years to reflect recent (Blue side, August/September 2016 and Red side, February/March 2017) traffic counts and revised traffic projections for years 2018, 2021, 2023, 2031.

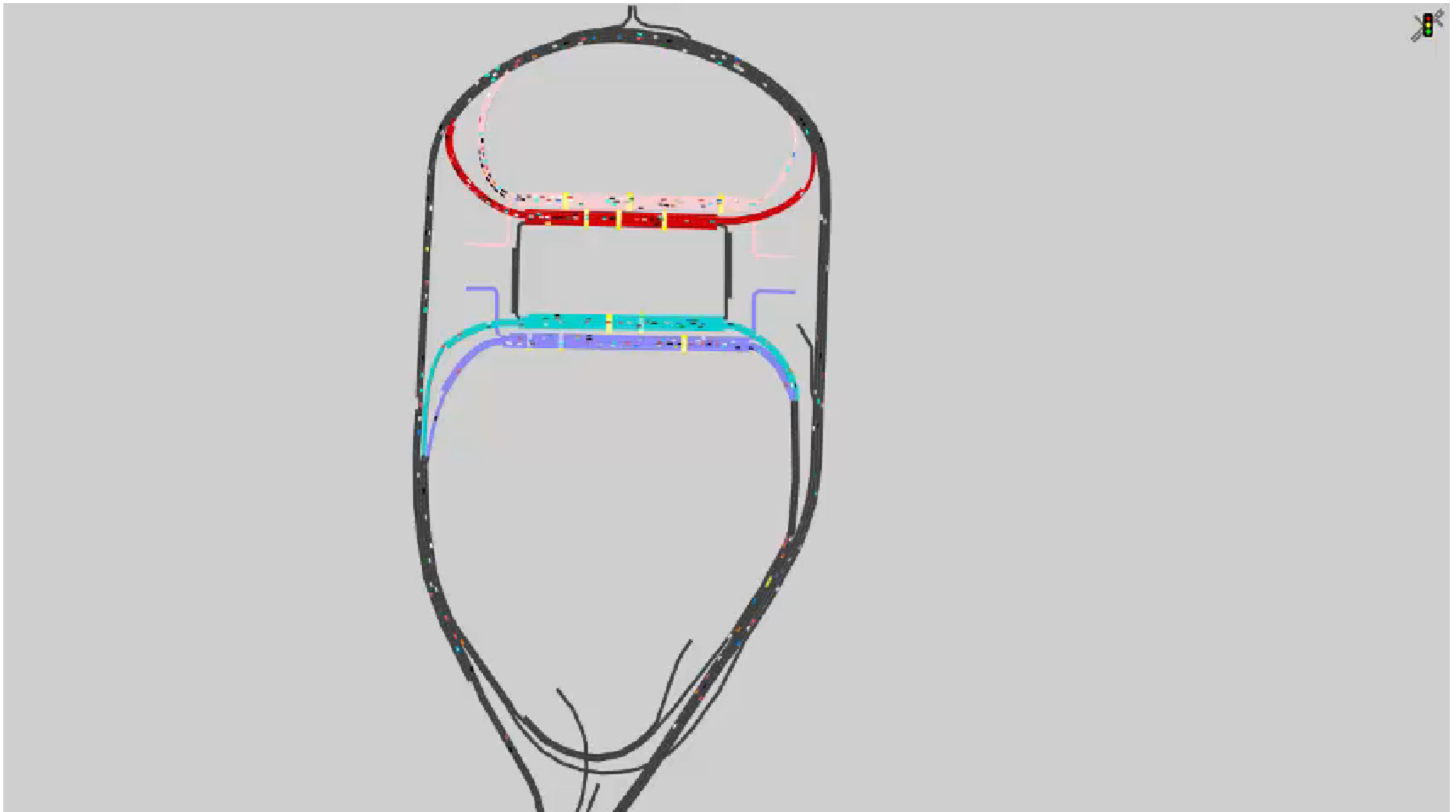
Based on the results of the analysis, by the year 2018 all four curbside roadways are anticipated to be at LOS D conditions when ConRAC opens. There will be some improvement in operations as a result of reduced pedestrian crossing activity after ConRAC opens. However, traffic flows will continue growing on the curbside roadways and LOS E conditions will be experienced by activity levels anticipated by 2023 and thus the need for additional curbside lanes.

APPENDIX



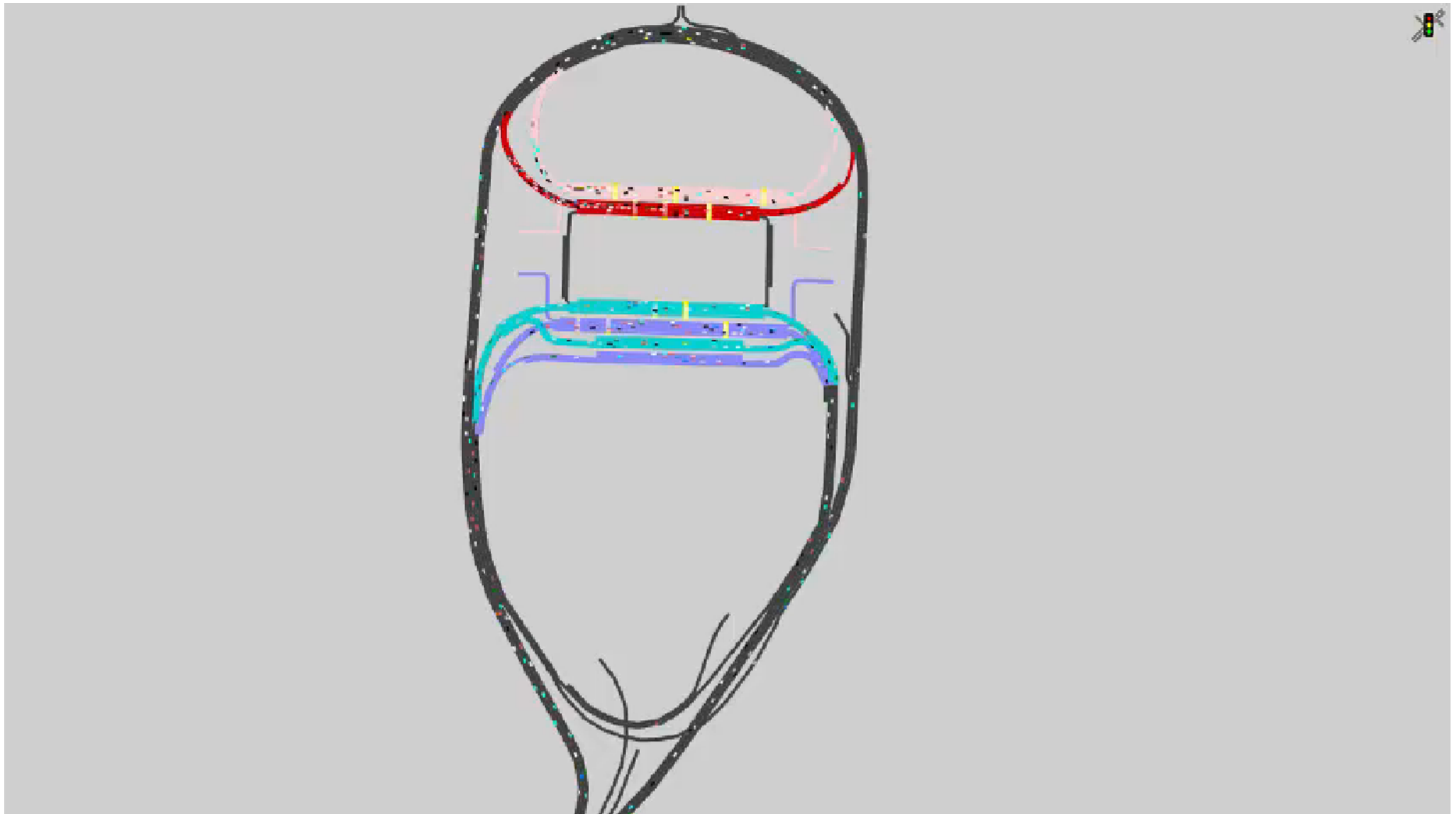
Existing Condition

[Click to activate Video](#)



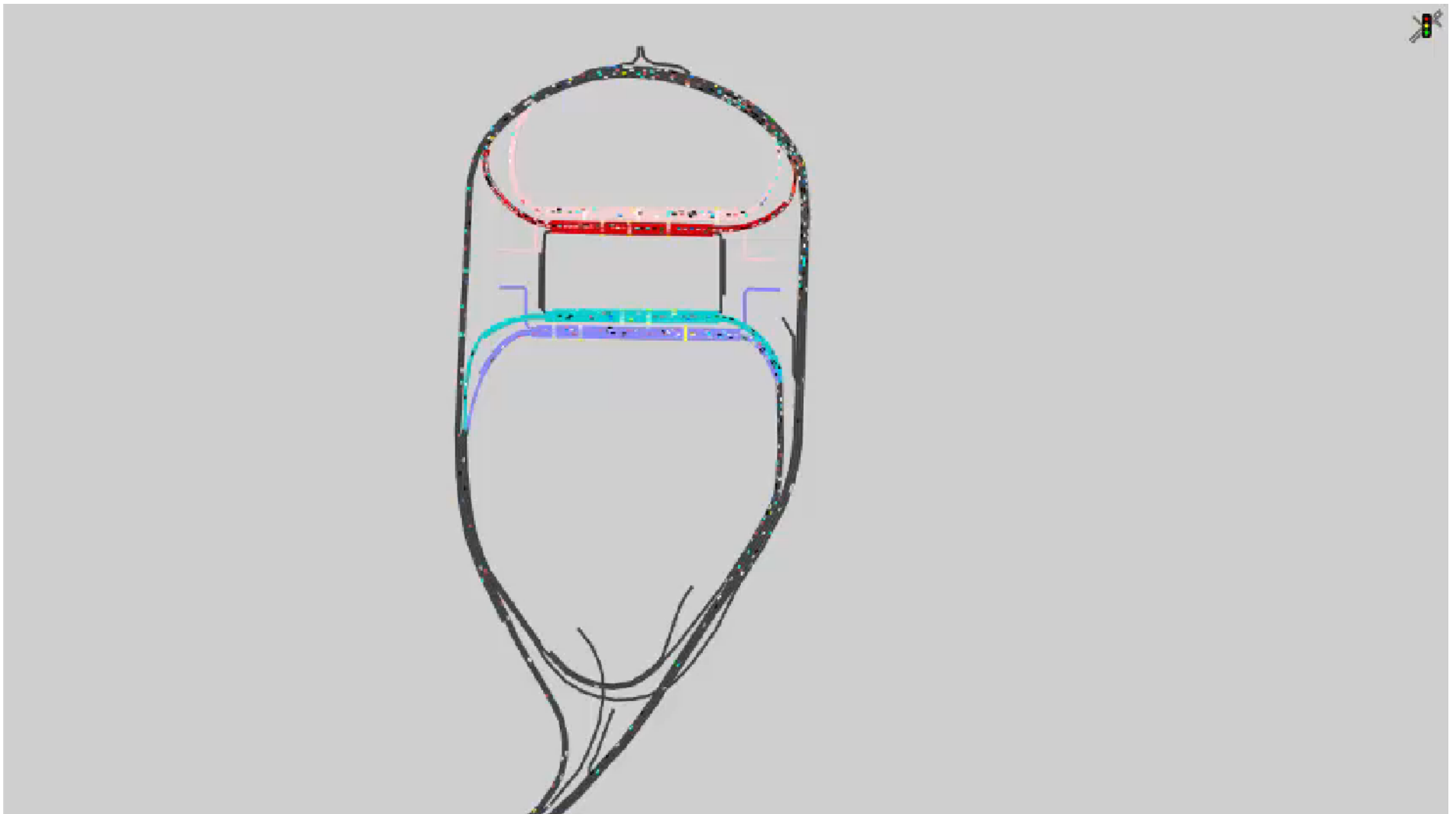
YEAR 2018

[Click to activate Video](#)



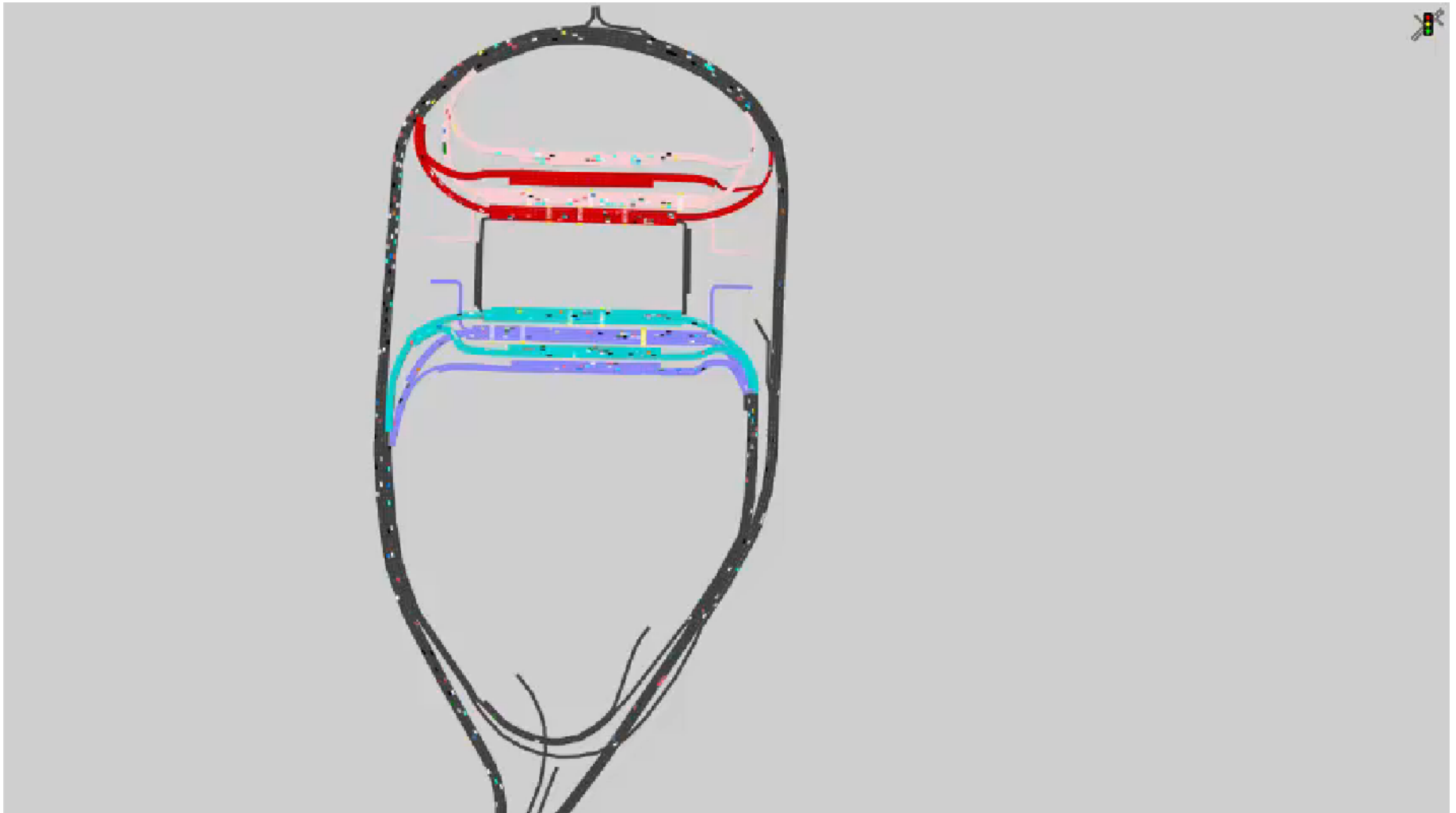
YEAR 2021

[Click to activate Video](#)



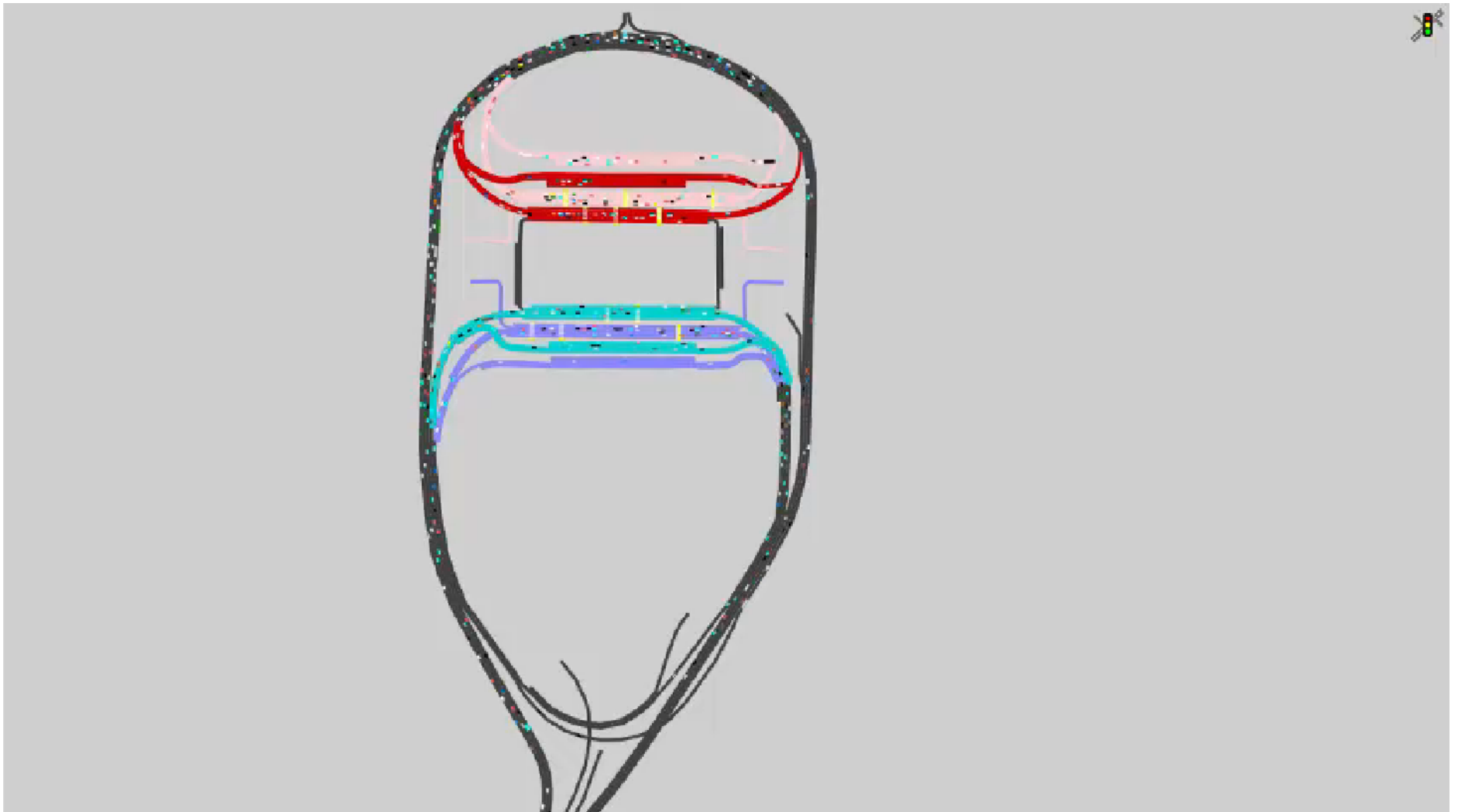
YEAR 2023 No Build

[Click to activate Video](#)



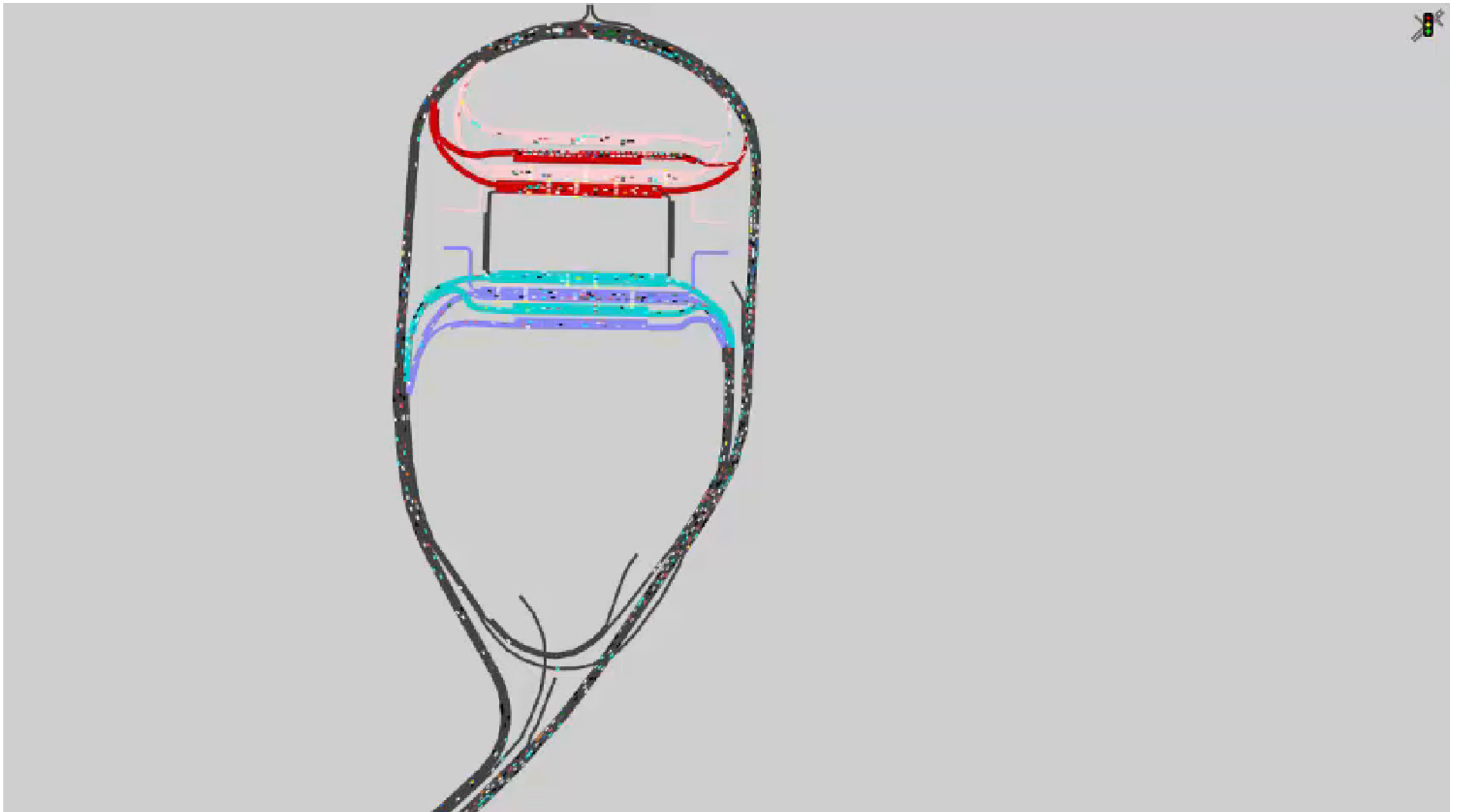
YEAR 2023 Build

[Click to activate Video](#)



YEAR 2031

[Click to activate Video](#)



YEAR 2043

R - 24

[Click to activate Video](#)

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	17-Aug-16 Wed		Arrival		Departure		Combined		18-Aug Thu		Arrival		Departure		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	*	*	*	*	*	*	*		134	79	16	87	150	166	
12:15	*	*	*	*	*	*	*	*		94	68	10	95	104	163	
12:30	*	*	*	*	*	*	*	*		104	111	10	89	114	200	
12:45	*	*	*	*	*	*	*	*		150	90	8	78	158	168	
01:00	*	*	*	*	*	*	*	*		121	119	13	89	134	208	
01:15	*	*	*	*	*	*	*	*		96	53	10	95	106	148	
01:30	*	*	*	*	*	*	*	*		41	63	3	99	44	162	
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02:00	*	*	*	*	*	*	*	*		4	120	4	87	8	207	
02:15	*	*	*	*	*	*	*	*		8	112	3	71	11	183	
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11:00	*	102	*		*	16	*	118		213	83	81	7	294	90	
11:15	*	130	*		*	20	*	150		126	104	84	12	210	116	
11:30	*	84	*		*	12	*	96		109	57	91	11	200	68	
11:45	*	78	*		*	13	*	91		76	102	77	12	153	114	
Total	0	3983	0	1616	0	5599	2320	5065	3528	2637	5848	7702				
Day Total	3983		1616		5599		7385		6165		13550					
% Total	0.0%	71.1%	0.0%	28.9%			17.1%	37.4%	26.0%	19.5%						
Peak	-	-	09:45	-	02:30	-	04:45	-	10:45	10:00	05:45	04:45	10:45	04:45		
Vol.	-	-	617	-	323	-	787	-	575	731	613	401	928	875		
P.H.F.		0.701		0.868		0.837		0.675	0.714	0.798	0.911	0.789	0.798			

