

REQUEST FOR PROPOSALS

**Architectural Planning, Design, and Construction Administration
Services
for
Project GATEWAY
at
Quad Cities International Airport**

**Metropolitan Airport Authority
of Rock Island County, Illinois
2200 69th Avenue
Moline, IL 61265**



April 5, 2024

Section 1 – Introduction

The Metropolitan Airport Authority of Rock Island County, Illinois (MAA) is issuing this Request for Proposals (RFP) for Architectural Planning, Design, and Construction Administration services for Project GATEWAY (the “Project”), a capital program focused on updating, enhancing and refreshing the passenger experience at the Quad Cities International Airport in Moline, IL. The goal of the project is to improve departures baggage screening and handling and to update and refresh the passenger experience at the Quad Cities International Airport.

Qualified firms are invited to submit a proposal to serve as Architect of Record for the Project. The MAA intends to select a firm and negotiate a contract with the selected firm for services to commence immediately thereafter. The information presented in subsequent sections of the RFP is intended to acquaint interested firms with the Project, the specific information to be submitted with a Proposal, and how the selection process will be carried out.

Initial construction budget projections reflect a construction range of \$20 million to \$40 million. However, the scope of the Project may be modified by the MAA in order to ensure availability of funds within the Project budget and other constraints including federal, state, and local requirements.

Title VI Solicitation Notice:

The Metropolitan Airport Authority of Rock Island County, Illinois, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

Section 2 – General Project Information

Quad Cities International Airport is a primary commercial service airport located in Moline, IL. Currently, the Airport is served by four commercial carriers, enplaning approximately 300,000 passengers annually. A mix of small general aviation aircraft, corporate aircraft, and commercial narrowbody and regional jets combine for over 43,000 operations per year.

Quad Cities International Airport's three runways (9/27: 10,000 ft; 13/31: 7,300 ft; and 5/23: 3,500 ft) are located on approximately 2,300 acres.

The Project is anticipated to consist of the following primary components:

1. Terminal Facility Modernization
 - a. Ticketing Lobby
 - b. TSA checkpoint expansion
 - c. Central Commons modifications
 - d. Terminal roof, canopy and entrance modifications

2. Rental Car Parking Facility Improvements

The "Conceptual Scope of Work," which is attached hereto as **Exhibit A** contains more detailed information depicting the preliminary scope, areas, and schedule of the Project. Note that this is preliminary and conceptual in nature.

Coordination with the current Project Team will be crucial for the determination of scope and for the successful completion of the Project. The selected firm will be expected to collaborate with the Team in an effective manner. Project Team members that will be involved with the Project are as follows:

1. Metropolitan Airport Authority of Rock Island County, IL (Staff and Board)
2. M.A. Mortenson Company (CMAR)
3. Transportation Security Administration (TSA)
4. Federal Aviation Administration (FAA)
5. Commercial Service Airline Tenants
6. Rental Car Tenants

Section 3 – Scope of Services

The MAA plans to contract with one or more consulting firms, for a period of five (5) years, for services including architectural and engineering data collection, design development, contract documents, bidding and negotiation, construction phase services and project closeout including services of subcontractors, for various airport projects including rehabilitations, renovations, and improvements to existing facilities on airport property.

Work will be authorized through Work Orders between the selected firm(s) and the MAA. The selected firm(s) may be required to coordinate efforts as necessary with the MAA's other consulting firms.

As portions of the work conducted may be funded in whole or in part by the FAA, and accomplished during the course of multiple grants, the contract and all work orders will be subject to FAA Airport Improvement Program contract provisions, including disadvantaged business enterprise (DBE) requirements. Consultants must be familiar with all relevant FAA and Illinois Department of Transportation (IDOT) regulations, funding programs, and requirements.

More than one successful consultant may be selected, as needed, to ensure the best qualified firm for each project. The identified projects are subject to federal, state and local funding and may require environmental clearance and local approval prior to commencement. It shall be understood that some of the services related to the listed projects may not be completed and that the MAA reserves the right to initiate additional service not included in this procurement. The MAA reserves the right to conduct an additional Request for Proposals at any time for services either listed or not listed in this scope of services.

Section 4 - Insurance Requirements

The architect shall procure, at its expense, and keep in full force and effect at all times during the term of this Agreement, the types and amounts of insurance specified below.

The specified insurance shall include and insure the Metropolitan Airport Authority of Rock Island County, Illinois, and its directors, agents and employees, as additional insured's (with the exception of Worker's Compensation and Professional Liability), against the areas of risk associated with the Services as described in this RFP with respect to the architect's operations, acts or omissions in the performance of this Agreement, its operations, use and occupancy of the Airport, and other related functions performed by or on behalf of architect in, on or about Airport, for which the architect may be legally liable, whether such operations be by the architect, or by a Subcontractor or by anyone directly or indirectly employed by any of them, or by anyone for whose act any of them may be liable.

A copy of the architect's current insurance certificate, verifying the architect's insurance coverage, must be submitted upon execution of the Agreement and prior to commencement of the Work. The minimum required insurance coverage is not intended to, and shall not in any manner, limit or reduce liabilities and obligations assumed by the architect, its agents, employees, or any subcontractor. architect shall furnish the insurance coverages set forth below either through existing policies or by virtue of a specific project policy, with deductible limits acceptable to the MAA.

Certificates of Insurance evidencing the required coverages shall be filed with the MAA prior to commencement of the Work on a Certificate of Insurance form, or Certificates, policies, or endorsements acceptable to the MAA. The architect shall provide, upon request, copies of all policies required hereunder.

All such insurance shall be primary and non-contributing with any other insurance held by the MAA where liability arises out of or results from the acts or omissions of the architect, its agents, employees, officers, assigns or any person or entity acting for or on behalf of Contractor. Such policies shall also include a Waiver of Subrogation and provide the Owner at least thirty (30) days prior written notice of any cancellation, reduction in coverage, or non-renewal thereof. Such policies may provide for reasonable deductibles and/or retentions acceptable to the MAA based upon the nature of architect's operations and the type of insurance involved.

Coverages, whether written on an occurrence or claims made basis, shall be maintained without interruption from date of commencement of the Work until date of Final Payment and termination of any coverage required to be maintained after Final Payment. If such insurance coverages are required to remain in force after Final Payment, an additional certificate evidencing continuation of such coverage shall be submitted with the final Application for Payment by the architect.

Each specified insurance policy (other than Worker's Compensation and Employers' Liability and fire and extended coverage's) shall contain a Severability of Interest (Cross Liability) clause which states, "It is agreed that the insurance afforded by this policy shall apply separately to each insured against whom a claim is made or suit is brought except with respect to the limits of the firm's liability," and a Contractual Endorsement which shall state, "Such insurance as is afforded by this policy shall also apply to liability assumed by the insured under insured's Agreement with the Metropolitan Airport Authority of Rock Island County, Illinois."

All insurance policies shall be written by a company or companies lawfully authorized to do business in Illinois and are required to have minimum A.M. Best financial rating of A minus, 8 (A-, VIII).

If the architect has Subcontractor performing any work, the Subcontractor is subject to the same insurance requirements outlined in this section.

Indemnification: The architect hereby agrees to indemnify, defend and hold the MAA, its agents, employees and designees ("Indemnities") harmless from all losses, claims, liabilities, injuries, damages and expenses, including attorney's fees, that the Indemnities may incur by reason of any

injury or damage sustained to any person or property (including, but not limited to, any one or more of the Indemnities) arising out of or resulting from, in whole or part, the negligent performance, or lack of performance, by architect of its duties and obligations under or pursuant to this Agreement and Amendments.

Insurance Requirements

1. In accordance with the requirements set forth above, the architect shall, at its own expense, procure and maintain the types and amounts of insurance set forth below:
 - a. Commercial General Liability, Contractor's Protective Liability and Property Damage Insurance that shall protect the contractor and any subcontractor in an amount of not less than Five Million Dollars (\$5,000,000.00) combined single limit, provided, however, the coverage limit required under this paragraph may be met by counting up to \$4,000,000.00 of coverage under any Excess/Umbrella Liability Policy taken out and maintained by the contractor.
 - b. Comprehensive Automobile Liability in an amount of not less than Two Million Dollars (\$2,000,000) combined single limit and Five Million Dollars (\$5,000,000.00) aggregate.
 - c. Any contractor or subcontractor whose vehicles drive on the airfield shall carry \$10,000,000 liability limits.
 - d. Workers Compensation insurance in compliance with Illinois law with a waiver of subrogation.
 - e. Professional Liability Insurance in the amount of not less than FIVE Million Dollars (\$5,000,000) per claim and Six Million Dollars (\$6,000,000) annual aggregate.

The insurance policy or policies required under (a), (b), and (c) above must name MAA, its officers, agents, and employees as additional insureds.

