



# Community Project Funding Request for MCO

Presented by:  
Greater Orlando Aviation Authority

March, 2023

# Project Description

The project includes site work, utilities, complete building for (4) international and domestic gates. Related projects within this program include: tenant and concessionaire buildouts as well as the install of the Independent Carrier System (ICS) Baggage.

Estimated Project Cost: \$404M

# Project Renderings and Estimated Costs



**BP- S195 Terminal C P1X Airside Concourse: \$404M**

# Project Description

The Orlando International Airport (MCO) has experienced tremendous growth in vehicular traffic over the past decade. Even factoring in the downturn of the COVID pandemic in 2020, MCO has experienced an average growth rate in traffic of more than 2% per year from 2016 through 2022. As of April 2022, the MCO cordon line, effectively the entrances and exists to the airport, accommodated an Annual Average Daily Traffic (AADT) of over 166,000 vehicles per day\*. By comparison, Interstate 4 (I-4) through Downtown Orlando, accommodates an AADT of 115,000 vehicles per day\*\*; 51,000 less than the cordon line at MCO. Moreover, based on passenger traffic through the terminals, we expect vehicular traffic to continue to increase.

With so much traffic passing through the MCO campus, and many drivers unfamiliar with the traffic routes, back-ups and delays occur on a regular basis. These traffic delays cause unsafe conditions and affect airport operations. One major choke point is the intersection of Jeff Fuqua Boulevard and South Park Place/Station Loop Road. This signalized intersection accommodates 12 distinct traffic movements and is the main artery for MCO patrons and employees to access the South Park Place Economy Parking Lot (4,600 spaces), the South Employee Parking Lot (1,400 spaces), the South Travel Plaza & Gas Station, the South Cell Lot and the Train Station/Terminal C Passenger Drop Off Lobby. Additionally, Jeff Fuqua Boulevard is the main artery that accesses the A, B and C Terminal buildings for patrons entering the airport from the south. Traffic models show that this intersection will experience a Level of Service (LOS) F (failing) within the next few years if not improved.

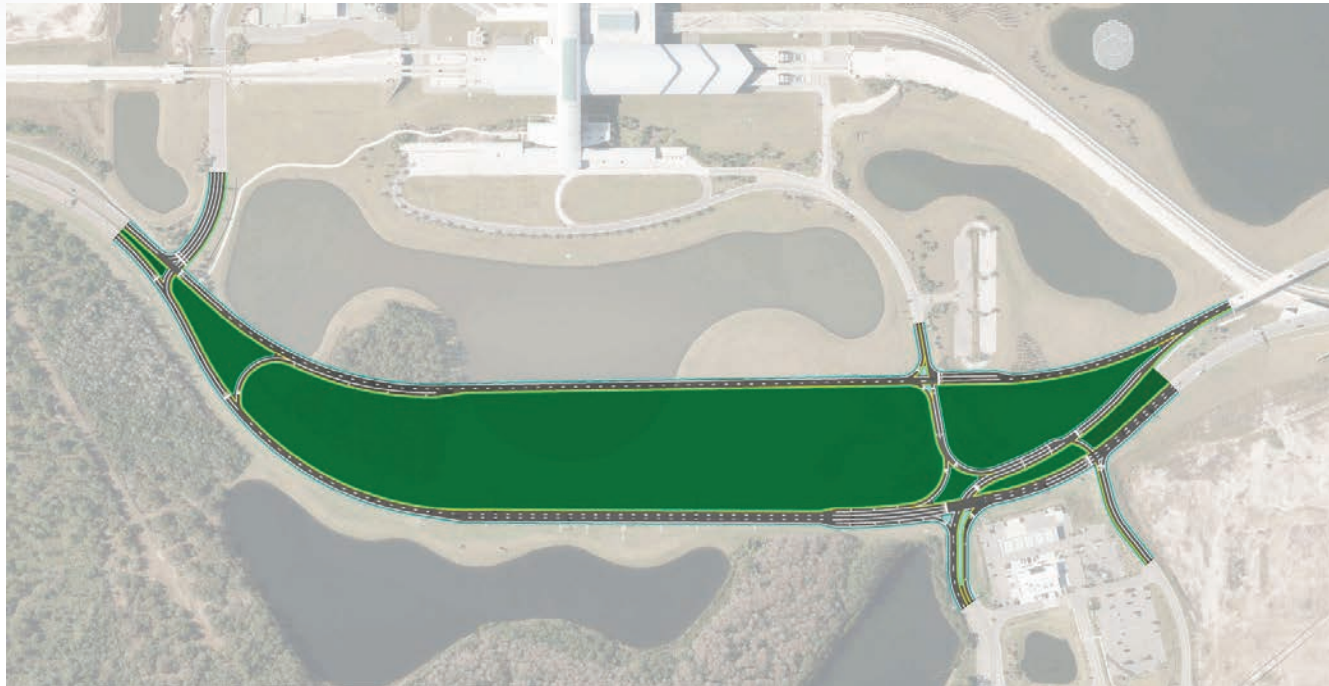
The proposed conceptual improvements to this intersection will simplify the traffic movements, reduce congestion, decrease pollution from idling vehicles at red lights and improve overall traffic