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	19-Aug-16		Arrival		Departure		Combined		20-Aug		Arrival		Departure		Combined	
	Fri		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			100	97	12	92	112	189			148	95	8	80	156	175
12:15			86	103	11	94	97	197			77	55	6	63	83	118
12:30			40	67	6	102	46	169			54	28	9	81	63	109
12:45			84	85	8	77	92	162			69	28	4	59	73	87
01:00			125	109	8	84	133	193			111	82	7	54	118	136
01:15			58	96	5	78	63	174			59	94	4	68	63	162
01:30			65	97	7	93	72	190			10	91	4	83	14	174
01:45			34	85	6	90	40	175			10	144	5	69	15	213
02:00			12	122	4	98	16	220			5	125	6	83	11	208
02:15			9	101	3	77	12	178			3	98	2	71	5	169
02:30			10	124	4	88	14	212			4	123	6	50	10	173
02:45			23	72	4	65	27	137			4	140	5	62	9	202
03:00			17	104	12	66	29	170			1	82	13	56	14	138
03:15			5	205	18	85	23	290			1	71	24	46	25	117
03:30			2	130	26	83	28	213			4	65	18	53	22	118
03:45			4	104	43	72	47	176			7	40	36	49	43	89
04:00			8	58	60	70	68	128			5	58	41	50	46	108
04:15			4	54	77	73	81	127			3	87	59	43	62	130
04:30			5	65	91	90	96	155			4	65	71	51	75	116
04:45			4	122	118	94	122	216			4	88	90	66	94	154
05:00			14	155	138	93	152	248			5	98	100	47	105	145
05:15			3	133	130	86	133	219			11	120	104	55	115	175
05:30			4	108	135	89	139	197			7	93	132	64	139	157
05:45			11	102	141	76	152	178			25	145	140	63	165	208
06:00			15	99	159	71	174	170			20	201	133	58	153	259
06:15			16	125	142	59	158	184			14	187	136	55	150	242
06:30			33	115	126	42	159	157			8	180	159	21	167	201
06:45			46	135	122	49	168	184			13	164	129	30	142	194
07:00			7	166	109	43	116	209			13	101	95	23	108	124
07:15			20	128	101	36	121	164			14	87	85	15	99	102
07:30			19	108	83	26	102	134			9	71	62	22	71	93
07:45			16	101	73	23	89	124			15	67	47	10	62	77
08:00			18	59	81	15	99	74			14	72	69	10	83	82
08:15			14	113	60	19	74	132			14	88	54	22	68	110
08:30			55	143	84	18	139	161			21	127	49	18	70	145
08:45			62	103	65	14	127	117			38	89	65	18	103	107
09:00			48	100	80	11	128	111			27	85	63	17	90	102
09:15			46	118	89	15	135	133			20	79	79	17	99	96
09:30			84	180	99	28	183	208			26	107	79	11	105	118
09:45			79	237	99	25	178	262			58	130	90	10	148	140
10:00			125	193	101	23	226	216			81	134	130	16	211	150
10:15			133	216	113	16	246	232			43	105	103	9	146	114
10:30			127	187	88	13	215	200			88	80	113	12	201	92
10:45			157	180	83	16	240	196			115	117	80	7	195	124
11:00			129	241	82	22	211	263			103	53	77	7	180	60
11:15			121	225	84	16	205	241			126	60	48	13	174	73
11:30			57	120	79	9	136	129			94	93	63	7	157	100
11:45			46	70	78	6	124	76			68	91	76	12	144	103
Total			2200	5960	3347	2630	5547	8590			1673	4683	2978	1906	4651	6589
Day Total			8160		5977		14137				6356		4884		11240	
% Total			15.6%	42.2%	23.7%	18.6%					14.9%	41.7%	26.5%	17.0%		
Peak	-		10:15	09:45	05:30	12:00	10:00	09:30	-		10:45	06:00	05:45	01:30	10:00	05:45
Vol.	-		546	833	577	365	927	918	-		438	732	568	306	753	910
P.H.F.			0.869	0.879	0.907	0.895	0.942	0.876			0.869	0.910	0.893	0.922	0.892	0.878

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	21-Aug-16 Sun		Arrival		Departure		Combined		22-Aug Mon		Arrival		Departure		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	39	91	8	91	47	182			132	91	11	96	143	187		
12:15	15	43	10	102	25	145			88	75	10	95	98	170		
12:30	28	56	6	87	34	143			82	97	10	84	92	181		
12:45	49	68	9	83	58	151			65	129	5	90	70	219		
01:00	12	91	5	79	17	170			40	145	6	74	46	219		
01:15	9	132	3	87	12	219			16	84	4	74	20	158		
01:30	48	74	4	57	52	131			0	88	5	93	5	181		
01:45	63	87	4	84	67	171			29	107	7	71	36	178		
02:00	27	95	11	89	38	184			34	121	6	98	40	219		
02:15	29	97	8	104	37	201			7	114	3	74	10	188		
02:30	14	73	5	87	19	160			3	67	7	69	10	136		
02:45	3	73	8	87	11	160			4	101	3	60	7	161		
03:00	2	102	12	89	14	191			7	113	8	70	15	183		
03:15	8	79	16	100	24	179			6	129	15	69	21	198		
03:30	7	98	39	96	46	194			5	104	24	78	29	182		
03:45	12	78	56	94	68	172			3	105	40	86	43	191		
04:00	20	59	77	102	97	161			2	85	49	67	51	152		
04:15	21	112	71	123	92	235			7	56	78	103	85	159		
04:30	12	151	104	94	116	245			7	54	94	89	101	143		
04:45	12	239	91	92	103	331			6	83	97	84	103	167		
05:00	13	179	106	106	119	285			9	126	144	93	153	219		
05:15	6	161	104	106	110	267			9	120	127	86	136	206		
05:30	10	89	115	106	125	195			12	63	152	65	164	128		
05:45	14	86	154	106	168	192			23	134	159	66	182	200		
06:00	18	100	135	94	153	194			17	158	162	72	179	230		
06:15	44	146	110	69	154	215			12	234	136	69	148	303		
06:30	23	159	92	55	115	214			10	231	120	46	130	277		
06:45	9	125	93	56	102	181			8	143	133	44	141	187		
07:00	5	148	102	38	107	186			13	117	127	30	140	147		
07:15	5	97	94	35	99	132			11	78	117	21	128	99		
07:30	3	74	109	38	112	112			21	61	103	16	124	77		
07:45	10	110	86	22	96	132			16	64	95	12	111	76		
08:00	25	43	83	28	108	71			26	98	92	16	118	114		
08:15	24	92	78	14	102	106			14	103	83	18	97	121		
08:30	38	155	83	18	121	173			38	117	81	13	119	130		
08:45	52	73	88	13	140	86			40	105	76	11	116	116		
09:00	31	65	66	18	97	83			36	86	90	20	126	106		
09:15	25	92	72	17	97	109			48	100	99	14	147	114		
09:30	39	100	91	19	130	119			68	112	105	15	173	127		
09:45	44	132	94	7	138	139			79	172	69	17	148	189		
10:00	56	189	107	12	163	201			131	168	102	16	233	184		
10:15	61	129	117	11	178	140			101	139	104	16	205	155		
10:30	53	75	130	11	183	86			91	164	111	10	202	174		
10:45	131	124	120	6	251	130			127	127	89	14	216	141		
11:00	179	141	111	20	290	161			150	81	99	10	249	91		
11:15	216	129	85	13	301	142			160	81	73	12	233	93		
11:30	122	122	87	11	209	133			123	57	71	14	194	71		
11:45	71	113	84	13	155	126			101	83	94	10	195	93		
Total	1757	5146	3343	2889	5100	8035			2037	5270	3495	2470	5532	7740		
Day Total		6903		6232		13135				7307		5965		13272		
% Total	13.4%	39.2%	25.5%	22.0%					15.3%	39.7%	26.3%	18.6%				
Peak	-	10:45	04:30	05:30	05:00	10:45	04:30	-	10:45	06:00	05:30	04:15	10:30	05:45		
Vol.	-	648	730	514	424	1051	1128	-	560	766	609	369	900	1010		
P.H.F.		0.750	0.764	0.834	0.862	0.873	0.852		0.875	0.818	0.940	0.896	0.904	0.833		

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	23-Aug-16 Tue		Arrival		Departure		Combined		24-Aug Wed		Arrival		Departure		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	141	113	10	72	151	185			37	60	6	83	43	143		
12:15	63	126	10	68	73	194			37	92	8	91	45	183		
12:30	18	101	19	86	37	187			52	144	11	67	63	211		
12:45	47	65	12	62	59	127			52	81	9	74	61	155		
01:00	53	69	8	53	61	122			56	87	5	65	61	152		
01:15	38	91	4	54	42	145			32	66	3	77	35	143		
01:30	26	43	4	75	30	118			14	31	6	78	20	109		
01:45	66	59	7	88	73	147			2	45	5	87	7	132		
02:00	87	68	12	93	99	161			2	39	4	77	6	116		
02:15	44	56	6	82	50	138			1	55	4	74	5	129		
02:30	8	73	5	84	13	157			2	86	6	85	8	171		
02:45	6	111	3	104	9	215			1	135	4	68	5	203		
03:00	7	104	10	77	17	181			2	95	7	74	9	169		
03:15	6	128	17	82	23	210			5	51	14	100	19	151		
03:30	5	70	34	102	39	172			4	67	25	76	29	143		
03:45	1	81	47	87	48	168			1	85	32	83	33	168		
04:00	7	62	60	91	67	153			5	88	52	74	57	162		
04:15	4	93	47	83	51	176			6	76	56	99	62	175		
04:30	2	101	79	87	81	188			2	117	83	87	85	204		
04:45	2	119	98	83	100	202			4	135	108	85	112	220		
05:00	7	123	119	57	126	180			3	94	123	97	126	191		
05:15	14	76	101	55	115	131			8	66	130	81	138	147		
05:30	7	54	137	56	144	110			9	55	135	86	144	141		
05:45	10	39	158	46	168	85			15	89	151	70	166	159		
06:00	9	97	143	60	152	157			11	73	136	40	147	113		
06:15	6	77	145	48	151	125			10	74	144	52	154	126		
06:30	3	67	107	40	110	107			10	204	111	42	121	246		
06:45	23	109	104	38	127	147			10	189	123	32	133	221		
07:00	7	209	85	37	92	246			5	180	84	31	89	211		
07:15	11	190	84	31	95	221			14	96	91	35	105	131		
07:30	16	151	70	26	86	177			12	67	71	21	83	88		
07:45	16	98	52	23	68	121			13	67	60	19	73	86		
08:00	16	97	54	26	70	123			22	79	63	14	85	93		
08:15	33	162	47	21	80	183			20	92	63	13	83	105		
08:30	47	220	68	19	115	239			39	85	65	16	104	101		
08:45	46	80	79	17	125	97			42	96	101	12	143	108		
09:00	30	54	101	16	131	70			34	68	112	16	146	84		
09:15	39	48	96	17	135	65			72	59	103	18	175	77		
09:30	40	120	77	15	117	135			55	97	99	10	154	107		
09:45	65	137	109	11	174	148			74	134	105	14	179	148		
10:00	92	129	94	17	186	146			103	163	114	20	217	183		
10:15	113	144	102	10	215	154			109	99	122	7	231	106		
10:30	85	115	86	25	171	140			123	118	80	9	203	127		
10:45	141	114	88	9	229	123			109	106	85	16	194	122		
11:00	133	99	111	15	244	114			125	126	64	12	189	138		
11:15	107	57	67	8	174	65			79	92	70	16	149	108		
11:30	113	21	63	9	176	30			76	44	86	8	162	52		
11:45	133	39	79	7	212	46			60	81	84	9	144	90		
Total	1993	4659	3118	2372	5111	7031			1579	4428	3223	2420	4802	6848		
Day Total	6652		5490		12142				6007		5643		11650			
% Total	16.4%	38.4%	25.7%	19.5%					13.6%	38.0%	27.7%	20.8%				
Peak	-	10:45	06:45	05:30	02:45	10:15	06:45	-	10:15	06:30	05:30	04:15	10:00	06:30		
Vol.	-	494	659	583	365	859	791	-	466	669	566	368	845	809		
P.H.F.	0.876	0.788	0.922	0.877	0.880	0.804		0.932	0.820	0.937	0.929	0.915	0.822			

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	25-Aug-16 Thu	Arrival		Departure		Combined		26-Aug Fri	Arrival		Departure		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		40	64	7	88	47	152		86	89	12	95	98	184
12:15		24	98	11	91	35	189		50	132	10	107	60	239
12:30		28	103	7	78	35	181		27	104	8	89	35	193
12:45		55	79	7	70	62	149		95	109	11	82	106	191
01:00		70	92	5	69	75	161		83	96	5	70	88	166
01:15		23	59	7	62	30	121		81	90	3	79	84	169
01:30		8	55	4	75	12	130		13	101	5	85	18	186
01:45		5	49	2	84	7	133		4	90	0	92	4	182
02:00		5	56	5	94	10	150		4	81	1	74	5	155
02:15		0	67	2	85	2	152		1	108	5	110	6	218
02:30		5	90	6	92	11	182		1	87	6	89	7	176
02:45		1	100	8	96	9	196		2	91	8	98	10	189
03:00		3	124	10	90	13	214		4	141	11	64	15	205
03:15		4	79	20	82	24	161		4	100	19	74	23	174
03:30		8	87	31	77	39	164		4	87	29	92	33	179
03:45		7	56	39	96	46	152		7	112	51	69	58	181
04:00		7	82	51	110	58	192		9	95	53	71	62	166
04:15		4	61	81	85	85	146		10	138	58	95	68	233
04:30		3	134	81	93	84	227		5	126	82	90	87	216
04:45		4	182	100	94	104	276		3	121	110	86	113	207
05:00		5	173	127	89	132	262		9	127	136	85	145	212
05:15		6	90	114	70	120	160		9	109	120	77	129	186
05:30		8	64	146	92	154	156		13	108	175	83	188	191
05:45		8	91	153	77	161	168		10	92	139	73	149	165
06:00		17	104	165	76	182	180		9	108	153	70	162	178
06:15		6	131	118	67	124	198		7	160	160	69	167	229
06:30		18	155	137	56	155	211		10	207	121	50	131	257
06:45		13	162	120	51	133	213		9	202	100	40	109	242
07:00		7	129	107	37	114	166		15	122	92	34	107	156
07:15		3	47	88	39	91	86		12	63	77	41	89	104
07:30		7	50	65	24	72	74		6	43	66	24	72	67
07:45		15	64	55	21	70	85		13	98	51	19	64	117
08:00		16	64	77	20	93	84		18	126	54	18	72	144
08:15		16	171	58	15	74	186		18	204	82	24	100	228
08:30		29	111	86	12	115	123		40	239	78	26	118	265
08:45		34	54	87	14	121	68		41	125	89	13	130	138
09:00		27	28	102	7	129	35		29	35	113	18	142	53
09:15		54	86	107	13	161	99		50	89	99	14	149	103
09:30		71	132	123	13	194	145		90	92	90	10	180	102
09:45		108	219	114	24	222	243		132	115	78	10	210	125
10:00		111	201	101	20	212	221		123	116	88	13	211	129
10:15		72	82	115	10	187	92		75	147	99	22	174	169
10:30		101	127	89	14	190	141		144	168	92	15	236	183
10:45		113	160	81	9	194	169		124	233	91	13	215	246
11:00		112	112	83	10	195	122		112	155	80	15	192	170
11:15		101	54	94	5	195	59		104	71	79	10	183	81
11:30		65	110	74	12	139	122		100	57	95	8	195	65
11:45		73	81	93	11	166	92		51	84	91	10	142	94
Total		1520	4769	3363	2619	4883	7388		1866	5593	3275	2615	5141	8208
Day Total		6289		5982		12271			7459		5890		13349	
% Total		12.4%	38.9%	27.4%	21.3%				14.0%	41.9%	24.5%	19.6%		
Peak	-	10:30	09:15	05:30	03:45	09:30	04:30	-	10:30	10:15	05:30	12:00	10:00	06:00
Vol.	-	427	638	582	384	815	925	-	484	703	627	373	836	906
P.H.F.		0.945	0.728	0.882	0.873	0.918	0.838		0.840	0.735	0.896	0.871	0.886	0.881

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	27-Aug-16 Sat		Arrival		Departure		Combined		28-Aug Sun		Arrival		Departure		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	109	75	15	61	124	136	43	107	13	105	56	212				
12:15	108	59	16	52	124	111	14	106	4	106	18	212				
12:30	90	84	9	44	99	128	30	98	4	89	34	187				
12:45	69	83	5	56	74	139	43	95	10	77	53	172				
01:00	86	62	11	46	97	108	16	87	1	80	17	167				
01:15	38	47	10	48	48	95	13	59	4	94	17	153				
01:30	13	62	7	58	20	120	10	75	6	91	16	166				
01:45	18	38	1	52	19	90	4	95	2	99	6	194				
02:00	26	33	3	49	29	82	0	93	2	82	2	175				
02:15	19	24	2	62	21	86	2	57	2	109	4	166				
02:30	10	67	4	72	14	139	2	51	7	113	9	164				
02:45	2	93	4	59	6	152	2	118	3	81	5	199				
03:00	1	92	7	58	8	150	5	154	7	85	12	239				
03:15	3	168	11	69	14	237	3	126	8	101	11	227				
03:30	7	182	14	56	21	238	4	139	13	97	17	236				
03:45	2	70	35	55	37	125	1	98	36	126	37	224				
04:00	11	49	43	46	54	95	3	111	44	115	47	226				
04:15	5	66	69	51	74	117	2	95	63	104	65	199				
04:30	6	76	78	32	84	108	6	119	98	84	104	203				
04:45	9	168	102	51	111	219	9	113	116	79	125	192				
05:00	5	141	90	52	95	193	2	187	121	92	123	279				
05:15	4	47	83	41	87	88	2	158	107	104	109	262				
05:30	8	80	120	49	128	129	6	70	123	128	129	198				
05:45	13	143	145	63	158	206	12	61	126	100	138	161				
06:00	11	194	146	27	157	221	11	91	123	88	134	179				
06:15	9	150	138	31	147	181	7	134	101	75	108	209				
06:30	13	110	112	21	125	131	11	119	107	53	118	172				
06:45	12	149	107	35	119	184	3	197	85	48	88	245				
07:00	13	134	126	30	139	164	11	228	109	35	120	263				
07:15	17	44	72	17	89	61	14	101	88	30	102	131				
07:30	12	30	53	24	65	54	15	52	89	24	104	76				
07:45	6	55	57	15	63	70	9	101	73	23	82	124				
08:00	18	72	39	13	57	85	15	120	66	12	81	132				
08:15	21	74	53	16	74	90	16	124	63	14	79	138				
08:30	21	73	53	17	74	90	22	122	65	17	87	139				
08:45	40	44	85	10	125	54	30	57	95	14	125	71				
09:00	19	26	81	9	100	35	42	30	103	14	145	44				
09:15	27	62	85	9	112	71	27	126	82	14	109	140				
09:30	72	81	77	7	149	88	40	190	96	20	136	210				
09:45	98	125	92	11	190	136	74	87	94	17	168	104				
10:00	42	119	72	17	114	136	56	106	92	20	148	126				
10:15	53	44	70	12	123	56	56	138	100	23	156	161				
10:30	91	59	77	9	168	68	84	88	121	16	205	104				
10:45	122	97	61	11	183	108	61	82	93	11	154	93				
11:00	95	97	60	5	155	102	115	85	90	13	205	98				
11:15	102	73	53	12	155	85	139	47	95	5	234	52				
11:30	65	68	55	8	120	76	67	34	96	6	163	40				
11:45	52	54	63	7	115	61	61	114	96	16	157	130				
Total	1693	4043	2771	1655	4464	5698	1220	5045	3142	2949	4362	7994				
Day Total	5736		4426		10162		6265		6091		12356					
% Total	16.7%	39.8%	27.3%	16.3%			9.9%	40.8%	25.4%	23.9%						
Peak	-	10:30	06:00	05:30	02:30	10:30	02:45	-	10:30	06:15	05:15	03:30	10:30	04:30		
Vol.	-	410	603	549	258	661	777	-	399	678	479	442	798	936		
P.H.F.	0.840	0.777	0.940	0.896	0.903	0.816		0.718	0.743	0.950	0.877	0.853	0.839			

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	29-Aug-16 Mon		Arrival		Departure		Combined		30-Aug Tue	Arrival		Departure		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	147	99	13	96	160	195	79	61	10	75	89	136			
12:15	63	81	12	97	75	178	86	103	9	66	95	169			
12:30	37	86	21	68	58	154	33	99	7	64	40	163			
12:45	31	104	9	57	40	161	51	107	8	43	59	150			
01:00	31	117	10	74	41	191	23	75	3	59	26	134			
01:15	8	124	6	59	14	183	11	60	0	60	11	120			
01:30	7	86	0	64	7	150	8	43	6	72	14	115			
01:45	4	102	7	87	11	189	9	41	4	73	13	114			
02:00	15	113	2	86	17	199	3	54	2	74	5	128			
02:15	27	104	1	82	28	186	1	50	2	71	3	121			
02:30	51	73	3	73	54	146	3	88	7	85	10	173			
02:45	11	88	4	80	15	168	1	97	3	89	4	186			
03:00	5	120	5	60	10	180	0	99	8	80	8	179			
03:15	5	132	11	75	16	207	6	53	18	80	24	133			
03:30	3	88	25	69	28	157	3	74	15	85	18	159			
03:45	4	58	35	67	39	125	3	67	39	70	42	137			
04:00	9	47	58	88	67	135	4	47	44	70	48	117			
04:15	4	53	57	76	61	129	2	90	75	92	77	182			
04:30	4	69	96	86	100	155	6	105	70	92	76	197			
04:45	3	89	118	91	121	180	3	135	81	84	84	219			
05:00	9	130	110	94	119	224	7	209	109	72	116	281			
05:15	8	167	147	74	155	241	8	186	100	86	108	272			
05:30	14	146	122	76	136	222	5	80	108	66	113	146			
05:45	16	119	144	87	160	206	12	59	129	60	141	119			
06:00	18	143	166	71	184	214	10	102	125	60	135	162			
06:15	8	242	136	51	144	293	11	153	125	41	136	194			
06:30	14	136	140	40	154	176	5	140	118	35	123	175			
06:45	13	76	135	33	148	109	23	133	96	32	119	165			
07:00	11	94	127	36	138	130	11	147	70	33	81	180			
07:15	9	93	109	20	118	113	16	85	73	36	89	121			
07:30	12	81	103	24	115	105	15	46	47	27	62	73			
07:45	7	102	70	25	77	127	10	59	60	20	70	79			
08:00	14	107	61	12	75	119	14	92	44	15	58	107			
08:15	29	110	66	22	95	132	19	97	66	16	85	113			
08:30	18	130	77	17	95	147	18	75	64	14	82	89			
08:45	18	127	109	16	127	143	42	82	102	17	144	99			
09:00	50	89	109	18	159	107	36	37	119	12	155	49			
09:15	34	91	93	17	127	108	26	54	104	9	130	63			
09:30	53	124	116	14	169	138	79	99	119	16	198	115			
09:45	91	136	105	16	196	152	90	155	81	18	171	173			
10:00	76	105	96	13	172	118	79	126	87	18	166	144			
10:15	91	47	93	7	184	54	75	73	85	12	160	85			
10:30	94	76	115	10	209	86	98	74	67	9	165	83			
10:45	132	93	101	17	233	110	95	78	82	9	177	87			
11:00	95	93	89	6	184	99	88	48	64	6	152	54			
11:15	130	99	84	9	214	108	58	47	62	10	120	57			
11:30	100	83	89	7	189	90	50	60	76	6	126	66			
11:45	81	65	91	7	172	72	45	58	82	5	127	63			
Total	1714	4937	3496	2374	5210	7311	1380	4202	2875	2244	4255	6446			
Day Total	6651		5870		12521		5582		5119		10701				
% Total	13.7%	39.4%	27.9%	19.0%			12.9%	39.3%	26.9%	21.0%					
Peak	-	10:45	05:30	05:45	04:15	10:30	05:30	-	10:15	04:30	05:45	04:15	09:30	04:30	
Vol.	-	457	650	586	347	840	935	-	356	635	497	340	695	969	
P.H.F.	0.866	0.671	0.883	0.923	0.901	0.798		0.908	0.760	0.963	0.924	0.878	0.862		

TIA Blue Arrival and Departure

Station ID: 1
 Site Code: 1
 Latitude: 27' 58.7230 North
 Longitude: 82' 31.9770 West

Start Time	31-Aug-16		Arrival		Departure		Combined		01-Sep	Arrival		Departure		Combined	
	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Thu	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			48	75	6	88	54	163		132	41	8	88	140	129
12:15			18	87	9	95	27	182		106	28	10	26	116	54
12:30			33	84	5	91	38	175		50	32	7	15	57	47
12:45			44	81	6	78	50	159		60	*	7	*	67	*
01:00			31	98	3	84	34	182		68	*	10	*	78	*
01:15			36	56	3	73	39	129		37	*	3	*	40	*
01:30			5	37	2	83	7	120		39	*	1	*	40	*
01:45			2	29	2	75	4	104		23	*	5	*	28	*
02:00			5	61	3	92	8	153		8	*	6	*	14	*
02:15			6	29	4	84	10	113		1	*	4	*	5	*
02:30			5	37	6	81	11	118		3	*	5	*	8	*
02:45			5	86	8	85	13	171		3	*	7	*	10	*
03:00			6	91	9	88	15	179		0	*	10	*	10	*
03:15			4	72	13	85	17	157		1	*	16	*	17	*
03:30			4	52	21	102	25	154		3	*	21	*	24	*
03:45			2	93	46	106	48	199		4	*	52	*	56	*
04:00			3	103	61	104	64	207		4	*	65	*	69	*
04:15			9	114	70	84	79	198		6	*	64	*	70	*
04:30			8	134	92	111	100	245		5	*	87	*	92	*
04:45			5	118	135	78	140	196		7	*	111	*	118	*
05:00			5	120	120	108	125	228		2	*	119	*	121	*
05:15			3	92	121	90	124	182		0	*	135	*	135	*
05:30			8	47	119	100	127	147		5	*	153	*	158	*
05:45			18	65	139	85	157	150		11	*	124	*	135	*
06:00			16	87	141	70	157	157		4	*	155	*	159	*
06:15			16	158	128	54	144	212		7	*	132	*	139	*
06:30			6	150	110	40	116	190		11	*	139	*	150	*
06:45			16	164	125	39	141	203		17	*	155	*	172	*
07:00			9	95	113	35	122	130		9	*	112	*	121	*
07:15			8	91	99	19	107	110		10	*	100	*	110	*
07:30			9	102	80	30	89	132		20	*	75	*	95	*
07:45			13	58	70	20	83	78		20	*	58	*	78	*
08:00			13	50	67	18	80	68		26	*	69	*	95	*
08:15			14	113	76	19	90	132		19	*	75	*	94	*
08:30			11	133	100	29	111	162		34	*	77	*	111	*
08:45			17	90	93	16	110	106		37	*	79	*	116	*
09:00			29	52	120	17	149	69		38	*	83	*	121	*
09:15			41	69	134	10	175	79		59	*	88	*	147	*
09:30			42	111	112	21	154	132		59	*	92	*	151	*
09:45			67	162	123	11	190	173		71	*	101	*	172	*
10:00			104	133	83	17	187	150		126	*	99	*	225	*
10:15			88	95	107	12	195	107		80	*	93	*	173	*
10:30			97	111	106	15	203	126		99	*	82	*	181	*
10:45			108	178	83	9	191	187		102	*	72	*	174	*
11:00			103	132	103	14	206	146		83	*	83	*	166	*
11:15			88	87	88	11	176	98		100	*	82	*	182	*
11:30			76	90	57	8	133	98		57	*	84	*	141	*
11:45			55	82	88	14	143	96		29	*	77	*	106	*
Total			1359	4454	3409	2698	4768	7152		1695	101	3292	129	4987	230
Day Total			5813		6107		11920			1796		3421		5217	
% Total			11.4%	37.4%	28.6%	22.6%				32.5%	1.9%	63.1%	2.5%		
Peak	-	10:00	06:15	05:30	03:45	10:15	04:15	-	10:00	-	06:00	-	10:00	-	-
Vol.	-	397	567	527	405	795	867	-	407	-	581	-	753	-	-
P.H.F.		0.919	0.864	0.934	0.912	0.965	0.885		0.808		0.937		0.837		