2. All insurance policies shall provide that they will not be altered or canceled without thirty (30) days advance written notice to the MAA and architect.
3. If the architect or any of its contractors or subcontractors shall at any time fail to insure or keep insured as aforesaid, or if any insurance policies required hereunder cannot be obtained for any reason, the MAA may require architect to cease any and all operations until coverage is obtained. If such insurance coverage is not obtained within a reasonable period of time, to be determined solely by the MAA, the MAA may, following any applicable notice and cure periods, terminate this Agreement.
4. The MAA reserves the right to revise or adjust these limits with adequate notification.

Section 5 – Submission Requirements

The MAA will select the firm that, in the opinion of the MAA, is most qualified to undertake and complete the Project in an efficient, economical, and aesthetically pleasing fashion and whose current workload will allow it to devote the time and resources necessary to complete the Project in a timely manner.

It is the intention of the MAA to execute a contract with one prime or multiple firms (joint venture), hereinafter referred to as "Submitting Firm". The Submitting Firm will be held solely responsible for the execution of the entire Project. It is expected that the Submitting Firm may desire or need the services of sub consultants to undertake various elements of the project and to satisfy DBE requirements. In the events that Sub Consultants are anticipated, the RFP submittal shall identify the proposed subconsultants and the specific work elements each will be responsible for completing.

Should the Submitting Firm be a joint venture of any kind, the following information shall be submitted for both firms and should clearly identify the contractual arrangement between the joint venture companies and the roles and responsibilities of each.

All submittals become the property of the MAA and the MAA assumes no liability for disclosure or use of information or materials submitted.

The Submitting Firm selected by the MAA to perform these services will enter a non-exclusive agreement with the MAA, and the MAA shall have the right to contract for all or any portion of the projects with the selected firm or joint venture.

The form of agreement between the MAA and Architect shall be provided to the shortlisted firms, along with the General Conditions, and any Supplementary Conditions as determined by the MAA prior to oral presentations. The Scope of Services contained in this RFP, although not inclusive, shall become a part of the proposed Agreement between the MAA and Architect.

Proposals should contain a maximum of twenty (20) double sided sheets (40 pages total) excluding tabs, covers, cover letter, table of contents, tabs, and Contractor Verification forms.

Each section of the submittal labeled as follows:

Submittal Tabs:

1. Corporate Information/Responsive to Proposals
2. Project Understanding
3. Relevant Experience
4. Staffing Plan / Proposals
5. References

Required Information

A contract will be awarded based upon a series of responses to the following tabbed sections of the RFP:

1. Cover Letter
 - a. The letter of interest should not be more than two pages and may contain any information not shown elsewhere in the submittals.
 - b. This letter must be signed by an executive of the firm who can contractually commit the firm and its resources to the project and shall include a contact phone number and email address.

- c. Firms submitting as a joint venture must have the principal(s) of the joint venture sign the cover letter. Firms submitting as a joint venture must provide a copy of the draft or executed joint venture agreement as a part of its RFP submittal. This agreement should be provided in an appendix and is not included in the page count. Please note if the joint venture progresses to Step Two of the process, an executed agreement shall be submitted to the MAA at the interview.

2. Executive Summary

- a. This summary should not be more than two pages. It is to provide a summary highlighting the firm's qualifications and special expertise to provide the services requested in the Request for Proposal and may contain any information not shown elsewhere in the submittal.

3. Corporate Information/Responsive to Proposals

- a. Brief history of the firm, including present ownership and key executives. (Please note if the firm has been debarred for any reason thus preventing the MAA from utilizing any federal or state funding for the Project).
- b. Evidence of the firm's financial capacity to provide a performance bond of up to \$40 million.
- c. Location of corporate headquarters and the location of the office that will handle this project.
- d. State your annual volume (in dollars) of design for the past five years, your anticipated volume for the current year, and your plans for the next year, including this project. Relevant information to be provided for overall firm and for associated office in which the work will be performed out of.
- e. A firm organizational chart.
- f. A description of the firm's experience in identifying, coordinating, and successfully competing for Airport Improvement Program and Bipartisan Infrastructure Law funding for airport terminal projects.
- g. Describe your approach and techniques for claims/disputes avoidance and mitigation. Provide a history of prior claims with owners during the past five years for all projects. Include Requests for Equitable Adjustments (REA) over \$100,000. State the amount of the claim or REA, when it was submitted to the Owner (at pre-construction, construction, or post substantial completion phases), your justification for the claim or REA, whether it was initiated by a subcontractor, how it was settled and for what amount. Provide Owner contact name, position and telephone number.
- h. All information/tabbed sections included in package.

4. Project Understanding

- a. Describe your team's general understanding of the project and the complexities of phased project within an occupied institution.
- b. Include any special issues that you believe may affect the project or may affect your approach to design activities.
- c. Discuss the major challenges to successful completion of the design and how your project team proposes to approach them.

- d. Describe the expectations your project team has of the MAA.
- e. Describe how the firm stays abreast of current technologies, innovative practices, and current market pricing structure.
- f. Describe the firm's project management approach/style, what processes are in place and how team members coordinate information and manage deliverables.
- g. Describe the firm's approach to meeting project deadlines and addressing public governing bodies.
- h. Describe the firm's capability to incorporate and blend aesthetic and architectural concepts with the project design while accomplishing the basic requirements that transportation facilities be functional, safe, and efficient.
- i. Describe the subcontractor cost control and time control systems and management techniques that your firm will employ to achieve success in completing packages on time and within budget.

5. Staffing Plan / Proposals of Proposed Team

- a. Provide a chart identifying key individuals and their respective responsibilities. Indicate who will be on site and which will not, with the understanding that the start date of construction is open and your personnel are subject to change.
- b. Submit current resumes of the proposed team members including their experience (one page) and specifically identify their experience on projects of similar size and complexity and any experience in identifying and competing for AIP and BIL funding for airport terminal projects. Indicate where they are located.

6. References

- a. Provide three owner references for the Submitting Firm for projects of similar size and scope performed at other airports and/or locations. Include the entity name, name of contact person, and the contact person's address, phone number, and e-mail address.

Section 6 - Submittal Procedure

Interested firms should submit three (3) printed copies and one electronic copy of their Proposal on a flash drive together in a sealed package to:

Joseph Goetz A.A.E., A.C.E.
Airport Operations Manager (309) 757-1754
Metropolitan Airport Authority of Rock Island County, Illinois
2200 69th Ave, Moline, IL 61265

Completed proposals must be received in the offices of the MAA no later than **3:00pm, April 30th, 2024**. Material received after that time will not be considered.

Questions, Inquiries and Contact with Authority Staff – the MAA is committed to providing all interested parties with accurate and consistent information in order to ensure that no Submitting Firm obtains an undue competitive advantage. To this end, from the date of this RFP through award of contract, the MAA contact is Joseph Goetz, Airport Operations Manager.

All questions from Submitting Firm must be submitted in writing, electronically, to jgoetz@qcairport.com by **3:00 p.m.** local time on **April 19, 2024**. It will be the sole responsibility of the Responder to ensure questions are submitted in a timely manner. Answers to questions will be posted on the MAA's website by close of business on **April 23, 2024**.

Any Addendums so issued are to be considered a part of this RFP document. Therefore, receipt of all Addendums issued during this RFP must be acknowledged with your Response.

Submitting parties and affiliates thereof are requested not to initiate contact with the MAA employees or members of the MAA's Board. Any firm that attempts to contact any official, employee, or representative of the MAA in any manner may be disqualified from further consideration.

Procedures and Rights of the Authority

The MAA shall not be liable, and Submitting Firm shall not be reimbursed, for any costs or expenses incurred in the preparation and submission of their Proposals. The RFP constitutes an invitation to submit a Proposal to the MAA.

The MAA may, in its sole discretion, exercise the following rights and options with respect to the RFP process:

1. To waive any irregularities in submittals received after notification to proposers affected.
2. To request additional information.
3. To modify dates at its discretion.
4. To select and enter into an agreement with the firm whose Proposal best satisfies the interest of the MAA and not necessarily on the basis of any single factor.
5. To accept, reject, or negotiate modifications to any submittal as the MAA, in its sole discretion, deems to be in its best interest.
6. To conduct investigations with respect to the Proposals of each submitting party.
7. To exercise its discretion and apply its judgment with respect to any aspect of this RFP, the evaluation of submittals, and the negotiation and award of any contract.

The submission of a Proposal in response to this process constitutes an invitation to negotiate with the MAA and is not a bid. The submission of a Proposal in response to this process does not impose any legal obligation upon either the MAA or Submitting Firm, nor does it create any contractual or

quasi-contractual relationship between them.

