

Figure 5-4
Concept A-04

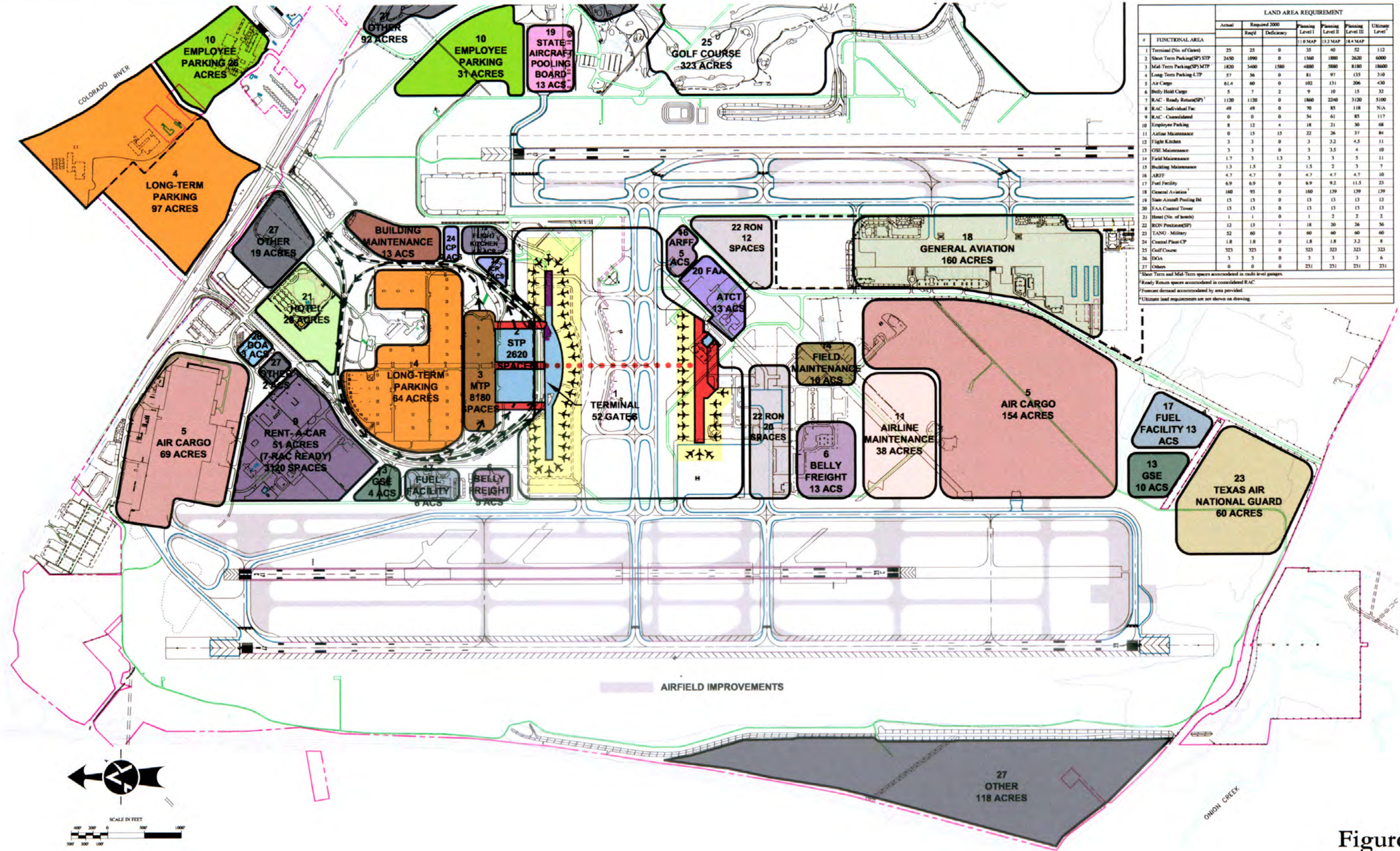


Figure 5-5
Concept A-05

Austin-Bergstrom International Airport Master Plan Update

Concept A-06

This is a centralized terminal concept that is presented in Figure 5-6. Gate expansion in this concept will be accommodated in a remote satellite accessed by means of an at-grade concourse connector (approximately 1,000 feet long) equipped with moving sidewalks. This concept provides an option whereby the satellite concourse can be connected to the main terminal via an overhead pedestrian bridge connector equipped with moving sidewalks. The overhead concept will enable Group III aircraft to pass underneath the bridge connector. An underground connection via an automated people mover is also possible. The compacted satellite concourse will also have expansion capability to the east and west while retaining the FAA control tower/TRACON facility at its existing site. The midfield cross taxiways must be relocated in this concept before development of the satellite.

Concept A-07

This is a decentralized terminal concept that features a complete shift to the south side of the existing airport property that will require a new south airport access road using Burleson Road, potentially alleviating traffic on State Highway 71. Figure 5-7 presents this alternative.

A below-grade roadway system in this concept will link the proposed unit terminal to the existing terminal to the north. Such a system will link the north and south sides of the airport and provide an airport access connection between State Highway 71 and Burleson Road.