Combined

File Name: E:\redtia\week2b\TIA Red Arrival 02_13_17.tf2

Start Date: 2/13/2017

Start Time: 8:00:00 AM

Site Code: ADR 25

Station ID: 1

Location 1:

Location 2:

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

TIA Red Arrival

Date	Time	Arrival	Hourly
2/13/2017	08:00 AM	16	
2/13/2017	08:15 AM	25	
2/13/2017	08:30 AM	11	
2/13/2017	08:45 AM	24	76
2/13/2017	09:00 AM	75	135
2/13/2017	09:15 AM	97	207
2/13/2017	09:30 AM	108	304
2/13/2017	09:45 AM	95	375
2/13/2017	10:00 AM	104	404
2/13/2017	10:15 AM	89	396
2/13/2017	10:30 AM	92	380
2/13/2017	10:45 AM	67	352
2/13/2017	11:00 AM	97	345
2/13/2017	11:15 AM	49	305
2/13/2017	11:30 AM	92	305
2/13/2017	11:45 AM	78	316
2/13/2017	12:00 PM	128	347
2/13/2017	12:15 PM	152	450
2/13/2017	12:30 PM	174	532
2/13/2017	12:45 PM	110	564
2/13/2017	01:00 PM	120	556
2/13/2017	01:15 PM	131	535
2/13/2017	01:30 PM	128	489
2/13/2017	01:45 PM	129	508
2/13/2017	02:00 PM	90	478
2/13/2017	02:15 PM	60	407
2/13/2017	02:30 PM	94	373
2/13/2017	02:45 PM	107	351
2/13/2017	03:00 PM	136	397
2/13/2017	03:15 PM	97	434
2/13/2017	03:30 PM	75	415
2/13/2017	03:45 PM	107	415
2/13/2017	04:00 PM	72	351
2/13/2017	04:15 PM	76	330
2/13/2017	04:30 PM	117	372
2/13/2017	04:45 PM	104	369
2/13/2017	05:00 PM	103	400
2/13/2017	05:15 PM	99	423
2/13/2017	05:30 PM	106	412
2/13/2017	05:45 PM	144	452
2/13/2017	06:00 PM	129	478

2/13/2017 06:15 PM	138	517
2/13/2017 06:30 PM	159	570
2/13/2017 06:45 PM	82	508
2/13/2017 07:00 PM	65	444
2/13/2017 07:15 PM	85	391
2/13/2017 07:30 PM	75	307
2/13/2017 07:45 PM	106	331
2/13/2017 08:00 PM	139	405
2/13/2017 08:15 PM	186	506
2/13/2017 08:30 PM	194	625
2/13/2017 08:45 PM	159	678
2/13/2017 09:00 PM	159	698
2/13/2017 09:15 PM	74	586
2/13/2017 09:30 PM	48	440
2/13/2017 09:45 PM	72	353
2/13/2017 10:00 PM	50	244
2/13/2017 10:15 PM	88	258
2/13/2017 10:30 PM	109	319
2/13/2017 10:45 PM	149	396
2/13/2017 11:00 PM	82	428
2/13/2017 11:15 PM	57	397
2/13/2017 11:30 PM	45	333
2/13/2017 11:45 PM	51	235
2/14/2017 12:00 AM	13	166
2/14/2017 12:15 AM	26	135
2/14/2017 12:30 AM	11	101
2/14/2017 12:45 AM	6	56
2/14/2017 01:00 AM	5	48
2/14/2017 01:15 AM	8	30
2/14/2017 01:30 AM	4	23
2/14/2017 01:45 AM	5	22
2/14/2017 02:00 AM	4	21
2/14/2017 02:15 AM	6	19
2/14/2017 02:30 AM	4	19
2/14/2017 02:45 AM	5	19
2/14/2017 03:00 AM	4	19
2/14/2017 03:15 AM	2	15
2/14/2017 03:30 AM	6	17
2/14/2017 03:45 AM	6	18
2/14/2017 04:00 AM	7	21
2/14/2017 04:15 AM	4	23
2/14/2017 04:30 AM	20	37
2/14/2017 04:45 AM	26	57
2/14/2017 05:00 AM	6	56
2/14/2017 05:15 AM	15	67
2/14/2017 05:30 AM	45	92
2/14/2017 05:45 AM	41	107
2/14/2017 06:00 AM	16	117
2/14/2017 06:15 AM	18	120
2/14/2017 06:30 AM	8	83
2/14/2017 06:45 AM	17	59
2/14/2017 07:00 AM	9	52
2/14/2017 07:15 AM	9	43
2/14/2017 07:30 AM	8	43
2/14/2017 07:45 AM	9	35
2/14/2017 08:00 AM	8	34

2/14/2017 08:15 AM	11	36
2/14/2017 08:30 AM	20	48
2/14/2017 08:45 AM	36	75
2/14/2017 09:00 AM	67	134
2/14/2017 09:15 AM	83	206
2/14/2017 09:30 AM	48	234
2/14/2017 09:45 AM	75	273
2/14/2017 10:00 AM	111	317
2/14/2017 10:15 AM	62	296
2/14/2017 10:30 AM	96	344
2/14/2017 10:45 AM	119	388
2/14/2017 11:00 AM	161	438
2/14/2017 11:15 AM	94	470
2/14/2017 11:30 AM	84	458
2/14/2017 11:45 AM	119	458
2/14/2017 12:00 PM	84	381
2/14/2017 12:15 PM	111	398
2/14/2017 12:30 PM	91	405
2/14/2017 12:45 PM	117	403
2/14/2017 01:00 PM	143	462
2/14/2017 01:15 PM	165	516
2/14/2017 01:30 PM	113	538
2/14/2017 01:45 PM	43	464
2/14/2017 02:00 PM	29	350
2/14/2017 02:15 PM	51	236
2/14/2017 02:30 PM	92	215
2/14/2017 02:45 PM	94	266
2/14/2017 03:00 PM	110	347
2/14/2017 03:15 PM	117	413
2/14/2017 03:30 PM	87	408
2/14/2017 03:45 PM	133	447
2/14/2017 04:00 PM	121	458
2/14/2017 04:15 PM	94	435
2/14/2017 04:30 PM	116	464
2/14/2017 04:45 PM	108	439
2/14/2017 05:00 PM	120	438
2/14/2017 05:15 PM	141	485
2/14/2017 05:30 PM	103	472
2/14/2017 05:45 PM	126	490
2/14/2017 06:00 PM	137	507
2/14/2017 06:15 PM	119	485
2/14/2017 06:30 PM	85	467
2/14/2017 06:45 PM	76	417
2/14/2017 07:00 PM	50	330
2/14/2017 07:15 PM	72	283
2/14/2017 07:30 PM	83	281
2/14/2017 07:45 PM	84	289
2/14/2017 08:00 PM	77	316
2/14/2017 08:15 PM	78	322
2/14/2017 08:30 PM	172	411
2/14/2017 08:45 PM	175	502
2/14/2017 09:00 PM	159	584
2/14/2017 09:15 PM	107	613
2/14/2017 09:30 PM	84	525
2/14/2017 09:45 PM	79	429
2/14/2017 10:00 PM	66	336

2/14/2017 10:15 PM	87	316
2/14/2017 10:30 PM	82	314
2/14/2017 10:45 PM	115	350
2/14/2017 11:00 PM	110	394
2/14/2017 11:15 PM	110	417
2/14/2017 11:30 PM	70	405
2/14/2017 11:45 PM	74	364
2/15/2017 12:00 AM	75	329
2/15/2017 12:15 AM	63	282
2/15/2017 12:30 AM	50	262
2/15/2017 12:45 AM	22	210
2/15/2017 01:00 AM	18	153
2/15/2017 01:15 AM	14	104
2/15/2017 01:30 AM	14	68
2/15/2017 01:45 AM	8	54
2/15/2017 02:00 AM	3	39
2/15/2017 02:15 AM	5	30
2/15/2017 02:30 AM	5	21
2/15/2017 02:45 AM	3	16
2/15/2017 03:00 AM	6	19
2/15/2017 03:15 AM	3	17
2/15/2017 03:30 AM	7	19
2/15/2017 03:45 AM	9	25
2/15/2017 04:00 AM	10	29
2/15/2017 04:15 AM	5	31
2/15/2017 04:30 AM	7	31
2/15/2017 04:45 AM	28	50
2/15/2017 05:00 AM	35	75
2/15/2017 05:15 AM	12	82
2/15/2017 05:30 AM	29	104
2/15/2017 05:45 AM	48	124
2/15/2017 06:00 AM	27	116
2/15/2017 06:15 AM	18	122
2/15/2017 06:30 AM	15	108
2/15/2017 06:45 AM	11	71
2/15/2017 07:00 AM	22	66
2/15/2017 07:15 AM	15	63
2/15/2017 07:30 AM	30	78
2/15/2017 07:45 AM	11	78
2/15/2017 08:00 AM	15	71
2/15/2017 08:15 AM	10	66
2/15/2017 08:30 AM	19	55
2/15/2017 08:45 AM	51	95
2/15/2017 09:00 AM	96	176
2/15/2017 09:15 AM	116	282
2/15/2017 09:30 AM	75	338
2/15/2017 09:45 AM	55	342
2/15/2017 10:00 AM	98	344
2/15/2017 10:15 AM	93	321
2/15/2017 10:30 AM	101	347
2/15/2017 10:45 AM	117	409
2/15/2017 11:00 AM	94	405
2/15/2017 11:15 AM	76	388
2/15/2017 11:30 AM	114	401
2/15/2017 11:45 AM	144	428
2/15/2017 12:00 PM	123	457

2/15/2017 12:15 PM	143	524
2/15/2017 12:30 PM	147	557
2/15/2017 12:45 PM	80	493
2/15/2017 01:00 PM	100	470
2/15/2017 01:15 PM	116	443
2/15/2017 01:30 PM	147	443
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2/15/2017 07:30 PM	121	445
2/15/2017 07:45 PM	104	451
2/15/2017 08:00 PM	126	485
2/15/2017 08:15 PM	112	463
2/15/2017 08:30 PM	150	492
2/15/2017 08:45 PM	190	578
2/15/2017 09:00 PM	172	624
2/15/2017 09:15 PM	174	686
2/15/2017 09:30 PM	120	656
2/15/2017 09:45 PM	93	559
2/15/2017 10:00 PM	85	472
2/15/2017 10:15 PM	98	396
2/15/2017 10:30 PM	132	408
2/15/2017 10:45 PM	141	456
2/15/2017 11:00 PM	152	523
2/15/2017 11:15 PM	116	541
2/15/2017 11:30 PM	88	497
2/15/2017 11:45 PM	85	441
2/16/2017 12:00 AM	76	365
2/16/2017 12:15 AM	22	271
2/16/2017 12:30 AM	17	200
2/16/2017 12:45 AM	17	132
2/16/2017 01:00 AM	15	71
2/16/2017 01:15 AM	7	56
2/16/2017 01:30 AM	3	42
2/16/2017 01:45 AM	3	28
2/16/2017 02:00 AM	2	15

2/16/2017 02:15 AM	1	9
2/16/2017 02:30 AM	3	9
2/16/2017 02:45 AM	2	8
2/16/2017 03:00 AM	3	9
2/16/2017 03:15 AM	3	11
2/16/2017 03:30 AM	7	15
2/16/2017 03:45 AM	7	20
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2/16/2017 05:45 AM	16	48
2/16/2017 06:00 AM	32	67
2/16/2017 06:15 AM	54	110
2/16/2017 06:30 AM	35	137
2/16/2017 06:45 AM	17	138
2/16/2017 07:00 AM	14	120
2/16/2017 07:15 AM	15	81
2/16/2017 07:30 AM	18	64
2/16/2017 07:45 AM	20	67
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2/16/2017 10:15 AM	112	322
2/16/2017 10:30 AM	116	371
2/16/2017 10:45 AM	114	417
2/16/2017 11:00 AM	107	449
2/16/2017 11:15 AM	81	418
2/16/2017 11:30 AM	78	380
2/16/2017 11:45 AM	70	336
2/16/2017 12:00 PM	61	290
2/16/2017 12:15 PM	102	311
2/16/2017 12:30 PM	108	341
2/16/2017 12:45 PM	99	370
2/16/2017 01:00 PM	153	462
2/16/2017 01:15 PM	121	481
2/16/2017 01:30 PM	134	507
2/16/2017 01:45 PM	124	532
2/16/2017 02:00 PM	105	484
2/16/2017 02:15 PM	62	425
2/16/2017 02:30 PM	59	350
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2/16/2017 03:00 PM	92	326
2/16/2017 03:15 PM	95	359
2/16/2017 03:30 PM	135	435
2/16/2017 03:45 PM	119	441
2/16/2017 04:00 PM	55	404

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2/16/2017 04:30 PM	124	362
2/16/2017 04:45 PM	132	375
2/16/2017 05:00 PM	108	428
2/16/2017 05:15 PM	69	433
2/16/2017 05:30 PM	78	387
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2/16/2017 08:15 PM	146	419
2/16/2017 08:30 PM	189	497
2/16/2017 08:45 PM	187	633
2/16/2017 09:00 PM	125	647
2/16/2017 09:15 PM	123	624
2/16/2017 09:30 PM	179	614
2/16/2017 09:45 PM	128	555
2/16/2017 10:00 PM	115	545
2/16/2017 10:15 PM	114	536
2/16/2017 10:30 PM	57	414
2/16/2017 10:45 PM	90	376
2/16/2017 11:00 PM	149	410
2/16/2017 11:15 PM	160	456
2/16/2017 11:30 PM	110	509
2/16/2017 11:45 PM	117	536
2/17/2017 12:00 AM	121	508
2/17/2017 12:15 AM	87	435
2/17/2017 12:30 AM	35	360
2/17/2017 12:45 AM	22	265
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2/17/2017 02:15 AM	2	13
2/17/2017 02:30 AM	5	10
2/17/2017 02:45 AM	2	11
2/17/2017 03:00 AM	4	13
2/17/2017 03:15 AM	4	15
2/17/2017 03:30 AM	6	16
2/17/2017 03:45 AM	6	20
2/17/2017 04:00 AM	9	25
2/17/2017 04:15 AM	11	32
2/17/2017 04:30 AM	10	36
2/17/2017 04:45 AM	35	65
2/17/2017 05:00 AM	46	102
2/17/2017 05:15 AM	18	109
2/17/2017 05:30 AM	34	133
2/17/2017 05:45 AM	42	140
2/17/2017 06:00 AM	16	110

2/17/2017 06:15 AM	9	101
2/17/2017 06:30 AM	13	80
2/17/2017 06:45 AM	12	50
2/17/2017 07:00 AM	13	47
2/17/2017 07:15 AM	8	46
2/17/2017 07:30 AM	23	56
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2/17/2017 11:30 AM	48	322
2/17/2017 11:45 AM	83	293
2/17/2017 12:00 PM	121	302
2/17/2017 12:15 PM	160	412
2/17/2017 12:30 PM	153	517
2/17/2017 12:45 PM	111	545
2/17/2017 01:00 PM	143	567
2/17/2017 01:15 PM	135	542
2/17/2017 01:30 PM	135	524
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2/17/2017 04:30 PM	105	379
2/17/2017 04:45 PM	94	370
2/17/2017 05:00 PM	134	421
2/17/2017 05:15 PM	66	399
2/17/2017 05:30 PM	96	390
2/17/2017 05:45 PM	123	419
2/17/2017 06:00 PM	82	367
2/17/2017 06:15 PM	100	401
2/17/2017 06:30 PM	81	386
2/17/2017 06:45 PM	113	376
2/17/2017 07:00 PM	112	406
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2/17/2017 07:30 PM	125	473
2/17/2017 07:45 PM	148	508
2/17/2017 08:00 PM	171	567

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2/17/2017 08:30 PM	203	698
2/17/2017 08:45 PM	195	745
2/17/2017 09:00 PM	171	745
2/17/2017 09:15 PM	87	656
2/17/2017 09:30 PM	124	577
2/17/2017 09:45 PM	132	514
2/17/2017 10:00 PM	131	474
2/17/2017 10:15 PM	112	499
2/17/2017 10:30 PM	149	524
2/17/2017 10:45 PM	158	550
2/17/2017 11:00 PM	92	511
2/17/2017 11:15 PM	96	495
2/17/2017 11:30 PM	175	521
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2/18/2017 01:00 AM	17	123
2/18/2017 01:15 AM	7	81
2/18/2017 01:30 AM	14	56
2/18/2017 01:45 AM	15	53
2/18/2017 02:00 AM	5	41
2/18/2017 02:15 AM	7	41
2/18/2017 02:30 AM	7	34
2/18/2017 02:45 AM	3	22
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2/18/2017 09:00 AM	118	304
2/18/2017 09:15 AM	127	388
2/18/2017 09:30 AM	81	413
2/18/2017 09:45 AM	89	415
2/18/2017 10:00 AM	78	375

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2/18/2017 10:30 AM	22	232
2/18/2017 10:45 AM	25	168
2/18/2017 11:00 AM	59	149
2/18/2017 11:15 AM	94	200
2/18/2017 11:30 AM	79	257
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2/18/2017 12:00 PM	42	266
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2/18/2017 12:45 PM	56	167
2/18/2017 01:00 PM	70	195
2/18/2017 01:15 PM	99	265
2/18/2017 01:30 PM	92	317
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2/18/2017 02:15 PM	93	361
2/18/2017 02:30 PM	83	352
2/18/2017 02:45 PM	88	360
2/18/2017 03:00 PM	106	370
2/18/2017 03:15 PM	119	396
2/18/2017 03:30 PM	142	455
2/18/2017 03:45 PM	93	460
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2/18/2017 04:15 PM	126	459
2/18/2017 04:30 PM	114	431
2/18/2017 04:45 PM	161	499
2/18/2017 05:00 PM	176	577
2/18/2017 05:15 PM	150	601
2/18/2017 05:30 PM	86	573
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2/18/2017 11:45 PM	28	272
2/19/2017 12:00 AM	32	223

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2/19/2017 12:30 AM	34	112
2/19/2017 12:45 AM	21	105
2/19/2017 01:00 AM	18	91
2/19/2017 01:15 AM	16	89
2/19/2017 01:30 AM	18	73
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2/19/2017 03:00 AM	6	19
2/19/2017 03:15 AM	3	16
2/19/2017 03:30 AM	6	19
2/19/2017 03:45 AM	5	20
2/19/2017 04:00 AM	5	19
2/19/2017 04:15 AM	8	24
2/19/2017 04:30 AM	11	29
2/19/2017 04:45 AM	35	59
2/19/2017 05:00 AM	41	95
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2/19/2017 08:30 AM	21	50
2/19/2017 08:45 AM	20	62
2/19/2017 09:00 AM	28	80
2/19/2017 09:15 AM	68	137
2/19/2017 09:30 AM	130	246
2/19/2017 09:45 AM	105	331
2/19/2017 10:00 AM	78	381
2/19/2017 10:15 AM	134	447
2/19/2017 10:30 AM	111	428
2/19/2017 10:45 AM	84	407
2/19/2017 11:00 AM	76	405
2/19/2017 11:15 AM	51	322
2/19/2017 11:30 AM	55	266
2/19/2017 11:45 AM	70	252
2/19/2017 12:00 PM	123	299
2/19/2017 12:15 PM	85	333
2/19/2017 12:30 PM	120	398
2/19/2017 12:45 PM	132	460
2/19/2017 01:00 PM	126	463
2/19/2017 01:15 PM	99	477
2/19/2017 01:30 PM	80	437
2/19/2017 01:45 PM	78	383
2/19/2017 02:00 PM	103	360

2/19/2017 02:15 PM	137	398
2/19/2017 02:30 PM	181	499
2/19/2017 02:45 PM	135	556
2/19/2017 03:00 PM	60	513
2/19/2017 03:15 PM	113	489
2/19/2017 03:30 PM	124	432
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2/20/2017 01:45 AM	7	15
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2/20/2017 02:45 AM	3	14
2/20/2017 03:00 AM	3	14
2/20/2017 03:15 AM	4	15
2/20/2017 03:30 AM	5	15
2/20/2017 03:45 AM	4	16
2/20/2017 04:00 AM	8	21

2/20/2017 04:15 AM	7	24
2/20/2017 04:30 AM	9	28
2/20/2017 04:45 AM	13	37
2/20/2017 05:00 AM	18	47
2/20/2017 05:15 AM	32	72
2/20/2017 05:30 AM	60	123
2/20/2017 05:45 AM	62	172
2/20/2017 06:00 AM	58	212
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2/20/2017 06:30 AM	8	149
2/20/2017 06:45 AM	7	94
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2/20/2017 07:30 AM	17	34
2/20/2017 07:45 AM	18	45
2/20/2017 08:00 AM	10	47
2/20/2017 08:15 AM	18	63
2/20/2017 08:30 AM	42	88
2/20/2017 08:45 AM	76	146
2/20/2017 09:00 AM	110	246
2/20/2017 09:15 AM	103	331
2/20/2017 09:30 AM	80	369
2/20/2017 09:45 AM	91	384
2/20/2017 10:00 AM	73	347
	Max	745
	Match	127
	Index	08:45 PM 2/17/2017
SF	AADT conditions	0.93
SF	PK Hr	0.93
	Seasonally Adj.	745

Volume

File Name: D:\redtia\week2a\Submit\Red Arrival 2_9_17.tf2

Start Date: 2/9/2017

Start Time: 11:00:00 AM

Site Code: 00000000011

Station ID: 00000000011

Location 1:

Location 2:

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

TIA Red Arrival

02/09/17 11:00 to 02/13/17 7:45

Date	Time	Arrival	Hourly
2/9/2017	11:00 AM	62	
2/9/2017	11:15 AM	70	
2/9/2017	11:30 AM	93	
2/9/2017	11:45 AM	84	309
2/9/2017	12:00 PM	103	350
2/9/2017	12:15 PM	121	401
2/9/2017	12:30 PM	137	445
2/9/2017	12:45 PM	120	481
2/9/2017	01:00 PM	129	507
2/9/2017	01:15 PM	142	528
2/9/2017	01:30 PM	96	487
2/9/2017	01:45 PM	53	420
2/9/2017	02:00 PM	81	372
2/9/2017	02:15 PM	79	309
2/9/2017	02:30 PM	72	285
2/9/2017	02:45 PM	90	322
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2/9/2017	03:15 PM	90	352
2/9/2017	03:30 PM	66	346
2/9/2017	03:45 PM	98	354
2/9/2017	04:00 PM	95	349
2/9/2017	04:15 PM	99	358
2/9/2017	04:30 PM	119	411
2/9/2017	04:45 PM	122	435
2/9/2017	05:00 PM	140	480
2/9/2017	05:15 PM	152	533
2/9/2017	05:30 PM	112	526
2/9/2017	05:45 PM	98	502
2/9/2017	06:00 PM	53	415
2/9/2017	06:15 PM	124	387
2/9/2017	06:30 PM	170	445
2/9/2017	06:45 PM	95	442
2/9/2017	07:00 PM	70	459
2/9/2017	07:15 PM	67	402
2/9/2017	07:30 PM	103	335
2/9/2017	07:45 PM	105	345
2/9/2017	08:00 PM	119	394
2/9/2017	08:15 PM	174	501
2/9/2017	08:30 PM	189	587
2/9/2017	08:45 PM	188	670

2/9/2017	09:00 PM	117	668
2/9/2017	09:15 PM	112	606
2/9/2017	09:30 PM	154	571
2/9/2017	09:45 PM	134	517
2/9/2017	10:00 PM	108	508
2/9/2017	10:15 PM	109	505
2/9/2017	10:30 PM	116	467
2/9/2017	10:45 PM	116	449
2/9/2017	11:00 PM	131	472
2/9/2017	11:15 PM	150	513
2/9/2017	11:30 PM	125	522
2/9/2017	11:45 PM	109	515
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2/10/2017	12:15 AM	29	292
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2/10/2017	12:45 AM	18	116
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2/10/2017	01:15 AM	14	83
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2/10/2017	03:00 AM	5	22
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2/10/2017	03:30 AM	5	22
2/10/2017	03:45 AM	9	25
2/10/2017	04:00 AM	6	26
2/10/2017	04:15 AM	7	27
2/10/2017	04:30 AM	10	32
2/10/2017	04:45 AM	38	61
2/10/2017	05:00 AM	20	75
2/10/2017	05:15 AM	29	97
2/10/2017	05:30 AM	38	125
2/10/2017	05:45 AM	16	103
2/10/2017	06:00 AM	12	95
2/10/2017	06:15 AM	17	83
2/10/2017	06:30 AM	12	57
2/10/2017	06:45 AM	12	53
2/10/2017	07:00 AM	14	55
2/10/2017	07:15 AM	18	56
2/10/2017	07:30 AM	19	63
2/10/2017	07:45 AM	9	60
2/10/2017	08:00 AM	23	69
2/10/2017	08:15 AM	21	72
2/10/2017	08:30 AM	44	97
2/10/2017	08:45 AM	99	187
2/10/2017	09:00 AM	101	265
2/10/2017	09:15 AM	64	308
2/10/2017	09:30 AM	68	332
2/10/2017	09:45 AM	59	292
2/10/2017	10:00 AM	83	274
2/10/2017	10:15 AM	93	303
2/10/2017	10:30 AM	117	352
2/10/2017	10:45 AM	136	429

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2/10/2017 11:15 AM	61	421
2/10/2017 11:30 AM	100	404
2/10/2017 11:45 AM	60	328
2/10/2017 12:00 PM	127	348
2/10/2017 12:15 PM	151	438
2/10/2017 12:30 PM	151	489
2/10/2017 12:45 PM	89	518
2/10/2017 01:00 PM	107	498
2/10/2017 01:15 PM	131	478
2/10/2017 01:30 PM	112	439
2/10/2017 01:45 PM	112	462
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2/10/2017 02:45 PM	111	355
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2/10/2017 03:15 PM	92	406
2/10/2017 03:30 PM	98	426
2/10/2017 03:45 PM	87	402
2/10/2017 04:00 PM	96	373
2/10/2017 04:15 PM	159	440
2/10/2017 04:30 PM	107	449
2/10/2017 04:45 PM	113	475
2/10/2017 05:00 PM	129	508
2/10/2017 05:15 PM	116	465
2/10/2017 05:30 PM	117	475
2/10/2017 05:45 PM	174	536
2/10/2017 06:00 PM	122	529
2/10/2017 06:15 PM	147	560
2/10/2017 06:30 PM	186	629
2/10/2017 06:45 PM	126	581
2/10/2017 07:00 PM	100	559
2/10/2017 07:15 PM	118	530
2/10/2017 07:30 PM	114	458
2/10/2017 07:45 PM	132	464
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2/10/2017 08:45 PM	186	653
2/10/2017 09:00 PM	183	725
2/10/2017 09:15 PM	169	716
2/10/2017 09:30 PM	192	730
2/10/2017 09:45 PM	110	654
2/10/2017 10:00 PM	110	581
2/10/2017 10:15 PM	149	561
2/10/2017 10:30 PM	127	496
2/10/2017 10:45 PM	178	564
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2/10/2017 11:30 PM	107	516
2/10/2017 11:45 PM	96	434
2/11/2017 12:00 AM	89	391
2/11/2017 12:15 AM	32	324
2/11/2017 12:30 AM	19	236
2/11/2017 12:45 AM	2	142