All Proposals shall become the property of the MAA. Only those firms responding to this solicitation and having tendered their response which meet the requirements herein specified will be considered for the service contemplated regardless of prior contract with the MAA, or other agencies, departments or personnel.

Section 7 - Selection Procedure

The MAA has established a Selection Committee to review and rate all of the Proposals received. The evaluation of each properly submitted Proposal will be conducted by the Selection Committee on the basis of the following criteria:

PROPOSAL REVIEW & SCORING (125 points maximum)

- **20 points - Firm's Qualifications:** Experience on similar projects within the aviation field while demonstrating success in completing such projects, on time, within budget, and in a highly satisfactory manner; strength of sub-consultants, firm resources.
- **35 points - Project Approach:**
 - **Planning and Programming**
Demonstrated expertise and experience of the Proposer in the services required in the contract including detailed descriptions of previous planning efforts and services.
 - **Design**
Demonstrated expertise and experience of the Proposer in designing similar public use airport facilities.
 - **Construction Administration**
Demonstrated expertise and performance on complex occupied institutions or other relevant projects.
- **25 points - Key Personnel:** Experience and qualifications with similar projects, Work at commercial service airports.
- **20 points - Familiarity with Moline and the MAA:** Have they worked at the Quad Cities International Airport before; is there a local office; are they familiar with the Moline design and construction environment.
- **25 points - References:** Comments from the firm's previous clients.

INTERVIEWS & SCORING (75 points maximum)

Interviews are anticipated after the written proposals are reviewed. However, depending upon the number and qualifications of respondents, The MAA may elect to select directly from the Proposals or may develop a shortlist of the most qualified firms/teams and invite them for personal interviews prior to the final selection. Interviews will provide the submitting firm with an opportunity to identify its project team and provide the MAA with an overall outline of its Project approach. Interviews will also be used for time to allow the MAA to ask questions with respect to the RFP submittals. The interviews are expected to be no longer than one hour in length.

Interviews: Interviews with the short-listed firms will be conducted for the purpose of determining which of the short-listed firms are the most qualified for the project; which firms have the project personnel best able to complete the scope of services; and which firms most fully understand and are able to perform the role of architect as envisioned by the MAA.

Key personnel (limit of six) from proposing firms to be assigned to the project are required to be present and participate in the interview. As part of the interview process, both the short-listed firms and their key personnel shall meet the selection criteria set out below.

- Times for interviews will be selected by random lottery.

Additional instruction will be forwarded to those firms that are selected for interviews. A decision regarding the details and timing of the final selection process will be based entirely on the judgment of the MAA's Selection Committee.

Upon completion of the selection process, all firms that submit proposals will be advised of the status of their response and the recommendation of the Committee. The MAA will then negotiate a fee with the selected firm for the negotiated scope of work.

The contract will be subject to the provisions of Executive Order 11246 (Affirmative Action to Insure Equal Employment Opportunity); and to the provisions of Department of Transportation Regulations 49 CFR Part 26 (Disadvantaged Business Enterprise Participation), Advisory Circular 150/5100-14E (Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects), and 49 CFR Part 30 (Denial of Public Works Contracts to Suppliers of Goods and Services of Countries that Deny Procurement Market Access to U.S. Contractors; i.e., Foreign Trade Restrictions).

Section 8 – Equal Opportunity Requirements, E-Verify, Fair Employment

The Agreement with the architect, and any subcontract entered into by the architect in connection with the Project, must include the following clauses:

Fair Employment Practices. *Neither Contractor nor any of its subcontractors shall discriminate against any employee or applicant for employment to be employed in the performance of this contract with respect to hire, tenure, terms, conditions, or privileges of employment because of race, color, religion, sex, disability, national origin, ancestry, age or marital status.*

E-Verify Provision. *The Contractor is required and hereby agrees to use a federal immigration verification system to determine the work eligibility status of new employees physically performing services within the State of Illinois. A federal immigration verification system means the electronic verification of the work authorization program authorized by the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, 8 U.S.C. 1324a, known as the E- Verify Program, or an equivalent federal program designated by the United State Department of Homeland Security or other federal agency authorized to verify the work eligibility status of a newly hired employee.*

Governing Law. *The Contract and all documents incorporated therein shall be construed pursuant to the law of the State of Illinois.*


Applicable Laws and Regulations. *For work done in Illinois in the performance of the Contract, the Contractor shall maintain fair labor standard and comply with all laws and regulations enacted and promulgated by the United States, the state of Illinois, or any political subdivision thereof which govern the conduct of the Contractor during the performance of its obligations under this Contract, and they shall be deemed to be included in this Contract as though written out in full in this Contract. Specifically included in the laws to which Contractor shall comply, are:*

(1) Illinois Workers' Compensation Act, §§ 48-101 to 48-1,110, R.R.S. 1943; (2) Employment Regulations, Chapter 48, Article 2, R.R.S. 1943; (3) Child Labor, Chapter 48, Article 3, R.R.S. 1943; Health and Safety Regulations, Chapter 48, Article 4, R.R.S. 1943; (5) Employment Security Law, §§ 48-601 to 48-671 R.R.S. 1943; (6) Act Prohibiting Unjust Discrimination in Employment Because of Age, §§ 48-1001 to 48-1009, R.R.S. 1943; (7) Wage and Hour Act, §§ 48-1201 to 48-1209, R.R.S. 1943; (8) Illinois Wage Payment and Collection Act; Fair Labor Standards, Neb. Rev. Stat. §73-102 et seq. By execution of this Contract, Contractor certifies that he is now and will comply with the Fair Labor Standards in performance of the Work.

CONCLUSION

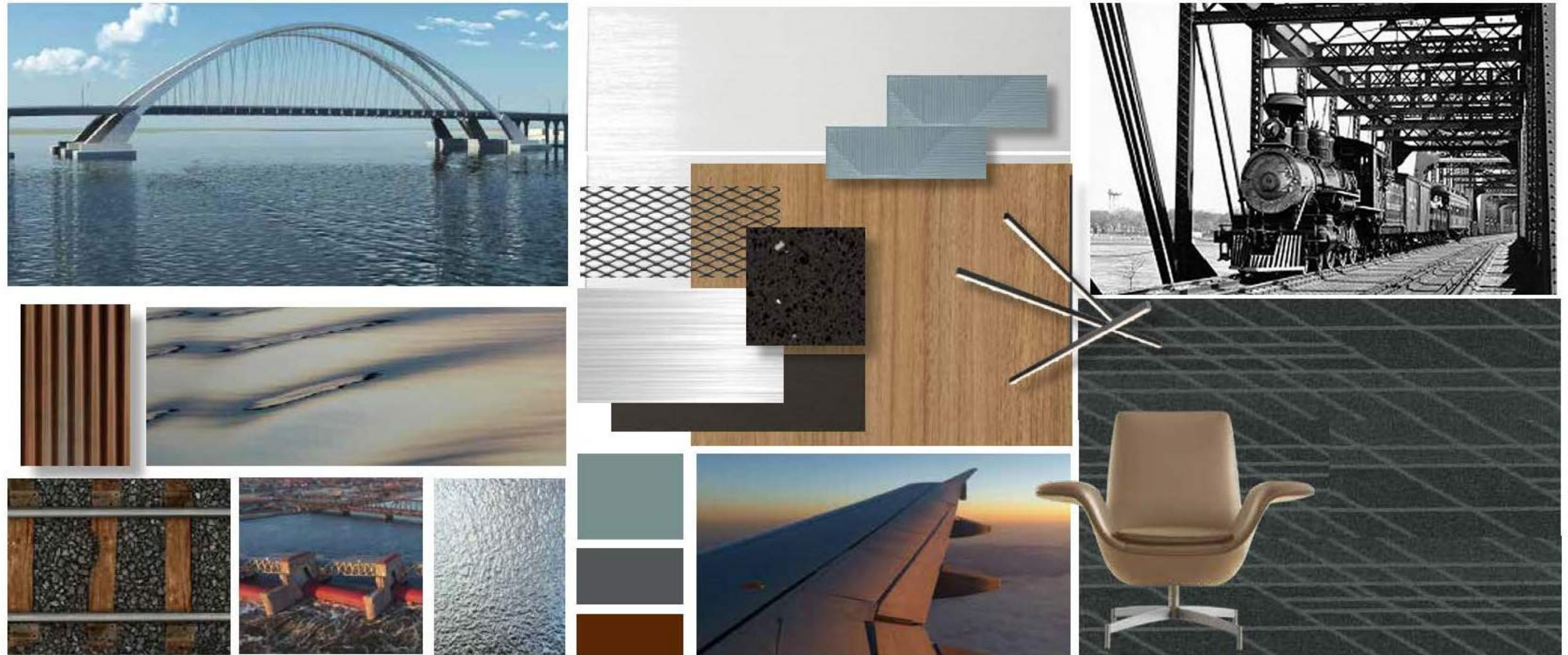
A summary timetable of this solicitation and related events:

