

# ALLFORD HALL MONAGHAN MORRIS

## INTERIM ADDITIONAL SERVICES 2 FEE PROPOSAL



OKLAHOMA CITY AIRPORT TRUST  
OKLAHOMA CITY, OK

AT-0073: NEW MULTI-LEVEL PARKING GARAGE  
FACILITY AT WILL ROGERS WORLD AIRPORT

OKLAHOMA CITY, OK  
JANUARY 7, 2025

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## **OBJECTIVE:**

AHMM have been contracted by the Oklahoma City Airport Trust to undertake a design for a new parking garage at Will Rogers International Airport. AHMM completed Task 1A services in June 2024 with a preliminary report that set out multiple options. In October 2024, AHMM were contracted to perform additional interim services to refine the estimated cost of two preferred options. Both those options conflicted with the location of the existing toll booth plaza, requiring it to be relocated.

Subsequent meetings with the Airport Trust proposed the replacement of the toll booth plaza with alternative technology-based systems for collecting payment. This fell outside the scope of the appointed design study, and AHMM were asked to define the scope of a new study that would equip the Airport Trust with the information they needed to decide on the relocation or replacement of the toll booth plaza.

The task is an equipment assessment and specification process of advanced parking controls, to suit the newly proposed and existing parking infrastructure at Will Rogers International Airport, that will provide advanced payment systems and enable real-time available parking space counts to assist patrons in locating available spaces.

The following proposal intends to clarify the additional information to be delivered.

## **CONSULTANTS / SCOPE RETAINED BY AHMM FOR THIS LIMITED SCOPE OF ADDITIONAL SERVICES:**

Specialist Parking Consultant – Parking Advisor’s Group

## **SCOPE OF LIMITED ADDITIONAL SERVICES:**

### **INTERIM TASK ADDITIONAL SERVICES**

#### Technical Review

1. Review the necessary access points and control devices to determine optimal customer throughput based on existing traffic volumes, projected growth factors, and configuration assumptions throughout the airport’s facilities. Study access points and control devices, and provide recommendations for optimal locations to maximize efficiency and accommodate anticipated growth. This analysis will include input from the airport’s IT group to support the integration of existing and proposed systems.

This review will account for the maximum available parking supply (peak demand) and factor in future parking development in the calculations. Recommendations will address current needs and future projected requirements, assuming a similar feature set.

2. Evaluate how access controls and parking products can be configured to offer a diverse range of parking options, such as tiered pricing (e.g., rooftop vs. covered spaces), dynamic pricing models, or reserved spaces. This will include a review of current parking configurations and recommendations for enhancements to support flexibility and meet customer demand.

3. With the assistance of airport parking personnel, inventory the airport technology to compile a list of current devices, lane configurations, and existing equipment documentation to facilitate the development of alternative technology. A detailed list of information required from staff will be developed upon approval of this scope.
4. Examine and assess the potential for queuing at all proposed access points and estimate the impact of the updated controlled access for each parking facility.
5. Identify limitations or constraints affecting acceptable traffic flow.
6. Provide preliminary recommendations for wayfinding signage required due to the implementation of new parking controls.
7. Establish a preliminary timeline, including the sequence of activities, decommissioning of the existing system, and construction/installation of the new controlled parking system.

#### Visioning Session

8. Attend and facilitate one visioning workshop to explore appropriate technology options.

#### Phasing Program

9. Develop an outline of the necessary steps to reconfigure airport technology, enabling existing facilities to operate during the construction of the new parking garage.

#### Preliminary Operating Specification

10. Develop a written, performance-based specification to solicit equipment vendors to quote new technology. (The features selected in the recommended solution above will guide the choice of equipment provider.) This operating specification will primarily be used to compare pricing for various technology options.
11. Collate and facilitate presentations of system features by suitable vendors.
12. Study an implementation scheme that will minimize disruptions to existing operations at Will Rogers International Airport.

#### Limitation of scope

In addition to the visioning session, and meeting with airport staff to inventory the current airport parking devices and configuration, the scope includes two briefing/reporting meetings.

Interim Additional Services 2 is a study to explore parking control systems. It assumes that any recommendations or outcomes of the study will be incorporated into the garage design work of AT-0073 in future Tasks, and does not include the redesign of design work to date. Exclusions listed below pertain only to this parking control systems study.

## ITEMS *EXCLUDED* FROM THE SCOPE OF WORK

- Development of parking sign programming language
- Proposal of locations for signage
- Design studies associated with the removal of the toll booth
- Traffic studies

## PROJECT SCHEDULE

Interim Additional Services 2                      45 Calendar Days

## FEE SUMMARY

Total	\$47,540
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It has been our pleasure to assist you with this design work and we sincerely appreciate your willingness to broaden the scope of our study to arrive at the best solution for the City of Oklahoma City and the Airport Trust. If you have any questions or need additional information, please contact Timothy Neville-Lee at 405.600.1941

Prepared and Submitted by:

  
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Timothy Neville-Lee  
Associate

Date: JAN 7<sup>th</sup> 2025