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2/11/2017 01:15 AM	3	30
2/11/2017 01:30 AM	4	15
2/11/2017 01:45 AM	6	19
2/11/2017 02:00 AM	9	22
2/11/2017 02:15 AM	5	24
2/11/2017 02:30 AM	3	23
2/11/2017 02:45 AM	4	21
2/11/2017 03:00 AM	4	16
2/11/2017 03:15 AM	5	16
2/11/2017 03:30 AM	4	17
2/11/2017 03:45 AM	6	19
2/11/2017 04:00 AM	6	21
2/11/2017 04:15 AM	7	23
2/11/2017 04:30 AM	17	36
2/11/2017 04:45 AM	33	63
2/11/2017 05:00 AM	16	73
2/11/2017 05:15 AM	20	86
2/11/2017 05:30 AM	22	91
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2/11/2017 06:00 AM	12	97
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2/11/2017 01:30 PM	108	526
2/11/2017 01:45 PM	85	453
2/11/2017 02:00 PM	52	347
2/11/2017 02:15 PM	58	303
2/11/2017 02:30 PM	87	282
2/11/2017 02:45 PM	137	334

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2/11/2017 03:30 PM	88	438
2/11/2017 03:45 PM	106	407
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2/12/2017 01:15 AM	13	87
2/12/2017 01:30 AM	7	56
2/12/2017 01:45 AM	3	33
2/12/2017 02:00 AM	3	26
2/12/2017 02:15 AM	1	14
2/12/2017 02:30 AM	5	12
2/12/2017 02:45 AM	3	12
2/12/2017 03:00 AM	3	12
2/12/2017 03:15 AM	4	15
2/12/2017 03:30 AM	5	15
2/12/2017 03:45 AM	5	17
2/12/2017 04:00 AM	10	24
2/12/2017 04:15 AM	7	27
2/12/2017 04:30 AM	11	33
2/12/2017 04:45 AM	16	44

2/12/2017 05:00 AM	12	46
2/12/2017 05:15 AM	28	67
2/12/2017 05:30 AM	63	119
2/12/2017 05:45 AM	75	178
2/12/2017 06:00 AM	39	205
2/12/2017 06:15 AM	13	190
2/12/2017 06:30 AM	12	139
2/12/2017 06:45 AM	4	68
2/12/2017 07:00 AM	15	44
2/12/2017 07:15 AM	17	48
2/12/2017 07:30 AM	20	56
2/12/2017 07:45 AM	18	70
2/12/2017 08:00 AM	20	75
2/12/2017 08:15 AM	3	61
2/12/2017 08:30 AM	11	52
2/12/2017 08:45 AM	13	47
2/12/2017 09:00 AM	63	90
2/12/2017 09:15 AM	86	173
2/12/2017 09:30 AM	62	224
2/12/2017 09:45 AM	63	274
2/12/2017 10:00 AM	132	343
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2/12/2017 10:30 AM	158	518
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2/12/2017 11:45 AM	62	336
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2/12/2017 03:30 PM	105	494
2/12/2017 03:45 PM	108	462
2/12/2017 04:00 PM	114	440
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2/12/2017 04:30 PM	73	407
2/12/2017 04:45 PM	114	413
2/12/2017 05:00 PM	128	427
2/12/2017 05:15 PM	120	435
2/12/2017 05:30 PM	131	493
2/12/2017 05:45 PM	115	494
2/12/2017 06:00 PM	81	447
2/12/2017 06:15 PM	136	463
2/12/2017 06:30 PM	146	478
2/12/2017 06:45 PM	139	502

2/12/2017 07:00 PM	124	545
2/12/2017 07:15 PM	122	531
2/12/2017 07:30 PM	114	499
2/12/2017 07:45 PM	109	469
2/12/2017 08:00 PM	97	442
2/12/2017 08:15 PM	130	450
2/12/2017 08:30 PM	90	426
2/12/2017 08:45 PM	113	430
2/12/2017 09:00 PM	100	433
2/12/2017 09:15 PM	68	371
2/12/2017 09:30 PM	119	400
2/12/2017 09:45 PM	151	438
2/12/2017 10:00 PM	108	446
2/12/2017 10:15 PM	66	444
2/12/2017 10:30 PM	71	396
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2/13/2017 12:45 AM	8	44
2/13/2017 01:00 AM	7	26
2/13/2017 01:15 AM	2	21
2/13/2017 01:30 AM	3	20
2/13/2017 01:45 AM	4	16
2/13/2017 02:00 AM	4	13
2/13/2017 02:15 AM	4	15
2/13/2017 02:30 AM	4	16
2/13/2017 02:45 AM	3	15
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2/13/2017 03:45 AM	9	19
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2/13/2017 04:30 AM	8	30
2/13/2017 04:45 AM	16	37
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2/13/2017 05:30 AM	63	151
2/13/2017 05:45 AM	61	196
2/13/2017 06:00 AM	15	186
2/13/2017 06:15 AM	15	154
2/13/2017 06:30 AM	10	101
2/13/2017 06:45 AM	22	62
2/13/2017 07:00 AM	5	52
2/13/2017 07:15 AM	19	56
2/13/2017 07:30 AM	23	69
2/13/2017 07:45 AM	14	61
Max		730
Match		139
Index	09:30 PM	2/10/2017
SF	AADT conditions	0.93

SF	PK Hr	0.93
	Seasonally Adj.	730

Combined

File Name: C:\dosprogs\redtia\week 3\Red Arrival 2_20_17.tf2

Start Date: 2/20/2017

Start Time: 10:00:00 AM

Site Code: 00000000011

Station ID: 00000000011

Location 1:

Location 2:

Longitude: 0' 0.000 Undefined

Latitude: 0' 0.000 Undefined

Red Arrival

10:00 am 02-20-17 thru 9:30 am 02-27-17

Date	Time	Arrival	Hourly
2/20/2017	10:00 AM	0	
2/20/2017	10:15 AM	76	
2/20/2017	10:30 AM	90	
2/20/2017	10:45 AM	85	251
2/20/2017	11:00 AM	65	316
2/20/2017	11:15 AM	49	289
2/20/2017	11:30 AM	61	260
2/20/2017	11:45 AM	89	264
2/20/2017	12:00 PM	126	325
2/20/2017	12:15 PM	141	417
2/20/2017	12:30 PM	108	464
2/20/2017	12:45 PM	129	504
2/20/2017	01:00 PM	124	502
2/20/2017	01:15 PM	149	510
2/20/2017	01:30 PM	112	514
2/20/2017	01:45 PM	75	460
2/20/2017	02:00 PM	76	412
2/20/2017	02:15 PM	63	326
2/20/2017	02:30 PM	89	303
2/20/2017	02:45 PM	87	315
2/20/2017	03:00 PM	109	348
2/20/2017	03:15 PM	94	379
2/20/2017	03:30 PM	87	377
2/20/2017	03:45 PM	97	387
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2/20/2017	04:30 PM	84	361
2/20/2017	04:45 PM	114	378
2/20/2017	05:00 PM	112	403
2/20/2017	05:15 PM	74	384
2/20/2017	05:30 PM	49	349
2/20/2017	05:45 PM	35	270
2/20/2017	06:00 PM	74	232
2/20/2017	06:15 PM	118	276
2/20/2017	06:30 PM	113	340
2/20/2017	06:45 PM	103	408
2/20/2017	07:00 PM	80	414
2/20/2017	07:15 PM	80	376
2/20/2017	07:30 PM	107	370
2/20/2017	07:45 PM	129	396

2/20/2017 08:00 PM	110	426
2/20/2017 08:15 PM	174	520
2/20/2017 08:30 PM	205	618
2/20/2017 08:45 PM	198	687
2/20/2017 09:00 PM	141	718
2/20/2017 09:15 PM	73	617
2/20/2017 09:30 PM	69	481
2/20/2017 09:45 PM	42	325
2/20/2017 10:00 PM	49	233
2/20/2017 10:15 PM	64	224
2/20/2017 10:30 PM	154	309
2/20/2017 10:45 PM	121	388
2/20/2017 11:00 PM	142	481
2/20/2017 11:15 PM	82	499
2/20/2017 11:30 PM	40	385
2/20/2017 11:45 PM	80	344
2/21/2017 12:00 AM	72	274
2/21/2017 12:15 AM	33	225
2/21/2017 12:30 AM	13	198
2/21/2017 12:45 AM	7	125
2/21/2017 01:00 AM	5	58
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2/21/2017 08:30 AM	25	51
2/21/2017 08:45 AM	41	81
2/21/2017 09:00 AM	106	180
2/21/2017 09:15 AM	109	281
2/21/2017 09:30 AM	82	338
2/21/2017 09:45 AM	75	372

2/21/2017 10:00 AM	70	336
2/21/2017 10:15 AM	121	348
2/21/2017 10:30 AM	110	376
2/21/2017 10:45 AM	116	417
2/21/2017 11:00 AM	74	421
2/21/2017 11:15 AM	46	346
2/21/2017 11:30 AM	52	288
2/21/2017 11:45 AM	78	250
2/21/2017 12:00 PM	96	272
2/21/2017 12:15 PM	124	350
2/21/2017 12:30 PM	133	431
2/21/2017 12:45 PM	104	457
2/21/2017 01:00 PM	108	469
2/21/2017 01:15 PM	135	480
2/21/2017 01:30 PM	99	446
2/21/2017 01:45 PM	68	410
2/21/2017 02:00 PM	64	366
2/21/2017 02:15 PM	71	302
2/21/2017 02:30 PM	115	318
2/21/2017 02:45 PM	107	357
2/21/2017 03:00 PM	71	364
2/21/2017 03:15 PM	61	354
2/21/2017 03:30 PM	57	296
2/21/2017 03:45 PM	41	230
2/21/2017 04:00 PM	67	226
2/21/2017 04:15 PM	130	295
2/21/2017 04:30 PM	114	352
2/21/2017 04:45 PM	90	401
2/21/2017 05:00 PM	85	419
2/21/2017 05:15 PM	68	357
2/21/2017 05:30 PM	42	285
2/21/2017 05:45 PM	91	286
2/21/2017 06:00 PM	82	283
2/21/2017 06:15 PM	87	302
2/21/2017 06:30 PM	97	357
2/21/2017 06:45 PM	96	362
2/21/2017 07:00 PM	121	401
2/21/2017 07:15 PM	98	412
2/21/2017 07:30 PM	110	425
2/21/2017 07:45 PM	74	403
2/21/2017 08:00 PM	102	384
2/21/2017 08:15 PM	113	399
2/21/2017 08:30 PM	159	448
2/21/2017 08:45 PM	134	508
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2/21/2017 09:15 PM	47	444
2/21/2017 09:30 PM	34	319
2/21/2017 09:45 PM	31	216
2/21/2017 10:00 PM	35	147
2/21/2017 10:15 PM	57	157
2/21/2017 10:30 PM	84	207
2/21/2017 10:45 PM	78	254
2/21/2017 11:00 PM	43	262
2/21/2017 11:15 PM	47	252
2/21/2017 11:30 PM	51	219
2/21/2017 11:45 PM	69	210

2/22/2017 12:00 AM	67	234
2/22/2017 12:15 AM	14	201
2/22/2017 12:30 AM	19	169
2/22/2017 12:45 AM	39	139
2/22/2017 01:00 AM	39	111
2/22/2017 01:15 AM	9	106
2/22/2017 01:30 AM	6	93
2/22/2017 01:45 AM	6	60
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2/22/2017 04:30 AM	54	81
2/22/2017 04:45 AM	32	109
2/22/2017 05:00 AM	11	111
2/22/2017 05:15 AM	31	128
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2/27/2017 09:30 AM	60	247
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	Match	34
	Index	09:00 PM 2/23/2017
SF	AADT conditions	0.93
SF	PK Hr	0.93
	Seasonally Adj.	606

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 Start Date: 2/27/2017
 Start Time: 9:45:00 AM
 Site Code: 00000000023
 Station ID: 00000000023
 Location 1:
 Location 2:
 Longitude: 0' 0.000 Undefined
 Latitude: 0' 0.000 Undefined
 TIA Red Arrival
 9:45 am 2/27/17 thru 7:45 am 3/7/17

Date	Time	Arrival	Hourly
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2/27/2017	10:00 AM	88	
2/27/2017	10:15 AM	61	
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3/5/2017	12:15 AM	12	56
3/5/2017	12:30 AM	14	56
3/5/2017	12:45 AM	17	61
3/5/2017	01:00 AM	12	55
3/5/2017	01:15 AM	8	51
3/5/2017	01:30 AM	8	45

3/5/2017	01:45 AM	8	36
3/5/2017	02:00 AM	7	31
3/5/2017	02:15 AM	3	26
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3/5/2017	03:30 AM	9	17
3/5/2017	03:45 AM	6	19
3/5/2017	04:00 AM	12	28
3/5/2017	04:15 AM	10	37
3/5/2017	04:30 AM	14	42
3/5/2017	04:45 AM	46	82
3/5/2017	05:00 AM	27	97
3/5/2017	05:15 AM	21	108
3/5/2017	05:30 AM	38	132
3/5/2017	05:45 AM	42	128
3/5/2017	06:00 AM	12	113
3/5/2017	06:15 AM	9	101
3/5/2017	06:30 AM	7	70
3/5/2017	06:45 AM	6	34
3/5/2017	07:00 AM	6	28
3/5/2017	07:15 AM	5	24
3/5/2017	07:30 AM	7	24
3/5/2017	07:45 AM	6	24
3/5/2017	08:00 AM	6	24
3/5/2017	08:15 AM	4	23
3/5/2017	08:30 AM	12	28
3/5/2017	08:45 AM	23	45
3/5/2017	09:00 AM	42	81
3/5/2017	09:15 AM	37	114
3/5/2017	09:30 AM	75	177
3/5/2017	09:45 AM	64	218
3/5/2017	10:00 AM	83	259
3/5/2017	10:15 AM	86	308
3/5/2017	10:30 AM	71	304
3/5/2017	10:45 AM	107	347
3/5/2017	11:00 AM	135	399
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3/5/2017	11:30 AM	76	407
3/5/2017	11:45 AM	69	369
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3/5/2017	12:30 PM	74	263
3/5/2017	12:45 PM	121	315
3/5/2017	01:00 PM	135	380
3/5/2017	01:15 PM	142	472
3/5/2017	01:30 PM	104	502
3/5/2017	01:45 PM	37	418
3/5/2017	02:00 PM	47	330
3/5/2017	02:15 PM	79	267
3/5/2017	02:30 PM	125	288
3/5/2017	02:45 PM	93	344
3/5/2017	03:00 PM	79	376
3/5/2017	03:15 PM	58	355
3/5/2017	03:30 PM	72	302

3/5/2017	03:45 PM	107	316
3/5/2017	04:00 PM	76	313
3/5/2017	04:15 PM	53	308
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3/5/2017	05:00 PM	152	400
3/5/2017	05:15 PM	166	513
3/5/2017	05:30 PM	105	518
3/5/2017	05:45 PM	59	482
3/5/2017	06:00 PM	110	440
3/5/2017	06:15 PM	137	411
3/5/2017	06:30 PM	131	437
3/5/2017	06:45 PM	115	493
3/5/2017	07:00 PM	92	475
3/5/2017	07:15 PM	111	449
3/5/2017	07:30 PM	121	439
3/5/2017	07:45 PM	167	491
3/5/2017	08:00 PM	128	527
3/5/2017	08:15 PM	80	496
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3/5/2017	09:30 PM	76	343
3/5/2017	09:45 PM	102	357
3/5/2017	10:00 PM	95	359
3/5/2017	10:15 PM	88	361
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3/5/2017	10:45 PM	161	473
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3/6/2017	03:45 AM	14	31
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3/6/2017	04:15 AM	8	39
3/6/2017	04:30 AM	13	45
3/6/2017	04:45 AM	42	73
3/6/2017	05:00 AM	64	127
3/6/2017	05:15 AM	48	167
3/6/2017	05:30 AM	45	199

3/6/2017	05:45 AM	61	218
3/6/2017	06:00 AM	26	180
3/6/2017	06:15 AM	9	141
3/6/2017	06:30 AM	8	104
3/6/2017	06:45 AM	5	48
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3/6/2017	07:15 AM	6	30
3/6/2017	07:30 AM	17	39
3/6/2017	07:45 AM	11	45
3/6/2017	08:00 AM	7	41
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3/6/2017	08:30 AM	21	50
3/6/2017	08:45 AM	71	110
3/6/2017	09:00 AM	90	193
3/6/2017	09:15 AM	89	271
3/6/2017	09:30 AM	80	330
3/6/2017	09:45 AM	71	330
3/6/2017	10:00 AM	80	320
3/6/2017	10:15 AM	84	315
3/6/2017	10:30 AM	62	297
3/6/2017	10:45 AM	83	309
3/6/2017	11:00 AM	65	294
3/6/2017	11:15 AM	50	260
3/6/2017	11:30 AM	72	270
3/6/2017	11:45 AM	99	286
3/6/2017	12:00 PM	135	356
3/6/2017	12:15 PM	161	467
3/6/2017	12:30 PM	92	487
3/6/2017	12:45 PM	91	479
3/6/2017	01:00 PM	104	448
3/6/2017	01:15 PM	118	405
3/6/2017	01:30 PM	139	452
3/6/2017	01:45 PM	86	447
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3/6/2017	02:30 PM	90	346
3/6/2017	02:45 PM	134	394
3/6/2017	03:00 PM	108	407
3/6/2017	03:15 PM	67	399
3/6/2017	03:30 PM	70	379
3/6/2017	03:45 PM	66	311
3/6/2017	04:00 PM	57	260
3/6/2017	04:15 PM	67	260
3/6/2017	04:30 PM	120	310
3/6/2017	04:45 PM	120	364
3/6/2017	05:00 PM	109	416
3/6/2017	05:15 PM	108	457
3/6/2017	05:30 PM	103	440
3/6/2017	05:45 PM	110	430
3/6/2017	06:00 PM	107	428
3/6/2017	06:15 PM	137	457
3/6/2017	06:30 PM	187	541
3/6/2017	06:45 PM	128	559
3/6/2017	07:00 PM	66	518
3/6/2017	07:15 PM	75	456
3/6/2017	07:30 PM	95	364

3/6/2017	07:45 PM	150	386
3/6/2017	08:00 PM	158	478
3/6/2017	08:15 PM	143	546
3/6/2017	08:30 PM	166	617
3/6/2017	08:45 PM	131	598
3/6/2017	09:00 PM	59	499
3/6/2017	09:15 PM	21	377
3/6/2017	09:30 PM	55	266
3/6/2017	09:45 PM	64	199
3/6/2017	10:00 PM	72	212
3/6/2017	10:15 PM	129	320
3/6/2017	10:30 PM	114	379
3/6/2017	10:45 PM	68	383
3/6/2017	11:00 PM	105	416
3/6/2017	11:15 PM	84	371
3/6/2017	11:30 PM	25	282
3/6/2017	11:45 PM	11	225
3/7/2017	12:00 AM	7	127
3/7/2017	12:15 AM	6	49
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3/7/2017	04:30 AM	26	68
3/7/2017	04:45 AM	49	109
3/7/2017	05:00 AM	43	136
3/7/2017	05:15 AM	12	130
3/7/2017	05:30 AM	9	113
3/7/2017	05:45 AM	6	70
3/7/2017	06:00 AM	10	37
3/7/2017	06:15 AM	11	36
3/7/2017	06:30 AM	7	34
3/7/2017	06:45 AM	6	34
3/7/2017	07:00 AM	7	31
3/7/2017	07:15 AM	30	50
3/7/2017	07:30 AM	51	94
3/7/2017	07:45 AM	32	120
	Max	690	
	Match	342	
	Index	09:15 PM	3/4/2017
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		690

Volume

File Name: D:\redtia\Red Arrival_02_03_17.tf2

Start Date: 2/3/2017

Start Time: 10:45:00 AM

Site Code: 000000000025

Station ID: 000000000025

Location 1:

Location 2:

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

TIA Red Arrival

02/03/17 thru 10:30 am 02/09/17

Date	Time	Lane 1	Hourly
2/3/2017	10:45 AM	162	
2/3/2017	11:00 AM	147	
2/3/2017	11:15 AM	118	
2/3/2017	11:30 AM	95	522
2/3/2017	11:45 AM	66	426
2/3/2017	12:00 PM	102	381
2/3/2017	12:15 PM	149	412
2/3/2017	12:30 PM	120	437
2/3/2017	12:45 PM	91	462
2/3/2017	01:00 PM	86	446
2/3/2017	01:15 PM	99	396
2/3/2017	01:30 PM	117	393
2/3/2017	01:45 PM	90	392
2/3/2017	02:00 PM	75	381
2/3/2017	02:15 PM	63	345
2/3/2017	02:30 PM	70	298
2/3/2017	02:45 PM	80	288
2/3/2017	03:00 PM	112	325
2/3/2017	03:15 PM	139	401
2/3/2017	03:30 PM	126	457
2/3/2017	03:45 PM	81	458
2/3/2017	04:00 PM	72	418
2/3/2017	04:15 PM	60	339
2/3/2017	04:30 PM	132	345
2/3/2017	04:45 PM	92	356
2/3/2017	05:00 PM	73	357
2/3/2017	05:15 PM	91	388
2/3/2017	05:30 PM	117	373
2/3/2017	05:45 PM	85	366
2/3/2017	06:00 PM	150	443
2/3/2017	06:15 PM	143	495
2/3/2017	06:30 PM	162	540
2/3/2017	06:45 PM	111	566
2/3/2017	07:00 PM	147	563
2/3/2017	07:15 PM	163	583
2/3/2017	07:30 PM	170	591
2/3/2017	07:45 PM	140	620
2/3/2017	08:00 PM	195	668
2/3/2017	08:15 PM	115	620
2/3/2017	08:30 PM	173	623

2/3/2017	08:45 PM	160	643
2/3/2017	09:00 PM	128	576
2/3/2017	09:15 PM	99	560
2/3/2017	09:30 PM	112	499
2/3/2017	09:45 PM	123	462
2/3/2017	10:00 PM	123	457
2/3/2017	10:15 PM	148	506
2/3/2017	10:30 PM	148	542
2/3/2017	10:45 PM	181	600
2/3/2017	11:00 PM	193	670
2/3/2017	11:15 PM	98	620
2/3/2017	11:30 PM	83	555
2/3/2017	11:45 PM	108	482
2/4/2017	12:00 AM	65	354
2/4/2017	12:15 AM	42	298
2/4/2017	12:30 AM	21	236
2/4/2017	12:45 AM	8	136
2/4/2017	01:00 AM	11	82
2/4/2017	01:15 AM	5	45
2/4/2017	01:30 AM	4	28
2/4/2017	01:45 AM	6	26
2/4/2017	02:00 AM	3	18
2/4/2017	02:15 AM	3	16
2/4/2017	02:30 AM	5	17
2/4/2017	02:45 AM	3	14
2/4/2017	03:00 AM	3	14
2/4/2017	03:15 AM	4	15
2/4/2017	03:30 AM	5	15
2/4/2017	03:45 AM	6	18
2/4/2017	04:00 AM	10	25
2/4/2017	04:15 AM	11	32
2/4/2017	04:30 AM	22	49
2/4/2017	04:45 AM	29	72
2/4/2017	05:00 AM	13	75
2/4/2017	05:15 AM	8	72
2/4/2017	05:30 AM	46	96
2/4/2017	05:45 AM	42	109
2/4/2017	06:00 AM	9	105
2/4/2017	06:15 AM	15	112
2/4/2017	06:30 AM	12	78
2/4/2017	06:45 AM	8	44
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2/4/2017	07:30 AM	16	42
2/4/2017	07:45 AM	7	41
2/4/2017	08:00 AM	21	50
2/4/2017	08:15 AM	31	75
2/4/2017	08:30 AM	43	102
2/4/2017	08:45 AM	49	144
2/4/2017	09:00 AM	89	212
2/4/2017	09:15 AM	101	282
2/4/2017	09:30 AM	86	325
2/4/2017	09:45 AM	64	340
2/4/2017	10:00 AM	64	315
2/4/2017	10:15 AM	90	304
2/4/2017	10:30 AM	140	358

2/4/2017	10:45 AM	132	426
2/4/2017	11:00 AM	74	436
2/4/2017	11:15 AM	71	417
2/4/2017	11:30 AM	74	351
2/4/2017	11:45 AM	77	296
2/4/2017	12:00 PM	82	304
2/4/2017	12:15 PM	107	340
2/4/2017	12:30 PM	94	360
2/4/2017	12:45 PM	84	367
2/4/2017	01:00 PM	148	433
2/4/2017	01:15 PM	138	464
2/4/2017	01:30 PM	82	452
2/4/2017	01:45 PM	77	445
2/4/2017	02:00 PM	95	392
2/4/2017	02:15 PM	86	340
2/4/2017	02:30 PM	73	331
2/4/2017	02:45 PM	88	342
2/4/2017	03:00 PM	99	346
2/4/2017	03:15 PM	105	365
2/4/2017	03:30 PM	103	395
2/4/2017	03:45 PM	91	398
2/4/2017	04:00 PM	82	381
2/4/2017	04:15 PM	105	381
2/4/2017	04:30 PM	103	381
2/4/2017	04:45 PM	112	402
2/4/2017	05:00 PM	94	414
2/4/2017	05:15 PM	75	384
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2/4/2017	05:45 PM	79	338
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2/4/2017	06:45 PM	142	526
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2/4/2017	07:30 PM	87	462
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2/4/2017	08:30 PM	147	415
2/4/2017	08:45 PM	131	454
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2/4/2017	09:15 PM	75	451
2/4/2017	09:30 PM	67	371
2/4/2017	09:45 PM	58	298
2/4/2017	10:00 PM	81	281
2/4/2017	10:15 PM	33	239
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2/4/2017	11:30 PM	23	157
2/4/2017	11:45 PM	29	128
2/5/2017	12:00 AM	36	117
2/5/2017	12:15 AM	38	126
2/5/2017	12:30 AM	26	129

2/5/2017	12:45 AM	5	105
2/5/2017	01:00 AM	15	84
2/5/2017	01:15 AM	25	71
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2/5/2017	01:30 PM	64	391
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2/5/2017	02:00 PM	116	422
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2/5/2017	02:30 PM	84	363