RFP Available	April 5, 2024
Last Day for Submission of Questions	April 19, 2024
Proposals Due	April 30, 2024
Interviews and Final Selection	TBA
Contract Negotiations	TBA
Assignment Begins	TBA

Issued By:  _____
Benjamin Leischner, A.A.E
Executive Director
Metropolitan Airport Authority of Rock Island County, Illinois

VISIONING: Concept Development

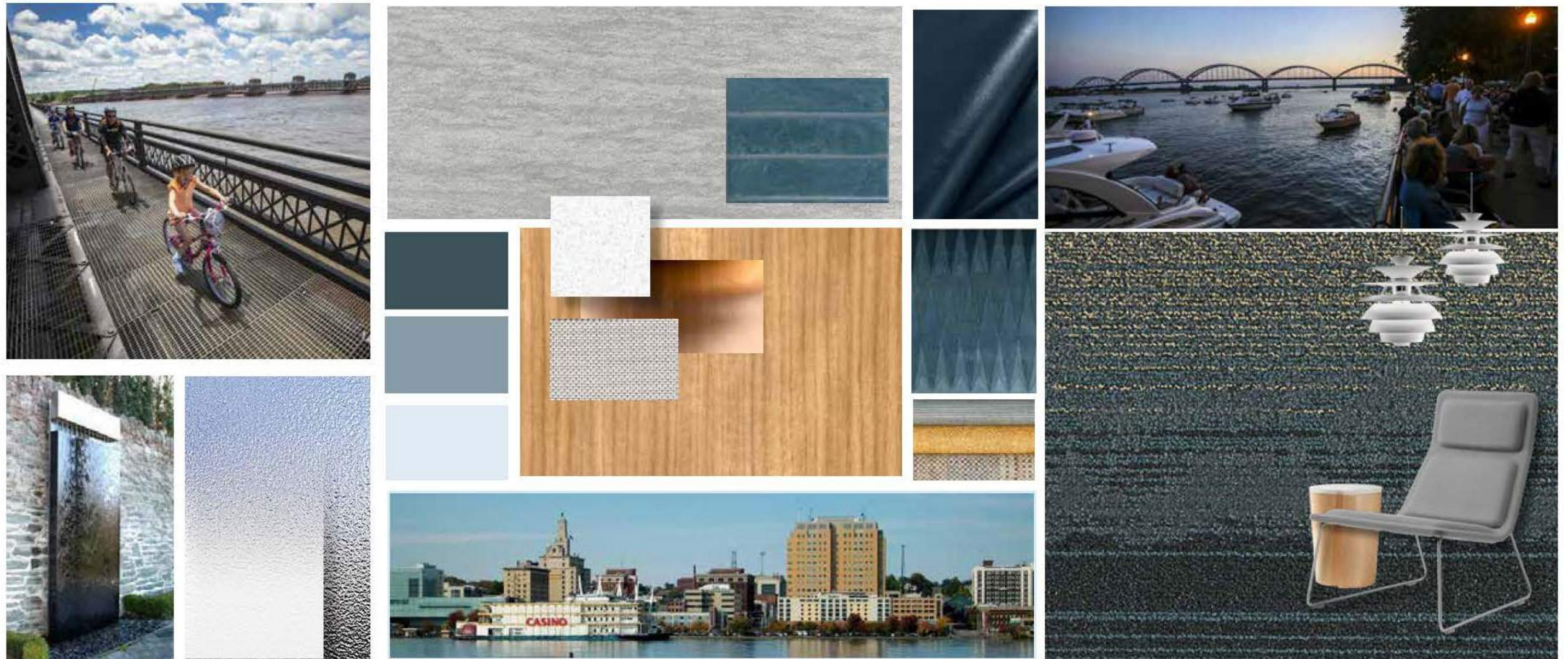