\* - 2022 Easter Counts Report, August 30, 2022. Produced by HDR for the Greater Orlando Aviation Authority.

\*\* - FDOT Open Hub Average Annual Daily Traffic Website, 3/9/23



# Project Renderings and Estimated Costs



**Concept A \$10-15M**



**Reduced Concept \$6-8M**

# Project Description

This project includes design and construction to expand the existing Ground Transportation Facility (GTF) Boulevard with a conditioned connection between the Landside Terminal building and the South APM Train Station. The scope also includes a proposed RAC Lobby expansion, which will be flush with the existing GTF building on the north side and to column line T13/ T14 expansion joint, including new piles and foundations, structure, elevated floors, exterior envelope, and interior finishes.

Estimated Project Cost: \$55M



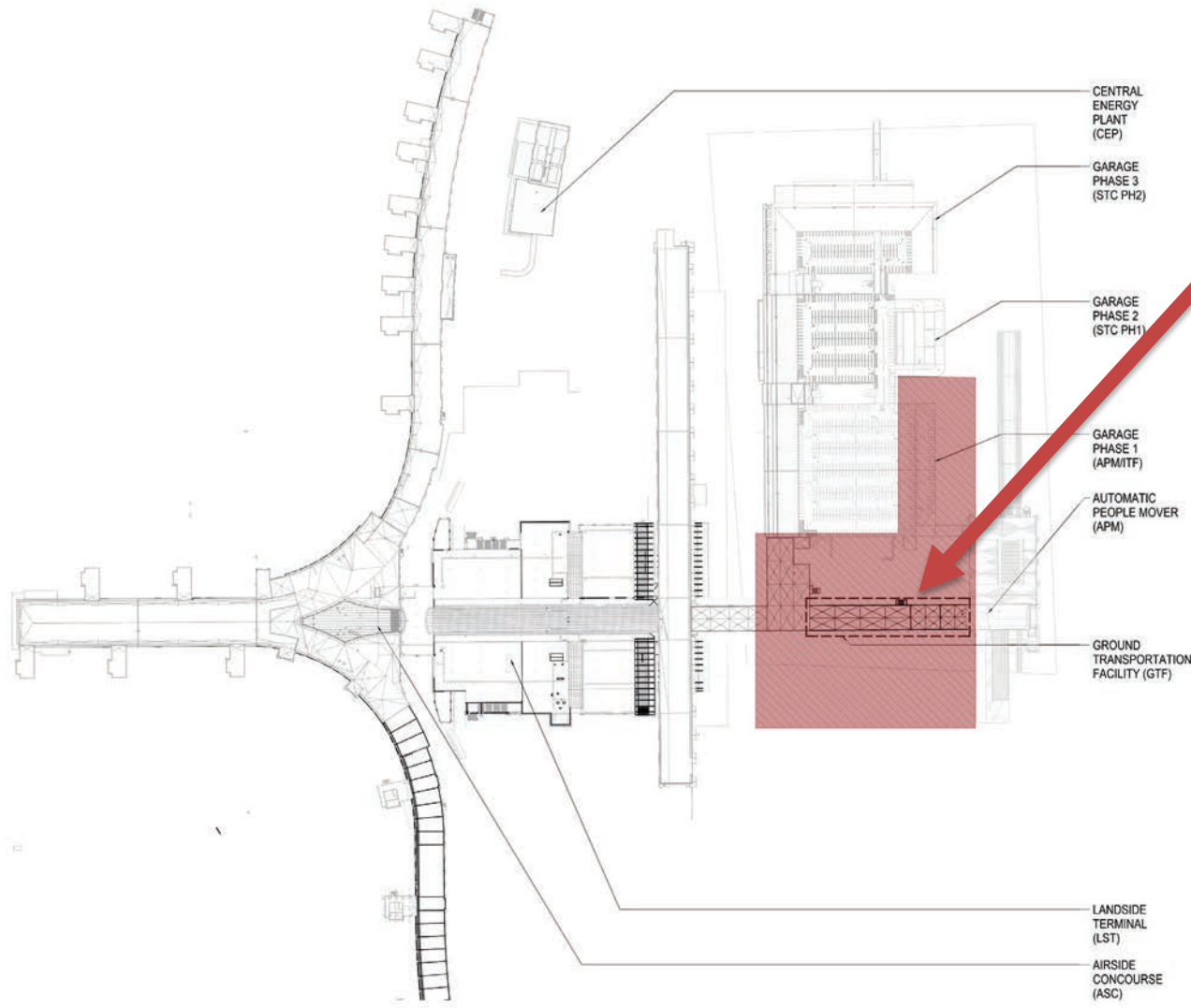
# Project Location



**Ground  
Transportation  
Facility (GTF)  
Pedestrian Bridge  
and Loop Road**



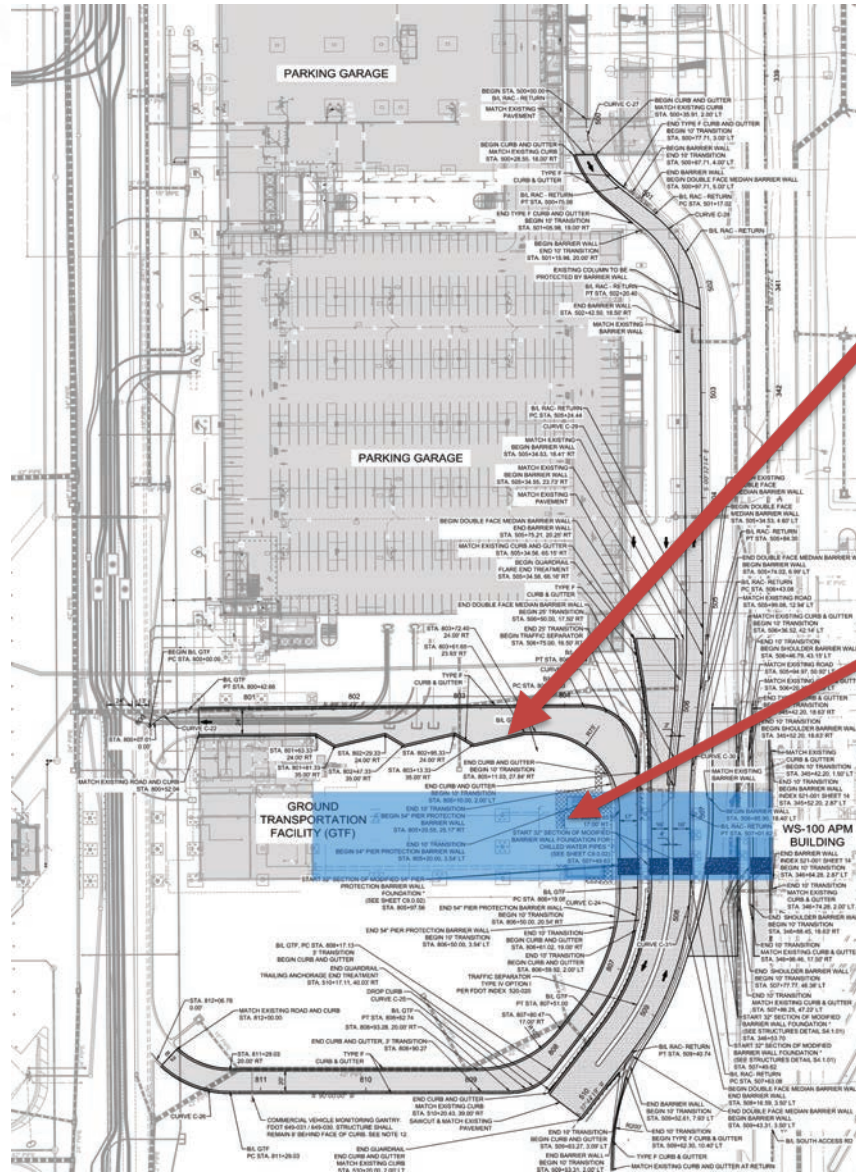
# Project Location Cont.



**GTF Pedestrian  
Bridge and Loop  
Road Project  
Limits**



# Project Location Cont.



**GTF Loop Road and roadways  
to tie in a future rental car  
jockey road from the south to  
the parking garage**

**GTF Pedestrian Bridge  
4 levels – 29,965 SF**

[illegible]



# GTF Pedestrian Bridge Section