2/5/2017	02:45 PM	93	359
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2/5/2017	05:30 PM	119	382
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2/5/2017	07:15 PM	106	376
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2/5/2017	11:30 PM	13	280
2/5/2017	11:45 PM	17	162
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2/6/2017	12:30 AM	7	72
2/6/2017	12:45 AM	5	60
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2/6/2017	01:15 AM	2	18
2/6/2017	01:30 AM	9	20
2/6/2017	01:45 AM	1	16
2/6/2017	02:00 AM	2	14
2/6/2017	02:15 AM	1	13
2/6/2017	02:30 AM	3	7
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2/6/2017	03:15 AM	1	10
2/6/2017	03:30 AM	6	13
2/6/2017	03:45 AM	7	17
2/6/2017	04:00 AM	6	20
2/6/2017	04:15 AM	9	28
2/6/2017	04:30 AM	10	32

2/6/2017	04:45 AM	40	65
2/6/2017	05:00 AM	32	91
2/6/2017	05:15 AM	30	112
2/6/2017	05:30 AM	33	135
2/6/2017	05:45 AM	19	114
2/6/2017	06:00 AM	10	92
2/6/2017	06:15 AM	7	69
2/6/2017	06:30 AM	12	48
2/6/2017	06:45 AM	12	41
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2/6/2017	07:15 AM	13	46
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2/6/2017	08:45 AM	33	72
2/6/2017	09:00 AM	81	141
2/6/2017	09:15 AM	102	234
2/6/2017	09:30 AM	41	257
2/6/2017	09:45 AM	71	295
2/6/2017	10:00 AM	80	294
2/6/2017	10:15 AM	75	267
2/6/2017	10:30 AM	95	321
2/6/2017	10:45 AM	131	381
2/6/2017	11:00 AM	112	413
2/6/2017	11:15 AM	74	412
2/6/2017	11:30 AM	55	372
2/6/2017	11:45 AM	64	305
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2/6/2017	12:15 PM	137	355
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2/6/2017	12:45 PM	149	580
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2/6/2017	01:15 PM	121	588
2/6/2017	01:30 PM	155	548
2/6/2017	01:45 PM	82	481
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2/6/2017	02:15 PM	77	393
2/6/2017	02:30 PM	73	311
2/6/2017	02:45 PM	61	290
2/6/2017	03:00 PM	94	305
2/6/2017	03:15 PM	110	338
2/6/2017	03:30 PM	144	409
2/6/2017	03:45 PM	123	471
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2/6/2017	04:30 PM	133	466
2/6/2017	04:45 PM	106	449
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2/6/2017	05:30 PM	47	276
2/6/2017	05:45 PM	92	262
2/6/2017	06:00 PM	97	294
2/6/2017	06:15 PM	105	341
2/6/2017	06:30 PM	139	433

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2/6/2017	07:00 PM	87	428
2/6/2017	07:15 PM	105	428
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2/6/2017	07:45 PM	102	393
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2/6/2017	08:15 PM	154	509
2/6/2017	08:30 PM	182	592
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2/6/2017	09:30 PM	127	541
2/6/2017	09:45 PM	101	445
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2/7/2017	02:30 AM	3	11
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2/7/2017	01:30 PM	116	470
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2/7/2017	02:00 PM	101	502
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2/7/2017	06:45 PM	61	439
2/7/2017	07:00 PM	108	438
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2/7/2017	09:30 PM	119	416
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2/7/2017	10:30 PM	109	348

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2/7/2017	11:45 PM	106	337
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2/8/2017	12:15 AM	13	248
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2/8/2017	12:45 AM	10	89
2/8/2017	01:00 AM	16	53
2/8/2017	01:15 AM	8	48
2/8/2017	01:30 AM	9	43
2/8/2017	01:45 AM	4	37
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2/8/2017	02:45 AM	15	26
2/8/2017	03:00 AM	14	36
2/8/2017	03:15 AM	11	43
2/8/2017	03:30 AM	13	53
2/8/2017	03:45 AM	11	49
2/8/2017	04:00 AM	9	44
2/8/2017	04:15 AM	8	41
2/8/2017	04:30 AM	7	35
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2/8/2017	05:30 AM	27	95
2/8/2017	05:45 AM	44	133
2/8/2017	06:00 AM	53	174
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2/8/2017	06:30 AM	21	133
2/8/2017	06:45 AM	9	98
2/8/2017	07:00 AM	19	64
2/8/2017	07:15 AM	13	62
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2/8/2017	11:45 AM	82	350
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2/8/2017	12:30 PM	108	464

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2/8/2017	01:00 PM	118	488
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2/8/2017	02:15 PM	103	494
2/8/2017	02:30 PM	74	438
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2/8/2017	08:15 PM	112	470
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2/9/2017	12:45 AM	40	276
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2/9/2017	01:15 AM	37	190
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2/9/2017	01:45 AM	5	88
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2/9/2017	02:15 AM	4	26
2/9/2017	02:30 AM	4	14

2/9/2017	02:45 AM	2	11
2/9/2017	03:00 AM	6	16
2/9/2017	03:15 AM	7	19
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2/9/2017	03:45 AM	8	27
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2/9/2017	05:00 AM	35	68
2/9/2017	05:15 AM	33	96
2/9/2017	05:30 AM	32	121
2/9/2017	05:45 AM	20	120
2/9/2017	06:00 AM	11	96
2/9/2017	06:15 AM	15	78
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2/9/2017	06:45 AM	12	57
2/9/2017	07:00 AM	22	68
2/9/2017	07:15 AM	8	61
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2/9/2017	08:45 AM	54	130
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2/9/2017	09:45 AM	106	392
2/9/2017	10:00 AM	114	426
2/9/2017	10:15 AM	90	420
2/9/2017	10:30 AM	131	441
	Max		687
	Match		329
	Index	08:45 PM	2/6/2017
SF	AADT conditions		0.94
SF	PK Hr		0.93
	Seasonally Adj.		694

Combined

File Name: E:\redtia\week2b\TIA Red Departure 02_13_17.tf2

Start Date: 2/13/2017

Start Time: 8:15:00 AM

Site Code: ADR 7

Station ID: 2

Location 1:

Location 2:

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

TIA Red Departure

Date	Time	Departure	Hourly
2/13/2017	08:15 AM	68	
2/13/2017	08:30 AM	89	
2/13/2017	08:45 AM	83	
2/13/2017	09:00 AM	105	345
2/13/2017	09:15 AM	100	377
2/13/2017	09:30 AM	111	399
2/13/2017	09:45 AM	88	404
2/13/2017	10:00 AM	100	399
2/13/2017	10:15 AM	88	387
2/13/2017	10:30 AM	107	383
2/13/2017	10:45 AM	104	399
2/13/2017	11:00 AM	111	410
2/13/2017	11:15 AM	88	410
2/13/2017	11:30 AM	108	411
2/13/2017	11:45 AM	99	406
2/13/2017	12:00 PM	75	370
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2/13/2017	01:30 PM	73	282
2/13/2017	01:45 PM	63	262
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2/13/2017	02:30 PM	75	281
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2/13/2017	03:45 PM	72	305
2/13/2017	04:00 PM	72	306
2/13/2017	04:15 PM	85	311
2/13/2017	04:30 PM	100	329
2/13/2017	04:45 PM	100	357
2/13/2017	05:00 PM	75	360
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2/13/2017	05:45 PM	79	314
2/13/2017	06:00 PM	64	303

2/13/2017 06:15 PM	75	309
2/13/2017 06:30 PM	78	296
2/13/2017 06:45 PM	73	290
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2/13/2017 07:15 PM	36	232
2/13/2017 07:30 PM	33	187
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2/13/2017 08:00 PM	53	149
2/13/2017 08:15 PM	50	163
2/13/2017 08:30 PM	34	164
2/13/2017 08:45 PM	37	174
2/13/2017 09:00 PM	33	154
2/13/2017 09:15 PM	29	133
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2/13/2017 09:45 PM	25	106
2/13/2017 10:00 PM	25	98
2/13/2017 10:15 PM	19	88
2/13/2017 10:30 PM	15	84
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2/14/2017 07:00 AM	51	240
2/14/2017 07:15 AM	48	216
2/14/2017 07:30 AM	44	215
2/14/2017 07:45 AM	53	196
2/14/2017 08:00 AM	61	206

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2/14/2017 11:30 AM	98	378
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2/14/2017 09:15 PM	19	96
2/14/2017 09:30 PM	17	79
2/14/2017 09:45 PM	22	83
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2/14/2017 10:30 PM	11	67
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2/14/2017 11:00 PM	17	64
2/14/2017 11:15 PM	18	63
2/14/2017 11:30 PM	11	63
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2/15/2017 07:15 AM	68	334
2/15/2017 07:30 AM	67	307
2/15/2017 07:45 AM	54	275
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2/15/2017 08:30 AM	90	305
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2/15/2017 09:45 AM	97	433
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2/15/2017 10:45 AM	118	452
2/15/2017 11:00 AM	149	492
2/15/2017 11:15 AM	124	515
2/15/2017 11:30 AM	95	486
2/15/2017 11:45 AM	101	469
2/15/2017 12:00 PM	92	412

2/15/2017 12:15 PM	79	367
2/15/2017 12:30 PM	87	359
2/15/2017 12:45 PM	74	332
2/15/2017 01:00 PM	58	298
2/15/2017 01:15 PM	66	285
2/15/2017 01:30 PM	74	272
2/15/2017 01:45 PM	104	302
2/15/2017 02:00 PM	69	313
2/15/2017 02:15 PM	75	322
2/15/2017 02:30 PM	82	330
2/15/2017 02:45 PM	72	298
2/15/2017 03:00 PM	71	300
2/15/2017 03:15 PM	95	320
2/15/2017 03:30 PM	80	318
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2/15/2017 04:30 PM	82	294
2/15/2017 04:45 PM	81	319
2/15/2017 05:00 PM	88	320
2/15/2017 05:15 PM	77	328
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2/15/2017 05:45 PM	73	312
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2/15/2017 06:30 PM	63	252
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2/16/2017 12:30 AM	10	41
2/16/2017 12:45 AM	6	37
2/16/2017 01:00 AM	3	31
2/16/2017 01:15 AM	1	20
2/16/2017 01:30 AM	2	12
2/16/2017 01:45 AM	6	12
2/16/2017 02:00 AM	2	11

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2/16/2017 02:30 AM	4	12
2/16/2017 02:45 AM	4	10
2/16/2017 03:00 AM	10	18
2/16/2017 03:15 AM	10	28
2/16/2017 03:30 AM	8	32
2/16/2017 03:45 AM	13	41
2/16/2017 04:00 AM	18	49
2/16/2017 04:15 AM	13	52
2/16/2017 04:30 AM	21	65
2/16/2017 04:45 AM	36	88
2/16/2017 05:00 AM	47	117
2/16/2017 05:15 AM	56	160
2/16/2017 05:30 AM	59	198
2/16/2017 05:45 AM	78	240
2/16/2017 06:00 AM	81	274
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2/16/2017 06:45 AM	63	311
2/16/2017 07:00 AM	66	296
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2/16/2017 07:30 AM	50	237
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2/16/2017 10:45 AM	103	396
2/16/2017 11:00 AM	86	378
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2/16/2017 11:45 AM	102	438
2/16/2017 12:00 PM	110	462
2/16/2017 12:15 PM	81	424
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2/16/2017 12:45 PM	75	365
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2/16/2017 01:30 PM	89	328
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2/16/2017 02:15 PM	71	310
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2/16/2017 02:45 PM	77	283
2/16/2017 03:00 PM	64	284
2/16/2017 03:15 PM	69	282
2/16/2017 03:30 PM	71	281
2/16/2017 03:45 PM	94	298
2/16/2017 04:00 PM	71	305

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2/16/2017 08:30 PM	36	164
2/16/2017 08:45 PM	46	174
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2/16/2017 09:15 PM	23	135
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2/16/2017 09:45 PM	17	95
2/16/2017 10:00 PM	26	91
2/16/2017 10:15 PM	23	91
2/16/2017 10:30 PM	10	76
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2/17/2017 05:00 AM	51	149
2/17/2017 05:15 AM	60	186
2/17/2017 05:30 AM	96	246
2/17/2017 05:45 AM	83	290
2/17/2017 06:00 AM	71	310

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2/17/2017 06:45 AM	89	336
2/17/2017 07:00 AM	77	342
2/17/2017 07:15 AM	68	314
2/17/2017 07:30 AM	59	293
2/17/2017 07:45 AM	47	251
2/17/2017 08:00 AM	50	224
2/17/2017 08:15 AM	74	230
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2/17/2017 09:00 AM	101	373
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2/17/2017 07:30 PM	60	273
2/17/2017 07:45 PM	42	247
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2/18/2017 01:45 AM	3	19
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2/18/2017 09:15 AM	101	414
2/18/2017 09:30 AM	100	393
2/18/2017 09:45 AM	73	358
2/18/2017 10:00 AM	79	353

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2/18/2017 10:30 AM	66	273
2/18/2017 10:45 AM	67	267
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2/18/2017 02:30 PM	82	327
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2/18/2017 04:45 PM	49	259
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2/18/2017 05:45 PM	63	217
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2/18/2017 06:15 PM	49	221
2/18/2017 06:30 PM	55	226
2/18/2017 06:45 PM	32	195
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2/18/2017 11:30 PM	3	13
2/18/2017 11:45 PM	2	14
2/19/2017 12:00 AM	5	18

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2/19/2017 12:30 AM	1	13
2/19/2017 12:45 AM	1	12
2/19/2017 01:00 AM	1	8
2/19/2017 01:15 AM	2	5
2/19/2017 01:30 AM	3	7
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2/19/2017 05:30 AM	94	240
2/19/2017 05:45 AM	95	298
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2/19/2017 06:30 AM	53	300
2/19/2017 06:45 AM	50	255
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2/19/2017 07:15 AM	38	187
2/19/2017 07:30 AM	63	197
2/19/2017 07:45 AM	77	224
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2/19/2017 08:45 AM	162	547
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2/19/2017 09:45 AM	132	533
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2/19/2017 11:30 AM	83	350
2/19/2017 11:45 AM	89	340
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2/19/2017 01:30 PM	108	371
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2/19/2017 02:00 PM	74	372

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2/19/2017 11:15 PM	12	43
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2/20/2017 03:00 AM	3	11
2/20/2017 03:15 AM	4	12
2/20/2017 03:30 AM	5	15
2/20/2017 03:45 AM	9	21
2/20/2017 04:00 AM	12	30

2/20/2017 04:15 AM	22	48
2/20/2017 04:30 AM	36	79
2/20/2017 04:45 AM	76	146
2/20/2017 05:00 AM	60	194
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2/20/2017 05:30 AM	121	345
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2/20/2017 06:00 AM	111	411
2/20/2017 06:15 AM	91	414
2/20/2017 06:30 AM	96	389
2/20/2017 06:45 AM	86	384
2/20/2017 07:00 AM	76	349
2/20/2017 07:15 AM	58	316
2/20/2017 07:30 AM	85	305
2/20/2017 07:45 AM	80	299
2/20/2017 08:00 AM	83	306
2/20/2017 08:15 AM	98	346
2/20/2017 08:30 AM	98	359
2/20/2017 08:45 AM	114	393
2/20/2017 09:00 AM	71	381
2/20/2017 09:15 AM	75	358
2/20/2017 09:30 AM	101	361
2/20/2017 09:45 AM	89	336
2/20/2017 10:00 AM	71	336
	Max	597
	Match	273
	Index	09:15 AM 2/19/2017
SF	AADT conditions	0.93
SF	PK Hr	0.93
	Seasonally Adj.	597

Combined

File Name: C:\dosprogs\redtia\week 3\Red Departure.tf2

Start Date: 2/20/2017

Start Time: 10:00:00 AM

Site Code: 000000000015

Station ID: 000000000015

Location 1:

Location 2:

Longitude: 0' 0.000 Undefined

Latitude: 0' 0.000 Undefined

Red Departure

10:00 am 02-20-17 thru 9:30 am 02-27-17

Date	Time	Departure	Hourly
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2/20/2017	10:15 AM	46	
2/20/2017	10:30 AM	87	
2/20/2017	10:45 AM	90	223
2/20/2017	11:00 AM	102	325
2/20/2017	11:15 AM	114	393
2/20/2017	11:30 AM	101	407
2/20/2017	11:45 AM	103	420
2/20/2017	12:00 PM	102	420
2/20/2017	12:15 PM	106	412
2/20/2017	12:30 PM	77	388
2/20/2017	12:45 PM	83	368
2/20/2017	01:00 PM	80	346
2/20/2017	01:15 PM	71	311
2/20/2017	01:30 PM	84	318
2/20/2017	01:45 PM	77	312
2/20/2017	02:00 PM	85	317
2/20/2017	02:15 PM	65	311
2/20/2017	02:30 PM	74	301
2/20/2017	02:45 PM	76	300
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2/20/2017	03:15 PM	84	322
2/20/2017	03:30 PM	74	322
2/20/2017	03:45 PM	91	337
2/20/2017	04:00 PM	100	349
2/20/2017	04:15 PM	78	343
2/20/2017	04:30 PM	87	356
2/20/2017	04:45 PM	72	337
2/20/2017	05:00 PM	85	322
2/20/2017	05:15 PM	75	319
2/20/2017	05:30 PM	70	302
2/20/2017	05:45 PM	76	306
2/20/2017	06:00 PM	77	298
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2/20/2017	06:30 PM	83	327
2/20/2017	06:45 PM	93	344
2/20/2017	07:00 PM	90	357
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2/20/2017	07:30 PM	72	319

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2/20/2017 09:30 PM	7	36
2/20/2017 09:45 PM	4	29
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2/20/2017 10:45 PM	5	25
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2/26/2017 03:00 PM	58	295
2/26/2017 03:15 PM	65	292
2/26/2017 03:30 PM	81	291

2/26/2017 03:45 PM	81	285
2/26/2017 04:00 PM	89	316
2/26/2017 04:15 PM	92	343
2/26/2017 04:30 PM	78	340
2/26/2017 04:45 PM	80	339
2/26/2017 05:00 PM	106	356
2/26/2017 05:15 PM	82	346
2/26/2017 05:30 PM	92	360
2/26/2017 05:45 PM	81	361
2/26/2017 06:00 PM	78	333
2/26/2017 06:15 PM	96	347
2/26/2017 06:30 PM	81	336
2/26/2017 06:45 PM	91	346
2/26/2017 07:00 PM	96	364
2/26/2017 07:15 PM	70	338
2/26/2017 07:30 PM	67	324
2/26/2017 07:45 PM	56	289
2/26/2017 08:00 PM	38	231
2/26/2017 08:15 PM	31	192
2/26/2017 08:30 PM	18	143
2/26/2017 08:45 PM	11	98
2/26/2017 09:00 PM	13	73
2/26/2017 09:15 PM	6	48
2/26/2017 09:30 PM	10	40
2/26/2017 09:45 PM	17	46
2/26/2017 10:00 PM	8	41
2/26/2017 10:15 PM	5	40
2/26/2017 10:30 PM	11	41
2/26/2017 10:45 PM	23	47
2/26/2017 11:00 PM	21	60
2/26/2017 11:15 PM	9	64
2/26/2017 11:30 PM	14	67
2/26/2017 11:45 PM	7	51
2/27/2017 12:00 AM	11	41
2/27/2017 12:15 AM	8	40
2/27/2017 12:30 AM	8	34
2/27/2017 12:45 AM	2	29
2/27/2017 01:00 AM	2	20
2/27/2017 01:15 AM	2	14
2/27/2017 01:30 AM	1	7
2/27/2017 01:45 AM	3	8
2/27/2017 02:00 AM	2	8
2/27/2017 02:15 AM	2	8
2/27/2017 02:30 AM	2	9
2/27/2017 02:45 AM	3	9
2/27/2017 03:00 AM	6	13
2/27/2017 03:15 AM	7	18
2/27/2017 03:30 AM	11	27
2/27/2017 03:45 AM	14	38
2/27/2017 04:00 AM	14	46
2/27/2017 04:15 AM	25	64
2/27/2017 04:30 AM	30	83
2/27/2017 04:45 AM	61	130
2/27/2017 05:00 AM	73	189
2/27/2017 05:15 AM	111	275
2/27/2017 05:30 AM	88	333

2/27/2017 05:45 AM	114	386
2/27/2017 06:00 AM	108	421
2/27/2017 06:15 AM	92	402
2/27/2017 06:30 AM	92	406
2/27/2017 06:45 AM	86	378
2/27/2017 07:00 AM	74	344
2/27/2017 07:15 AM	65	317
2/27/2017 07:30 AM	73	298
2/27/2017 07:45 AM	62	274
2/27/2017 08:00 AM	90	290
2/27/2017 08:15 AM	91	316
2/27/2017 08:30 AM	99	342
2/27/2017 08:45 AM	98	378
2/27/2017 09:00 AM	115	403
2/27/2017 09:15 AM	111	423
2/27/2017 09:30 AM	120	444
	Max	532
	Match	168
	Index	06:30 AM 2/25/2017
SF	AADT conditions	0.93
SF	PK Hr	0.93
	Seasonally Adj.	532

Volume

File Name: D:\redtia\week2a\Submit\Red Departure 2_9_17.tf2

Start Date: 2/9/2017

Start Time: 10:45:00 AM

Site Code: 00000000015

Station ID: 00000000015

Location 1:

Location 2:

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

TIA Red Departure

02/09/17 10:45 to 02/13/17 7:45

Hose cut 02/11/17 01:15 am

Date	Time	Departure	Hourly
2/9/2017	10:45 AM	64	
2/9/2017	11:00 AM	56	
2/9/2017	11:15 AM	86	
2/9/2017	11:30 AM	88	294
2/9/2017	11:45 AM	54	284
2/9/2017	12:00 PM	88	316
2/9/2017	12:15 PM	72	302
2/9/2017	12:30 PM	84	298
2/9/2017	12:45 PM	78	322
2/9/2017	01:00 PM	75	309
2/9/2017	01:15 PM	71	308
2/9/2017	01:30 PM	76	300
2/9/2017	01:45 PM	75	297
2/9/2017	02:00 PM	76	298
2/9/2017	02:15 PM	94	321
2/9/2017	02:30 PM	64	309
2/9/2017	02:45 PM	80	314
2/9/2017	03:00 PM	78	316
2/9/2017	03:15 PM	82	304
2/9/2017	03:30 PM	82	322
2/9/2017	03:45 PM	54	296
2/9/2017	04:00 PM	62	280
2/9/2017	04:15 PM	73	271
2/9/2017	04:30 PM	89	278
2/9/2017	04:45 PM	81	305
2/9/2017	05:00 PM	55	298
2/9/2017	05:15 PM	64	289
2/9/2017	05:30 PM	75	275
2/9/2017	05:45 PM	54	248
2/9/2017	06:00 PM	63	256
2/9/2017	06:15 PM	59	251
2/9/2017	06:30 PM	64	240
2/9/2017	06:45 PM	64	250
2/9/2017	07:00 PM	56	243
2/9/2017	07:15 PM	42	226
2/9/2017	07:30 PM	37	199
2/9/2017	07:45 PM	23	158
2/9/2017	08:00 PM	37	139
2/9/2017	08:15 PM	24	121

2/9/2017	08:30 PM	41	125
2/9/2017	08:45 PM	36	138
2/9/2017	09:00 PM	23	124
2/9/2017	09:15 PM	12	112
2/9/2017	09:30 PM	24	95
2/9/2017	09:45 PM	15	74
2/9/2017	10:00 PM	31	82
2/9/2017	10:15 PM	28	98
2/9/2017	10:30 PM	24	98
2/9/2017	10:45 PM	22	105
2/9/2017	11:00 PM	30	104
2/9/2017	11:15 PM	27	103
2/9/2017	11:30 PM	9	88
2/9/2017	11:45 PM	10	76
2/10/2017	12:00 AM	11	57
2/10/2017	12:15 AM	11	41
2/10/2017	12:30 AM	12	44
2/10/2017	12:45 AM	6	40
2/10/2017	01:00 AM	3	32
2/10/2017	01:15 AM	4	25
2/10/2017	01:30 AM	5	18
2/10/2017	01:45 AM	1	13
2/10/2017	02:00 AM	2	12
2/10/2017	02:15 AM	1	9
2/10/2017	02:30 AM	4	8
2/10/2017	02:45 AM	12	19
2/10/2017	03:00 AM	10	27
2/10/2017	03:15 AM	9	35
2/10/2017	03:30 AM	8	39
2/10/2017	03:45 AM	11	38
2/10/2017	04:00 AM	18	46
2/10/2017	04:15 AM	30	67
2/10/2017	04:30 AM	44	103
2/10/2017	04:45 AM	55	147
2/10/2017	05:00 AM	67	196
2/10/2017	05:15 AM	86	252
2/10/2017	05:30 AM	88	296
2/10/2017	05:45 AM	95	336
2/10/2017	06:00 AM	85	354
2/10/2017	06:15 AM	80	348
2/10/2017	06:30 AM	77	337
2/10/2017	06:45 AM	74	316
2/10/2017	07:00 AM	92	323
2/10/2017	07:15 AM	62	305
2/10/2017	07:30 AM	57	285
2/10/2017	07:45 AM	63	274
2/10/2017	08:00 AM	81	263
2/10/2017	08:15 AM	73	274
2/10/2017	08:30 AM	82	299
2/10/2017	08:45 AM	83	319
2/10/2017	09:00 AM	100	338
2/10/2017	09:15 AM	102	367
2/10/2017	09:30 AM	86	371
2/10/2017	09:45 AM	81	369
2/10/2017	10:00 AM	107	376
2/10/2017	10:15 AM	106	380

2/10/2017 10:30 AM	116	410
2/10/2017 10:45 AM	119	448
2/10/2017 11:00 AM	95	436
2/10/2017 11:15 AM	105	435
2/10/2017 11:30 AM	99	418
2/10/2017 11:45 AM	104	403
2/10/2017 12:00 PM	97	405
2/10/2017 12:15 PM	91	391
2/10/2017 12:30 PM	105	397
2/10/2017 12:45 PM	108	401
2/10/2017 01:00 PM	76	380
2/10/2017 01:15 PM	72	361
2/10/2017 01:30 PM	76	332
2/10/2017 01:45 PM	73	297
2/10/2017 02:00 PM	69	290
2/10/2017 02:15 PM	84	302
2/10/2017 02:30 PM	85	311
2/10/2017 02:45 PM	81	319
2/10/2017 03:00 PM	80	330
2/10/2017 03:15 PM	76	322
2/10/2017 03:30 PM	88	325
2/10/2017 03:45 PM	77	321
2/10/2017 04:00 PM	73	314
2/10/2017 04:15 PM	81	319
2/10/2017 04:30 PM	64	295
2/10/2017 04:45 PM	79	297
2/10/2017 05:00 PM	63	287
2/10/2017 05:15 PM	74	280
2/10/2017 05:30 PM	88	304
2/10/2017 05:45 PM	70	295
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2/10/2017 06:15 PM	64	295
2/10/2017 06:30 PM	102	309
2/10/2017 06:45 PM	99	338
2/10/2017 07:00 PM	45	310
2/10/2017 07:15 PM	61	307
2/10/2017 07:30 PM	62	267
2/10/2017 07:45 PM	47	215
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2/10/2017 08:30 PM	38	183
2/10/2017 08:45 PM	40	176
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2/10/2017 09:30 PM	24	114
2/10/2017 09:45 PM	20	94
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2/10/2017 10:15 PM	33	104
2/10/2017 10:30 PM	36	116
2/10/2017 10:45 PM	25	121
2/10/2017 11:00 PM	30	124
2/10/2017 11:15 PM	26	117
2/10/2017 11:30 PM	21	102
2/10/2017 11:45 PM	16	93
2/11/2017 12:00 AM	16	79
2/11/2017 12:15 AM	14	67