Road + River + Rail + Air



connection • industry • innovation • legacy

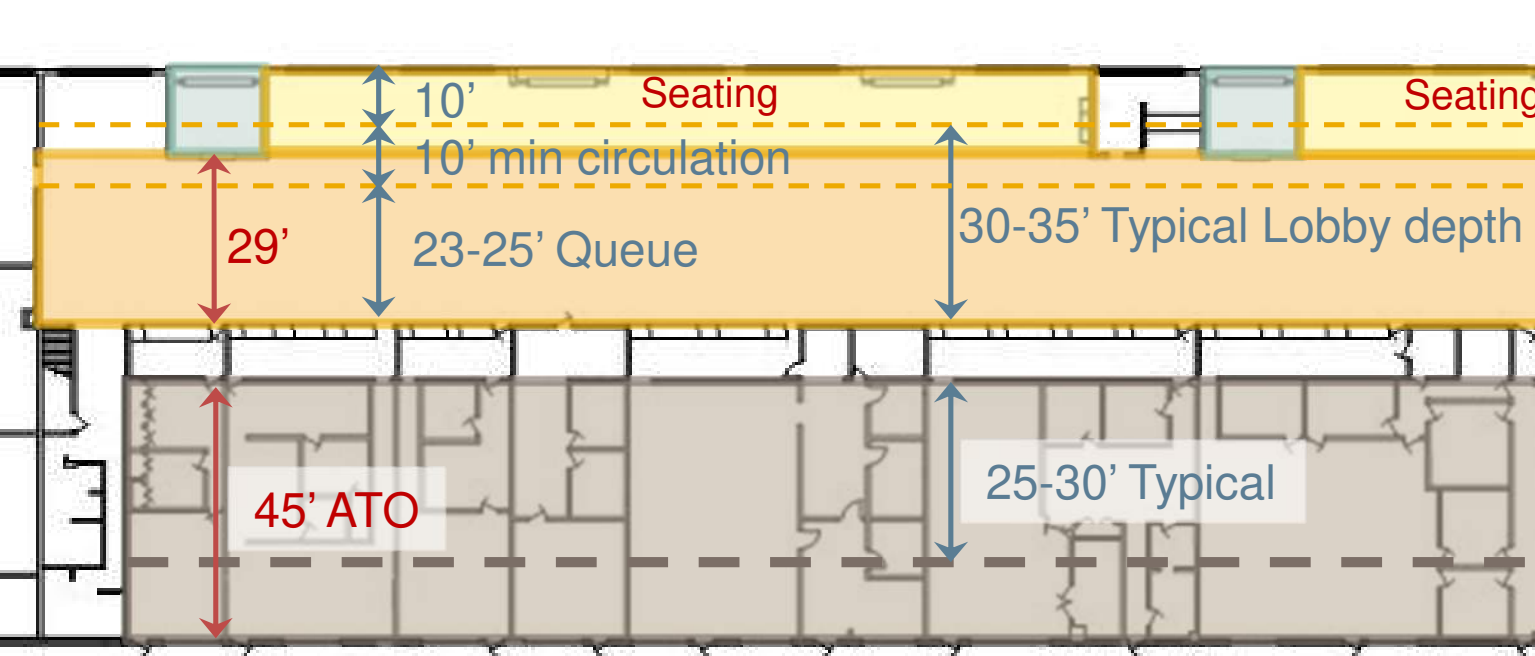
VISIONING: Concept Development

Activating the Mighty Mississippi

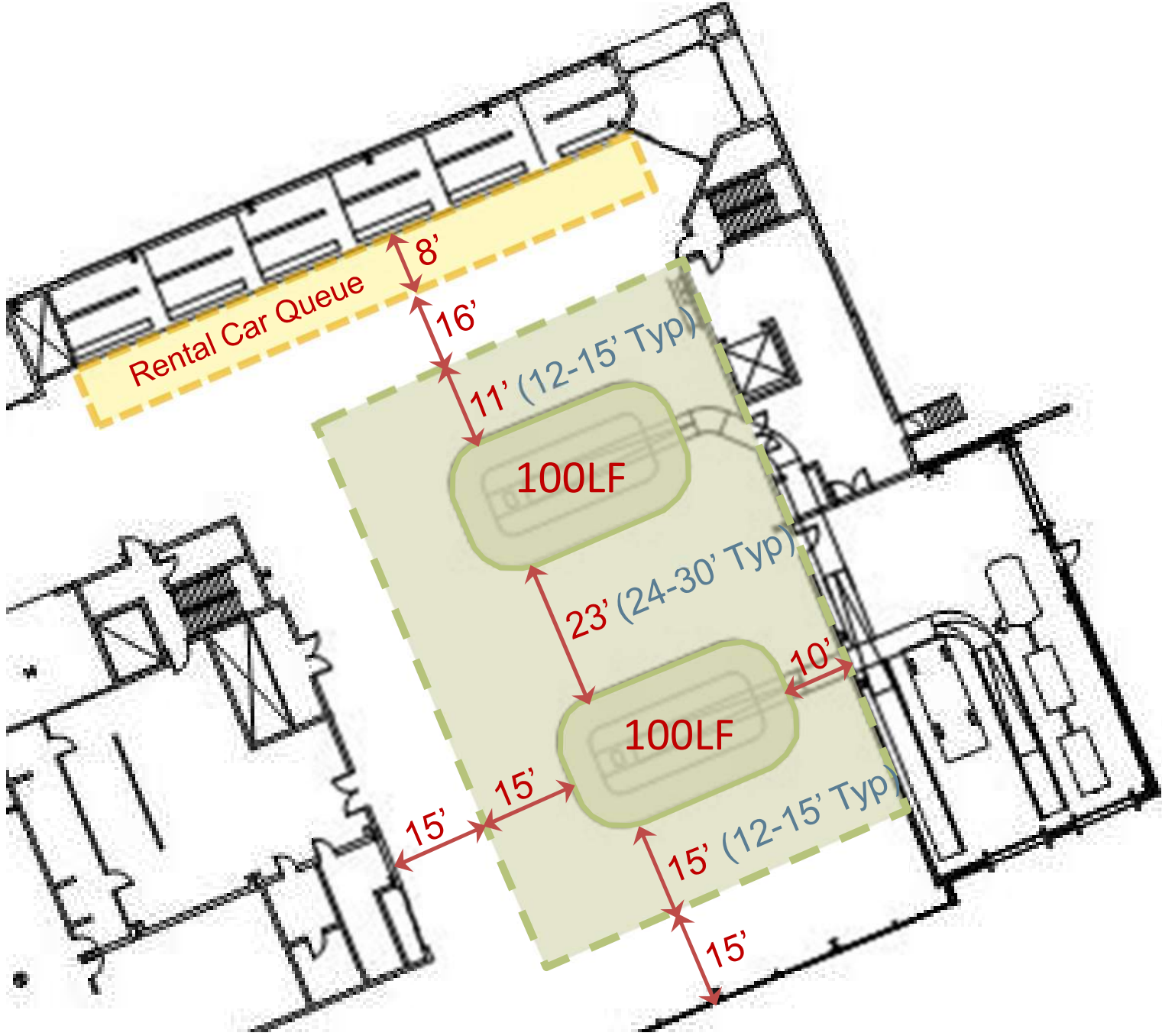


spirited • recreation • movement • discover

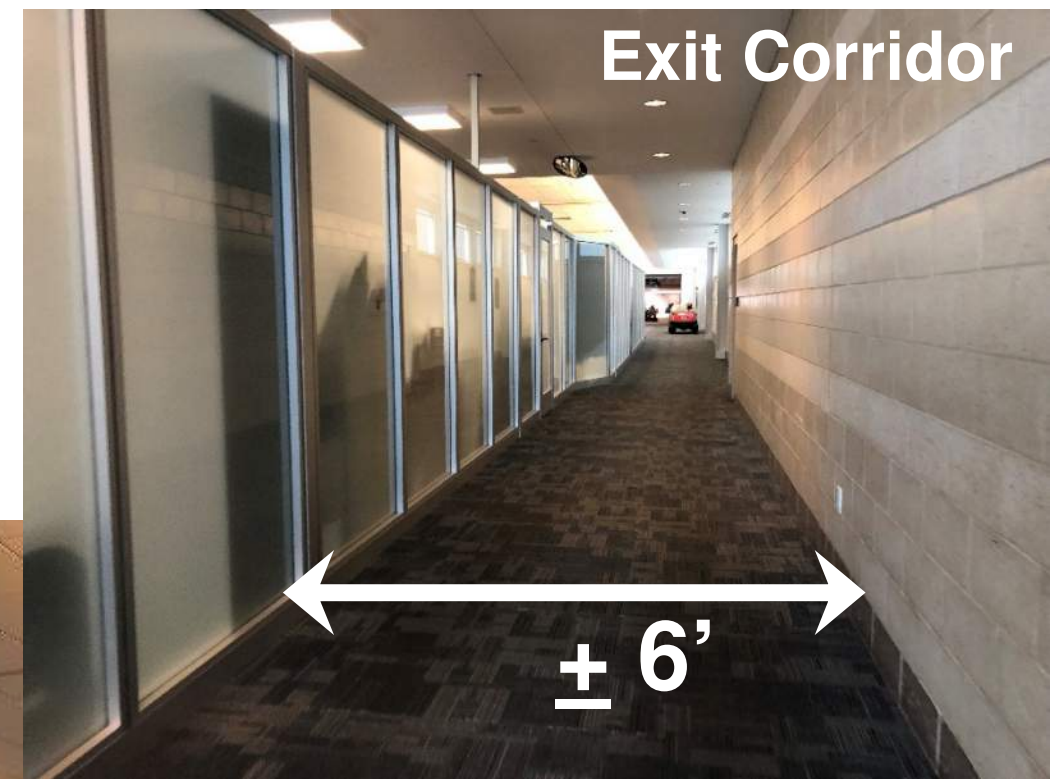
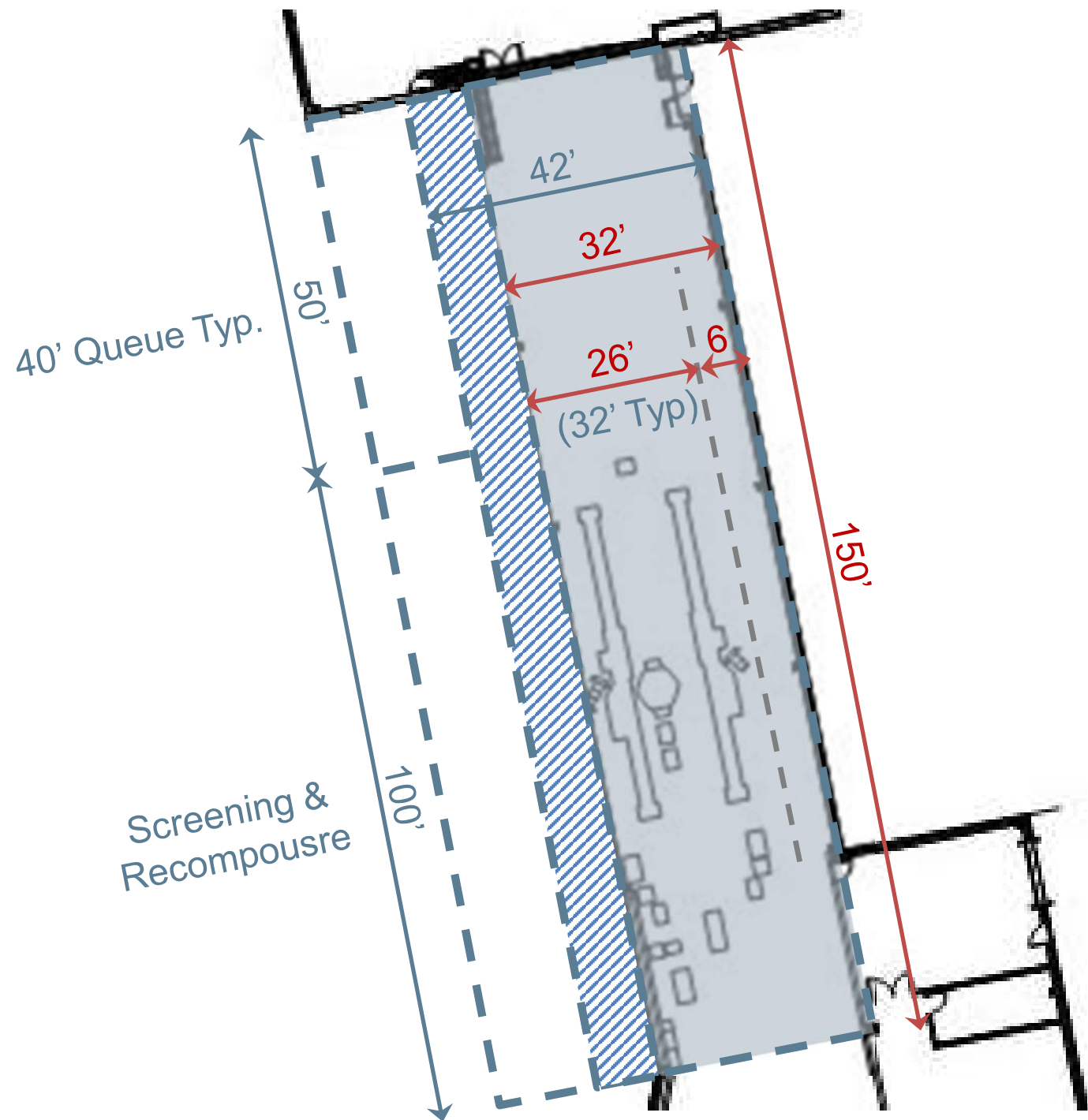
Current Conditions: Ticketing / ATO



