



TOM BRADLEY INTERNATIONAL TERMINAL RENOVATION PROGRAM INTERIOR IMPROVEMENTS AND BAGGAGE SCREENING FACILITIES

PROJECT DESCRIPTION

In March 2010, the Tom Bradley International Terminal (TBIT) at LAX completed a \$737 million renovation program that makes traveling through this international gateway safer, faster and more comfortable. Construction on the building, which opened in 1984, included major interior renovations to the ticketing lobby, arrivals corridors and waiting area (meet and greet); as well as modifications to two gates (including a two-level gate) to accommodate new aircraft such as the Airbus A380 and the Boeing 787 for use in the interim period before the opening of the New Tom Bradley International Terminal in 2013.

The largest single component of the project added 45,000 square feet of space to house a new in-line, checked-baggage security screening facility, which reduced passenger congestion in the airline ticketing lobby by removing the many van-sized, explosive detection systems previously located there. Passengers can now check their luggage at ticketing counters, from where luggage is conveyed to behind-the-scenes baggage screening and then transported to awaiting flights.

Other program elements included upgrades to the finishes on the Arrivals Level; improved accessibility for passengers with disabilities; upgraded utilities and fire-and-life safety systems; and new restrooms, elevators and escalators, climate control/ventilation systems, and signage. The project also included new Information Technology components to support the upgrades and promote better passenger flow.

TRAVELER BENEFITS

- Facilitates more efficient baggage security screening



Contemporary style and functionality characterizes new ticketing counters.

- Reduces congestion in departures/ticketing lobby, Customs Arrivals Hall and Arrivals Lobby (meet-and-greet)
- Provides larger baggage carousels for faster luggage Retrieval

ENVIRONMENTAL SUSTAINABILITY

Following the major renovation program, the U.S. Green Building Council awarded the building its prestigious Silver LEED-EB (Leadership in Energy and Environmental Design-Existing Building), recognizing the renovation's efforts at maximizing operational efficiency while minimizing environmental impacts. Significant upgrades to the terminal's environmental management system were made, including automating the building's lighting control system using high-efficiency fluorescent lighting with dimmable ballast, and installing

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more energy-efficient heating, ventilation and air-conditioning (HVAC) systems. The project also focused on materials and resource conservation, with more than 75 percent of construction and demolition waste recycled or salvaged.

■ CONSTRUCTION DATES

February 2007 – March 2010

■ COST

The overall cost was \$737 million. Cost for construction work was \$567 million and another \$170 million was allocated for architectural and engineering designs; new passenger loading bridges; and construction of the first boarding gate for new-generation aircraft, lounges and terminal offices. The total budgeted amount was \$755.3 million.

■ TRAVELER IMPACTS

A complex, phased construction plan enabled TBIT to maintain normal operations 24 hours a day, seven days a week, during construction. During the eight phases of construction, operations such as ticketing, security screening and airline lounges were temporarily relocated within the terminal. Travelers experienced construction-related noise and other changes, such as pedestrian detours and construction barricades.

■ CONTRACTORS

Construction Management: Parsons Transportation Group

Architect/Engineer: Leo A Daly

Prime Contractor: Clark/McCarthy, A Joint Venture of Major Subcontractors:

- Bragg Crane & Rigging
- Nuprecon
- ISEC, Incorporated
- Sasco
- Key Air
- Siemens Airport Logistics
- Murray Company
- Standard Drywall