2/11/2017 12:30 AM	5	51
2/11/2017 12:45 AM	3	38
2/11/2017 01:00 AM	6	28
2/11/2017 01:15 AM	1	15
2/11/2017 01:30 AM	0	10
2/11/2017 01:45 AM	0	7
2/11/2017 02:00 AM	0	1
2/11/2017 02:15 AM	0	0
2/11/2017 02:30 AM	0	0
2/11/2017 02:45 AM	0	0
2/11/2017 03:00 AM	0	0
2/11/2017 03:15 AM	0	0
2/11/2017 03:30 AM	0	0
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2/11/2017 01:45 PM	0	0
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2/11/2017 02:15 PM	0	0

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2/11/2017 02:45 PM	0	0
2/11/2017 03:00 PM	0	0
2/11/2017 03:15 PM	0	0
2/11/2017 03:30 PM	0	0
2/11/2017 03:45 PM	0	0
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2/12/2017 03:15 AM	0	0
2/12/2017 03:30 AM	0	0
2/12/2017 03:45 AM	0	0
2/12/2017 04:00 AM	0	0
2/12/2017 04:15 AM	0	0

2/12/2017 04:30 AM	0	0
2/12/2017 04:45 AM	0	0
2/12/2017 05:00 AM	0	0
2/12/2017 05:15 AM	0	0
2/12/2017 05:30 AM	0	0
2/12/2017 05:45 AM	0	0
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2/12/2017 05:15 PM	0	0
2/12/2017 05:30 PM	0	0
2/12/2017 05:45 PM	0	0
2/12/2017 06:00 PM	0	0
2/12/2017 06:15 PM	0	0

2/12/2017 06:30 PM	0	0
2/12/2017 06:45 PM	0	0
2/12/2017 07:00 PM	0	0
2/12/2017 07:15 PM	0	0
2/12/2017 07:30 PM	0	0
2/12/2017 07:45 PM	0	0
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2/13/2017 07:00 AM	0	0
2/13/2017 07:15 AM	0	0
2/13/2017 07:30 AM	0	0
2/13/2017 07:45 AM	0	0
Max	448	
Match	96	

	Index	10:45 AM 2/10/2017	
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		448

Combined
 File Name: C:\dosprogs\redtia\week 4\Red Departure 2_27_17.tf2
 Start Date: 2/27/2017
 Start Time: 9:45:00 AM
 Site Code: 000000000005
 Station ID: 000000000005
 Location 1:
 Location 2:
 Longitude: 0' 0.000 Undefined
 Latitude: 0' 0.000 Undefined
 TIA Red Departure
 9:45 am 2/27/17 thru 7:45 am 3/7/17

Date	Time	Departure	Hourly
2/27/2017	09:45 AM	74	
2/27/2017	10:00 AM	89	
2/27/2017	10:15 AM	100	
2/27/2017	10:30 AM	104	367
2/27/2017	10:45 AM	115	408
2/27/2017	11:00 AM	127	446
2/27/2017	11:15 AM	139	485
2/27/2017	11:30 AM	131	512
2/27/2017	11:45 AM	120	517
2/27/2017	12:00 PM	106	496
2/27/2017	12:15 PM	102	459
2/27/2017	12:30 PM	97	425
2/27/2017	12:45 PM	86	391
2/27/2017	01:00 PM	75	360
2/27/2017	01:15 PM	87	345
2/27/2017	01:30 PM	86	334
2/27/2017	01:45 PM	96	344
2/27/2017	02:00 PM	86	355
2/27/2017	02:15 PM	91	359
2/27/2017	02:30 PM	81	354
2/27/2017	02:45 PM	75	333
2/27/2017	03:00 PM	80	327
2/27/2017	03:15 PM	94	330
2/27/2017	03:30 PM	111	360
2/27/2017	03:45 PM	70	355
2/27/2017	04:00 PM	85	360
2/27/2017	04:15 PM	84	350
2/27/2017	04:30 PM	91	330
2/27/2017	04:45 PM	84	344
2/27/2017	05:00 PM	91	350
2/27/2017	05:15 PM	81	347
2/27/2017	05:30 PM	84	340
2/27/2017	05:45 PM	87	343
2/27/2017	06:00 PM	80	332
2/27/2017	06:15 PM	75	326
2/27/2017	06:30 PM	83	325
2/27/2017	06:45 PM	85	323
2/27/2017	07:00 PM	86	329
2/27/2017	07:15 PM	59	313

2/27/2017 07:30 PM	37	267
2/27/2017 07:45 PM	40	222
2/27/2017 08:00 PM	31	167
2/27/2017 08:15 PM	19	127
2/27/2017 08:30 PM	15	105
2/27/2017 08:45 PM	13	78
2/27/2017 09:00 PM	7	54
2/27/2017 09:15 PM	10	45
2/27/2017 09:30 PM	11	41
2/27/2017 09:45 PM	6	34
2/27/2017 10:00 PM	10	37
2/27/2017 10:15 PM	4	31
2/27/2017 10:30 PM	13	33
2/27/2017 10:45 PM	9	36
2/27/2017 11:00 PM	2	28
2/27/2017 11:15 PM	3	27
2/27/2017 11:30 PM	1	15
2/27/2017 11:45 PM	4	10
2/28/2017 12:00 AM	2	10
2/28/2017 12:15 AM	2	9
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3/5/2017	10:45 AM	79	326
3/5/2017	11:00 AM	92	340
3/5/2017	11:15 AM	94	365
3/5/2017	11:30 AM	88	353
3/5/2017	11:45 AM	80	354
3/5/2017	12:00 PM	104	366
3/5/2017	12:15 PM	95	367
3/5/2017	12:30 PM	87	366
3/5/2017	12:45 PM	79	365
3/5/2017	01:00 PM	85	346
3/5/2017	01:15 PM	96	347
3/5/2017	01:30 PM	104	364
3/5/2017	01:45 PM	98	383
3/5/2017	02:00 PM	78	376
3/5/2017	02:15 PM	68	348
3/5/2017	02:30 PM	76	320
3/5/2017	02:45 PM	89	311
3/5/2017	03:00 PM	87	320
3/5/2017	03:15 PM	72	324

3/5/2017	03:30 PM	80	328
3/5/2017	03:45 PM	88	327
3/5/2017	04:00 PM	95	335
3/5/2017	04:15 PM	110	373
3/5/2017	04:30 PM	124	417
3/5/2017	04:45 PM	97	426
3/5/2017	05:00 PM	104	435
3/5/2017	05:15 PM	97	422
3/5/2017	05:30 PM	84	382
3/5/2017	05:45 PM	88	373
3/5/2017	06:00 PM	95	364
3/5/2017	06:15 PM	101	368
3/5/2017	06:30 PM	90	374
3/5/2017	06:45 PM	70	356
3/5/2017	07:00 PM	73	334
3/5/2017	07:15 PM	70	303
3/5/2017	07:30 PM	59	272
3/5/2017	07:45 PM	32	234
3/5/2017	08:00 PM	48	209
3/5/2017	08:15 PM	26	165
3/5/2017	08:30 PM	20	126
3/5/2017	08:45 PM	13	107
3/5/2017	09:00 PM	10	69
3/5/2017	09:15 PM	11	54
3/5/2017	09:30 PM	12	46
3/5/2017	09:45 PM	9	42
3/5/2017	10:00 PM	11	43
3/5/2017	10:15 PM	10	42
3/5/2017	10:30 PM	10	40
3/5/2017	10:45 PM	19	50
3/5/2017	11:00 PM	12	51
3/5/2017	11:15 PM	11	52
3/5/2017	11:30 PM	1	43
3/5/2017	11:45 PM	3	27
3/6/2017	12:00 AM	5	20
3/6/2017	12:15 AM	4	13
3/6/2017	12:30 AM	2	14
3/6/2017	12:45 AM	5	16
3/6/2017	01:00 AM	1	12
3/6/2017	01:15 AM	1	9
3/6/2017	01:30 AM	2	9
3/6/2017	01:45 AM	1	5
3/6/2017	02:00 AM	4	8
3/6/2017	02:15 AM	3	10
3/6/2017	02:30 AM	3	11
3/6/2017	02:45 AM	3	13
3/6/2017	03:00 AM	1	10
3/6/2017	03:15 AM	3	10
3/6/2017	03:30 AM	11	18
3/6/2017	03:45 AM	9	24
3/6/2017	04:00 AM	10	33
3/6/2017	04:15 AM	18	48
3/6/2017	04:30 AM	37	74
3/6/2017	04:45 AM	58	123
3/6/2017	05:00 AM	91	204
3/6/2017	05:15 AM	71	257

3/6/2017	05:30 AM	84	304
3/6/2017	05:45 AM	100	346
3/6/2017	06:00 AM	92	347
3/6/2017	06:15 AM	85	361
3/6/2017	06:30 AM	65	342
3/6/2017	06:45 AM	71	313
3/6/2017	07:00 AM	78	299
3/6/2017	07:15 AM	75	289
3/6/2017	07:30 AM	78	302
3/6/2017	07:45 AM	79	310
3/6/2017	08:00 AM	98	330
3/6/2017	08:15 AM	74	329
3/6/2017	08:30 AM	81	332
3/6/2017	08:45 AM	89	342
3/6/2017	09:00 AM	119	363
3/6/2017	09:15 AM	97	386
3/6/2017	09:30 AM	98	403
3/6/2017	09:45 AM	98	412
3/6/2017	10:00 AM	92	385
3/6/2017	10:15 AM	93	381
3/6/2017	10:30 AM	120	403
3/6/2017	10:45 AM	131	436
3/6/2017	11:00 AM	130	474
3/6/2017	11:15 AM	128	509
3/6/2017	11:30 AM	121	510
3/6/2017	11:45 AM	118	497
3/6/2017	12:00 PM	90	457
3/6/2017	12:15 PM	100	429
3/6/2017	12:30 PM	95	403
3/6/2017	12:45 PM	95	380
3/6/2017	01:00 PM	97	387
3/6/2017	01:15 PM	68	355
3/6/2017	01:30 PM	78	338
3/6/2017	01:45 PM	95	338
3/6/2017	02:00 PM	91	332
3/6/2017	02:15 PM	69	333
3/6/2017	02:30 PM	61	316
3/6/2017	02:45 PM	80	301
3/6/2017	03:00 PM	81	291
3/6/2017	03:15 PM	82	304
3/6/2017	03:30 PM	75	318
3/6/2017	03:45 PM	84	322
3/6/2017	04:00 PM	82	323
3/6/2017	04:15 PM	77	318
3/6/2017	04:30 PM	111	354
3/6/2017	04:45 PM	75	345
3/6/2017	05:00 PM	85	348
3/6/2017	05:15 PM	72	343
3/6/2017	05:30 PM	78	310
3/6/2017	05:45 PM	68	303
3/6/2017	06:00 PM	82	300
3/6/2017	06:15 PM	71	299
3/6/2017	06:30 PM	93	314
3/6/2017	06:45 PM	81	327
3/6/2017	07:00 PM	65	310
3/6/2017	07:15 PM	48	287

3/6/2017	07:30 PM	45	239
3/6/2017	07:45 PM	22	180
3/6/2017	08:00 PM	21	136
3/6/2017	08:15 PM	23	111
3/6/2017	08:30 PM	15	81
3/6/2017	08:45 PM	9	68
3/6/2017	09:00 PM	9	56
3/6/2017	09:15 PM	8	41
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3/7/2017	02:45 AM	1	8
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3/7/2017	03:15 AM	3	12
3/7/2017	03:30 AM	16	26
3/7/2017	03:45 AM	4	29
3/7/2017	04:00 AM	18	41
3/7/2017	04:15 AM	15	53
3/7/2017	04:30 AM	39	76
3/7/2017	04:45 AM	47	119
3/7/2017	05:00 AM	51	152
3/7/2017	05:15 AM	81	218
3/7/2017	05:30 AM	91	270
3/7/2017	05:45 AM	88	311
3/7/2017	06:00 AM	81	341
3/7/2017	06:15 AM	78	338
3/7/2017	06:30 AM	72	319
3/7/2017	06:45 AM	66	297
3/7/2017	07:00 AM	77	293
3/7/2017	07:15 AM	66	281
3/7/2017	07:30 AM	79	288
3/7/2017	07:45 AM	81	303

Max 535

Match 391

Index 09:30 AM 3/5/2017

SF AADT conditions 0.93

SF PK Hr 0.93

Seasonally Adj. 535

Volume

File Name: D:\redtia\Red Departure_02_03_17.tf2

Start Date: 2/3/2017

Start Time: 11:00:00 AM

Site Code: 000000000007

Station ID: 000000000007

Location 1:

Location 2:

Longitude: 0' 0.0000 Undefined

Latitude: 0' 0.0000 Undefined

TIA Red Departure

02/03/2017 thru 10:30 am 02/09/2017

Date	Time	Lane 1	Hourly Volume
2/3/2017	11:00 AM	91	
2/3/2017	11:15 AM	87	
2/3/2017	11:30 AM	80	
2/3/2017	11:45 AM	66	324
2/3/2017	12:00 PM	79	312
2/3/2017	12:15 PM	71	296
2/3/2017	12:30 PM	70	286
2/3/2017	12:45 PM	72	292
2/3/2017	01:00 PM	75	288
2/3/2017	01:15 PM	61	278
2/3/2017	01:30 PM	60	268
2/3/2017	01:45 PM	65	261
2/3/2017	02:00 PM	58	244
2/3/2017	02:15 PM	79	262
2/3/2017	02:30 PM	56	258
2/3/2017	02:45 PM	90	283
2/3/2017	03:00 PM	69	294
2/3/2017	03:15 PM	84	299
2/3/2017	03:30 PM	69	312
2/3/2017	03:45 PM	69	291
2/3/2017	04:00 PM	63	285
2/3/2017	04:15 PM	66	267
2/3/2017	04:30 PM	56	254
2/3/2017	04:45 PM	77	262
2/3/2017	05:00 PM	68	267
2/3/2017	05:15 PM	73	274
2/3/2017	05:30 PM	66	284
2/3/2017	05:45 PM	69	276
2/3/2017	06:00 PM	85	293
2/3/2017	06:15 PM	69	289
2/3/2017	06:30 PM	75	298
2/3/2017	06:45 PM	70	299
2/3/2017	07:00 PM	41	255
2/3/2017	07:15 PM	38	224
2/3/2017	07:30 PM	26	175
2/3/2017	07:45 PM	31	136
2/3/2017	08:00 PM	37	132
2/3/2017	08:15 PM	44	138
2/3/2017	08:30 PM	49	161
2/3/2017	08:45 PM	36	166

2/3/2017	09:00 PM	20	149
2/3/2017	09:15 PM	19	124
2/3/2017	09:30 PM	14	89
2/3/2017	09:45 PM	15	68
2/3/2017	10:00 PM	24	72
2/3/2017	10:15 PM	18	71
2/3/2017	10:30 PM	23	80
2/3/2017	10:45 PM	25	90
2/3/2017	11:00 PM	20	86
2/3/2017	11:15 PM	11	79
2/3/2017	11:30 PM	24	80
2/3/2017	11:45 PM	11	66
2/4/2017	12:00 AM	13	59
2/4/2017	12:15 AM	12	60
2/4/2017	12:30 AM	18	54
2/4/2017	12:45 AM	3	46
2/4/2017	01:00 AM	5	38
2/4/2017	01:15 AM	2	28
2/4/2017	01:30 AM	3	13
2/4/2017	01:45 AM	2	12
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2/4/2017	02:30 AM	4	9
2/4/2017	02:45 AM	3	10
2/4/2017	03:00 AM	13	21
2/4/2017	03:15 AM	12	32
2/4/2017	03:30 AM	15	43
2/4/2017	03:45 AM	10	50
2/4/2017	04:00 AM	16	53
2/4/2017	04:15 AM	15	56
2/4/2017	04:30 AM	28	69
2/4/2017	04:45 AM	32	91
2/4/2017	05:00 AM	42	117
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2/4/2017	05:30 AM	71	212
2/4/2017	05:45 AM	76	256
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2/4/2017	06:45 AM	59	285
2/4/2017	07:00 AM	34	233
2/4/2017	07:15 AM	36	202
2/4/2017	07:30 AM	41	170
2/4/2017	07:45 AM	55	166
2/4/2017	08:00 AM	86	218
2/4/2017	08:15 AM	83	265
2/4/2017	08:30 AM	83	307
2/4/2017	08:45 AM	96	348
2/4/2017	09:00 AM	86	348
2/4/2017	09:15 AM	105	370
2/4/2017	09:30 AM	87	374
2/4/2017	09:45 AM	122	400
2/4/2017	10:00 AM	90	404
2/4/2017	10:15 AM	87	386
2/4/2017	10:30 AM	83	382
2/4/2017	10:45 AM	74	334

2/4/2017	11:00 AM	82	326
2/4/2017	11:15 AM	81	320
2/4/2017	11:30 AM	81	318
2/4/2017	11:45 AM	75	319
2/4/2017	12:00 PM	78	315
2/4/2017	12:15 PM	74	308
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2/4/2017	12:45 PM	61	296
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2/4/2017	02:15 PM	67	217
2/4/2017	02:30 PM	61	229
2/4/2017	02:45 PM	70	245
2/4/2017	03:00 PM	66	264
2/4/2017	03:15 PM	50	247
2/4/2017	03:30 PM	56	242
2/4/2017	03:45 PM	79	251
2/4/2017	04:00 PM	55	240
2/4/2017	04:15 PM	58	248
2/4/2017	04:30 PM	70	262
2/4/2017	04:45 PM	60	243
2/4/2017	05:00 PM	63	251
2/4/2017	05:15 PM	59	252
2/4/2017	05:30 PM	48	230
2/4/2017	05:45 PM	46	216
2/4/2017	06:00 PM	52	205
2/4/2017	06:15 PM	46	192
2/4/2017	06:30 PM	41	185
2/4/2017	06:45 PM	28	167
2/4/2017	07:00 PM	18	133
2/4/2017	07:15 PM	14	101
2/4/2017	07:30 PM	15	75
2/4/2017	07:45 PM	12	59
2/4/2017	08:00 PM	14	55
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2/4/2017	11:30 PM	8	44
2/4/2017	11:45 PM	5	43
2/5/2017	12:00 AM	9	33
2/5/2017	12:15 AM	5	27
2/5/2017	12:30 AM	6	25
2/5/2017	12:45 AM	2	22

2/5/2017	01:00 AM	4	17
2/5/2017	01:15 AM	4	16
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2/5/2017	04:00 AM	9	30
2/5/2017	04:15 AM	15	38
2/5/2017	04:30 AM	18	52
2/5/2017	04:45 AM	21	63
2/5/2017	05:00 AM	32	86
2/5/2017	05:15 AM	51	122
2/5/2017	05:30 AM	79	183
2/5/2017	05:45 AM	66	228
2/5/2017	06:00 AM	69	265
2/5/2017	06:15 AM	32	246
2/5/2017	06:30 AM	40	207
2/5/2017	06:45 AM	43	184
2/5/2017	07:00 AM	28	143
2/5/2017	07:15 AM	24	135
2/5/2017	07:30 AM	52	147
2/5/2017	07:45 AM	83	187
2/5/2017	08:00 AM	100	259
2/5/2017	08:15 AM	111	346
2/5/2017	08:30 AM	130	424
2/5/2017	08:45 AM	132	473
2/5/2017	09:00 AM	131	504
2/5/2017	09:15 AM	126	519
2/5/2017	09:30 AM	104	493
2/5/2017	09:45 AM	117	478
2/5/2017	10:00 AM	103	450
2/5/2017	10:15 AM	125	449
2/5/2017	10:30 AM	98	443
2/5/2017	10:45 AM	123	449
2/5/2017	11:00 AM	67	413
2/5/2017	11:15 AM	64	352
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2/5/2017	02:15 PM	59	270
2/5/2017	02:30 PM	87	282
2/5/2017	02:45 PM	78	292

2/5/2017	03:00 PM	67	291
2/5/2017	03:15 PM	70	302
2/5/2017	03:30 PM	56	271
2/5/2017	03:45 PM	73	266
2/5/2017	04:00 PM	63	262
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2/5/2017	11:30 PM	7	73
2/5/2017	11:45 PM	4	53
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2/6/2017	02:30 AM	4	15
2/6/2017	02:45 AM	3	14
2/6/2017	03:00 AM	8	18
2/6/2017	03:15 AM	5	20
2/6/2017	03:30 AM	8	24
2/6/2017	03:45 AM	14	35
2/6/2017	04:00 AM	7	34
2/6/2017	04:15 AM	13	42
2/6/2017	04:30 AM	27	61
2/6/2017	04:45 AM	52	99

2/6/2017	05:00 AM	82	174
2/6/2017	05:15 AM	75	236
2/6/2017	05:30 AM	105	314
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2/6/2017	06:45 AM	67	314
2/6/2017	07:00 AM	57	279
2/6/2017	07:15 AM	74	278
2/6/2017	07:30 AM	72	270
2/6/2017	07:45 AM	67	270
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2/6/2017	08:30 AM	120	362
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2/6/2017	09:15 AM	110	431
2/6/2017	09:30 AM	100	411
2/6/2017	09:45 AM	88	402
2/6/2017	10:00 AM	78	376
2/6/2017	10:15 AM	92	358
2/6/2017	10:30 AM	96	354
2/6/2017	10:45 AM	116	382
2/6/2017	11:00 AM	124	428
2/6/2017	11:15 AM	122	458
2/6/2017	11:30 AM	123	485
2/6/2017	11:45 AM	90	459
2/6/2017	12:00 PM	83	418
2/6/2017	12:15 PM	106	402
2/6/2017	12:30 PM	117	396
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2/6/2017	01:30 PM	83	306
2/6/2017	01:45 PM	78	315
2/6/2017	02:00 PM	73	317
2/6/2017	02:15 PM	67	301
2/6/2017	02:30 PM	70	288
2/6/2017	02:45 PM	84	294
2/6/2017	03:00 PM	91	312
2/6/2017	03:15 PM	79	324
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2/6/2017	04:30 PM	92	330
2/6/2017	04:45 PM	72	319
2/6/2017	05:00 PM	73	325
2/6/2017	05:15 PM	82	319
2/6/2017	05:30 PM	73	300
2/6/2017	05:45 PM	75	303
2/6/2017	06:00 PM	60	290
2/6/2017	06:15 PM	68	276
2/6/2017	06:30 PM	78	281
2/6/2017	06:45 PM	70	276

2/6/2017	07:00 PM	61	277
2/6/2017	07:15 PM	38	247
2/6/2017	07:30 PM	38	207
2/6/2017	07:45 PM	28	165
2/6/2017	08:00 PM	45	149
2/6/2017	08:15 PM	34	145
2/6/2017	08:30 PM	38	145
2/6/2017	08:45 PM	38	155
2/6/2017	09:00 PM	31	141
2/6/2017	09:15 PM	25	132
2/6/2017	09:30 PM	21	115
2/6/2017	09:45 PM	23	100
2/6/2017	10:00 PM	11	80
2/6/2017	10:15 PM	17	72
2/6/2017	10:30 PM	21	72
2/6/2017	10:45 PM	19	68
2/6/2017	11:00 PM	29	86
2/6/2017	11:15 PM	19	88
2/6/2017	11:30 PM	20	87
2/6/2017	11:45 PM	18	86
2/7/2017	12:00 AM	11	68
2/7/2017	12:15 AM	17	66
2/7/2017	12:30 AM	6	52
2/7/2017	12:45 AM	4	38
2/7/2017	01:00 AM	4	31
2/7/2017	01:15 AM	6	20
2/7/2017	01:30 AM	3	17
2/7/2017	01:45 AM	4	17
2/7/2017	02:00 AM	5	18
2/7/2017	02:15 AM	4	16
2/7/2017	02:30 AM	4	17
2/7/2017	02:45 AM	7	20
2/7/2017	03:00 AM	8	23
2/7/2017	03:15 AM	9	28
2/7/2017	03:30 AM	9	33
2/7/2017	03:45 AM	4	30
2/7/2017	04:00 AM	12	34
2/7/2017	04:15 AM	18	43
2/7/2017	04:30 AM	20	54
2/7/2017	04:45 AM	59	109
2/7/2017	05:00 AM	58	155
2/7/2017	05:15 AM	81	218
2/7/2017	05:30 AM	83	281
2/7/2017	05:45 AM	83	305
2/7/2017	06:00 AM	89	336
2/7/2017	06:15 AM	85	340
2/7/2017	06:30 AM	79	336
2/7/2017	06:45 AM	74	327
2/7/2017	07:00 AM	59	297
2/7/2017	07:15 AM	45	257
2/7/2017	07:30 AM	49	227
2/7/2017	07:45 AM	53	206
2/7/2017	08:00 AM	58	205
2/7/2017	08:15 AM	77	237
2/7/2017	08:30 AM	84	272
2/7/2017	08:45 AM	99	318