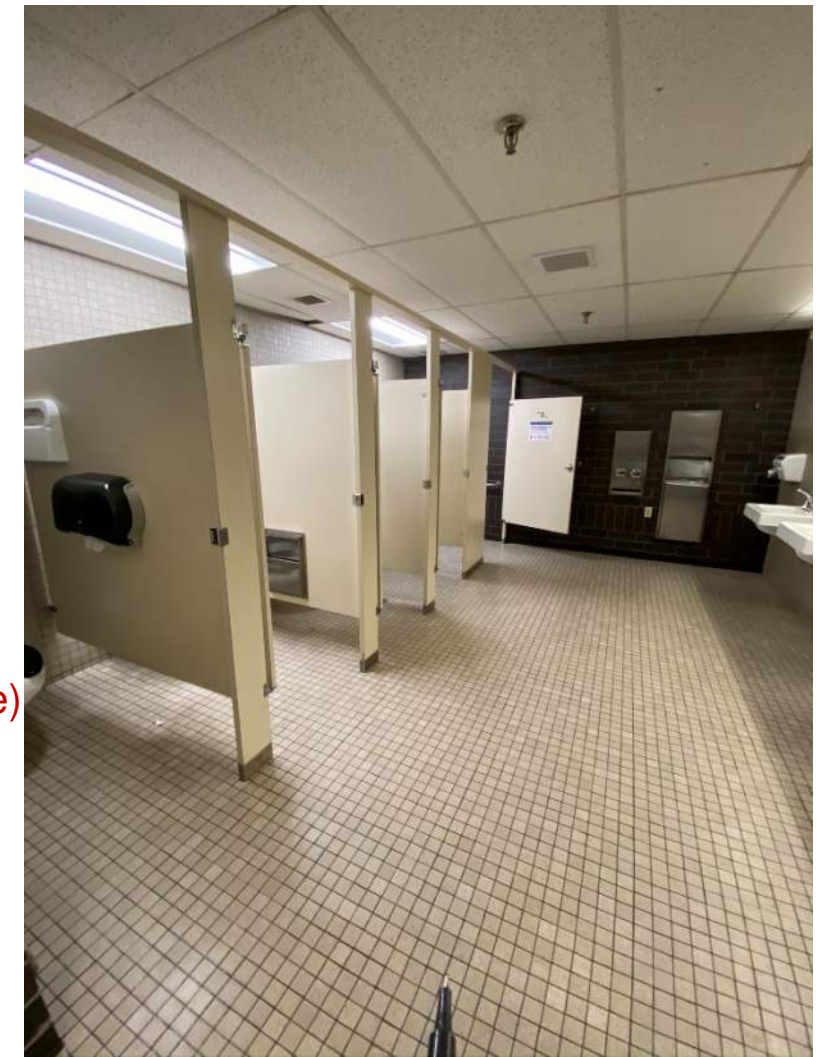
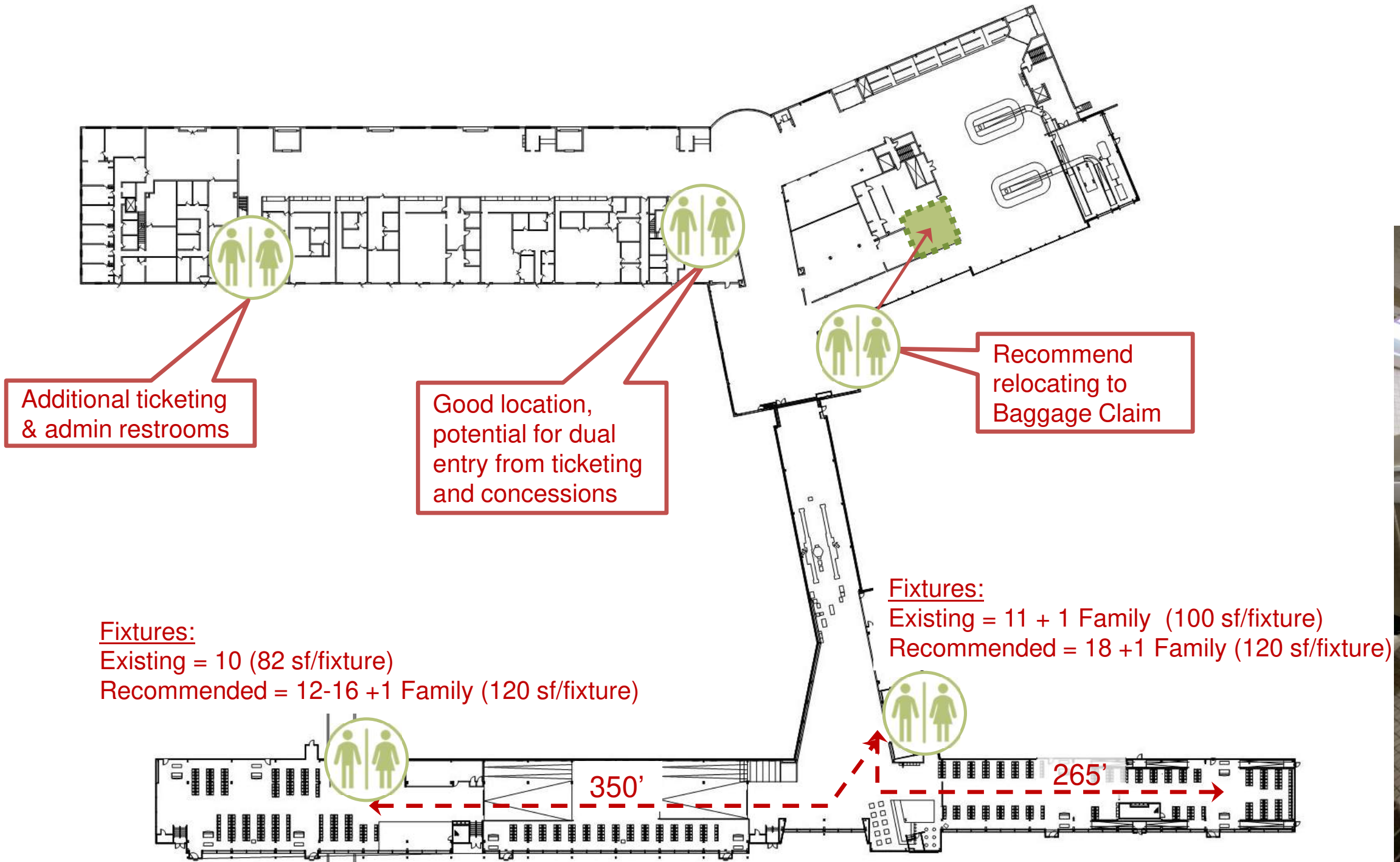
Current Conditions: Baggage Claim



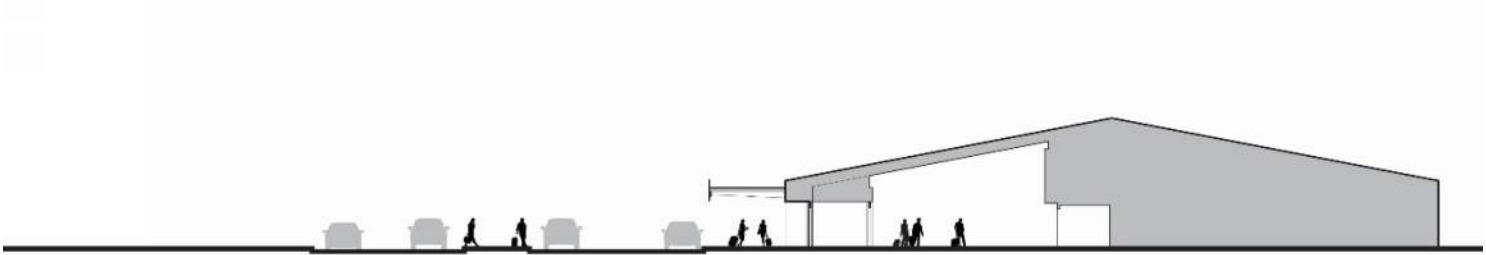
Current Conditions: TSA Security Screening Checkpoint