This concept retains the midfield cross taxiway and the FAA control tower/TRACON facility for an indefinite period. It also provides room for future terminal and gate expansion.

Concept B-01

This is a decentralized terminal concept with a unit terminal placed west of the existing terminal complex west of the Spirit of Texas Drive. This is a pure linear plan with straight lines at the backside of the building where aircraft gate positions and departure lounges are located. The straightforward layout will enable the installation of moving sidewalks to facilitate passenger movement in an otherwise lengthy concourse configuration. This concept does not impact the existing midfield cross taxiways but does impact the existing GSE Maintenance area, fuel farm and rental car area. The new unit terminal included in this concept is not conveniently located with respect to access to the East Runway. This concept precludes development of the third parallel runway indicated on the current Airport Layout Plan. Concept B-01 is shown in Figure 5-8.

Concept B-02

This concept is a decentralized concept and is a hybrid plan that combines both a widened pier configuration and a linear concourse layout to accommodate the projected ramp frontage required. The proposed site is bounded by the existing air cargo facility to the north, the building restriction line to the west, the Spirit of Texas Drive to the east, and the alignment of the west end of the existing concourse.

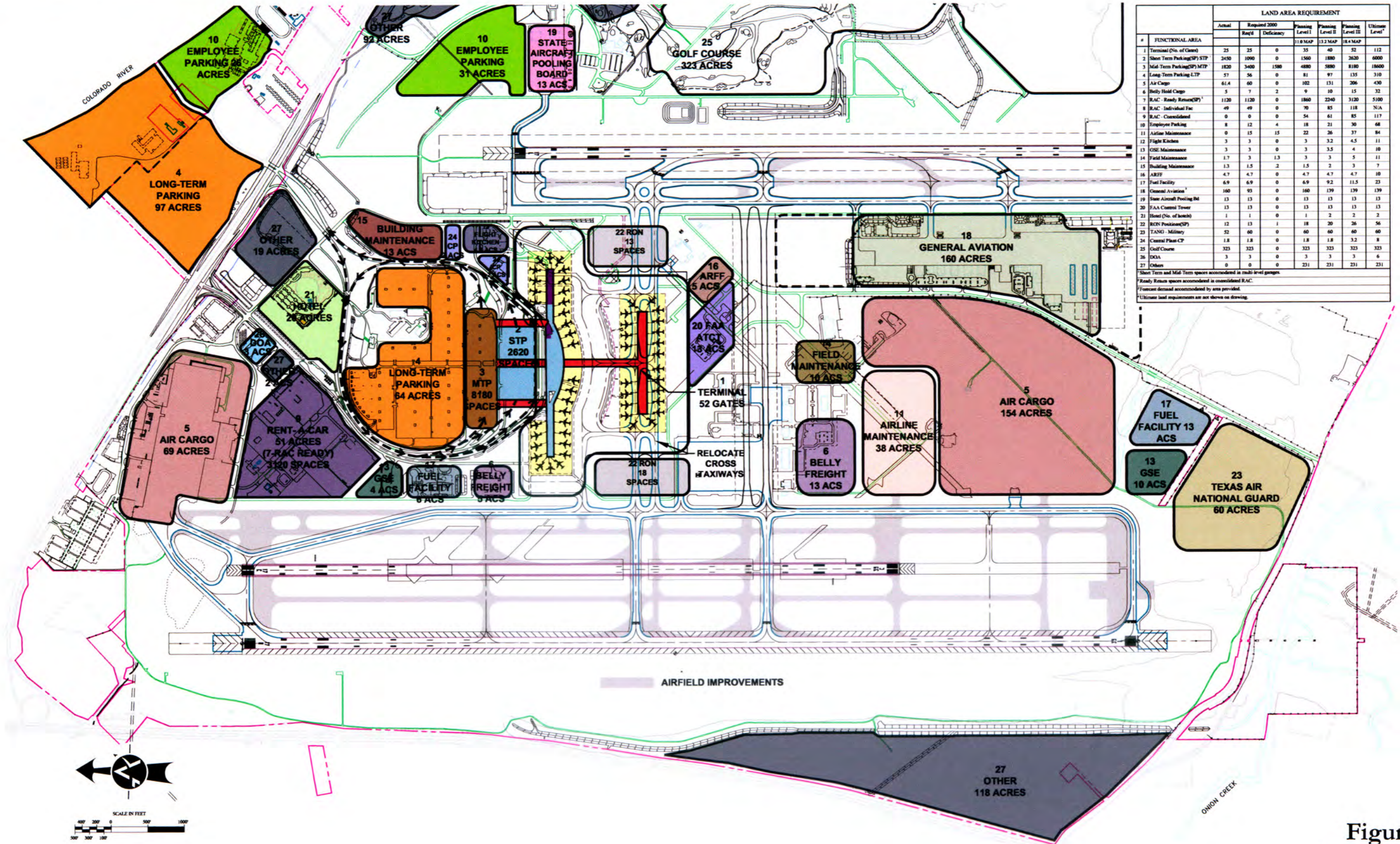


Figure 5-6
Concept A-06