2/7/2017	09:00 AM	104	364
2/7/2017	09:15 AM	95	382
2/7/2017	09:30 AM	92	390
2/7/2017	09:45 AM	109	400
2/7/2017	10:00 AM	104	400
2/7/2017	10:15 AM	79	384
2/7/2017	10:30 AM	104	396
2/7/2017	10:45 AM	111	398
2/7/2017	11:00 AM	127	421
2/7/2017	11:15 AM	107	449
2/7/2017	11:30 AM	77	422
2/7/2017	11:45 AM	92	403
2/7/2017	12:00 PM	91	367
2/7/2017	12:15 PM	72	332
2/7/2017	12:30 PM	82	337
2/7/2017	12:45 PM	76	321
2/7/2017	01:00 PM	82	312
2/7/2017	01:15 PM	74	314
2/7/2017	01:30 PM	83	315
2/7/2017	01:45 PM	78	317
2/7/2017	02:00 PM	67	302
2/7/2017	02:15 PM	74	302
2/7/2017	02:30 PM	68	287
2/7/2017	02:45 PM	71	280
2/7/2017	03:00 PM	68	281
2/7/2017	03:15 PM	71	278
2/7/2017	03:30 PM	79	289
2/7/2017	03:45 PM	79	297
2/7/2017	04:00 PM	78	307
2/7/2017	04:15 PM	60	296
2/7/2017	04:30 PM	62	279
2/7/2017	04:45 PM	72	272
2/7/2017	05:00 PM	76	270
2/7/2017	05:15 PM	82	292
2/7/2017	05:30 PM	65	295
2/7/2017	05:45 PM	68	291
2/7/2017	06:00 PM	72	287
2/7/2017	06:15 PM	71	276
2/7/2017	06:30 PM	60	271
2/7/2017	06:45 PM	43	246
2/7/2017	07:00 PM	34	208
2/7/2017	07:15 PM	48	185
2/7/2017	07:30 PM	26	151
2/7/2017	07:45 PM	27	135
2/7/2017	08:00 PM	27	128
2/7/2017	08:15 PM	28	108
2/7/2017	08:30 PM	21	103
2/7/2017	08:45 PM	18	94
2/7/2017	09:00 PM	22	89
2/7/2017	09:15 PM	21	82
2/7/2017	09:30 PM	20	81
2/7/2017	09:45 PM	25	88
2/7/2017	10:00 PM	20	86
2/7/2017	10:15 PM	17	82
2/7/2017	10:30 PM	16	78
2/7/2017	10:45 PM	16	69

2/7/2017	11:00 PM	21	70
2/7/2017	11:15 PM	14	67
2/7/2017	11:30 PM	26	77
2/7/2017	11:45 PM	13	74
2/8/2017	12:00 AM	5	58
2/8/2017	12:15 AM	3	47
2/8/2017	12:30 AM	2	23
2/8/2017	12:45 AM	7	17
2/8/2017	01:00 AM	2	14
2/8/2017	01:15 AM	1	12
2/8/2017	01:30 AM	4	14
2/8/2017	01:45 AM	1	8
2/8/2017	02:00 AM	0	6
2/8/2017	02:15 AM	1	6
2/8/2017	02:30 AM	4	6
2/8/2017	02:45 AM	4	9
2/8/2017	03:00 AM	6	15
2/8/2017	03:15 AM	8	22
2/8/2017	03:30 AM	6	24
2/8/2017	03:45 AM	13	33
2/8/2017	04:00 AM	17	44
2/8/2017	04:15 AM	13	49
2/8/2017	04:30 AM	24	67
2/8/2017	04:45 AM	38	92
2/8/2017	05:00 AM	47	122
2/8/2017	05:15 AM	48	157
2/8/2017	05:30 AM	81	214
2/8/2017	05:45 AM	101	277
2/8/2017	06:00 AM	84	314
2/8/2017	06:15 AM	60	326
2/8/2017	06:30 AM	76	321
2/8/2017	06:45 AM	66	286
2/8/2017	07:00 AM	72	274
2/8/2017	07:15 AM	51	265
2/8/2017	07:30 AM	55	244
2/8/2017	07:45 AM	33	211
2/8/2017	08:00 AM	59	198
2/8/2017	08:15 AM	66	213
2/8/2017	08:30 AM	75	233
2/8/2017	08:45 AM	102	302
2/8/2017	09:00 AM	94	337
2/8/2017	09:15 AM	107	378
2/8/2017	09:30 AM	101	404
2/8/2017	09:45 AM	101	403
2/8/2017	10:00 AM	80	389
2/8/2017	10:15 AM	106	388
2/8/2017	10:30 AM	114	401
2/8/2017	10:45 AM	105	405
2/8/2017	11:00 AM	109	434
2/8/2017	11:15 AM	102	430
2/8/2017	11:30 AM	118	434
2/8/2017	11:45 AM	91	420
2/8/2017	12:00 PM	99	410
2/8/2017	12:15 PM	89	397
2/8/2017	12:30 PM	96	375
2/8/2017	12:45 PM	73	357

2/8/2017	01:00 PM	88	346
2/8/2017	01:15 PM	67	324
2/8/2017	01:30 PM	66	294
2/8/2017	01:45 PM	69	290
2/8/2017	02:00 PM	67	269
2/8/2017	02:15 PM	58	260
2/8/2017	02:30 PM	60	254
2/8/2017	02:45 PM	63	248
2/8/2017	03:00 PM	73	254
2/8/2017	03:15 PM	74	270
2/8/2017	03:30 PM	73	283
2/8/2017	03:45 PM	61	281
2/8/2017	04:00 PM	69	277
2/8/2017	04:15 PM	68	271
2/8/2017	04:30 PM	81	279
2/8/2017	04:45 PM	74	292
2/8/2017	05:00 PM	78	301
2/8/2017	05:15 PM	68	301
2/8/2017	05:30 PM	78	298
2/8/2017	05:45 PM	73	297
2/8/2017	06:00 PM	52	271
2/8/2017	06:15 PM	60	263
2/8/2017	06:30 PM	56	241
2/8/2017	06:45 PM	49	217
2/8/2017	07:00 PM	34	199
2/8/2017	07:15 PM	34	173
2/8/2017	07:30 PM	31	148
2/8/2017	07:45 PM	22	121
2/8/2017	08:00 PM	31	118
2/8/2017	08:15 PM	21	105
2/8/2017	08:30 PM	39	113
2/8/2017	08:45 PM	30	121
2/8/2017	09:00 PM	23	113
2/8/2017	09:15 PM	30	122
2/8/2017	09:30 PM	20	103
2/8/2017	09:45 PM	17	90
2/8/2017	10:00 PM	17	84
2/8/2017	10:15 PM	27	81
2/8/2017	10:30 PM	32	93
2/8/2017	10:45 PM	20	96
2/8/2017	11:00 PM	15	94
2/8/2017	11:15 PM	10	77
2/8/2017	11:30 PM	9	54
2/8/2017	11:45 PM	13	47
2/9/2017	12:00 AM	15	47
2/9/2017	12:15 AM	21	58
2/9/2017	12:30 AM	15	64
2/9/2017	12:45 AM	10	61
2/9/2017	01:00 AM	15	61
2/9/2017	01:15 AM	2	42
2/9/2017	01:30 AM	7	34
2/9/2017	01:45 AM	4	28
2/9/2017	02:00 AM	4	17
2/9/2017	02:15 AM	3	18
2/9/2017	02:30 AM	8	19
2/9/2017	02:45 AM	8	23

2/9/2017	03:00 AM	5	24
2/9/2017	03:15 AM	7	28
2/9/2017	03:30 AM	10	30
2/9/2017	03:45 AM	15	37
2/9/2017	04:00 AM	14	46
2/9/2017	04:15 AM	17	56
2/9/2017	04:30 AM	21	67
2/9/2017	04:45 AM	40	92
2/9/2017	05:00 AM	54	132
2/9/2017	05:15 AM	64	179
2/9/2017	05:30 AM	71	229
2/9/2017	05:45 AM	70	259
2/9/2017	06:00 AM	65	270
2/9/2017	06:15 AM	69	275
2/9/2017	06:30 AM	65	269
2/9/2017	06:45 AM	51	250
2/9/2017	07:00 AM	55	240
2/9/2017	07:15 AM	48	219
2/9/2017	07:30 AM	39	193
2/9/2017	07:45 AM	65	207
2/9/2017	08:00 AM	55	207
2/9/2017	08:15 AM	58	217
2/9/2017	08:30 AM	65	243
2/9/2017	08:45 AM	79	257
2/9/2017	09:00 AM	75	277
2/9/2017	09:15 AM	73	292
2/9/2017	09:30 AM	89	316
2/9/2017	09:45 AM	108	345
2/9/2017	10:00 AM	83	353
2/9/2017	10:15 AM	79	359
2/9/2017	10:30 AM	46	316
	Max		519
	Match		186
	Date	2/5/2017	
	Time	09:15 AM	
SF	AADT conditions		0.94
SF	PK Hr		0.93
	Seasonally Adj.		525

2015 Peak Season Factor Category Report - Report Type: ALL
 Category: 1000 HILLSBOROUGH COUNTYWIDE

Week	Dates	SF	MOCF: 0.95 PSCF
1	01/01/2015 - 01/03/2015	1.00	1.05
2	01/04/2015 - 01/10/2015	1.00	1.05
3	01/11/2015 - 01/17/2015	1.00	1.05
* 4	01/18/2015 - 01/24/2015	0.98	1.03
* 5	01/25/2015 - 01/31/2015	0.96	1.01
* 6	02/01/2015 - 02/07/2015	0.94	0.99
* 7	02/08/2015 - 02/14/2015	0.93	0.98
* 8	02/15/2015 - 02/21/2015	0.93	0.98
* 9	02/22/2015 - 02/28/2015	0.93	0.98
*10	03/01/2015 - 03/07/2015	0.93	0.98
*11	03/08/2015 - 03/14/2015	0.93	0.98
*12	03/15/2015 - 03/21/2015	0.95	1.00
*13	03/22/2015 - 03/28/2015	0.96	1.01
*14	03/29/2015 - 04/04/2015	0.97	1.02
*15	04/05/2015 - 04/11/2015	0.98	1.03
*16	04/12/2015 - 04/18/2015	0.99	1.04
17	04/19/2015 - 04/25/2015	0.99	1.04
18	04/26/2015 - 05/02/2015	1.00	1.05
19	05/03/2015 - 05/09/2015	1.01	1.06
20	05/10/2015 - 05/16/2015	1.01	1.06
21	05/17/2015 - 05/23/2015	1.02	1.07
22	05/24/2015 - 05/30/2015	1.03	1.08
23	05/31/2015 - 06/06/2015	1.03	1.08
24	06/07/2015 - 06/13/2015	1.04	1.09
25	06/14/2015 - 06/20/2015	1.05	1.11
26	06/21/2015 - 06/27/2015	1.07	1.13
27	06/28/2015 - 07/04/2015	1.08	1.14
28	07/05/2015 - 07/11/2015	1.09	1.15
29	07/12/2015 - 07/18/2015	1.09	1.15
30	07/19/2015 - 07/25/2015	1.08	1.14
31	07/26/2015 - 08/01/2015	1.08	1.14
32	08/02/2015 - 08/08/2015	1.07	1.13
33	08/09/2015 - 08/15/2015	1.07	1.13
34	08/16/2015 - 08/22/2015	1.06	1.12
35	08/23/2015 - 08/29/2015	1.05	1.11
36	08/30/2015 - 09/05/2015	1.04	1.09
37	09/06/2015 - 09/12/2015	1.04	1.09
38	09/13/2015 - 09/19/2015	1.03	1.08
39	09/20/2015 - 09/26/2015	1.01	1.06
40	09/27/2015 - 10/03/2015	1.00	1.05
41	10/04/2015 - 10/10/2015	0.99	1.04
42	10/11/2015 - 10/17/2015	0.98	1.03
43	10/18/2015 - 10/24/2015	0.99	1.04
44	10/25/2015 - 10/31/2015	1.00	1.05
45	11/01/2015 - 11/07/2015	1.00	1.05
46	11/08/2015 - 11/14/2015	1.01	1.06
47	11/15/2015 - 11/21/2015	1.01	1.06
48	11/22/2015 - 11/28/2015	1.01	1.06
49	11/29/2015 - 12/05/2015	1.00	1.05
50	12/06/2015 - 12/12/2015	1.00	1.05
51	12/13/2015 - 12/19/2015	1.00	1.05
52	12/20/2015 - 12/26/2015	1.00	1.05
53	12/27/2015 - 12/31/2015	1.00	1.05

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL
 Category: 1004 HILLSBOROUGH I4

Week	Dates	SF	MOCF: 0.95 PSCF
1	01/01/2015 - 01/03/2015	1.00	1.05
2	01/04/2015 - 01/10/2015	1.02	1.07
3	01/11/2015 - 01/17/2015	1.04	1.09
4	01/18/2015 - 01/24/2015	1.01	1.06
5	01/25/2015 - 01/31/2015	0.99	1.04
* 6	02/01/2015 - 02/07/2015	0.97	1.02
* 7	02/08/2015 - 02/14/2015	0.95	1.00
* 8	02/15/2015 - 02/21/2015	0.94	0.99
* 9	02/22/2015 - 02/28/2015	0.93	0.98
*10	03/01/2015 - 03/07/2015	0.92	0.97
*11	03/08/2015 - 03/14/2015	0.91	0.96
*12	03/15/2015 - 03/21/2015	0.92	0.97
*13	03/22/2015 - 03/28/2015	0.94	0.99
*14	03/29/2015 - 04/04/2015	0.96	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.03
*16	04/12/2015 - 04/18/2015	0.98	1.03
*17	04/19/2015 - 04/25/2015	0.99	1.04
*18	04/26/2015 - 05/02/2015	0.99	1.04
19	05/03/2015 - 05/09/2015	1.00	1.05
20	05/10/2015 - 05/16/2015	1.00	1.05
21	05/17/2015 - 05/23/2015	1.01	1.06
22	05/24/2015 - 05/30/2015	1.02	1.07
23	05/31/2015 - 06/06/2015	1.02	1.07
24	06/07/2015 - 06/13/2015	1.03	1.08
25	06/14/2015 - 06/20/2015	1.04	1.09
26	06/21/2015 - 06/27/2015	1.06	1.12
27	06/28/2015 - 07/04/2015	1.07	1.13
28	07/05/2015 - 07/11/2015	1.08	1.14
29	07/12/2015 - 07/18/2015	1.08	1.14
30	07/19/2015 - 07/25/2015	1.07	1.13
31	07/26/2015 - 08/01/2015	1.07	1.13
32	08/02/2015 - 08/08/2015	1.06	1.12
33	08/09/2015 - 08/15/2015	1.06	1.12
34	08/16/2015 - 08/22/2015	1.05	1.11
35	08/23/2015 - 08/29/2015	1.04	1.09
36	08/30/2015 - 09/05/2015	1.04	1.09
37	09/06/2015 - 09/12/2015	1.03	1.08
38	09/13/2015 - 09/19/2015	1.02	1.07
39	09/20/2015 - 09/26/2015	1.01	1.06
40	09/27/2015 - 10/03/2015	0.99	1.04
41	10/04/2015 - 10/10/2015	0.98	1.03
42	10/11/2015 - 10/17/2015	0.97	1.02
43	10/18/2015 - 10/24/2015	0.99	1.04
44	10/25/2015 - 10/31/2015	1.00	1.05
45	11/01/2015 - 11/07/2015	1.02	1.07
46	11/08/2015 - 11/14/2015	1.03	1.08
47	11/15/2015 - 11/21/2015	1.02	1.07
48	11/22/2015 - 11/28/2015	1.02	1.07
49	11/29/2015 - 12/05/2015	1.01	1.06
50	12/06/2015 - 12/12/2015	1.00	1.05
51	12/13/2015 - 12/19/2015	1.01	1.06
52	12/20/2015 - 12/26/2015	1.02	1.07
53	12/27/2015 - 12/31/2015	1.04	1.09

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL
 Category: 1027 HILLSBOROUGH I275

Week	Dates	SF	MOCF: 1.02 PSCF
1	01/01/2015 - 01/03/2015	1.00	0.98
2	01/04/2015 - 01/10/2015	1.03	1.01
3	01/11/2015 - 01/17/2015	1.07	1.05
4	01/18/2015 - 01/24/2015	1.07	1.05
5	01/25/2015 - 01/31/2015	1.06	1.04
6	02/01/2015 - 02/07/2015	1.06	1.04
7	02/08/2015 - 02/14/2015	1.06	1.04
8	02/15/2015 - 02/21/2015	1.05	1.03
9	02/22/2015 - 02/28/2015	1.04	1.02
10	03/01/2015 - 03/07/2015	1.04	1.02
11	03/08/2015 - 03/14/2015	1.03	1.01
12	03/15/2015 - 03/21/2015	1.03	1.01
13	03/22/2015 - 03/28/2015	1.03	1.01
14	03/29/2015 - 04/04/2015	1.03	1.01
15	04/05/2015 - 04/11/2015	1.03	1.01
16	04/12/2015 - 04/18/2015	1.04	1.02
17	04/19/2015 - 04/25/2015	1.05	1.03
18	04/26/2015 - 05/02/2015	1.07	1.05
19	05/03/2015 - 05/09/2015	1.08	1.06
20	05/10/2015 - 05/16/2015	1.09	1.07
21	05/17/2015 - 05/23/2015	1.08	1.06
22	05/24/2015 - 05/30/2015	1.07	1.05
23	05/31/2015 - 06/06/2015	1.06	1.04
24	06/07/2015 - 06/13/2015	1.05	1.03
25	06/14/2015 - 06/20/2015	1.05	1.03
26	06/21/2015 - 06/27/2015	1.05	1.03
27	06/28/2015 - 07/04/2015	1.06	1.04
28	07/05/2015 - 07/11/2015	1.06	1.04
29	07/12/2015 - 07/18/2015	1.07	1.05
30	07/19/2015 - 07/25/2015	1.07	1.05
31	07/26/2015 - 08/01/2015	1.08	1.06
32	08/02/2015 - 08/08/2015	1.08	1.06
33	08/09/2015 - 08/15/2015	1.09	1.07
34	08/16/2015 - 08/22/2015	1.09	1.07
35	08/23/2015 - 08/29/2015	1.09	1.07
36	08/30/2015 - 09/05/2015	1.09	1.07
37	09/06/2015 - 09/12/2015	1.09	1.07
38	09/13/2015 - 09/19/2015	1.08	1.06
39	09/20/2015 - 09/26/2015	1.07	1.05
*40	09/27/2015 - 10/03/2015	1.05	1.03
*41	10/04/2015 - 10/10/2015	1.04	1.02
*42	10/11/2015 - 10/17/2015	1.03	1.01
*43	10/18/2015 - 10/24/2015	1.02	1.00
*44	10/25/2015 - 10/31/2015	1.02	1.00
*45	11/01/2015 - 11/07/2015	1.01	0.99
*46	11/08/2015 - 11/14/2015	1.01	0.99
*47	11/15/2015 - 11/21/2015	1.00	0.98
*48	11/22/2015 - 11/28/2015	1.00	0.98
*49	11/29/2015 - 12/05/2015	1.00	0.98
*50	12/06/2015 - 12/12/2015	1.00	0.98
*51	12/13/2015 - 12/19/2015	1.02	1.00
*52	12/20/2015 - 12/26/2015	1.05	1.03
53	12/27/2015 - 12/31/2015	1.07	1.05

* Peak Season

2015 Peak Season Factor Category Report - Report Type: ALL
 Category: 1075 HILLSBOROUGH I75

MOCF: 0.88

Week	Dates	SF	PSCF
1	01/01/2015 - 01/03/2015	1.06	1.20
* 2	01/04/2015 - 01/10/2015	0.97	1.10
* 3	01/11/2015 - 01/17/2015	0.87	0.99
* 4	01/18/2015 - 01/24/2015	0.85	0.97
* 5	01/25/2015 - 01/31/2015	0.83	0.94
* 6	02/01/2015 - 02/07/2015	0.81	0.92
* 7	02/08/2015 - 02/14/2015	0.79	0.90
* 8	02/15/2015 - 02/21/2015	0.82	0.93
* 9	02/22/2015 - 02/28/2015	0.85	0.97
*10	03/01/2015 - 03/07/2015	0.88	1.00
*11	03/08/2015 - 03/14/2015	0.91	1.03
*12	03/15/2015 - 03/21/2015	0.94	1.07
*13	03/22/2015 - 03/28/2015	0.96	1.09
*14	03/29/2015 - 04/04/2015	0.99	1.13
15	04/05/2015 - 04/11/2015	1.01	1.15
16	04/12/2015 - 04/18/2015	1.02	1.16
17	04/19/2015 - 04/25/2015	1.03	1.17
18	04/26/2015 - 05/02/2015	1.05	1.19
19	05/03/2015 - 05/09/2015	1.06	1.20
20	05/10/2015 - 05/16/2015	1.07	1.22
21	05/17/2015 - 05/23/2015	1.07	1.22
22	05/24/2015 - 05/30/2015	1.07	1.22
23	05/31/2015 - 06/06/2015	1.07	1.22
24	06/07/2015 - 06/13/2015	1.07	1.22
25	06/14/2015 - 06/20/2015	1.08	1.23
26	06/21/2015 - 06/27/2015	1.09	1.24
27	06/28/2015 - 07/04/2015	1.09	1.24
28	07/05/2015 - 07/11/2015	1.10	1.25
29	07/12/2015 - 07/18/2015	1.10	1.25
30	07/19/2015 - 07/25/2015	1.10	1.25
31	07/26/2015 - 08/01/2015	1.09	1.24
32	08/02/2015 - 08/08/2015	1.09	1.24
33	08/09/2015 - 08/15/2015	1.09	1.24
34	08/16/2015 - 08/22/2015	1.09	1.24
35	08/23/2015 - 08/29/2015	1.09	1.24
36	08/30/2015 - 09/05/2015	1.08	1.23
37	09/06/2015 - 09/12/2015	1.08	1.23
38	09/13/2015 - 09/19/2015	1.07	1.22
39	09/20/2015 - 09/26/2015	1.06	1.20
40	09/27/2015 - 10/03/2015	1.06	1.20
41	10/04/2015 - 10/10/2015	1.05	1.19
42	10/11/2015 - 10/17/2015	1.04	1.18
43	10/18/2015 - 10/24/2015	1.05	1.19
44	10/25/2015 - 10/31/2015	1.05	1.19
45	11/01/2015 - 11/07/2015	1.06	1.20
46	11/08/2015 - 11/14/2015	1.06	1.20
47	11/15/2015 - 11/21/2015	1.06	1.20
48	11/22/2015 - 11/28/2015	1.06	1.20
49	11/29/2015 - 12/05/2015	1.06	1.20
50	12/06/2015 - 12/12/2015	1.06	1.20
51	12/13/2015 - 12/19/2015	1.00	1.14
52	12/20/2015 - 12/26/2015	0.93	1.06
53	12/27/2015 - 12/31/2015	0.87	0.99

* Peak Season

Updated Traffic Counts on Red Side (from Feb. 3rd. To Feb.20th) 2017

	Feb. 3rd-9th	Feb. 9th-13th	Feb. 13th-20th	Feb. 20th-27th
Arrivals	694	730	745	606
Departures	525	448	597	532

Volumes are in the unit of VPH and have been seasonally adjusted

Red Arrivals Feb 03-09

	Max	687	
	Match	329	
	Index	08:45 PM	2/6/2017
SF	AADT conditions		0.94
SF	PK Hr		0.93
	Seasonally Adj.		694

Red Departure Feb 03-09

	Max	519	
	Match	186	
	Date	2/5/2017	
	Time	09:15 AM	
SF	AADT conditions		0.94
SF	PK Hr		0.93
	Seasonally Adj.		525

Red Arrivals Feb 09-13

	Max	730	
	Match	139	
	Index	09:30 PM	2/10/2017
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		730

Red Departure Feb 09-13

	Max	448	
	Match	96	
	Index	10:45 AM	2/10/2017
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		448

Red Arrivals **Feb. 13th-20th**

	Max	745	
	Match	127	
	Index	08:45 PM	2/17/2017
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		745

Red Departure **Feb. 13th-20th**

	Max	597	
	Match	273	
	Index	09:15 AM	2/19/2017
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		597

Red Arrivals **Feb. 20th-27th**

	Max	606	
	Match	34	
	Index	09:00 PM	2/23/2017
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		606

Red Departure **Feb. 20th-27th**

	Max	532	
	Match	168	
	Index	06:30 AM	2/25/2017
SF	AADT conditions		0.93
SF	PK Hr		0.93
	Seasonally Adj.		532

Updated Traffic C

Counts Date
Feb. 3rd-9th, 2017
Feb. 9th-13th,2017
Feb. 13th-20th, 2017
Feb. 20th-27th, 2017
Feb.27th-Mar.7th,2017
August 29th- September 1st, 2016

Note: Red Arrival Feb 20 at 10:00 AM - Zc
Red Departure Feb 11th 2017 Tube cut

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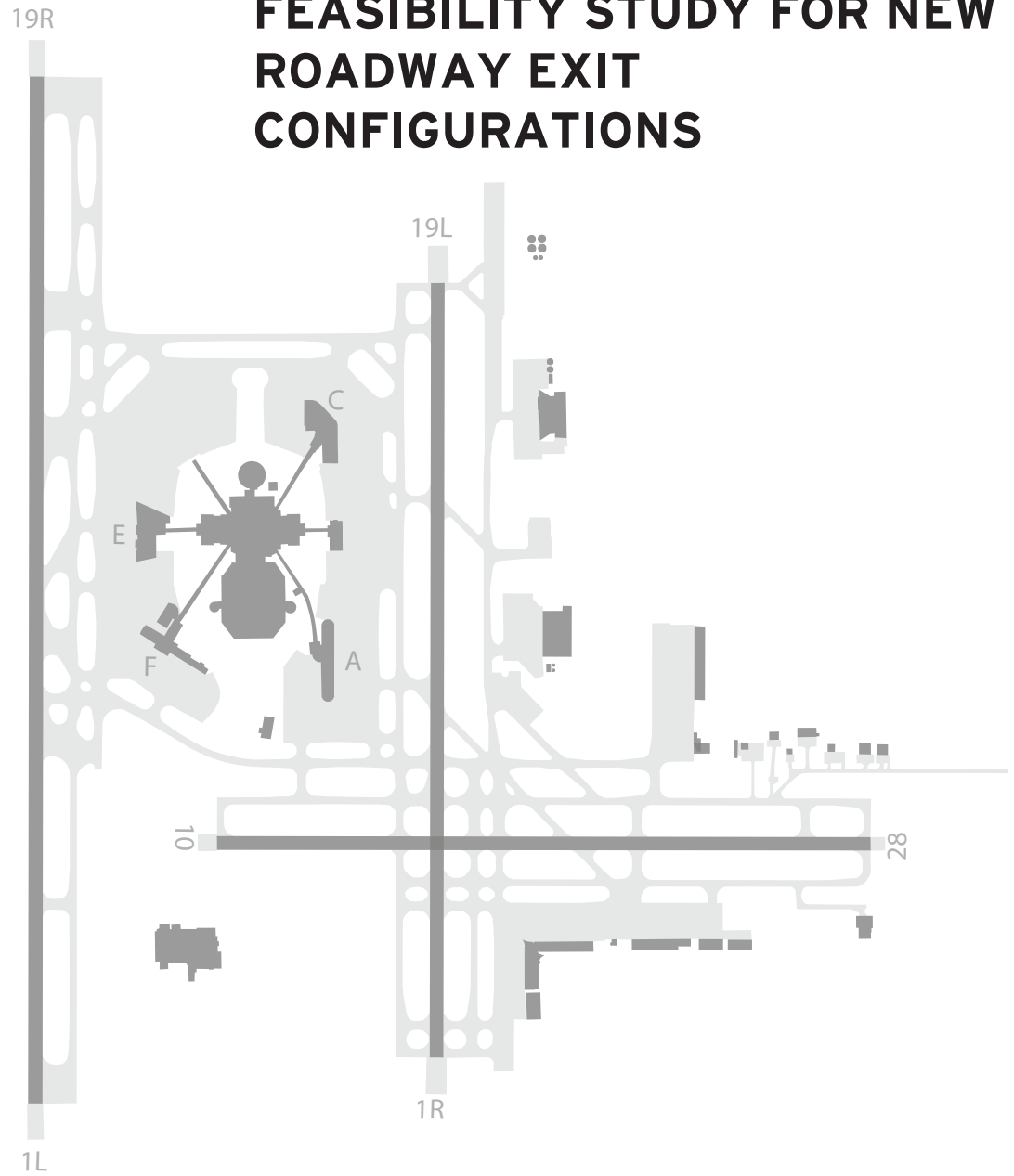
Counts on Red Side (From Feb. 3rd. To Feb.27th) 2017

Red Arrivals		Red Departures	
Peak Hour Volume (vph)	Time	Peak Hour Volume (vph)	Time
694	8:45 PM	525	9:15 AM
730	9:30 PM	448	10:45 AM
745	8:45 PM	597	9:15 AM
606	9:00 PM	532	6:30 AM
690	9:15PM	535	9:30 AM
634	6:00 PM	418	5:15 PM

zero traffic was recorded

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APPENDIX S - ALTERNATIVES FEASIBILITY STUDY FOR NEW ROADWAY EXIT CONFIGURATIONS



DRAFT

Alternatives Feasibility Study For
New Roadway Exit Configurations

From The South Terminal Support Area



TAMPA INTERNATIONAL AIRPORT

HCAA Contract No: 8115 14

HILLSBOROUGH COUNTY AVIATION AUTHORITY

PREPARED BY:



ATKINS

DESIGN BUILD TEAM

JULY 1, 2016

Traffic exiting the Tampa International Airport from the Consolidated Rental Car Facility (ConRAC) and South Terminal Support Area (STSA), will initially use the main Airport Service Road (ASR) located along the north side of the existing post office. The ASR will directly connect to the existing George Bean Parkway and then be directed to St. Petersburg, Clearwater/N. Hillsborough County or Tampa.