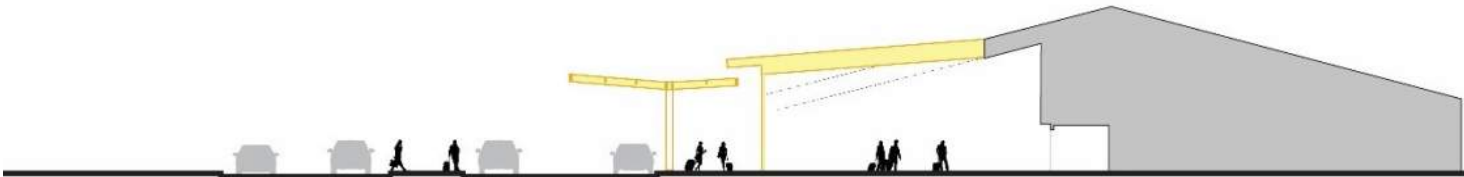
Current Conditions: Restrooms



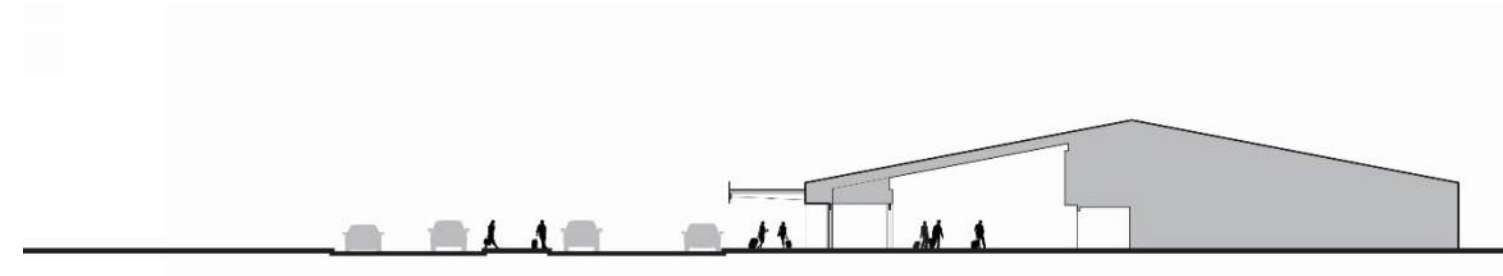
Visioning: Curbside



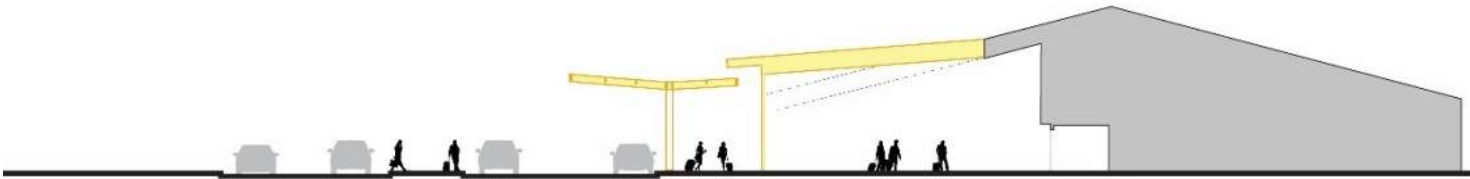
Visioning: Curbside Option 2



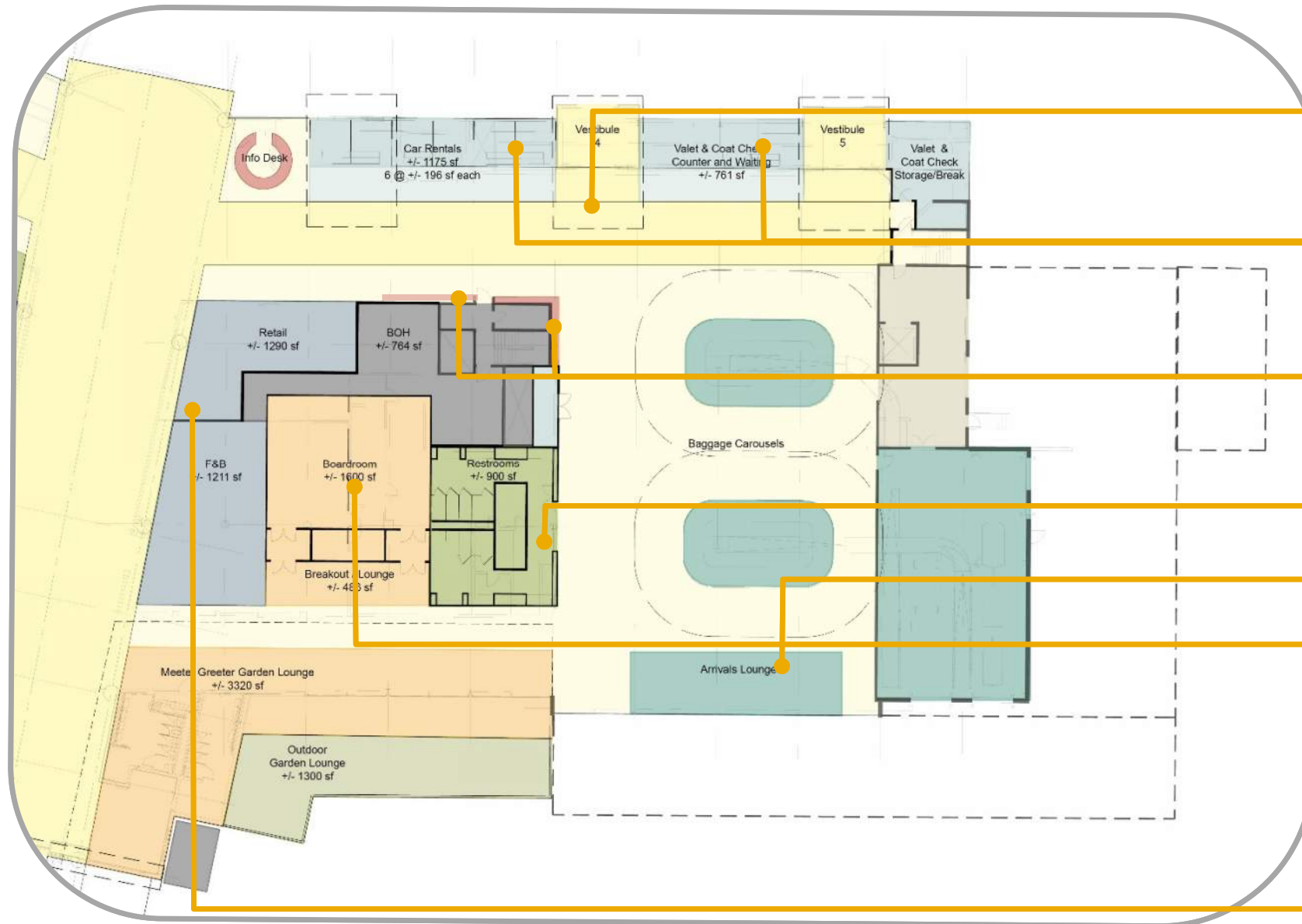
Visioning: Departures – Existing Conditions



Visioning: Departures – Interior Impact



Visioning: Arrivals



- Clerestory elements and new curtainwall
- Car Rentals reduced footprint & added Valet & Coat Check
- Clear Wayfinding, Airport Information & Advertising program
- Relocated, upgraded Restrooms
- Expanded seating options
- Large Meeting / Board Room co-located with F& B to support airport and event/rental opportunities - doubling the size of existing Board Room
- Right-sized F&B and Retail concessions

Visioning: Terminal Commons

Long Beach, CA (HOK)

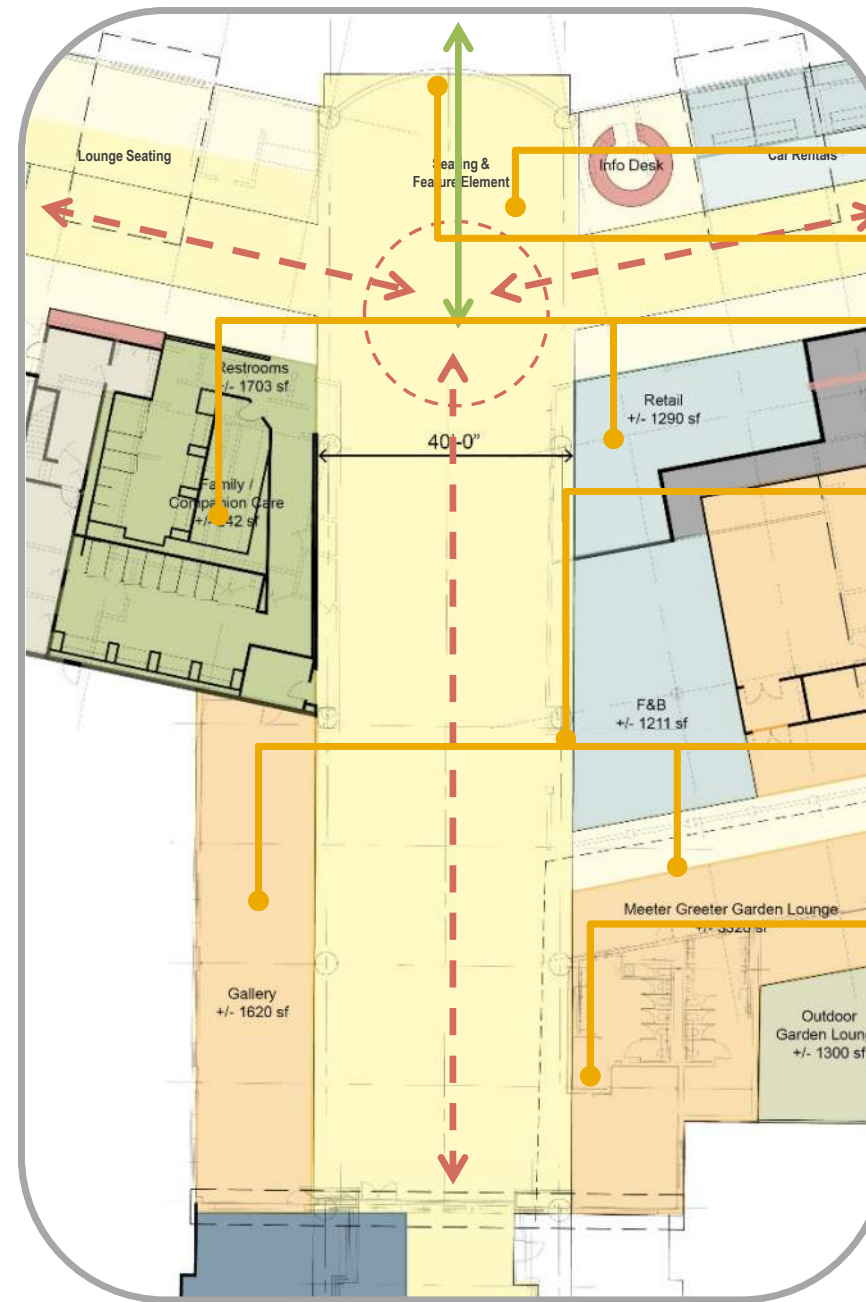


Wednesday December 2nd, 2020 MLI Sense of Place Visual Listening Workshop # 3
Quad City International Airport Terminal Analysis & Vision Plan
2020017

Paducah, KY



Reference Projects



- Clearly defined circulation zone
- Connection with outdoor seating area
- Core passenger amenities centrally located
- New raised roof element to bring daylight into the central spaces and emphasize primary circulation path
- Updated Gallery space adjacent to Meeter Greeter / Garden Lounge
- Space for Honor Guard and other ceremonies to welcome arrivals

Visioning: Terminal Commons – Existing Conditions



Visioning: Terminal Commons



Visioning: Terminal Commons



Visioning: Existing Connector at Checkpoint



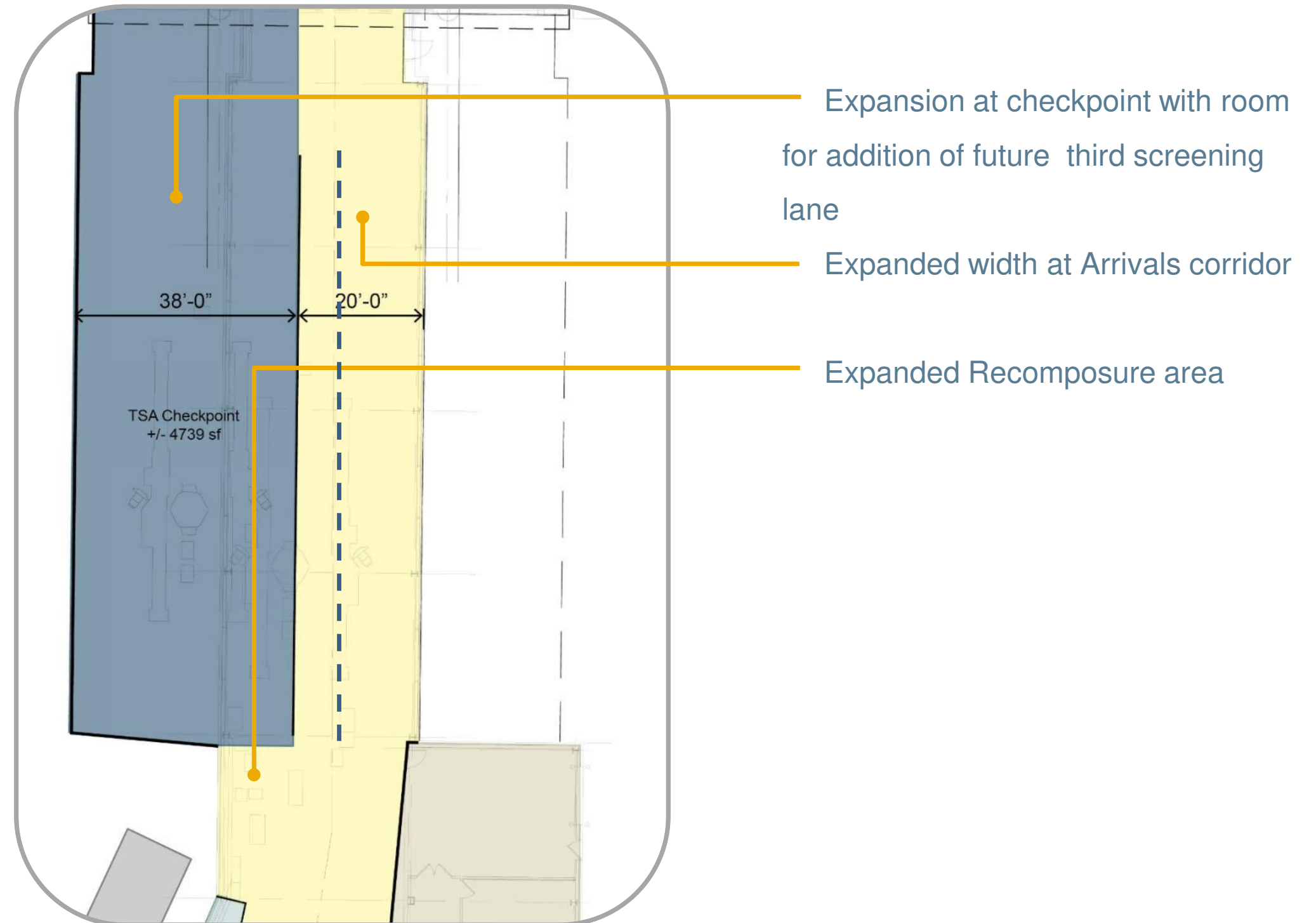
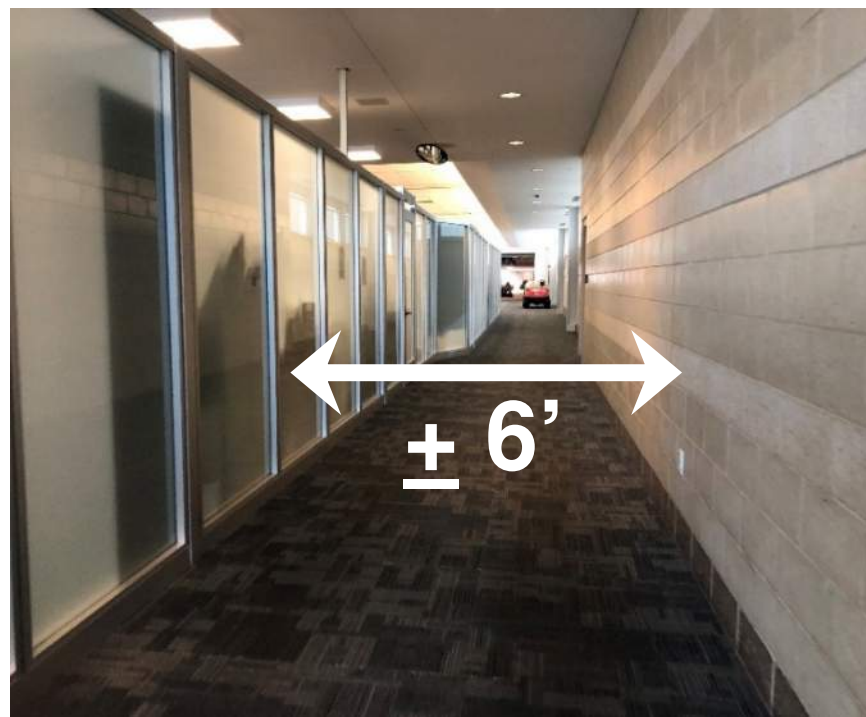
Visioning: Meeter Greeter Garden Lounge



Visioning: Meeter Greeter Garden Lounge



Visioning: Security Checkpoint



Visioning: Interior Impact