In anticipation of further buildout of the STSA and increased use of the ConRAC facility, HCAA has investigated the feasibility of a new and additional connection to the George Bean Parkway along the Economy Parking Road, located south of the post office.

Alternative Alignments

For purposes of this feasibility study, three alternative alignments were analyzed as described below. All alternatives are compatible with the ultimate SR 60/I-275 (Links) project.

Alternative 1: One-Lane Flyover Connection

Alternative 1 includes adding a new one-lane flyover from westbound Economy Parking Road, over the southwest post office driveway, over Bessie Coleman Boulevard, and over northbound and southbound George Bean Parkway, connecting back to southbound George Bean Parkway on the outside. The design speed is 30 mph. A conceptual plan and profile is included in **Appendix A**. The profile includes a 7% grade, the maximum grade for 30 mph Design Speed (per FDOT PPM), and is not ideal for large freight trucks.

Traffic heading from the STSA to SR 589/Veterans Parkway would use the flyover. Traffic heading south toward Spruce Street and I-275 would be routed to the ASR along the north side of the post office as in the existing condition.

The Alternative 1 concept as it was developed is not viable for the following reasons:

- The elevation difference between the existing George Bean Parkway and the new flyover at the entrance gore is approximately 8 ft. The geometry would need to be revised in order to bring the elevation differential down to within a couple feet.
- The distance between the new flyover's entrance gore and the SR 589/Veterans Expressway exit gore is approximately 320 ft between painted gores. AASHTO Figure 10-68 recommends a minimum of 1000 ft.

Rather than further refine and evaluate the flyover concept, two alternative concepts were developed.

Alternative 2: One-Lane at Grade Connection

Alternative 2 includes keeping the westbound to southbound movement at grade. This alternative includes reconstructing the existing 137.5-foot (ft) three-span northbound George Bean Parkway Bridge. The new bridge would need to be a single span, 92-ft long, to accommodate two northbound to eastbound lanes (24 ft) and one westbound to southbound lane (15-ft) at grade along the existing alignment. Three lanes of northbound traffic on George Bean Parkway would be maintained during construction on a temporary bridge located immediately to the west of the existing bridge. The existing northbound to eastbound two-lane ramp would be shifted approximately 12-ft to the east to accommodate a new westbound to southbound lane. **Appendix B** includes a conceptual plan.

Unlike Alternative 1, signage would route traffic heading from the STSA to SR 589/Veterans Parkway to the ASR along the north side of the post office, as in the existing condition. Traffic headed south toward Spruce Street and I-275 would be routed to use the new westbound to southbound lane.

Alternative 3: Two-Lane at Grade Connection

Alternative 3 is similar to Alternative 2 except it includes a two-lane westbound to southbound ramp from Economy Parking Road to southbound George Bean Parkway. This alternative includes reconstructing the existing 137.5-foot (ft) long northbound George Bean Parkway Bridge. The new bridge would need to be a single 100-ft long span to accommodate two northbound to eastbound lanes (24 ft) and two westbound to southbound lanes (24 ft) at grade along the existing alignment. In addition, a second westbound to southbound lane would added from ASR to southbound George Bean Parkway. The second lane would merge once connected back to George Bean Parkway. In order to fit the second lane from ASR to southbound George Bean Parkway, an additional southbound lane would be added to the west side of George Bean Parkway. The new lane would tie into the SR 589/Veterans Parkway exit. In addition, a short (700 ft) section of lane is added to the southbound George Bean Parkway south of the I-275/Spruce Street and SR 60/SR 589/Veterans Parkway split. This would provide proper lane balance at the split. Another required improvement is the need for the right-turn radius to be increased for the northbound exit ramp to eastbound Economy Parking Road in order to accommodate larger vehicles (WB-67 Design Vehicle).

Appendix C includes a conceptual plan.

Impacts to the Post Office

Alternative 1: One-Lane Flyover Connection

Due to changes in grade of the flyover, Alternative 1 would require the closure of two of the four driveways currently providing access to and from the post office to Economy Parking Road. Only the westernmost public driveway and the easternmost gated truck access driveway would remain.

Alternative 2: One-Lane at Grade Connection

All post office driveways along Economy Parking Road could remain in operation.

Alternative 3: Two-Lane at Grade Connection

All four of the post office driveways along Economy Parking Road could remain in operation. However, for safety and operational reasons, it is recommended that the westernmost driveway be closed and the existing traffic signal servicing this driveway be removed.

Post Office Parking Options:

An option was developed that would improve the public parking area at the post office, providing more parking spaces, and relocating the northbound Bessie Coleman Boulevard to the west. Access to the parking lot would be on the west side via Bessie Coleman Boulevard, as opposed to the current entrance on the north, and the exit on the south. This option works well with the master plan and the planned crosswalk at the west end of the ASR north of the post office. It could be applied to any of the alternatives, but it is recommended that it be included with Alternative 3.

Impacts to the George Bean Parkway

Alternative 2: One-Lane at Grade Connection

George Bean Parkway would remain in its existing configuration. However, traffic heading south to Spruce Street and I-275 would be removed from the weaving volume. Traffic exiting from the STSA Service Road heading toward SR 589/Veterans Parkway would still need to weave across two lanes of terminal traffic on George Bean Parkway. The weave distance is approximately 1500 ft.

Alternative 3: Two-Lane at Grade Connection

As shown on the concept plan exhibit, in order to accommodate the second westbound to southbound lane on Economy Parking Road, George Bean Parkway would need to be widened one lane (12 ft) to the outside (west side) for approximately one mile.

Signage Considerations

Signage modifications would be required along ASR and Economy Parking Road to direct vehicles to the appropriate exit for all alternatives. Weaving on George Bean Parkway will be reduced when the vehicles exit in the appropriate location.

Traffic Analysis Results

A traffic analysis of the entire TIA roadway system was performed by others (AECOM), including the STSA roadway system and the complete George Bean Parkway servicing the terminal.

The results of this analysis indicated that Alternative 2 would function at Level of Service (LOS) E until Design Year 2043, and that Alternative 3 would function at a higher LOS D until Design Year 2043.

Construction Costs

Preliminary construction costs were prepared for each alternative. A summary of the construction costs is shown below:

Alternative	Preliminary Construction Cost (millions)
1	\$11.0 (bridge only)
2	\$6.0
3	\$13.5

With the exception of Alternative 1 as noted, these costs include roadway and bridge construction (including temporary bridge and roadway), maintenance of traffic (10%), mobilization (10%), and contingency (25%). Final design, permitting, the post office parking lot option, and drainage is not included. The detailed cost estimates are included in the **Appendix D**.

Constructability Considerations

Traffic control and construction phasing are accommodated in the above construction costs. In order to maintain the three lanes of traffic on northbound George Bean Parkway, the use of a temporary bridge (ACROW) is recommended. This application will be applied to both Alternative 2 and Alternative 3. It can be placed just to the west of the existing bridge. Temporary roadway would be required on the approaches. The temporary roadway and bridge is included in the cost estimate.

Recommendations

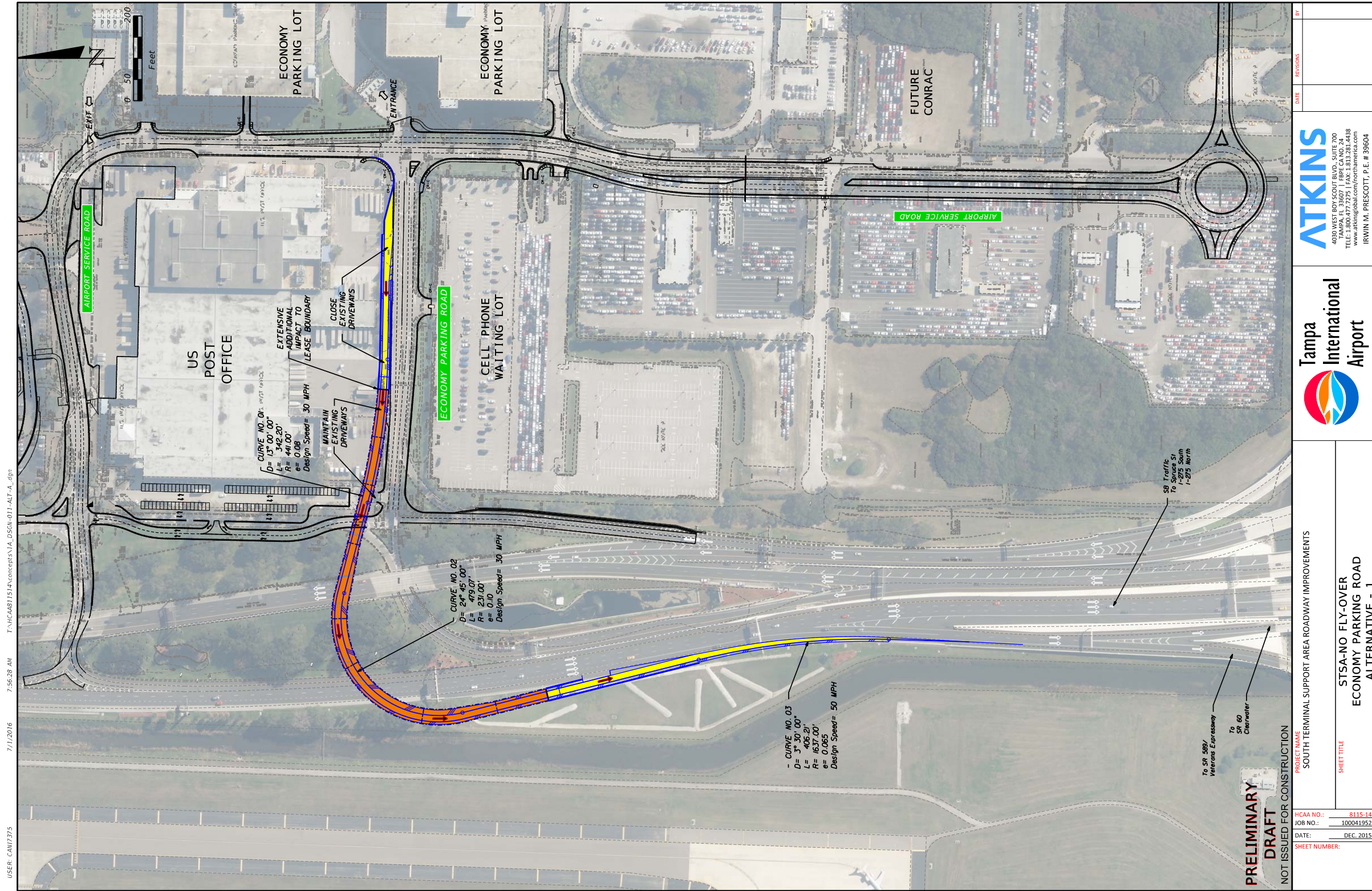
Due to the operational difficulties, post office access changes, geometric constraints, and high costs associated with Alternative 1, it was eliminated from further consideration.

Alternative 2 is a cost affordable option that will provide congestion relief at LOS E until the Design Year 2043.

For future Planning and Program purposes, it is recommended that consideration be given to the construction of Alternative 2, modified to substitute the larger Alternative 3 George Bean Roadway Bridge over the Economy Roadway connection. This option will more easily accommodate the ultimate future implementation of Alternative 3, while minimizing “throw away” improvements. The increased cost of the longer bridge is \$52,000.

The estimated cost for **Alternative 2 Modified** is \$6.0 million.

Appendix A – Alternative 1 Conceptual Plan and Profile



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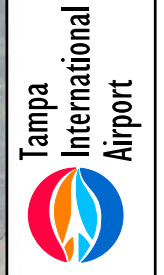
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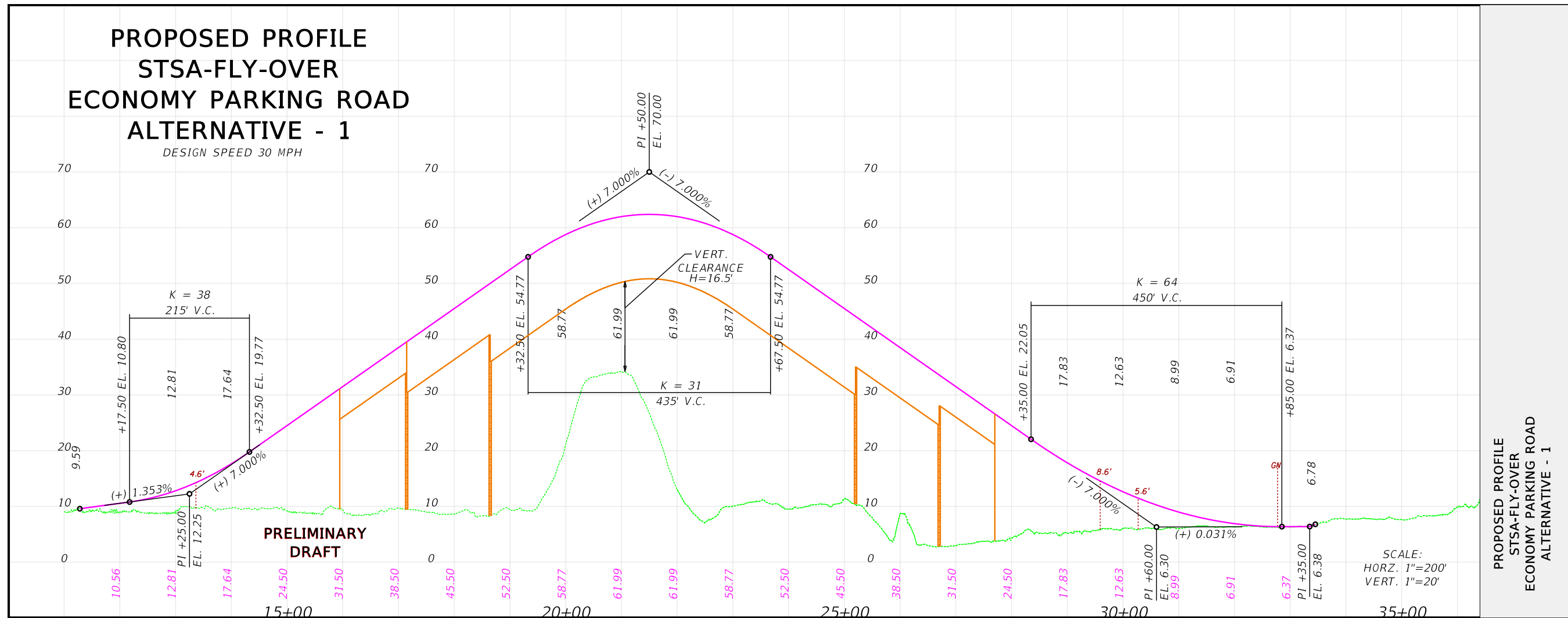
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STSA-NO FLY-OVER
ECONOMY PARKING ROAD
ALTERNATIVE - 1

HCAA NO.: 8115-14
JOB NO.: 100041952
DATE: DEC 2015
SHEET NUMBER:

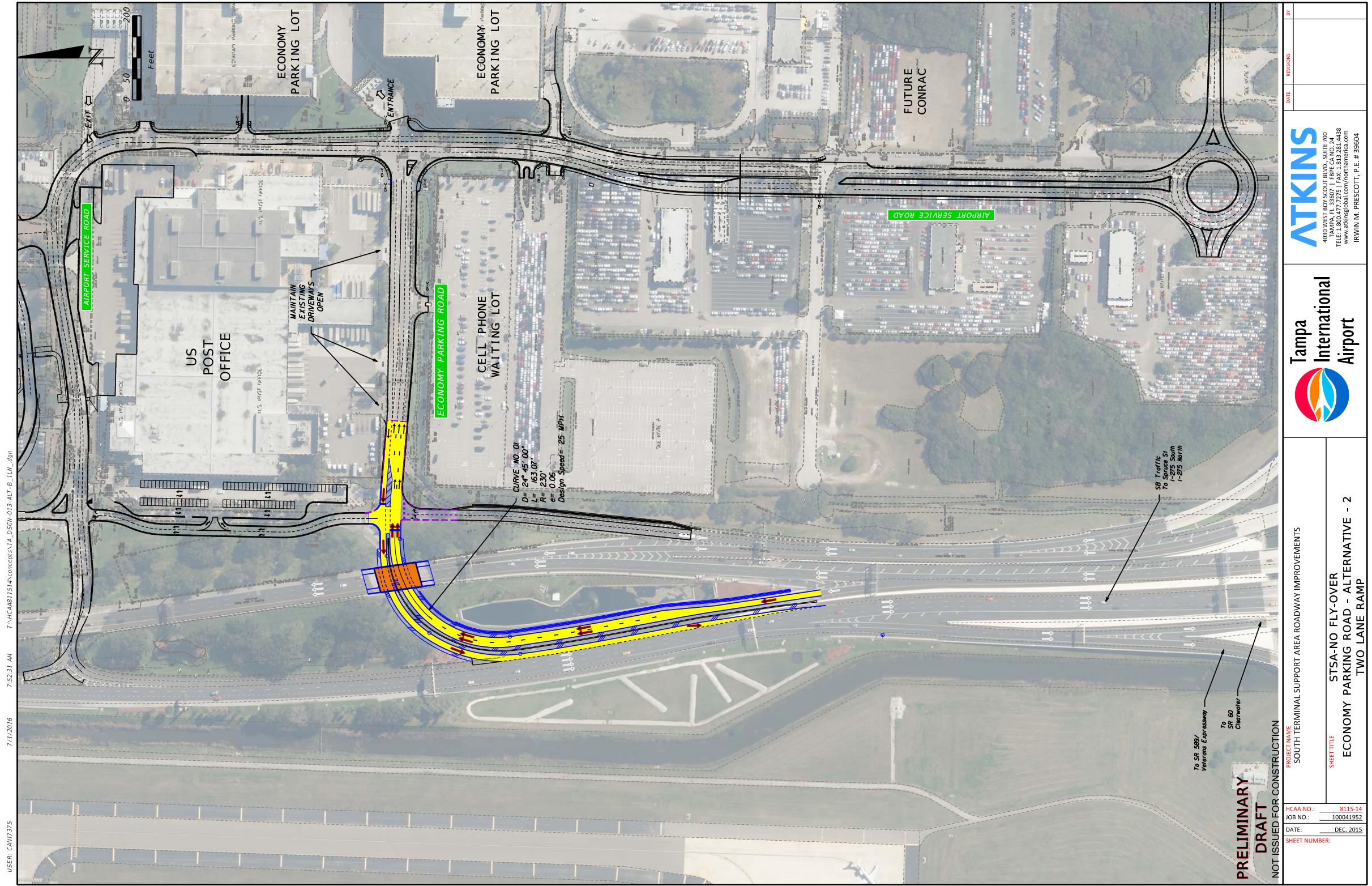
ATKINS
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TAMPA, FL 33607 | BPFC CA NO. 24
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www.atkinsglobal.com/toronto@atkins.com
IRWIN M. PRESCOTT, P.E. # 39604



DATE	REVISIONS	BY



Appendix B – Alternative 2 Conceptual Plan



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PRELIMINARY DRAFT
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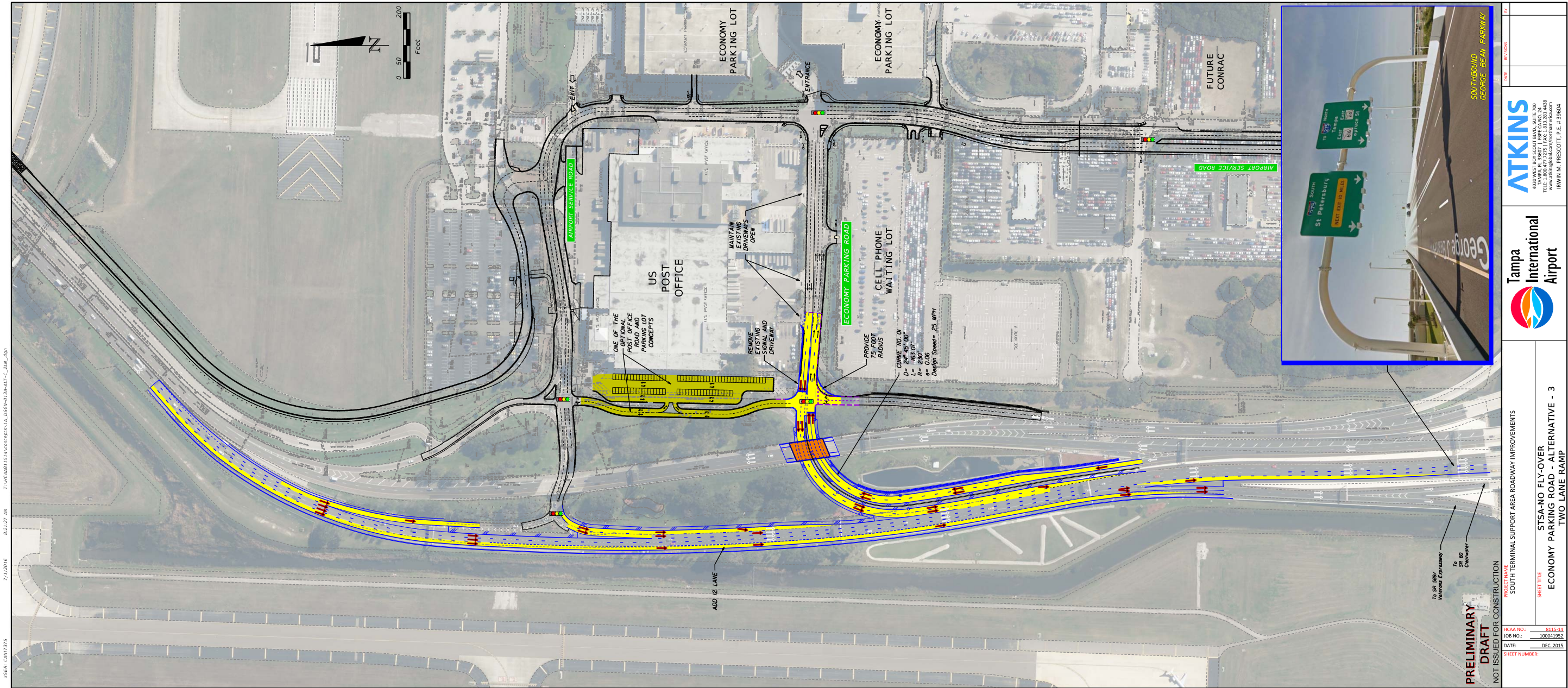
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HCAA NO.: 8115-14
JOB NO.: 100041952
DATE: DEC 2015
SHEET NUMBER:



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DATE	RESPONSE

Appendix C – Alternative 3 Conceptual Plan



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PRELIMINARY DRAFT
NOT ISSUED FOR CONSTRUCTION

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SHEET TITLE: STSA-NO FLY-OVER ECONOMY PARKING ROAD - ALTERNATIVE - 3 TWO LANE RAMP
DATE: DEC. 2015
SHEET NUMBER:

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DATE	REVISIONS

Appendix D – Cost Estimates

**PRELIMINARY CONSTRUCTION COST ESTIMATE
ALTERNATIVE - 2 (ONE LANE RAMP)
28-Jun-16**

STSA Exit from Econ Parking Road

Component	Cost
Roadway	
Entrance and Exit Ramps	\$ 2,311,900.00
Post Office Service Road (Optinal N/A)	
Post Office Parking Lot (Optinal N/A)	
Structures	
3 Lane Bridge with Demo	970,400.00
Temp bridge rental	166,000.00
Temp bridge foundation, assembly	325,000.00
Subtotal (\$)	3,773,300.00
Mobilization (15%)	565,995.00
MOT (15%)	650,900.00
Contigency (20%)	998,000.00
GRAND Total	\$ 5,988,195.00

**PRELIMINARY CONSTRUCTION COST ESTIMATE
ALTERNATIVE - 3 (TWO LANE RAMP)**

28-Jun-16

Exit Ramp from Econ Parking Road NEW Ramp

Component	Cost
Roadway	
Entrance and Exit Ramps (Economy Parking Rd.)	
Entrance and Exit Ramp (Airport Service Rd.)	
SB Mainline Outside Widening , Mainline M&R	
Sign Structures, Signal	\$ 6,151,000.00
US Post Office	
Post Office Service Road	553,800.00
Post Office Parking Lot	275,000.00
Structures	
3 Lane Bridge with Demo	1,022,400.00
Temp bridge rental	166,000.00
Temp bridge foundation, assembly	325,000.00
Subtotal (\$)	8,493,200.00
Mobilization (15%)	1,274,000.00
MOT (15%)	1,465,100.00
Contingency (20%)	2,246,500.00
GRAND Total	\$ 13,478,800.00

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